

Appendix V1.A

Coastal Act Policy Analysis



**Appendix V1.A
Review of Project Consistency with Coastal Act Policies**

The proposed project includes amendments to the City of Oceanside’s (City’s) certified Local Coastal Plan (LCP) that will require California Coastal Commission (CCC) approval. Amendments to the City of Oceanside’s LCP includes incorporating by reference the Incentive District and its provisions and amending text pertaining to the General Commercial, Coastal Dependent, Recreational & Visitor Serving Commercial, Light Industrial and High Density Residential land use classifications to ensure consistency with the intent and objectives of the Coast Highway Vision and Strategic Plan (Vision Plan) and the Incentive District including but not limited to promoting increased mixed-use development. The General Plan and LCP map amendments include amending the Coastal Land Use Plan. The map amendments include redesignating several properties currently designated as Light Industrial to General Commercial and High Density Residential to General Commercial.

Coastal Act Chapter 3, *Coastal Resources Planning and Management Policies*, includes policies that constitute the standards by which the permissibility of proposed developments subject to the provisions of the Coastal Act are determined. The Coastal Act policies that are relevant to the proposed project are addressed in **Table V1.A-1** below. Table V1.A-1 includes a preliminary assessment of the project’s consistency with relevant Coastal Act policies. The final determinations regarding project consistency with Coastal Act policies is reserved for the CCC.

**TABLE V1.A-1
CALIFORNIA COASTAL ACT CONSISTENCY ANALYSIS**

Section	Policy	Determination of Consistency
Public Resources Code 30000		
Article 2: Public Access		
30210	Access; recreational opportunities; posting: In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.	<u>Consistent:</u> The project, including the proposed roadway improvements, incorporate Complete Streets enhancements intended to enhance the experience and safety of residents and visitors traveling the corridor, regardless of their mode of travel. This includes providing safety improvements such as bike lanes and mid-block crosswalks which will ultimately increase access for residents and visitors traveling between the corridor, the beach and other parts of the coastal zone. The addition of bike lanes will also increase recreational opportunities within the project area. In addition, the City would prepare a construction traffic management plan to address traffic detours, pedestrian and bicycle mobility, and conditions during construction activities so that coastal access is maintained during these construction periods. Please also refer to the analysis for Sections 30252 and 30253.
30211	Development Not To Interfere With Access: Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.	<u>Consistent:</u> The proposed project is for portions of the coastal zone that are not located near the shoreline or sea. As described in response to 30210 above, the project will not interfere with the public's right of access to the sea, but will provide additional methods of travel and enhancements that will increase the safety of residents and visitors traveling between the corridor and other parts of the coastal zone.

Section	Policy	Determination of Consistency
Public Resources Code 30000		
30212	<p>New Development Projects:</p> <p>(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.</p>	<p><u>Not applicable:</u> The project does not affect new development projects that would provide public access from the nearest public roadway to the shoreline.</p>
30213	<p>Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals: Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Development providing public recreational opportunities are preferred. The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.</p>	<p><u>Consistent:</u> The proposed Incentive District would allow for different types of residential, commercial and mixed-use developments throughout the corridor. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development the City would prefer in the project area. The LCP Amendment would include amended text pertaining to the General Commercial, Coastal Dependent, Recreational & Visitor Serving Commercial, Light Industrial, and Residential High Density land use classifications to ensure consistency with the intent and objectives of the Vision Plan and the Incentive District. While the LCP Amendment would allow for the introduction of residential uses within the project area, the Incentive District does not preclude low cost visitor-serving commercial recreation facilities from being developed in these areas and additional height and intensification in the Nodes has been allowed to ensure that development opportunities for visitor-serving commercial recreation facilities are further accommodated within the Incentive District. In addition, the Incentive District introduces a minimum commercial requirement for mixed use development and the expansion of allowed visitor serving and recreational uses throughout the Incentive District, which will further ensure that opportunities for visitor-serving commercial recreation facilities are preserved and enhanced. Please also refer to the analysis for Sections 30252 and 30253.</p>
Article 6: Development		
30250	<p>Location; Existing Developed Area:</p> <p>New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.</p> <p>Where feasible, new hazardous industrial development shall be located away from existing developed areas.</p> <p>Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.</p>	<p><u>Consistent:</u> Although located in the coastal zone, the proposed project would be located within an existing developed and highly urbanized area of the coastal zone. The proposed project encourages infill development to accommodate future growth so as to not have significant adverse effects, individually or cumulatively, on coastal resources.</p>

Section	Policy	Determination of Consistency
Public Resources Code 30000		
30251	<p>Scenic and Visual Qualities: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.</p>	<p><u>Consistent:</u></p> <p><i>Complete Streets Improvements</i></p> <p>As summarized in Table 3.1-1, Summary of Coastal View Corridor Assessment for the Draft Environmental Impact Report (DEIR) (2018), in Section 3.1, <i>Aesthetics</i>, of the EIR contained in Volume 3 of this Final EIR (FEIR), 7 of the 24 vantage points assessed were determined to have a good (5 vantage points) or exceptional (2 vantage points) view of the Pacific Ocean. Of those seven vantage points, only one vantage point (Surfrider Way) which offers a good view of the Pacific Ocean includes an intersection where a roundabout is proposed under the project. However, existing impediments at Surfrider Way include an existing median consisting of low-lying shrubs, scattered palm trees and signs, which are similar in character to the proposed Complete Streets improvements. Therefore, implementation of the Complete Streets improvements would not substantially change the current visual character of this intersection and would not affect its designation as a "good" quality view corridor. All other roundabouts are proposed at vantage points that have been designated as having limited or minimal views of the Pacific Ocean, where implementation of the Complete Streets improvements would not significantly impact those views. Furthermore, for any intersection improvements over 36 inches, the City would evaluate the improvement using the Coastal View Corridor Assessment to determine how to design or locate the improvements to avoid impacts to existing and potentially restored coastal views within the Coast Highway Corridor.</p> <p><i>Incentive District</i></p> <p>As stated above, the City surveyed and assessed the existing views of the Pacific Ocean from various vantage points along and in proximity to Coast Highway to further support the conclusions of the DEIR. This additional information was included in the Partially Recirculated Draft Environmental Impact Report (PRDEIR). The photographs of each vantage point and visual assessment of the views are contained in the Coastal View Corridor Assessment (refer to Appendix B of the EIR contained in Volume 3 of this FEIR). The two exceptional view locations are located outside the Incentive District and are not subject to proposed changes to development standards. Only one of the 5 vantage points determined to have a good view is located within the Incentive District at Seagaze Drive. The current side yard setback requirement for properties along Seagaze Drive within the Incentive District are 0 feet and 10 feet at corner lots. The Incentive District at Seagaze Drive requires no minimums and a 10-foot maximum. Proposed setback standards are consistent in this area and additional form based standards would apply ensuring key building elements are designed to enhance street frontages where private development meets the public street providing enhanced protection of public views.</p>
30252	<p>Maintenance and Enhancement of public access: the location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile</p>	<p><u>Consistent:</u> The Incentive District is an alternative to (and not a replacement of) existing zoning standards which requires public benefits (including but not limited to increased open space) and adherence to form-based development standards to achieve increase residential densities and height. The intent of these allowances is to target appropriate development intensities for mixed-use</p>

Section	Policy	Determination of Consistency
Public Resources Code 30000		
	<p>circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.</p>	<p>development in Node areas, served by public transit. This encourages new development to facilitate the provision or extension of transit service, provides for commercial facilities within or adjoining residential development and sites new development to minimize vehicle miles traveled. In addition, the complete streets improvements proposed by the project are intended to increase opportunities for alternative modes of transportation, including nonautomobile circulation. In addition, the proposed project would increase the public on-street parking supply along Coast Highway and the City is committed through its Circulation Element policies and draft Climate Action Plan to promote additional Transportation Demand Management (TDM) programs including the development of a TDM ordinance and program.</p>
30253	<p>Minimization of Adverse Impacts: New development shall do all of the following:</p> <ul style="list-style-type: none"> • Minimize risks to life and property in areas of high geologic, flood, and fire hazard. • Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. • Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. • Minimize energy consumption and vehicle miles traveled. • Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses. 	<p><u>Consistent</u>: The project would minimize adverse impacts related to hazards and hazardous materials, geology and soils, air quality, energy consumption, vehicle miles traveled, and recreation. Refer to Sections 3.2, <i>Air Quality</i>; 3.5, <i>Geology, Soils, and Seismicity</i>; 3.7, <i>Hazards and Hazardous Materials</i>; 3.13, <i>Recreation</i>; 3.14, <i>Transportation and Traffic</i>; and Chapter 6, <i>Other CEQA Considerations</i>, which includes the Energy analysis, of the EIR contained in Volume 3 of this FEIR.</p>
Source: ESA 2019		

Appendix V1.B
**DEIR Comment Letters That
Don't Require A CEQA
Response**



From: Gloria Ryan <glowinz13@gmail.com>
Date: August 18, 2017 at 4:27:25 PM PDT
To: <council@ci.oceanside.ca.us>
Subject: Please No

Gloria Ryan
328 S Weitzel St GLOside 92054

1. You do not want one lane in each direction in South O (or wherever you live and don't want it),
2. You do not want developer incentives to include no parking for residential 2A
You do NOT want 65 foot tall building on our coast highway
3. You do not want administrative approvals for projects (this means they don't get public hearings or notice!)
4. You do not want roundabouts (which they failed to properly study in the Draft environmental document- they are wholly inappropriate for the traffic volume we have now)
- 5 Traffic will come to a virtual halt in South O because there are few parking lots and alleys to delivery goods so delivery vehicles will stop in the one lane to do their jobs
6. NCTD will run buses every 15 minutes requiring another stoppage of traffic with one lane.
7. Cut through traffic in the neighborhoods will make us all less safe 8- cutting parking will hurt our local businesses, including destroying some of them, and encourage parking in our neighborhoods, again making them less safe... but do tell them YOU WANT lighted crosswalks on Coast Highway at busy intersections (Whaley, Kelly, Eucalyptus, West, Minnesota, etc), you want street/shade trees and more bike racks, finish Rail Trail for bikes over Loma Alta Creek , you want nice planted medians where they will fit. NO DEVELOPER INCENTIVES!
Those were never discussed in 10 years and all of the sudden this is being sprung on us by Planning .And while you're at it, ask Council to CREATE MORE UNRESTRICTED PUBLIC PARKING DOWNTOWN! It's ridiculous to expect the public to "share" parking with hotels and the transit center.

From: Thomas Clarke [mailto:hinyaha@gmail.com]
Sent: Saturday, July 22, 2017 7:09 AM
To: philip.diehl@sduniontribune.com; John Amberson
Subject: Public Comment regarding Wasteful Spending

Oceanside City is broke and in debt. We can't afford to waste more money on something that "ain't broke, but we wanna fix it anyway." Adding more roundabouts is something that we don't need, nor will it have the desired impact on human nature that bureaucrats think they can dictate.

I'd rather not be paying taxes to the banks because of 200 million dollars in unpaid debt. Did any of the bureaucrat central planners think about that?

Tommy Clarke

From: Linda Sills [mailto:linjete@gmail.com]
Sent: Saturday, July 22, 2017 9:31 AM
To: John Amberson
Subject: Coast Hwy-Zoning

Still at it, huh? Have you ever read Plato's Republic? You, and the other "fellow travelers" are the perpetual tyrannical Master Minds, and the elitist Philosopher Kings.

So, are you going to get out of your car? I see you have swallowed the huge LIE of evil carbon, and global warming and phony climate change. There is a film out there (I suggest you go see it) called Climate Hustle. And on You Tube, you can Google Agenda 21 for Dummies.

I am also sure that you agree with the Fabian Socialists on de-population, and the Naomi Klines of the world of degrowth. Carbon Dioxide is Plant food. Guess you failed 4th grade science. Get rid of carbon and you can have your de-population dreams come true. Humans need oxygen.

California is destroying itself. Keep it up, and you will have a mass Exodus out of this failed state, like the one where Moses took his people out of Egypt. Oh, you probably have never read that book either.

Your unconstitutional, totalitarian garbage is one of the reasons Donald Trump was elected. Because the real patriotic Americans in this country are sick of people like you, undermining our unalienable (God-given) rights and private property rights.

From: JOHN STUMP City Hieghts 92105 [mailto:mrjohnstump@cox.net]

Sent: Sunday, July 23, 2017 2:27 PM

To: joshua.smith@sduniontribune.com; John Amberson

Cc: joshua.stewart@sduniontribune.com; philip.diehl@sduniontribune.com; 'cityclerk@sandiego gov'; cityattorney@sandiego.gov; cityauditor@sandiego.gov

Subject: Thank you for your article on the equivalent of strip mining and the Oceanside Environmental document

Dear Mr. Smith.

Thank you for your article concerning the environmental impact equivalents to strip mining http://enewspaper.sandiegouniontribune.com/infinity/article_popover_share.aspx?guid=bd789c2a-12a4-41fd-81ea-958cda238231

The challenge with our immature economy is, that to satisfy consumer demands for cheap products and capitalists desires for high profits, we have been willing to treat the pollution, environmental impacts, and climate changing carbon impacts from fossil fuels as a free lunch "externality" . It is time to adopt the European Total Cost Accounting system so that all the costs of production and consumption are included. Of course, there is There An't No Such Thing As A Free Lunch (TANSTAAFL) but, as Leonard Cohen reminded us, in his song Everybody Knows, - . .. everybody wants their box of chocolates and their long stem rose... <https://youtu.be/Lin-a2lTelg>



San Diego's jet air craft based tourism business is one of the worst polluters, with its some 20 million passenger trips per year, but San Diego still promotes that tawdry dirty business. Today, the Climate Treaties have exempted air travel and ocean liners; but that exemption will not last for another 40 years, as Global Warming impacts worsen. Please think what happens to our tourism based economy and bond borrowing financing, as jet travel restrictions go into place, whether by carbon tax, regulations , or just becomes more costly because of innovation. I would not invest in long term San Diego bonds based on tourism with a 2050 maturity date.



If San Diego tourism does not continue to grow on SANDAGS straight line projections but instead levels out or declines because of higher jet travel costs, projected water/sewer cost doubling, from PURE; declining climate because of heat , drought and weather changes, who will pay the 40 year Convention Center Bond financing? Where will San Diegan's jobs come from? The Keeling Curve projections will have more impacts than a hotter climate – t will chill the San Diego tourism economy.

It's time to start shifting the San Diego / Tijuana economy away from development growth and tourism to industries that are less climate dependent like high technology and bio tech. See my letter, attached, presented at the time of the City's adoption of the Climate Action Plan.

Thank you for your efforts

Please include as a comment, with the attached letter, to the Oceanside environmental document. Particularly if any project or plan is dependent on long term bond financing.

All the best,

John W. Stump, III

Attorney at Law

Under the Big Tree At 3 Leaf

2415 Shamrock Street

City Heights, California 92105

619-281-4663

NO SERVICES WITHOUT WRITTEN CONTRACT

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From: B Von Wistinghausen [<mailto:bvonwist@icloud.com>]
Sent: Sunday, July 23, 2017 8:10 AM
To: John Amberson
Subject: I am opposed to coast highway plan

Please do not move forward with the proposed plan to slow traffic on the coast highway. It will cause endless and needless delays, waste fuel, increase pollution, and infuriate residents. It also eliminates an alternate route when the I-5 is congested. The current experiment to go to two lanes is a dismal failure as traffic there is snarled daily. It will put more traffic on Pacific street.

The coast highway is a vital highway and needs to remain as such.

Sincerely

Benn von wistinghausen
Proud Oceanside Resident

Sent from my iPad

From: Elizabeth Barnes [<mailto:barnes.beth@comcast.net>]
Sent: Monday, July 24, 2017 7:01 PM
To: John Amberson
Subject: Oceanside Coast Highway Proposal

While I would appreciate a more "village" shopping experience in downtown Oceanside, as proposed, I have serious concerns about the traffic implications of making Hwy 101 only 2 lanes with multiple roundabouts.

Interstate 5 and a 4-lane Hwy 101 are currently congested all day, as it is. How do you expect I5 to absorb the greater traffic?

I believe the added congestion on I5 will discourage tourists from coming to Oceanside, the opposite of your intent. Add the extra traffic congestion to the recent serious reduction in downtown parking due to development, and you will make it not worth the hassle.

Thank you for the opportunity to comment.

Elizabeth Barnes
200 N El Camino Real Spc 164
Oceanside 92058

Barnes.beth@comcast.net

Sent from my iPhone

From: Sunie Roman [mailto:goodtimesdesign@gmail.com]

Sent: Monday, July 24, 2017 9:08 AM

To: John Amberson

Subject: Oceanside Coast Highway

Hello,

I saw a post about the coast highway. I had emailed the city about this about a year ago and I had heard they decided against the narrowing of the 4 lane area to 2 lanes due to a study but I guess they are still considering narrowing it down again. I believe this is a horrible and costly idea. I live west of the coast highway at Oceanside Blvd. and the area where it is 2 lanes has been a big mess. I have seen multiple accidents and people with really bad road rage due to not being able to pull onto the coast since the traffic is always backed up due to it being 2 lanes. I understand that the reason the city did this is because of the kid who was going the wrong way on the sidewalk and got a hit by a car, but it is not fair to make the residents of Oceanside have to deal with such bad traffic and accidents due to the kids mistake. Also roundabouts cause so much confusion as it is I can't imagine what will happen is there are multiple ones. Even though they have made a larger bike lane I still see people riding their bikes on the wrong side of the street and on sidewalks, so it's not really changing anything. Oceanside seems to be having more and more people moving here every year and now they are building more condos which is going to bring more people, more traffic and more accidents. Whenever I tell my neighbors or fellow residents of the area a lot of the people do not even know this is happening and they are outraged. I have recommended them email the city and I know a lot of them have. Is this email the best one for them to contact? And if there is anything we can do to stop this horrible idea please advise. Thanks for your time and have a good day!

Sunie Roman

From: Elena Thompson [mailto:elenathompson@cox.net]
Sent: Monday, July 24, 2017 4:23 PM
To: John Amberson
Subject: In support of the Coast Highway 101 Plan-Oceanside

Att: John Amberson,

We read with great interest today the article in the SDUT on the “New Vision for Iconic Road” in Oceanside.

We are in favor of the proposed Oceanside Plan to include roundabouts, fewer traffic lanes, medians and a friendlier bike and pedestrian environment. This would be fantastic! It will also generate more business for your local businesses than how it is now for them, with cars speeding by what you have to offer and driving too fast to see how great Oceanside has become! 😊

While some businesses may complain about “traffic”, the truth is, over time, more and more people prefer to use the train, UBER, their bikes and feet to get them around! Further, we now have to be thinking about reducing vehicle miles traveled and our carbon footprint (Climate Action Planning). So, your work is worthwhile and this will be a legacy project people love, once it is completed. Further, It will not require the level of parking now needed as more people visit Oceanside by alternative means. In sum, it will make for a safer Oceanside!

We look forward to this happening! Keep up the great work!

Regards and thank you,

Elena & John Thompson
760.822.3873

From: Laura E. Uhlmeyer [mailto:n6nyg@sbcglobal.net]
Sent: Monday, July 24, 2017 11:43 AM
To: John Amberson
Subject: The new Ideas for 101, etc

Mr Amberson,

As an Oceanside resident, I want you to know that I dislike the new proposals to make it harder for us to get to the stores and businesses that we like to patronize. If you want to make it for the visitors and only very locals, then go ahead. But the people in this town have liked to be able to shop and see adequate parking (not like the STUPID "back into the parking stalls on Mission") . How are we expected to get to the "Transit Center" and be able to park? Jerry Kern is wrong with his ideas for Oceanside.

Sincerely,
Laura E. Uhlmeyer

From: Diane Hanson [mailto:ddshanson2@gmail.com]

Sent: Tuesday, July 25, 2017 5:05 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: US Coast Hwy: Transformation

There is not enough room for roundabouts at any intersection along Coast Hiway in Oceanside. The traffic is already congested. Additional high rise buildings are a mistake along this corridor because they allow for no public parking. The three new hotel are an example of this.

The one current high rise free public parking structure is inadequate. The existing Public Park is a \$7 fee for all day not for a few hours. Most people use it only for a few hours... lunch or dinner - maybe a movie. It charges even Handicapped spaces. This is unfair. I thought Free Handicap Parking was a State law!

Don't listen to Jerry Kern, he is on his way out. He has already lined his pockets here and is ready to move on. "Traffic is just a painted line", he says. If we do what he wants that's all Coast Hwy will be - one long painted line - no lanes!

We need new large business YES. But not long Coast Hiway. Go East Old Man - Go East. We need new large businesses like FedEx. Large

businesses along Coast Hiway will bring more traffic and no where to park! Dumb! There is no room to build those types of business except in East Oceanside.. How about that empty Drive-in Theatre? It's been empty, with a terrible swap meet there on the weekends, for about 20 years! Use the vacant land we need to fill up in East Oceanside before taking our coast line with bad ideas. What does the Coast Commission say about all this?

Breakwater Brewing, a business that needs more parking. Those customers are being ticketed. Why? Not enough public parking - that's why.

People can't even take their kids to the beach for the same reason. When the Public Parking is taken away (as it has), people are forced to park on the street. They over stay - they get a ticket. Oceanside is getting a bad reputation. The City Council should stop this raping of the people who have a right to reasonable charges for Public Parking that is accessible to the beach. This lack of public parking has caused the traffic problem. Because people drive around and around (and not in a round-about which only makes it worse) looking for a place to park.

The 13 year old boy riding his bike in 2009... There are more bikers (and lanes provided for them) than ever. Not everyone is going to ride a bike to the beach. Parents still must take a car,

with the kids and all their paraphernalia. How?
How to get there? Where to Park? How to pay?
Would you take your kids, grand kids on the bus
because there was no place to park. NO, you
would not. If you think this plan solves anything
- think again.

From: cfbkemp@gmail.com [mailto:cfbkemp@gmail.com]
Sent: Wednesday, July 26, 2017 8:28 AM
To: Diane Hanson <ddshanson2@gmail.com>
Cc: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Re: US Coast Hwy: Transformation

Please do what is best for Oceanside, developing the area that was used as a swap meet is far more feasible than continuing to congest our lovely beach area.

Connie Kemp
Oceanside resident

Sent from my iPhone

On Jul 25, 2017, at 5:05 PM, Diane Hanson <ddshanson2@gmail.com> wrote:

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The 13 year old boy riding his bike in 2009... There are more bikers (and lanes provided for them) than ever. Not everyone is going to ride a bike to the beach. Parents still must take a car, with the kids and all their paraphernalia. How? How to get there? Where to Park? How to pay? Would you take your kids, grand kids on the bus because there was no place to park. NO, you would not. If you think this plan solves anything - think again.

From: Nancy Gregory [<mailto:stopnoise2007@yahoo.com>]

Sent: Thursday, July 27, 2017 2:18 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Coast hwy

Just wanted to comment on the coast hwy. I read I think lowery was saying businesses would close if south Oceanside didn't go along with lane reduction, first off that would of already of happened bring something people want to go to and they will come, but they have to have a way to get there first. Where the road is narrowed already and the roundabouts are a major bottleneck I'm on the road all the time and guess what regardless of what different studies say the bottleneck exists and it's going to prevent people from coming here not encourage as the city professes they want?? The studies they quote are often from multiple years and at times when the roads are empty. Also by the city accepting funds from the state they are no longer representing the residents and are instead representing the state of California. Looks like a conflict to me!

Sent from my iPhone

From: Gayle Lacy [<mailto:gayledlacy@gmail.com>]
Sent: Friday, July 28, 2017 10:28 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: RE: Roundabouts in South O

As a kid growing up in Oceanside I have watched as the City Council has changed traffic directions made and changed one way streets.

I am so against the roundabouts. They actually impede the traffic. It will bottleneck the intersections and create more traffic flow problems. Why not look at Carlsbad and see how in the center of Carlsbad they put up a stoplight that allows pedestrians to cross the street in any direction at one time.

Traffic from North to South O is already bogging down because of the narrowing of Pacific Coast highway to one lane from Oceanside Blvd to California street. Please do not slow down the traffic to less than a crawl with roundabouts. They are ineffective unless you want bogging down the flow from north to south . People hesitate and do not enter the roundabouts then they stop in the roundabouts because they fear another car entering the roundabout. You will find more accidents and many more complaints on the functionality of the roundabouts.

From: laird stabler [mailto:laird.stabler@gmail.com]
Sent: Wednesday, August 09, 2017 11:40 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast highway corridor

I would like to see this for the section north of Oceanside boulevard. South Oceanside should be left out as it is already a thriving community scene and does not want the tourist feel of north Oceanside.

Thank you.

Laird Stabler
303.880.1233

From: Shawn Crain [mailto:crain.shawn@yahoo.com]

Sent: Thursday, August 10, 2017 5:39 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Coast Highway "Traffic Circle"

Hello Mr. Amerberson,

I just reviewed the new proposal for South O "Traffic Circle" and find it troubling for all vehicles passing on Coast Highway and Cassidy. As a resident in South O for 10 years, I have noticed increase traffic by Coast Highway and Cassidy but, find a traffic circle **not** to be the correct solution. Also, no more development incentive south of Oceanside Blvd. Please seek other areas for development and leave South O be, unless a more commuter friendly idea comes up.

I have gathered my neighbors and friends from Oceanside and South O to join with me in **not** supporting this South O City proposal citywide plan and ask that you reconsider the roundabout design.

Please consider,

Erin Crain, MSW

From: Mike Moore [<mailto:mike@mooregc.com>]

Sent: Thursday, August 10, 2017 10:02 AM

To: City Council <Council@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>; Russ Cunningham <RCunningham@ci.oceanside.ca.us>; David DiPierro <DDiPierro@ci.oceanside.ca.us>; Leslee Gaul <leslee@visitoceanside.org>; Tracey Bohlen <TBohlen@ci.oceanside.ca.us>; Patricia Mosher <PMosher@ci.oceanside.ca.us>; David Morris <dmorris@rbbusa.com>; Deanna Lorson <DLorson@ci.oceanside.ca.us>; Dr. Al Taccone <ataccone@miracosta.edu>; Jerry Kern <JKern@ci.oceanside.ca.us>; jim schroder <jimschroder@jimschroder.com>; Josh McFadyen <josh.mcfadyen@colliers.com>; Kim Millwood <tbgbq@yahoo.com>; maltman@altmanplants.com; Mike Moore <mike@mooregc.com>; Patricia Mosher <PMosher@ci.oceanside.ca.us>; Tyrone Matthews <tmatthews@matthewslawgrp.com>; Ward O'Doherty <ward760@att.net>

Subject: Make Coast Hwy 2 Lanes

Mayor Wood and City Council,

I am emailing to express my sincere and deep-rooted support for making Cost Hwy 2 lanes in its entirety.

I am writing in my capacity as both a member of the EDC as well as a resident and lover of Oceanside.

Our city is becoming more densely populated and subsequently less conducive to car travel. Further we have such a unique opportunity to create a truly special atmosphere which promotes and embraces the many small businesses along CH and fosters a community atmosphere which encourages neighbors to interact. We are a city with year-round weather ideal for travel on foot and bike. We should embrace this opportunity to make Oceanside great.

I am aware of a group within the South O business community which is opposed to the reduction from four lanes to two. This is largely the same group of people who created and actively promote the "South O Walkabout" once a month. I fail to understand how there can be support for an event promoting a walkabout while opposing a plan to make their very sidewalks and businesses more walkable. Below is the link to the Facebook page for the South O Walkabout for further reference.

<https://www.facebook.com/southowalkabout/>

Coast Hwy needs to make pedestrians and bikes the priority over vehicles – for our businesses, for our safety and for our city.

Kindly,

--

Mike Moore, LEED AP

President

Moore Construction

[760-846-2324](tel:760-846-2324) (Cell)

[760-517-8600](tel:760-517-8600) (Office)

CA Lic #984791

MooreGC.com



NEW ASSIGNMENT

Traffic Engineering

Hi John Amberson,
Traffic Engineering Request #3010155 has been submitted to Accela CRM and assigned to you.

This request was submitted by
Mario Corral
Verified Official at
Aug 10, 2017, 10:32 AM PDT through
gov.publicstuff.com

<https://gov.publicstuff.com/request/view/3010155>

REQUEST DETAILS

DESCRIPTION

From: josh servi [<mailto:josh.servi@surfride.com>] Sent: Thursday, August 10, 2017 10:22 AM To: *Oceanside Customer Care* Subject: coast highway Hello city of Oceanside, i fully do not support the proposed plan for coast highway's condensing. The single lane recently put south of oside blvd has caused more traffic and close calls than having two lanes did.. The traffic would be horrible all over, the roundabouts slow people down as well and are even less safe than lights for bikers. Your doing this to make oceanside look fancy, this is my home, this is oceanside's communities homes. Tourists are great for buisness, but your bringing them in and filling the streets, our parking areas, raising the harbors price from 8 dollars a day to 15. This isnt us.. dont make this us.. keep oceanside the way it is, our generation and future generations of oceanside kids and adults will appreciate keeping it how it is.

PRIORITY

NONE

STATUS

ADDRESS

S Coast Hwy, Oceanside, CA, United States

DUE DATE

From: cerrie watson [<mailto:cmarmite@live.com>]
Sent: Thursday, August 10, 2017 7:10 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway Corridor

This new proposal is ludicrous,

I am not sure who comes up with these ideas but they're obviously not living in Oceanside. The area is compacted now with people and you're making the roads smaller and more dangerous by allowing bikes all over the road. You have already made a road over on Kelly by the coast for bicycles which bicyclists do not use as they're still in the road. And as far as roundabouts go they are a joke! If you are not from the UK or Europe you have no idea how to enter a roundabout and the rules of a roundabout. I cannot stand even driving into Carlsbad and I personally take the freeway, the long way around, because people are completely incompetent when it comes to using a roundabout. Nobody stops when you're in the roundabout and everyone just goes up-and-down! The road is already a mess down by the bowling alley, which no one is monitoring. Obviously the people that are making these decisions do not live in Oceanside and have nothing better to do! Maybe you should spend more time policing Vista Way and ticketing people that drive 80+ miles an hour in a residential area!

Cerrie Watson, Oceanside resident!

Sent from my iPhone

Sent from my iPhone

Sent from my iPhone

From: Daneen Akers [<mailto:daneen@daneenakers.com>]
Sent: Sunday, August 13, 2017 1:48 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Comments on Coast Highway Corridor Study

I just wanted to submit a comment about the Coast Highway Corridor Study. In general I'm supportive of this plan, particularly the aspects that make things more pedestrian and bike friendly. I have two young children and find the Coast Highway scary to get those across on bikes right now. I do worry that the proposed new developments only needing one parking spot isn't realistic, and I worry about South O looking like downtown. If there are ways to ensure that development happens with the current character in mind (most of us like a bit of grit to keep South O feeling like a more normal town and not an over-priced or overly-posh vacation destination for rich people).

What are the steps from here?

Thanks,

Daneen Akers
Machado Street resident

From: Doris [mailto:medoris@yahoo.com]

Sent: Sunday, August 13, 2017 8:22 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; Jim Wood <JWood@ci.oceanside.ca.us>; Chuck Lowery <CLowery@ci.oceanside.ca.us>; Esther Sanchez <ESanchez@ci.oceanside.ca.us>; Jack Feller <JFeller@ci.oceanside.ca.us>; Jerry Kern <JKern@ci.oceanside.ca.us>

Subject: proposed Coast Highway Changes

We need to keep the four lanes and stoplights. (NO traffic circles!) I live in South Oceanside and the Cassidy/Coast Highway intersection in particular would be a disaster. I pass there every day and ALWAYS see people at the stoplight waiting to pass safely toward the Buccaneer Beach. Moms with baby carriages and toddlers, elderly walking dogs, children alone, and people in wheelchairs or otherwise handicapped. In a circle, like the one at the north end of Carlsbad, the traffic doesn't stop and is very difficult for pedestrians (even able-bodied adults) especially if we have fewer lanes and therefore irritable drivers who have been slowed down by the lack of adequate lanes.

Doris Mullen
760 583-3458
1702 Alvarado Street
Oceanside

From: Mathew Wolf [<mailto:fivewolves@cox.net>]
Sent: Tuesday, August 15, 2017 5:08 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway Corridor

No Road Diet please

From: Dean Baldrige [<mailto:deano7@cox.net>] Sent:
Wednesday, August 16, 2017 10:33 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: Jack Feller <JFeller@ci.oceanside.ca.us> Subject:
Coast Highway

Dear Mr. Amberson

My name is Dean Baldrige, I am a 60 year old who was born and raised in Oceanside, outside of 5 years in Long Beach and L.A. for college.

We live on California Street, between Coast Highway and I-5. Our family is very much opposed to making Coast Highway 1 lane each way.

Just since it has been done between Morse and O'side Blvd., we have seen an increase traffic heading east on California Street. And the worst part is they are running the stop signs at the two intersections on each side of our house. So now we feel we live on a freeway. Every time traffic backs up at Morse, drivers start racing east on California St. looking for a way out. California St. has many children walking to and from 3 area schools around us. What are you going to do when a child is hit by a speeding car on our street? Close it down for just bikes and foot traffic? Crazy! I am sorry that a young life was lost on Coast Highway, riding on the sidewalk, on the opposite side of the street. But instead of changing the road, let's educate the children on proper bike riding, like they used to do at every elementary school. One lane each way will only increase traffic in the residential neighborhoods.

It has not worked in Manhattan Beach or Palaya del Rey, articles in the L.A. Times over the past two months, said that the cities went from 2 lanes each way to 1 lane each way, because of a bike rider being hit. Traffic has gotten so bad that the cities are being sued by the citizens and are going back to 2 lanes each way.

The serious bike riders all use Eaton Street to make their way to Pacific Street, very few go down Coast Highway.

Lets make the bike trail next to the railroad tracks more attracting, more signage that it is even there.

Please keep Coast Highway, including between Morse and O'side Blvd. 2 lanes each way.

Thank you
Dean Baldrige
1211 California Street
760-822-2396

From: Debra Barger-Cook <ladycat242@aol.com>

Date: August 17, 2017 at 6:11:09 PM PDT

To: <council@ci.oceanside.ca.us>

Decide which letter you want to send,
Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 lanes for the whole stretch of the road.

I am in favor of the No Project Alternative, in which no project or project alternative would be adopted. The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes, and the special management area for the Incentive District would not be established.

Thank you for listening,

Signature

council@ci.oceanside.ca.us

Or

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 from Oceanside Boulevard south to Vista Way.

Modified Alternative 1, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. The roadway would remain four lanes between Oceanside Boulevard and Vista Way, although streetscape improvements would continue to occur the length of the corridor. The Incentive District would NOT be adopted. The South O area would be "village" low density. Lighted cross walks installed at Loma Alta, Whaley St, Kelly St. and Eaton St. With Street and Sidewalk beautification.

Thank you for listening,

Signature

council@ci.oceanside.ca.us

Comments must be submitted by Aug 28, 2017

From: Gwen Graham <grahamco1705@gmail.com>

Date: August 17, 2017 at 6:36:47 PM PDT

To: <council@ci.oceanside.ca.us>

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 lanes for the whole stretch of the road.

I am in favor of the No Project Alternative, in which no project or project alternative would be adopted. The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes, and the special management area for the Incentive District would not be established.

Thank you for listening,

Signature Gwen Marie Graham

From: Janna Harris [mailto:jannabodekharris@icloud.com]

Sent: Thursday, August 17, 2017 10:14 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; Jim Wood <JWood@ci.oceanside.ca.us>; Chuck Lowery <CLowery@ci.oceanside.ca.us>; Esther Sanchez <ESanchez@ci.oceanside.ca.us>; Jack Feller <JFeller@ci.oceanside.ca.us>; Jerry Kern <JKern@ci.oceanside.ca.us>

Subject: Coast Highway Corridor

Dear Transportation Planner J Amberson, Mayor Jim Wood, Deputy Mayor Chuck Lowery, Councilmembers Esther Sanchez, Jack Feller, and Jerome Kern:

As an Oceanside homeowner I am writing to express my support for Alternative 1 for the South Oceanside Highway Corridor for several reasons:

Per the city's Traffic Analysis, if the Road Diet in South Oceanside were to be implemented, there would be traffic build up and delays.

The addition of the traffic circle as one enters Carlsbad from Oceanside, has made it more, not less difficult to cross the highway safely on bike or on foot.

Also since the a class I separated Coastal Rail Trail will be completed past Buccaneer Beach, there is certainly no need to add another bike lane on the highway.

In addition, I oppose the incentive district south of Oceanside Blvd.

Sincerely,

Janna Bodek Harris

From: Janet Henderson <handejan@aol.com>
Date: August 17, 2017 at 9:50:28 PM PDT
To: <council@ci.oceanside.ca.us>
Subject: Coast Highway Corridor Project

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 from Oceanside Boulevard south to Vista Way.

I am in favor of a:

Modified Alternative 1, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. The roadway would remain four lanes between Oceanside Boulevard and Vista Way, although streetscape improvements would continue to occur the length of the corridor. The Incentive District would NOT be adopted. The South O area would be "village" low density. Lighted cross walks installed at Loma Alta, Whaley St, Kelly St. and Eaton St. With Street and Sidewalk beautification.

Thank you for listening,

Signature

Janet M. Henderson

Sent from my iPad

From: Alex Hoefler [mailto:alex@brokenoakranchlocation.com]

Sent: Thursday, August 17, 2017 2:06 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Coast Highway "diet"

Greetings,

I am a Carlsbad resident but seem to travel more on Coast Highway in "South O" and Oceanside, than I do on my own Carlsbad Boulevard. I have a boat in the Oceanside Harbor and buy my gas at the Mohsen, propane at U-Haul, auto parts at O'Reilly, motorcycle parts at Oceanside Cycle supply, tacos at Roberto's and hot dogs at Der Weinerschnitzel. I cruise and look at used cars, the vitality and activity all of downtown and South O is experiencing, and much prefer a few stoplights, over trying to get on the freeway, for my regular trips to the harbor.

I was very skeptical of the Carlsbad "roundabout" and still feel that is too small for easy traffic movement, when the volume is heavy. Once I got to know the timing of it, it became easier, but because there is not a lot of room, it is challenging to jump in, while another car is moving in the circle, causing one to wait, while it clears, so one can enter safely. This causes a backup over the railroad bridge, towards the Army and Navy Academy, and over the lagoon towards Angelo's. The real benefit allows us north end of town residents, to get onto State Street, without having to go through the Carlsbad Scramble crosswalk wait, which was not possible with the old "Y" intersection. I cannot imagine a roundabout squeezed into the current intersection at Oceanside Boulevard though.

Narrowing the highway to two lanes may seem nice for slowing people down, and more room for bikes, but I think it will make people think twice to use it as a route of convenience, and travel, therefore diverting people onto neighboring streets to go north or south, and not on the Coast Highway at all. I probably will wind up back on the 5 to go to the harbor.

I support "Alternative 1" along with my merchant friends in South O !

Thank you for reading this !

Alex Hoefler

From: laureldefalco@gmail.com [<mailto:laureldefalco@gmail.com>]
Sent: Thursday, August 17, 2017 5:59 AM
To: Oceanside Customer Care
Subject: The Coast Corridor plan

To: Oceanside City Council
From: Laurel Kaskurs, local.

In Re: The Coast Hwy Corridor land grab by CalTrans and the bike lobbyists

Dear City Council :

Hello. My name is Laurel Kaskurs and I am a resident of your fine city. I am writing this letter about the Coast Hwy Corridor plan, which would reduce traffic to one lane each way and put roundabouts instead of traffic lights along Coast Hwy.

Any reasonable person with at least one functioning brain cell has pretty much realized that this is absolutely the single worst idea ever. There is no real need to discuss any of the points raised by the bicycle lobby because that is just a scam coalition of greedy investors that are plotting to steal away our city and destroy our local history and heritage.

The bike lobby used this sneaky petition and exploited the tragic death of Logan Lipton to gain support from sympathetic locals.

http://www.calbike.org/complete_streets_poll

They brought up the lack of sidewalks in South O to get signatures for their petition. I wrote a rant somewhere on that petition that has probably been removed. In reality, Logan Lipton lost his life because plants and a wall were blocking the view leading out of the mobile home park and it created a blind intersection. If school buses or even city bus routes had not been eliminated, this would probably have never happened. The bike lobby could care less about Logan Lipton's tragedy. They had an agenda before this event happened and I am sure they were overjoyed to have someone to exploit to further their political goals. These lawyers and bicycle salesmen stand to make a fortune by pushing this plan forward

http://www.calbike.org/sponsors_funders

However, let's keep it real. There is a reason that LA developer is all on board with the bike lobby plan.

On the bike lobby website:

"You or your company can make a significant gift to the California Bicycle Coalition by donating stock, stock options, bonds, real estate and other investments in one simple transaction. A gift of stock owned for more than one year entitles you to a charitable deduction for the full market value at the time the gift is made. If you are interested in giving stock, bonds or real estate, contact us at 916-251-9433 or by email."

So it's just a way to hide assets and avoid property taxes for these out of town real estate people. They come in, screw up traffic, starve local businesses by making it so nobody can drive down that road in a timely manner. Then when locals have to close down their stores, they get the land and either leave it sitting there empty and blighted, like they've done to Ralph's, Pizza Hut, Fresh and Easy, etc. so they can claim a loss to offset their other investments that were profitable OR they build ugly condos with no parking that resemble the Vista Jail and encroach on the locals who own their homes and now have to deal with more cars and people in their once nice neighborhood. Then, once they've cleared the neighborhood, they can purchase the land or get it back free from the bike lobby that had it donated to them. Then, there are developer incentives as a bonus. How much of

our city are we going to give away? After they have taken over Oceanside and stolen all the businesses once locally owned and operated, they can just write another petition and get the city to change it back to the way it was before- no roundabouts and two lanes in each direction. This whole episode already played out in Venice and Playa Del Rey:

<http://www.foxla.com/news/local-news/270510860-story>

South Oceanside is developing quite nicely on its own. .If left alone, it will eventually become another center hub of business like Encinitas is. We don't need densely packed luxury condos. We need low income housing for everyone. The motor home parks provide that and so do the apartments that have low income units set aside by compassionate landlords that realize there is a shortage. The median income of Oceanside is only \$58,000 a year which will get you a one bedroom apartment with little left over for much else. We have 4 and 5 bedroom condos being built right now at the site of a former RV park that absorbed many of South O's lower income people living on Social Security and State Disability. Now those people are homeless and you're going to see 4 families renting one condo and no parking will mean they realize it's a bad deal and they won't stay long. More empty condos that look like the Vista Detention Facility- Is that what we want? I think we can do better.

Thank you for your time regarding this matter.

Respectfully Submitted,

Laurel Kaskurs

760 435-0086

laureldefalco@gmail.com

-->

From: Daniela Marshall <danielamarshall@cox.net>

Date: August 17, 2017 at 7:12:05 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: Coast Hwy

Hello,

I am in support of a 'road diet' for Coast Hwy, proposed builders' incentives, roundabouts and all other improvements that will:

- 1- Increase safety for pedestrians & cyclists
- 2- Reduce motorized traffic and speed
- 3- Improve the look of the area (so important!)
- 4- Increase the number of full time residents who will be able to support neighborhood oriented shops
- 5- Promote quality of life in Coastal Oceanside

Best regards,

Daniela Marshall
419 S Weitzel Street
Oceanside, CA 92054

760-809 3003

From: Pamela Myers [<mailto:pamelamyers88@yahoo.com>]

Sent: Thursday, August 17, 2017 1:51 PM

To: City Council

Cc: Pamela Myers

Subject: Draft Environmental Impact Report for The Coast Highway Corridor Study Project

Dear Mayor Woods, Deputy Mayor Lowrey, and Council Members Sanchez, Kern and Feller:

Please Please Do Not Approve this Project! I do not want one lane in each direction on Coast Highway! If this Coast Highway One Lane Project is approved it will be the nail in the coffin for our Beautiful Oceanside! It will be a Disaster, because people will **avoid coming to Oceanside** because the Purposed One Lane Traffic will be a Nightmare!

Traffic will be at a STAND STILL which will cause Major Pollution from Idling cars! Moreover, Emergency Vehicles (Paramedics, Fire Fighters, Police, EMT's etc.) will not be able to Maneuver and get to Human Beings in need for HELP in a timely manner if Coast Highway is one lane in each direction!

Furthermore, NCTD will run buses every 15 minutes requiring another stoppage of traffic with one lane. Cut through traffic in the neighborhoods will make us all LESS SAFE including our popular Bicycle Beach Riders!

Also, i don't believe bike lanes are needed on Coast Highway! Most bike riders along the beach and not on Coast Highway!

Taking away a lane for Vehicles for Bicycle Riders is a DISASTER!

Traffic will come to a virtual halt in Oceanside because there are few

parking lots and alleys to delivery goods so delivery vehicles will stop in the one lane to do their jobs. Cutting parking will hurt our local businesses, including destroying some of them, and encourage parking in our neighborhoods, again making them less safe!

I do not want developer incentives to include no parking for residential!

Look what happened with our Downtown Movie Theater! The Council made a Very Bad Decision allowing the developer to get away Scot-Free from providing parking!

I do NOT want 65 foot tall building on our coast highway, that is WAY TO TALL! It will Create a Shaded Tunnel and also a MASSIVE NOISE TUNNEL EFFECT!

I do not want administrative approvals for projects (which means we do not get public hearings or notice!)

This would truly create a Conflict of Interest and certainly open the doors for Bribery and Kickbacks!

We need to be able to still give input at meetings, especially when Projects are in our Neighborhoods

and can effect our Quality of Life! And, NO DEVELOPER INCENTIVES! Those were never discussed in 10 years and all of the sudden this is being sprung on us by Planning. It is high time, Developers Pay to come to Oceanside!

We are Exploding in Population & Growth with Great Breweries, Restaurants, Housing etc. thus WE DO NOT NEED TO GIVE OUR OCEANSIDE JEWEL AWAY ANYMORE TO DEVELOPERS!

I do not want roundabouts! Which the Draft environmental document failed to properly study! They are wholly inappropriate for the traffic volume we have now! If anything, put just a few Stop Signs in Strategic Places, like Del Mar. But, please keep two lanes in each direction!

I would like to see lighted crosswalks on Coast Highway at busy intersections, more street/shade trees and nice planted medians (especially in the Downtown Tourist Area) like Carlsbad and more bike racks! Please finish the Rail Trail for bikes over Loma Alta Creek etc.

Lastly, please create more UNRESTRICTED PUBLIC PARKING DOWNTOWN! This is an ABSOLUTE MUST because of all the beach parking that was taken away and that is badly needed for our TOURISTS AND BEACH COMMUNITY UNFOLDING SURGING DOWNTOWN GROWTH!

This Truly is a Quality of Life Issue in Oceanside! Please make the right smart decision, the only decision and keep Coast Highway Two Lanes in each direction! By doing so, we all will avoid the Devastation of our Great City! You can still make great improvements to Coast Highway without taking away the Flow of traffic (Two Lanes in Each Direction)! Again, my Prayer is that you keep Coast Highway Two Lanes in Each Direction which will keep the Flow of Traffic coming and going into our Great Beach Town!

*Sincerely,
Pamela Myers*

From: Gloria Ryan <glowinz13@gmail.com>
Date: August 18, 2017 at 4:27:25 PM PDT
To: <council@ci.oceanside.ca.us>
Subject: Please No

Gloria Ryan
328 S Weitzel St GLOside 92054

1. You do not want one lane in each direction in South O (or wherever you live and don't want it),
2. You do not want developer incentives to include no parking for residential 2A
You do NOT want 65 foot tall building on our coast highway
3. You do not want administrative approvals for projects (this means they don't get public hearings or notice!)
4. You do not want roundabouts (which they failed to properly study in the Draft environmental document- they are wholly inappropriate for the traffic volume we have now)
- 5 Traffic will come to a virtual halt in South O because there are few parking lots and alleys to delivery goods so delivery vehicles will stop in the one lane to do their jobs
6. NCTD will run buses every 15 minutes requiring another stoppage of traffic with one lane.
7. Cut through traffic in the neighborhoods will make us all less safe 8- cutting parking will hurt our local businesses, including destroying some of them, and encourage parking in our neighborhoods, again making them less safe... but do tell them YOU WANT lighted crosswalks on Coast Highway at busy intersections (Whaley, Kelly, Eucalyptus, West, Minnesota, etc), you want street/shade trees and more bike racks, finish Rail Trail for bikes over Loma Alta Creek , you want nice planted medians where they will fit. NO DEVELOPER INCENTIVES!
Those were never discussed in 10 years and all of the sudden this is being sprung on us by Planning .And while you're at it, ask Council to CREATE MORE UNRESTRICTED PUBLIC PARKING DOWNTOWN! It's ridiculous to expect the public to "share" parking with hotels and the transit center.

From: Pam Chambers [mailto:pamchambers@cox.net]

Sent: Saturday, August 19, 2017 4:58 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Coast highway corridor

August 19, 2017

Dear City council,

I am writing this to oppose any change to Oceanside Coast Highway. No project alternative, no incentive overlay district.

These changes from four lanes to two lanes or 3 lanes with turning lanes will only increase traffic.

This excess traffic will flow over onto the neighborhood streets. This is already happening now in South Oceanside, Cars travel on Freeman, Alvarado to avoid the traffic on Coast Highway.

Thank you for your attention.

Pam Chambers

1922 S. Freeman Street

Oceanside, CA 92054

760-722-0648

From: Monique L-C <teacher10910@gmail.com>

Date: August 20, 2017 at 12:15:59 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: PCH Proposal

Dear Council Members

I am writing to express my disapproval of the PCH proposal. I am opposed to: Single lane in each direction- this will cause a horrible gridlock, even with roundabouts. Speeding traffic will then overflow onto side streets with homes and children playing.

I do not agree with the developer incentive that will **not** require them to provide parking. This is going to really hurt the businesses in the area.

I do not agree with changing zoning to allow 60+ foot buildings in our quaint neighborhoods. Keep that downtown.

I do not agree with administrative approvals for projects as it takes the citizens' voice and decreases transparency.

To improve pedestrian safety, consider light up crosswalks along PCH.

It seem that everyone I speak with holds these same beliefs regarding this. I understand that there are concerns re: bike safety but pls do not let this be an all or nothing, us vs. them issue. I hope you will listen to all constituents.

Regards,
Monique Combs
Fire Mountain Resident

From: Richard Fox [mailto:rfoside@cox.net]

Sent: Sunday, August 20, 2017 8:22 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>; nfo@oceansidechamber.com; Jeff Hunt <JHunt@ci.oceanside.ca.us>

Subject: Coast Hwy Project

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 from Oceanside Boulevard south to Vista Way.

I am in favor of a **Modified Alternative 1**, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. **The roadway would remain four lanes between Oceanside Boulevard and Vista Way**, although streetscape improvements would continue to occur the length of the corridor. **The Incentive District would NOT be adopted. The Incentive District would NOT be adopted. There would be no overlay. With lighted cross walks installed at Loma Alta, Whaley St, Kelly St. and Eaton St. With Street and Sidewalk beautification.**

Thank you for listening,

Richard Fox Richard's Tire

From: Robert Robert <rob121115@gmail.com>

Date: August 20, 2017 at 4:47:39 PM PDT

To: goestoallcouncilandcitymanager <council@ci.oceanside.ca.us>

Subject: Coast highway

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 from Oceanside Boulevard south to Vista Way.

I am in favor of a Modified Alternative 1, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. The roadway would remain four lanes between Oceanside Boulevard and Vista Way, although streetscape improvements would continue to occur the length of the corridor. The Incentive District would NOT be adopted. The Incentive District would NOT be adopted. There would be no overlay. With lighted cross walks installed at Loma Alta, Whaley St, Kelly St. and Eaton St. With Street and Sidewalk beautification.

Thank you for listening,

Sent from my iPhone

From: Cox [mailto:cmrocco@cox.net]

Sent: Sunday, August 20, 2017 10:02 PM

To: Zack Beck <ZBeck@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Draft EIR ****Modified****alternative 1

Dear City Council,
Dear John Amberson,
Dear Jeff Hunt,
Cc Zack Beck

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to [2 from Oceanside Boulevard south](#) to Vista Way.

I am in favor of a **Modified Alternative 1**, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. **The roadway would remain four lanes between Oceanside Boulevard and Vista Way**, although streetscape improvements would continue to occur the length of the corridor.

The Incentive District would NOT be adopted. There would be no overlay.

I also want lighted cross walks installed at Loma Alta, Whaley St, Kelly St. and Eaton St. With Street and sidewalk beautification including replacement of palms with shade trees to increase our "canopy"

Respectfully

Cm rocco

Alvarado street

(Already a cut through street and increased parking trend happening)

Resent-From: <council@ci.oceanside.ca.us>

From: <7605768160@pm.sprint.com>

Date: August 20, 2017 at 4:45:41 PM PDT

Resent-To: <council@ci.oceanside.ca.us>

To: <council@ci.oceanside.ca.us>

Sent from my mobile.

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.
I am against reducing Coast Hwy to 2 from Oceanside Boulevard south to Vista Way.

I am in favor of a Modified Alternative 1, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. The roadway would remain four lanes between Oceanside Boulevard and Vista Way, although streetscape improvements would continue to occur the length of the corridor. The Incentive District would NOT be adopted. The Incentive District would NOT be adopted. There would be no overlay. With lighted cross walks installed at Loma Alta, Whaley St, Kelly St. and Eaton St. With Street and Sidewalk beautification.

Thank you for listening

From: Thomas Adams [mailto:tomadams92054@gmail.com]

Sent: Monday, August 21, 2017 1:50 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>;
Jeff Hunt <JHunt@ci.oceanside.ca.us>

Subject: Coast Highway Project

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 from Oceanside Boulevard south to Vista Way.

I am in favor of a Modified Alternative 1, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. The roadway would remain four lanes between Oceanside Boulevard and Vista Way, although streetscape improvements would continue to occur the length of the corridor. The Incentive District would NOT be adopted. The Incentive District would NOT be adopted. There would be no overlay. With lighted cross walks installed at Loma Alta, Whaley St, Kelly St. and Eaton St. With Street and Sidewalk beautification.

Thank you for listening,

Tom Adams

From: Dianna Bailey [<mailto:contact@westcoasttireandwheel.com>]
Sent: Monday, August 21, 2017 8:46 AM
To: City Council
Subject: Coast Highway Corridor Project

Dear Mayor & City Council,

I am writing this letter in opposition to the Project reducing to two lanes south of Oceanside Blvd. As a business owner in South Oceanside, I am in favor of the Modified Alternative 1, which improves Complete Streets from the Harbor to Oceanside Blvd and then retaining 4 Lanes from Oceanside Blvd. to Vista Way. I would be in favor of adding cross walks for the tourists to use at Loma Alta Creek, Whaley St., Kelly and Eaton. Let us use the plan for the City that is best for what is in South Oceanside. No Incentive District south of Oceanside Blvd.

Thank you for taking the time to hear my response.

Dianna Bailey/ Westcoast Tire & Wheel, Inc
1434 S. Coast Hwy, Oceanside

Dianna Bailey/ Long time City property owner
132 Flamingo Dr. Oceanside, CA 92054

From: Dianna Bailey [mailto:contact@westcoasttireandwheel.com]

Sent: Monday, August 21, 2017 8:51 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>

Subject: EIR Comments

Dear Gentleman,

I have looked over many parts of the EIR for the Coast Highway Corridor Project. I find the information shows that this will Not benefit South Oceanside. It is very negative for this area. The congestion will deter tourists from this area and discourage patronage to the businesses there.

I am writing in opposition to the Project reducing to two lanes south of Oceanside Blvd. As a business owner in South Oceanside, I am in favor of the Modified Alternative 1, which improves Complete Streets from the Harbor to Oceanside Blvd and then retaining 4 Lanes from Oceanside Blvd. to Vista Way. I would be in favor of adding cross walks for the tourists to use at Loma Alta Creek, Whaley St., Kelly and Eaton. Let us use the plan for the City that is best for what is in South Oceanside. No Incentive District south of Oceanside Blvd.

Thank you for taking the time to hear my response.

Dianna Bailey/ Westcoast Tire & Wheel, Inc
1434 S. Coast Hwy, Oceanside

Please send comments on the EIR to John Amberson, JAmberson@ci.oceanside.ca.us and to Jeff Hunt Jhunt@ci.oceanside.ca.us

You should also send your comments the city council. You can either send them to all the council in one email (council@ci.oceanside.ca.us) or send them individually to:

- Jim Wood, Mayor, jwood@ci.oceanside.ca.us
- Chuck Lowery, Deputy Mayor, clowery@ci.oceanside.ca.us
- Esther Sanchez, Councilmember, esanchez@ci.oceanside.ca.us
- Jack Feller, Councilmember, jfeller@ci.oceanside.ca.us
- Jerome Kern, Councilmember, jkern@ci.oceanside.ca.us

For 4 lanes in South O

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project, to oppose plans to implement the project south of Oceanside Boulevard. This plan is inconsistent with the vibrant and unique character of South Oceanside, which is distinct from the tourist-oriented downtown.

I am in favor of a **Modified Alternative 1**, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. The roadway would remain four lanes between Oceanside Boulevard and Vista Way, but **there would be no Incentive District overlay south of Oceanside Boulevard**. Instead, the city should implement street and sidewalk beautification in the area, and add mid-block crosswalks at Loma Alta Creek, Whaley, Kelly and Eaton.

Thank you for listening,

Ernest L Eineman
1325 So Coast Highway
Oceanside ,Ca. 92054
Ace Welding Oceanside Ca.92054

For 4 lanes throughout Oceanside

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project, to oppose plans to reduce Coast Highway to two lanes throughout the city. This plan would increase density while reducing traffic capacity, creating gridlock at busy times throughout the year.

I am in favor of the **No Project Alternative**, in which no project or project alternative would be adopted. The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes, and the special management area for the Incentive District would not be established.

Thank you for listening,

Ernest L Eineman
2502 Oceanside Blvd #5
Oceanside ,Ca. 92054

From: SAM GIACOLETTI [mailto:samgiacoletti@cox.net]

Sent: Monday, August 21, 2017 2:24 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: COAST HWY. CORRIDOR PROJECT-----IN FAVOR OF 4 LANES FOR ALL OF COAST HWY. THROUGH OCEANSIDE

Mr. Mayor, Council-members, J. Amberson, and J. Hunt,

Regarding the proposals for the Coast Hwy. Corridor Project, I submit the following as my preference:

-Reinstate 4 lanes for the full-length of Coast Hwy. through the city.

-Improve the appearance of the Hwy. with landscaping, and with well-marked pedestrian crossings where they already exist.

In my experience, reducing Coast Hwy. to a total of 2 lanes, at any point, creates a bottleneck resulting in the clogging of traffic. On a recent Sunday morning, I had to wait through 4 traffic light changes to travel the short distance between Whaley St., and Oceanside Bl.

Sincerely,
Samuel D. Giacoletti,
110 Vista Way,
Oceanside, CA. 92054.
(760) 433-8650

From: Cheryl Haynes Stewart [mailto:cherylhstew@gmail.com]

Sent: Monday, August 21, 2017 9:06 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Coast Highway Corridor Project

Dear John Amberson,

I am writing to you regarding my objections to reducing Coast Hwy to 2 lanes and in favor of the No Project Alternative. Please keep the area in it's existing condition where Coast Highway would consist of four travel lanes and the Incentive District special management area not established.

We rent a beach house in this area every summer and this plan would definitely make us rethink choosing this area due to the immense traffic jams and dangerous traffic situations. This has been a disaster in the other areas of Southern California and please don't make the same costly mistake.

Sincerely,

Cheryl Stewart

From: COLLEEN COLLEEN [mailto:mschief1132@sbcglobal.net]

Sent: Tuesday, August 22, 2017 1:36 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: Coast Hwy. DEIR

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 lanes from Oceanside Boulevard south to Vista Way.

I am in favor of a **Modified Alternative 1**, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. **The roadway would remain four lanes between Oceanside Boulevard and Vista Way**, although streetscape improvements would continue to occur the length of the corridor. **The Incentive District would NOT be adopted. There would be no overlay. I also want lighted cross walks installed at Loma Alta, Whaley St, Kelly St. and Eaton St. With Street and sidewalk beautification.**

Regarding the Incentive District, it should be completely removed from the Coast Hwy. DEIR. This was a last minute addition that was never discussed and should not be part of this review. No High-rise buildings or reduced parking, non of it.

Regarding South O, this area is generating its own synergy without the help of City Hall. We don't need to incentivize anyone to get growth here or anywhere else on Coast Hwy. for that matter. Stop selling our city out to developers. We definitely don't need close to 6000 new residences west of the I-5. We have 42 square miles to develop. Leave the coast alone.

Colleen Balch
1442 Machado St.
Oceanside, CA 92054

From: Jerry Edawrds <jerry.s.edwards@gmail.com>
Date: August 22, 2017 at 6:52:46 PM PDT
To: <council@ci.oceanside.ca.us>
Subject: Coast Highway

Counsel Members,

As a resident of South Oceanside, I want you to know that I strongly support the lane reduction to two lanes in the "dip". I am disappointed that there is not a crosswalk as promised. I would like to see the City try to reduce the speed of motorists along other parts of Coast Highway to make it safer for my family and other pedestrians. I like what the City has done with Mission as it approaches Coast Highway and hope that in your infinite wisdom you will see how a pedestrian friendly Coast Highway will benefit the City's citizens as well as the City's sales tax base.

Thanks,
Jerry Edwards
760-644-5958

From: Brian Ferguson <brianfergy@gmail.com>

Date: August 22, 2017 at 5:07:08 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: Coast Highway Corridor

My name is Brian Ferguson, I live at 3769 Hillview Way in Oceanside. I'd like to see:

- Alternative 1: 2 lanes north of Oceanside Blvd., 4 lanes south of Oceanside Blvd.
- In addition, No Incentive District South of Oceanside Blvd.
- N
o road diet.
Let m
e know h
ow I can help.

Brian Ferguson
760-631-2344

From: Patrick Frazier <patrickfrazier265@gmail.com>

Date: August 22, 2017 at 4:48:17 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: Support for Complete Streets

Good Evening,

My name is Patrick Frazier and I live at 524 South Strand.

I support the Complete Streets option which was the result of the recent study.

Let's keep our neighborhood safe and friendly for pedestrians, cars, residents, businesses and especially our kids on bikes.

Patrick Frazier

From: Jessica Jacobs [mailto:mamalemutt@yahoo.com]

Sent: Tuesday, August 22, 2017 9:34 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: Comment on Oceanside Corridor Study

Dear Mr Amberson and Council Members,

I am a mother and resident of South Oceanside and I am writing to communicate my support of the findings of the Coast Highway Corridor Study, in particular the option for the improvements extending all the way through South O to the border of Oceanside/Carlsbad.

Thank you,
Jessica Hunter
South Oceanside
818-667-9785

[Sent from Yahoo Mail on Android](#)

From: Simon Hunter [mailto:simon@sjhunter.net]
Sent: Tuesday, August 22, 2017 3:06 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: Oceanside Coast Highway Corridor

Hi John,

I'm a resident of South Oceanside. I have read much of the Coast Highway Corridor Study.

I am writing to express my support of the findings of the Study, specifically **without** the alternatives. That is, I support the improvements coming all the way through south O to the southern border of the city.

I also support the business incentive overlay zone as described in the study.

Recently I created a petition to show neighborhood support for the proposed improvements continuing all the way to the city's southern border. The petition currently has 90 signatures. [You may see the petition here.](#)

Thank you!

Simon Hunter
Machado St, Oceanside
310-728-5156

--

Simon Hunter

PGP Fingerprint:
2E6C 1A33 C45E D1F9 ED8A 6F98 ED44 C72F 4E84 30ED

From: John Iniguez <johnpiniguez@gmail.com>

Date: August 22, 2017 at 10:36:35 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: Coast Highway Corridor

We do not need LA developers telling us how to revitalize South Oceanside. The neighborhood is doing great on its own. In time, it will be a central hub for shopping and fine dining. No need to drive out all the home owners, local merchants, and senior citizens on Social Security. Move along and try another city.

John Iniguez

50 year Resident of Oceanside

Sent from my iPhone

From: Tom Lichterman [mailto:tlichterman@cox.net]

Sent: Tuesday, August 22, 2017 9:19 PM

To: City Council <Council@ci.oceanside.ca.us>

Cc: John Amberson <JAmberson@ci.oceanside.ca.us>; amy.a.tull@gmail.com; armando.morales10@hotmail.com; arthurbierle@gmail.com; 'Bess Singleton' <besssingleton@gmail.com>; bessysing@gmail.com; Bill Myers <billmyers1729@gmail.com>; brendasanclamente@gmail.com; 'Brian Killian' <bkillian@nctd.org>; 'Brian Long' <brialong@msn.com>; captrfn@yahoo.com; carlytrippe@gmail.com; 'Cathy Nykiel' <sunsetmarket@pacbell.net>; cerina@visitoceanside.org; 'Charlie Weagraff' <cweagraff@gmail.com>; Chris Duddy <cduddy@nctd.org>; Christina Zarate <sunfire@cox.net>; chucklowery@me.com; Chuck Lowery <CLowery@ci.oceanside.ca.us>; Daneen Akers <daneen@daneenakers.com>; David DiPierro <DDiPierro@ci.oceanside.ca.us>; 'Dick Reylek' <maggiendick@hotmail.com>; Darra L. Woods <DLWoods@ci.oceanside.ca.us>; doloreswells@hotmail.com; drumcozy@sbcglobal.net; dynamitebikes@gmail.com; heidifranczyk@hotmail.com; highhopes199@yahoo.com; Howard LaGrange <HLaGrange@ci.oceanside.ca.us>; jcurl@san.rr.com; Jeff Surowiec <jasurowiec@yahoo.com>; Jerry.S.Edwards@gmail.com; Jessica Hunter <mamalemutt@yahoo.com>; Jose Gomez <JGomez2@ci.oceanside.ca.us>; 'Jim Norris' <jim@socalbike.com>; 'John Daley' <smr120953h@yahoo.com>; John Escalante <johnescalante14@hotmail.com>; 'Justin Huey' <hueyj26@gmail.com>; justplainmindy@gmail.com; kathrynefox@yahoo.com; 'Kathy Keehan' <kkeehan@san.rr.com>; 'Kathy Keehan' <kathleen.keehan@sdcounty.ca.gov>; Kurt Haider <kurt.haider@gmail.com>; maggiesakamoto@yahoo.com; Marcia Terry <mterry1@pacbell.net>; Margaret Eadington <meadington@gmail.com>; marianne.ritmeester@cox.net; mhouston@endurancehouse.com; Mia Corral Brown <miacorral1@yahoo.com>; mike_bullock@earthlink.net; miles.turpin@firstgroup.com; mindymmartin@gmail.com; oceanside451@yahoo.com; Omegabikeshop@att.net; osidebees@me.com; John Daley <osidenow@gmail.com>; pabash@gmail.com; paigeemayer@gmail.com; Patrick Young <pyoung@ci.oceanside.ca.us>; 'Paul Nevins' <jpnevins@gmail.com>; pedalboo@aol.com; 'Pete Penseyres' <cyclovet11@yahoo.com>; pippen@cox.net; rgsheldon@me.com; Richard Zarate <zascr8v@gmail.com>; richelle.juniper@yahoo.com; sandra.lockwood@perkinelmer.com; seashelanderson@gmail.com; seth_cutter@dot.ca.gov; Simon Hunter <simon@sjhunter.net>; sswift@endurancehouse.com; Steve Tisdale <STisdale@ci.oceanside.ca.us>; Steven Peppard <SPeppard@ci.oceanside.ca.us>; thetisman@cox.net; 'Tom Frankum' <tomfrankum@aol.com>; 'Tom Lichterman' <tlichterman@cox.net>; 'Tommy Head' <headmt@cox.net>; trentsakamoto@yahoo.com; wkrueger@nctd.org; zahariasap@gmail.com

Subject: Comment on Coast Highway Corridor Study Draft Environmental Impact Report

Dear Council Members, City Manager, and Mr. Amberson,

I am writing on behalf of the Oceanside Bicycle and Pedestrian Committee, an advisory committee to the Council on matters affecting bicyclists and pedestrians in the City. Our membership includes over 75 residents.

Our Committee previously voted to support the “complete streets” approach for Coast Highway. On March 29, 2017, I attended the City Council’s Workshop on behalf of the Committee, and offered our Committee’s support for the Coast Highway option which applies “complete streets” concepts to the entire corridor. The attached letter was provided during that session.

We noted that our letter is not included in the EIR’s comment section; therefore, we are re-submitting it for inclusion in the record. We again discussed this issue at our August 21 meeting, and the Committee stands by its support for the “complete streets” option for the entire corridor.

Thank you for your consideration.

Sincerely,

Tom Lichterman, Chairman,
Oceanside Bicycle and Pedestrian Committee

March 27, 2017

Honorable Mayor Jim Wood
Honorable Oceanside City Council Members
300 N. Coast Highway
Oceanside, CA 92054

RE: Coast Highway Corridor Study and Lane Configuration between Oceanside Blvd. and Morse

Dear Mayor Wood and Council Members,

I am writing on behalf of the Oceanside Bicycle and Pedestrian Committee, a citizens' advisory committee to the City Council on matters affecting bicyclists and pedestrians. The subject is the City's current planning effort for the Coast Highway corridor, including consideration of a "road diet" to convert part or all of the corridor to a two-lane highway with improved bike lanes. The Committee would like to state its recommendation for the record at the Council's scheduled March 29 Coast Highway Workshop.

The Committee has discussed this issue extensively at its past two meetings. The Committee strongly supports improved bicycle and pedestrian facilities throughout the Coast Highway corridor, and believes these projects benefit all roadway users, including motorists, residents, local businesses, bicyclists, and pedestrians, through the safety improvements they bring. We also believe it is essential for the safety of all that the current lane configuration and bike lanes on the "dip" between Oceanside Blvd. and Morse be retained.

Based on these discussions, the Committee, in its role as a direct citizens' advisory committee to the Council, voted to support the following motion:

The Oceanside Bicycle and Pedestrian Committee recommends:

- a) That the City retain the current two-lane roadway configuration in the "dip" between Oceanside Blvd. and Morse Street, to improve safety for all roadway users, including residents, motorists, bicyclists, and pedestrians.
- b) That the City complete the Coast Highway improvements in the "dip" by completing the crosswalk across Coast Highway, connecting to the beach access trail on the west side of Coast Highway in this area.
- c) That the City approve the two-lane road diet configuration for the entire Coast Highway Corridor from Vista Way to the Highway 76 connector, to improve safety for all roadway users, including residents, motorists, bicyclists, and pedestrians.

The Committee sincerely thanks you for your consideration of this recommendation. We would be glad to provide further information or meet with Council members or staff as necessary to provide additional background.

Sincerely,

A handwritten signature in blue ink that reads "Tom Lichterman". The signature is written in a cursive, flowing style.

Tom Lichterman
Chairman, Oceanside Bicycle and Pedestrian Committee

cc: David DiPierro, Oceanside Traffic Engineer
Oceanside Bicycle and Pedestrian Committee Members and Staff

From: Tom Lichterman [mailto:tlichterman@cox.net]
Sent: Tuesday, August 22, 2017 9:26 PM
To: City Council <Council@ci.oceanside.ca.us>
Cc: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway Corridor Study Draft EIR

Dear Council Members and Mr. Amberson,

As a long-term resident of Oceanside, I strongly support the Complete Streets plan for the entirety of Coast Highway, from the Harbor to Carlsbad. We need to plan for a future where all corridor users, not just motor traffic, are safely accommodated on the City's most important avenue. The Complete Streets plan will make Coast Highway safer for ALL corridor users, including cyclists, pedestrians, and motor traffic.

Thank you for your consideration.

Tom Lichterman
Oceanside Resident

From: Hilary Armstrong [mailto:hilary.meloan@gmail.com]

Sent: Tuesday, August 22, 2017 4:41 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: logan lipton bike path initiative

I support Complete Streets!!

hilary meloan
7607128296
622 S Cleveland ST
Oceanside, CA
92054

From: Anne Ongyod <anne.ongyod@gmail.com>

Date: August 22, 2017 at 10:12:53 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: I want complete streets

Council members,

Thank you for your thoughtful consideration of improving traffic and ease of use for pedestrians and bikers.

I am behind complete streets.

Thank you!
Anne Ongyod

From: Trevor Osterberg <trevorosterberg@gmail.com>

Date: August 22, 2017 at 8:20:36 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: Coast Hwy Corridor Project

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 from Oceanside Boulevard south to Vista Way.

I am in favor of a Modified Alternative 1, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. The roadway would remain four lanes between Oceanside Boulevard and Vista Way, although streetscape improvements would continue to occur the length of the corridor. The Incentive District would NOT be adopted. There would be no overlay. With lighted cross walks installed at Loma Alta, Whaley St, Kelly St. and Eaton St. With Street and Sidewalk beautification.

Thank you for listening,

Trevor Osterberg

From: Trevor Osterberg <trevorosterberg@gmail.com>

Date: August 22, 2017 at 8:07:24 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: **Against Coast Highway Corridor**

Please help in not moving forward with the new coast highway plan.

This will disrupt residents and business owners alike and destroy the oceanside culture and heritage. We take pride in Oceanside naturally progressing as it is. We, Oceanside as a whole have strived to keep this beautiful city a home for the hard working person and for the people that have contributed so much to this community. We do not want to sit in more traffic, have more corporate establishments, and we do not want to be like the other coastal cities. Do not destroy this beloved Oceanside culture.

If this happens, you will lose the support of the Oceanside locals. Please help do the right thing and have integrity. Some of us may not have a lot but we do have pride in what is already here and we do call this place home. I do not want to be forced to move because of rising rates and corporate establishments.

Please consider this email and please use this to aid in Saving Oceanside.

Thank you,

Trevor Osterberg

From: Chivon Parli [mailto:chivonparli@gmail.com]

Sent: Tuesday, August 22, 2017 9:21 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Complete Streets" from the Harbor to Carlsbad

I live in the South O/ Fire Mountain area and would appreciate your support for the:

A. "Complete Streets" from the Harbor to Carlsbad

- Reduces traffic lanes to 2 lanes for most of the stretch, with 3 lanes in high volume areas
- Adds continuous bike lanes for the entirety of Coast Highway (!!)
- Improves the pedestrian environment with wider and landscaped sidewalks
- Slows speeds while improving traffic flow with roundabouts where possible
- Implements traffic calming measures to reduce traffic in neighborhoods
- Installs mid-block crosswalks to make it safe and easy to cross 101 between intersections
- Provides additional parking and enough space to get into and out of your car safely

Thank you for your consideration.

Chivon Parli

From: Taylor Rae <taylorrae1989@yahoo.com>
Date: August 22, 2017 at 10:17:44 PM PDT
To: "council@ci.oceanside.ca.us" <council@ci.oceanside.ca.us>
Subject: Live for Logan
Reply-To: Taylor Rae <taylorrae1989@yahoo.com>

I support complete streets!

From: laura rod [<mailto:laurarod3@gmail.com>] Sent:
Tuesday, August 22, 2017 5:45 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Complete streets!

I support complete streets from the harbor to carlsbad

Thank you,
Laura Rod
1203 laguna st, 92054

Sent from my iPhone

From: janet shepherd <wrightjanet44@yahoo.com>

Date: August 22, 2017 at 2:39:09 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: South O wants safe streets too

Hi my name is Janet Shepherd and I live in South Oceanside. I'm writing to let you know that I am one of many community members who SUPPORTS the coast highway vision plan. I would like to see the complete streets implemented all along coast highway through all of Oceanside and I am not alone.

I am aware that there is a vocal group of people in my neighborhood who oppose changes to the 101. I understand some of the concerns, but I am also frustrated and disappointed at the amount of false information that is being spread around, and then supported. I have even seen people claiming that the 101 improvements include making coast highway a one way street. Unfortunately you may hear many voices from South O that are opposed to the plans, but I ensure you there are plenty of us who do not feel this way! Many people are unaware that they even need their voices heard, as up until recently, South O stood to gain from the same improvements the rest of Oceanside was going to undergo.

Additionally, keeping "the dip" bike lanes and buffer is one of my top concerns and I think it would be highly dangerous and tragic to go back to what it was before the pilot project.

I understand that council needs to hear all opinions and feedback, and I want to reiterate my support as a member of the South O community for complete streets for ALL of Oceanside.

Thank you for your time.

Janet Shepherd

From: carly trippe <carlytrippe@gmail.com>

Date: August 22, 2017 at 6:48:37 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: Complete streets

Hello,

As a resident of Oceanside I support complete streets from the harbor to Carlsbad.

Thank you!

Carly Trippe

From: becka Vance [mailto:becka.vance@gmail.com]
Sent: Tuesday, August 22, 2017 9:01 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Complete Streets

Hello,

I am so happy to see improvements happening in Oceanside to keep that 'beach city' slower vibe. I bike my two boys from Alberta Ave to South Oceanside Elementary school everyday. I would love to see complete streets from the Harbor to Carlsbad. What a wonderful way to allow for a friendly biking/walking community so that our children can feel safer going to and from school.

It would be so wonderful to see coast HWY portion in Oceanside become slower and more pedestrian friendly. As you know this would greatly improve those businesses operating along Coast HWY to become more accessible and a friendly place to stop rather than a drive through area. I can't help but to get excited thinking how much more beautiful our town will be showcased to the thousands of visitors that come every year.

Thank you so much for all you do for our community of Oceanside.

Have a great day!

Becka Vance

From: Davin Waite [<mailto:davinwaite@icloud.com>]

Sent: Tuesday, August 22, 2017 6:02 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; Jim Wood <JWood@ci.oceanside.ca.us>; Chuck Lowery <CLowery@ci.oceanside.ca.us>; Esther Sanchez <ESanchez@ci.oceanside.ca.us>; Jack Feller <JFeller@ci.oceanside.ca.us>; Jerry Kern <JKern@ci.oceanside.ca.us>

Subject: Coast Highway Corridor and associated Madness

On behalf of my staff, my family and myself, please don't do this to us. You all have the opportunity to stand with the people that voted for you, instead of caving to the wishes of out-of-town money. Many of us have entrusted this city with our livelihoods and in turn have done much to help move this city forward in a grassroots, authentic and Oceanside manner. As a city we are special because we are not Huntington Beach. We are Oceanside!!! Be proud of it!! We all are!!

That being said, a crosswalk in South O would be great. Thank you all for everything you do for us. We trust you to do the right thing and keep Coast Highway and South Oceanside the way it is: perfect. Organic local growth is always the best !!!

Best Wishes,
Davin Waite

My iPhone and I wish for you to have a pleasant day

From: swillia557@aol.com [mailto:swillia557@aol.com]

Sent: Tuesday, August 22, 2017 11:34 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; CoastHighway@ArellanoAssociates.com; Jack Feller <JFeller@ci.oceanside.ca.us>

Subject: Coast Highway Corridor Study. The Draft Environmental Impact Report (DEIR) proposed Complete Streets improvements and the Coast Highway

Dear Mr. Amberson,

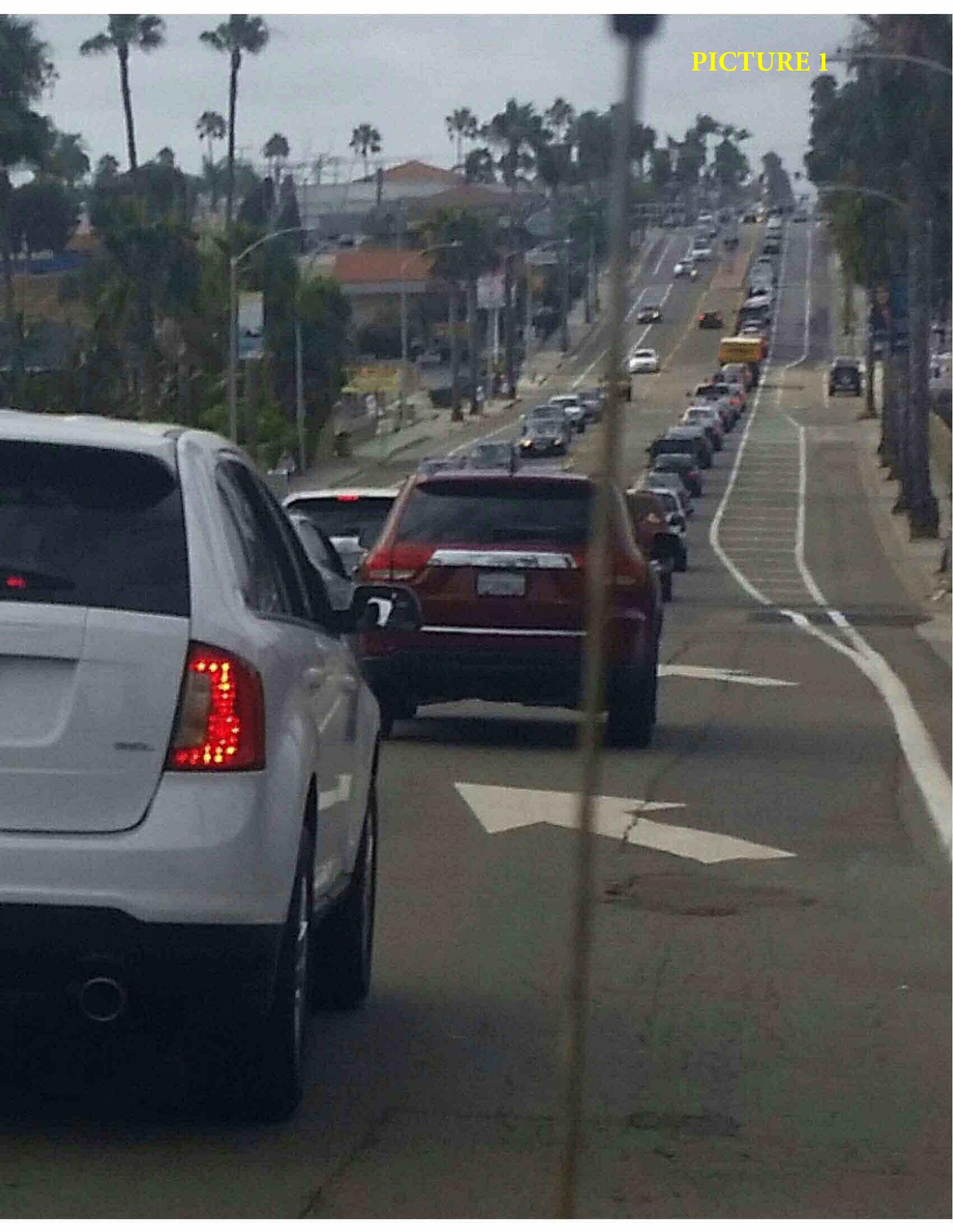
It has been said that a picture is worth a thousand words...

Two pictures - different weekends. Making Coast Hwy only one lane in each direction will greatly impact the adjacent neighborhoods. Vehicles will attempt to avoid the congestion and seek short cuts through the residential neighborhoods.

Thank you,

Sam Williamson
1417 Marshall St.
Oceanside, CA 92054

PICTURE 1



Morse St



From: Carly Aichle [mailto:gallerycc@gmail.com]

Sent: Wednesday, August 23, 2017 5:48 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: I endorse "A" complete streets through all of coast highway

To whom it may concern,

As a 20 year resident of Oceanside, I endorse "A" complete streets through all of Oceanside.

Thank you,

Carly Aichle

402 S Pacific St

Oceanside CA 92054

From: Seth Aichle [mailto:aichle9@msn.com]
Sent: Wednesday, August 23, 2017 6:04 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Complete streets from harbor to Carlsbad

I have been a resident for 18 years in Oceanside and we need rides that are safe for our Oceanside families and the thousands of tourists that come to visit. Cars and transits need to learn to risk lives. We cannot afford to have another child or persons life lost because of infrastructure.

I support:

A. "Complete Streets" from the Harbor to Carlsbad

**Sincerely,
Seth Aichle
402 S. Pacific st.
Oceanside, CA 92054**

Sent from my iPhone

From: Garret Akerson [mailto:geakerson@gmail.com]

Sent: Wednesday, August 23, 2017 2:49 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: Oceanside Coast Highway Corridor

Hi John,

I have been a resident of South Oceanside for 15 years. I have read through the Coast Highway Corridor Study.

I am writing today to express my support of the findings of the Study, without the alternatives.

I think the improvements need to come all the way through south O to the southern border of the city. It doesn't make sense to me to cut them short; that will just leave families with young kids like ours out of a more walk-able, enjoyable coastal corridor.

PS. I also support the business incentive overlay zone as described in the study.

Best,
Garret

--

Garret Akerson

m: 619.210.3083

To achieve great things, two things are needed; a plan, and not quite enough time. - Leonard Bernstein

Life is a luminous pause between two great mysteries, which themselves are one. - Carl Jung

in: www.linkedin.com/in/geakerson

t: twitter.com/geakerson

f: www.facebook.com/geakerson

From: The Apodacas [<mailto:48thstb@gmail.com>]
Sent: Wednesday, August 23, 2017 4:28 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Complete Streets for all Coast Highway

We support complete streets from the Harbor to Carlsbad, PLEASE!

Sent from Apodaca family's iPhone

From: Jim Curl [mailto:jcurl@san.rr.com]
Sent: Wednesday, August 23, 2017 9:35 AM
To: City Council <Council@ci.oceanside.ca.us>
Subject: Complete Streets & Two lanes at the dip - Please

Dear Council Members;

Please vote for alternative two: Complete Streets from the Harbor to Morse Street.

This will preserve two lanes through the dip.

Jim Curl
Vice-Chairman
Oceanside Bicycle & Pedestrian Committee
jcurl@san.rr.com
858.259.9595

From: John Daley [mailto:smr120953h@yahoo.com]
Sent: Wednesday, August 23, 2017 1:38 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Comments on the Coast Highway Corridor Study

John,

I have advocated from the beginning that the coastal route known as Coast Highway is broken and in need of major changes. It is clear we have experienced gridlock for at least the last fifteen Summers and into all seasons because of the traffic from Interstate 5. In all these years we have had no complaints of any measure that drivers were short cutting through neighborhoods. It is expected that locals will use their knowledge to circumvent blockages and even then no complaints. It is time to reduce all sections from North to South to just two lanes. Of course complete bike lanes and widened sidewalks and the appropriate landscaping. It is clear we will be the need to replace almost every intersection with roundabouts.

It finally acknowledges we want Coast Highway to be a successful street for everyone.

This is a lot simpler that it appears if you are making a decision of what is best for our whole community,
Still cruising the 101,

John

From: Dianne <mantraplodge@gmail.com>
Date: August 23, 2017 at 5:02:10 PM PDT
To: <council@ci.oceanside.ca.us>
Subject: I support the Coast Highway diet plan.

Sent from my iPhone

From: Kevin Edwards [mailto:kevybeck@yahoo.com]
Sent: Wednesday, August 23, 2017 12:07 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: Coast Hwy Corridor Project

Dear John,

My wife and I who live @ 1912 s. Freeman, support Modified Alternative 1-- Street improvements from Harbor Dr. to Oceanside Blvd and keeping 4 lanes on PCH is our supported position. We will cc copies to council and look forward to your support in this endeavor.

Kevin D. Edwards

From: Monty Friesen [mailto:monty@friesen.us]

Sent: Wednesday, August 23, 2017 12:38 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Please make Coast Highway safe for bikes, pedestrians and cars!

I want Complete Streets!

Thank you.

Monty Friesen

From: Pat Friesen [mailto:pat@friesen.us]

Sent: Wednesday, August 23, 2017 7:10 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: I WANT "COMPLETE STREETS"

I want option A, complete streets.

Patricia Friesen

The City completed its environmental impact study, and the results are [up](#). We have until **Monday** to support one of the following four options.

Live for Logan endorses "Complete Streets," the study's preferred alternative.

A. "Complete Streets" from the Harbor to Carlsbad

- Reduces traffic lanes to 2 lanes for most of the stretch, with 3 lanes in high volume areas
- Adds continuous bike lanes for the entirety of Coast Highway (!!)
- Improves the pedestrian environment with wider and landscaped sidewalks
- Slows speeds while improving traffic flow with roundabouts where possible
- Implements traffic calming measures to reduce traffic in neighborhoods
- Installs mid-block crosswalks to make it safe and easy to cross 101 between intersections
- Provides additional parking and enough space to get into and out of your car safely

B. Alternative One: Complete Streets from the Harbor to Oceanside Blvd

- Implements Complete Streets in North Oceanside, leaving South O unimproved
- **REVERSES safety measures put in place after Logan's death**

C. Alternative Two: Complete Streets from the Harbor to Morse Street (*preserves the Dip)

- Implements Complete Streets in North Oceanside, but leaves South O unimproved
- **Preserves two lanes through the Dip**
- Installs promised, funded but yet-to-be-completed crosswalk at the Loma Alta Creek
- **THIS IS THE ONLY COMPROMISE OPTION THAT PROVIDES SAFE ROUTES TO SCHOOL FOR KIDS WEST OF THE 5.**

Please join us in advocating for a beautiful, safe Main street in place of the dilapidated, dangerous freeway we have now. [A simple email](#) ("I want Complete Streets!" or "Keep two lanes through the Dip!") makes the difference. Please forward this to neighbors who also want a safer, slower 101.

Live for Logan

PS. The emails linked above are:

council@ci.oceanside.ca.us (City Council)

jamberson@ci.oceanside.ca.us (John Amberson, contact)

From: lori gage [mailto:lorigage8@gmail.com]

Sent: Wednesday, August 23, 2017 9:00 AM

To: City Council <Council@ci.oceanside.ca.us>

Subject: I want complete streets

I want complete streets!

Thank you,

Lori Gage

From: Gus Hawthorn [<mailto:gushawthorn@gmail.com>]
Sent: Wednesday, August 23, 2017 6:54 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>
Subject: Coast Highway Corridor Preference - Alternate 2 - Complete Streets

Dear Mr. Amberson and Council Members,

Please accept and record both of our preferences for Alternate #2 (Complete Streets from the Harbor to Morse Street) for the Coast Highway. Attached is our previously submitted input should it be needed.

Best Regards,

Henry & Terri Hawthorn

110 Sherri Lane
Oceanside, CA 9205

From: Evan Marks [<mailto:evan@theecologycenter.org>]
Sent: Wednesday, August 23, 2017 2:25 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Support for

I, Evan Marks, 1130 s Nevada, support complete streets for all of PCH. We are seeking bicycle friendly streets.

Thank you!

From: Charles Martin [mailto:charles.martin@geneabiocells.com]

Sent: Wednesday, August 23, 2017 1:14 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: I support complete streets

After reading the EIR, I am in support of Complete Streets from the harbor to the lagoon. Thank you for your work.

Sincerely,

Charles Martin
1104 South Ditmar St.

--

Charles Martin



Automation Scientist

t 858 281 4842

e charles.martin@geneabiocells.com

w geneastemcells.com.au

a 11099 N Torrey Pines Rd, Suite 210

San Diego, CA 92037, USA

m 760 707 7582

From: Kristin Morrison [mailto:kristin@kristinamberr Morrison.com]

Sent: Wednesday, August 23, 2017 4:36 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Complete Streets Please!

Hello Council!

I am a new business owner in South Oceanside and I vote for Complete Streets!

Thank you for listening to your community,
Kristin

KAM Textiles
@kamtiles
949.482.5694

"Humans exist as part of the natural world, it is imperative that we participate, collaborate, and commune with nature for our survival and prosperity as a species." -KM

From: Bill Myers [<mailto:billmyers1729@gmail.com>]
Sent: Wednesday, August 23, 2017 4:43 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Blind man's perspective

I support the new road configuration if the roundabouts are configured for the disabled.
I am legally blind and use the sidewalks and crosswalks all along the corridor.

If the roundabouts are designed with offset crossings with pedestrian actuated stoplights and rumble strips along the approach to the crosswalks then I support the new configurations of the roads.

-Bill

This email was made possible by the Veterans Administration.

From: John Norcross JR [<mailto:jwnorcrossjr@gmail.com>]
Sent: Wednesday, August 23, 2017 7:57 AM
To: City Council <Council@ci.oceanside.ca.us>
Subject: I want Complete Streets!!

Make the streets safe for our Children!!

John Norcross
531 Garfield St. Oceanside CA
760-805-4808

Sent from my iPhone

From: Sally Peltier [<mailto:d-speltier@att.net>]
Sent: Wednesday, August 23, 2017 3:38 PM To:
City Council <Council@ci.oceanside.ca.us>
Subject: One lane on Hwy 101

Against making Highway 101 one lane each way through Oceanside. Can't imagine what that will do to flow of traffic and neighboring streets.

Sally Peltier
354 Mainsail Rd.
OCeanside, CA 92054

Sent from my iPad

From: dave rae [mailto:drae27@gmail.com]
Sent: Wednesday, August 23, 2017 12:15 PM
To: City Council <Council@ci.oceanside.ca.us>
Subject:

keep 2 lanes through the dip!

From: Trent Sakamoto [mailto:trentsakamoto@yahoo.com]

Sent: Wednesday, August 23, 2017 5:21 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: COAST HIGHWAY

As a local resident of Oceanside, it is exciting to see all of the changes to our downtown area. The new restraints, hotels, stores, etc. make it fun to go down and just spend time checking everything out. I feel the icing on the cake would be to take the next step and implement the "Complete Streets" plan from the harbor to Carlsbad. This would be such a huge win for EVERYONE! Thank you for your time.

Regards,
Trent Sakamoto
705 San Luis Rey Dr

T. Sakamoto
#6017

Sent from my iPhone

From: Dolores Wells [mailto:doloreswells@hotmail.com]

Sent: Wednesday, August 23, 2017 9:53 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: Complete Streets

Hello,

I live in South "O" and I would like to see "Plan A" from the Harbor to Carlsbad with 2 lanes, bike and pedestrian lanes and outdoor seating for eating establishments.

Calming traffic and becoming a walkable neighborhood with a round about at Morse and Coast Highway.

And also "Plan C" is a good compromise with a round about at Morse and Coast Highway.

Thank you.

Dolores Wells

S. Ditmar

From: Chelsea Butters Wooding [mailto:cmbutters@gmail.com]
Sent: Wednesday, August 23, 2017 11:51 AM
To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>
Subject: Coast Highway Corridor Project

Dear City Council,

I am writing you with regards to the Coast Highway Corridor Project.

I am **against** reducing Coast Hwy to two lanes from Oceanside Blvd. south to Vista Way.

I am in favor of a **Modified Alternative 1**, which would include complete street improvements to extend from Harbor Drive to Oceanside Blvd. **The roadway would remain four lanes between Oceanside Blvd. and Vista Way**, although streetscape improvements would continue the length of the corridor. **The Incentive District would NOT be adopted. There would be no overlay. With lighted cross walks installed at Loma Alta, Whaley St., Kelly St., and Eaton St. with street and sidewalk beautification.**

Thank you for your consideration,

Chelsea Wooding, Ph.D., CC-AASP
1358 Toulon St.
Oceanside, CA 92056

From: Sarah Zajda [mailto:sarah.zajda@gmail.com]
Sent: Wednesday, August 23, 2017 2:37 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: I support Complete Streets!

I support Complete Streets for ALL of Coast Highway!

Sarah Zajda
916 Tait Street
Oceanside, CA

760-405-5595

From: Mishel Zavodny [<mailto:mishel@zavodny.com>]
Sent: Wednesday, August 23, 2017 4:31 PM
To: City Council <Council@ci.oceanside.ca.us>
Subject: Complete Streets

I want complete streets and only 2 lanes in the dip! We are a family who's children go to south o elementary school and I am afraid to have my children and or myself ride their bikes to school because I am terrified of what happened to our neighbor's son Logan! Please do not let this happen ever again!!!!!!
Michelle Zavodny

From: leslie davies <nopuppymills59@gmail.com>

Date: August 24, 2017 at 7:58:01 AM PDT

To: <council@ci.oceanside.ca.us>

Subject: I support 2 lines

Dear City Council members,

Please extend the 2-line highway from the harbor to Carlsbad. By cutting the Coast Hwy down to 2 lines, people will be less inclined to jump off the fwy and cut through the city. When people try to use our city as a shortcut, they may then discover a new place of business they want to patronize. We need to be a bike friendly city. Calming traffic will bring more business to the downtown area.

Thanks,

Leslie Davies

2015 Winchester St.

Oceanside, CA 92054

From: Tanner Knapp [mailto:tkfairlane@hotmail.com]

Sent: Thursday, August 24, 2017 3:33 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>;
Jeff Hunt <JHunt@ci.oceanside.ca.us>

Subject: No project alternative

Dear city council,

I am writing to you because of the Coast Highway Corridor Project.

I am against reducing coast highway to two lanes for the whole stretch of road.

I am in favor of the No project alternative, in which no project or project alternative would be adopted. The project area would remain as it is in existing conditions where coast highway would consist of four travel lanes, and the special management area for the incentive district would not be established. Thank you for listening.

Tanner Knapp
2030 s tremont street apt. 14, Oceanside ca

From: Irina <ipucaric@yahoo.com>
Date: August 24, 2017 at 1:55:32 AM PDT
To: <council@ci.oceanside.ca.us>
Subject: Complete streets

Hello,

I want complete streets.

Regards,
Irina Pucaric

From: Cheryl Barry [mailto:cbarry@zgallerie.com]
Sent: Friday, August 25, 2017 7:36 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Proposed Coast Highway Changed

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 lanes for the whole stretch of the road.

I am in favor of the **No Project Alternative**, in which no project or project alternative would be adopted.

The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes,

and the special management area for the Incentive District would not be established.

Steve and Cheryl Barry

1537 Lucky St

Oceanside 92054

.

From: Heidi Bullock [mailto:heidiloub@gmail.com]
Sent: Friday, August 25, 2017 2:55 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Make PCH Safe

I want Complete Streets!
Keep two lanes through the Dip!

We need PCH to be safe.

Heidi Bullock
810 Leonard Ave.
92054

From: Kathy Derham [mailto:pipiderham@hotmail.com]

Sent: Friday, August 25, 2017 2:45 PM

To: City Council <Council@ci.oceanside.ca.us>

Subject: Comments from South O resident on Coast Highway Corridor Project

Dear City Council,

I am a South O Resident and wanted to give you my input regarding the Coast Highway Corridor Project. I have participated in many of the meetings and workshops over the past couple of years and i appreciate the City's attempts to inform and include the community in these major decisions. The residents in South O are concerned about the impact this project will have on the neighborhoods with respect to increased density, traffic, and lack of parking. I strongly oppose the development of multi story (anything over 3 stories) residents or commercial buildings because it does not fit in with the character of South O. I strongly oppose to the "road diet" along Coast Highway south of Oceanside Blvd. This will create increased traffic on residential streets from impatient drivers looking for faster travel routes. Residents are already unable to park on the neighborhoods streets due to "spillover" parking from nearby restaurants and breweries. We currently struggle with road blockages from delivery vehicles idling on our residential streets because there is no where to safely unload or park. If the Council approves "village scale " development at specific nodes in South O, they should in conjunction with that offer Residential Parking permits to those streets that are highly impacted such as Freeman, Eaton, Alvarado, and Vista way. I support street improvements along coast highway with lighted stopwalks and tree beautification. No incentive district and No two lane road narrowing for South O.

Thanks for taking the time to read and consider my input.

Kathy Derham
2018 S. Freeman St.
Oceanside, CA

From: Cara Dodaro [mailto:cara.dodaro@yahoo.com]

Sent: Friday, August 25, 2017 9:16 AM

To: City Council <Council@ci.oceanside.ca.us>

Subject: CHCP

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 lanes for the whole stretch of the road.

I am in favor of the **No Project Alternative**, in which no project or project alternative would be adopted.

The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes,

and the special management area for the Incentive District would not be established

.

Thank you for listening,

Cara Dodaro

1706 S Horne St, South Oceanside.

From: Philip Dow [<mailto:PDow@hobiecat.com>] Sent:
Friday, August 25, 2017 12:09 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Bikes Lanes

Hello, I have lived in Oceanside for 12 years. I both drive and bike, and I endorse the road diet along the 101. There are stretches of the PCH that feel truly dangerous as a cyclist and nerve racking as a driver alongside cyclists.

Thank you,
Philip Dow

From: zell dwelley [mailto:zdwelley@aol.com]

Sent: Friday, August 25, 2017 12:39 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>; info@oceansidechamber.com

Subject: road diet

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 from Oceanside Boulevard south to Vista Way.

I am in favor of a **Modified Alternative 1**, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. **The roadway would remain four lanes between Oceanside Boulevard and Vista Way**, although streetscape improvements would continue to occur the entire length of the corridor. **The Incentive District would NOT be adopted. There would be no overlay.**

I am in favor of lighted cross walks installed at Loma Alta, Whaley St, Kelly St. and Eaton St. With Street and Sidewalk beautification.

I am against roundabouts at Oceanside Blvd and Cassidy.

Thank you for listening,

Zell Dwelley, President

Beach Break Cafe
1802 South Coast Hwy
Oceanside, Ca 92054

From: Ashley Ecker [<mailto:ashleyecker@me.com>]
Sent: Friday, August 25, 2017 12:48 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: I support complete streets

Please keep two lanes through through the dip.
Thanks,
Ashley Ecker
1020 s ditmar

From: John Filippone [mailto:John@kjplasticsequipment.com]

Sent: Friday, August 25, 2017 12:20 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: Coast Highway Corridor Project

Dear City Council,

I am writing to you about the Coast Highway Corridor Project, to **oppose** plans to implement the project south of Oceanside Boulevard. This plan is inconsistent with the vibrant and unique character of South Oceanside, which is distinct from the tourist-oriented downtown.

I am in favor of a **Modified Alternative 1**, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. The roadway would remain four lanes between Oceanside Boulevard and Vista Way, but **there would be no Incentive District overlay south of Oceanside Boulevard**. Instead, the city should implement street and sidewalk beautification in the area, and add mid-block crosswalks at Loma Alta Creek, Whaley, Kelly and Eaton.

Thank you for listening,

John and Katherine Filippone
1938 S. Pacific St Oceanside, CA 92054

Regards,

John & Katherine Filippone

Tel: (626) 914-1702

From: heidi franczyk [mailto:heidifranczyk@hotmail.com]

Sent: Friday, August 25, 2017 2:56 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Complete Streets

I support PCH 2 lanes in the dip.

Make PCH Safe

From: Judy Frankel [mailto:judyfrankel@att.net]
Sent: Friday, August 25, 2017 10:53 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Hwy Project

Please support Complete Streets through the entirety of coast highway 101 through Oceanside.

Throughput should be almost the same but the streets should be enjoyable for all users.. Right now it's not even good for people in cars.

The 101 is growing in new business but it is not the greatest environment for visiting these new businesses.

Many more people on bikes and by foot can discover these new businesses who have no idea of the new changes. Even motorists never want to stop.

The 101 is not a freeway. If people need to go fast they can use the 5.

Thank you

Judy Frankel
Bike Walk Oceanside
<https://www.facebook.com/BikeWalkOceanside>

Bike Walk Carlsbad
Bike Walk North County

From: Emily Gonzales [mailto:gonzales.emily@gmail.com]

Sent: Friday, August 25, 2017 5:23 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: WE SUPPORT COMPLETE STREETS

We are Oceanside voters and we want a bike-able coast the entire way. Thanks!!

A) "Complete Streets" from the Harbor to Carlsbad

- Reduces traffic lanes to 2 lanes for most of the stretch, with 3 lanes in high volume areas
- Adds continuous bike lanes for the entirety of Coast Highway
- Improves the pedestrian environment w/ wider, landscaped sidewalks
- Slows speeds while improving traffic flow with roundabouts
- Implements traffic calming to reduce traffic in neighborhoods
- Installs mid-block crosswalks
- Provides additional parking and enough space to get into and out of your car safely

From: Debra Goykhman <debra.goykhman@gmail.com>

Date: August 25, 2017 at 7:47:42 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: I want complete streets

I am a resident and would like complete streets in Oceanside.

From: Hadley Graham [<mailto:had.graham@gmail.com>]
Sent: Friday, August 25, 2017 12:02 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Bike Lanes

Hello!

I live in Oceanside and I endorse the road diet along the length of the 101 .

Thank you for protecting the locals and visitors who experience beautiful Oceanside by bicycle !

Hadley Graham

From: Joyce Hite [mailto:joycevhite@yahoo.com]
Sent: Friday, August 25, 2017 10:13 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: South O

I have lived in South O since 1972. I love the way families and new neighbors have remodeled homes and businesses have increased the flavor of our neighborhood.

The list of proposals up for vote are beyond worrisome. Something this horrendous must be put to a vote of the people who will be impacted, not a few [[city council members] who may have hidden agenda [pay offs, friends who will benefit, etc.]

The traffic circle at the lagoon entrance to Carlsbad is a nightmare of backed-up traffic. How is that to help us? 2 lane traffic? Yep. Increase congestion - OH, and then add dense housing. EXCELLENT thinking. 65 feet tall? Who is paying to get that approved besides a big building corporation.

Give us a break. We are NOT downtown don't have the draws [food, movies, beaches, etc. to draw crowds that would possibly need these changes.

I want NO traffic circles south of Oceanside Blvd and NO development incentives. South O has been ignored for most of the years I have lived here. keep it that way.

Joyce Hite
1733 S Nevada St.

From: Nicole Howard [mailto:1024nikali@gmail.com]
Sent: Friday, August 25, 2017 3:54 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Save South O

For 4 lanes in South O

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project, to oppose plans to implement the project south of Oceanside Boulevard. This plan is inconsistent with the vibrant and unique character of South Oceanside, which is distinct from the tourist-oriented downtown.

I am in favor of a **Modified Alternative 1**, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. The roadway would remain four lanes between Oceanside Boulevard and Vista Way, but **there would be no Incentive District overlay south of Oceanside Boulevard**. Instead, the city should implement street and sidewalk beautification in the area, and add mid-blockcrosswalks at Loma Alta Creek, Whaley, Kelly and Eaton.

Thank you for listening

Nicole Howard
601 Oceanside Boulevard
Oceanside, California 92054

For 4 lanes throughout Oceanside

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project, to oppose plans to reduce Coast Highway to two lanes throughout the city. This plan would increase density while reducing traffic capacity, creating gridlock at busy times throughout the year.

I am in favor of the **No Project Alternative**, in which no project or project alternative would be adopted. The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes, and the special management area for the Incentive District would not be established.

Thank you for listening,

Nicole Howard
601 Oceanside Boulevard
Oceanside, California 92054

From: Jody [mailto:jwavegirl@gmail.com]
Sent: Friday, August 25, 2017 7:46 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Complete streets initiative

I support the 101 coast hwy complete streets from the harbor to Carlsbad.

It's important!

Jody Hubbard

From: Amy Mattix [<mailto:atmattix@gmail.com>] Sent:
Friday, August 25, 2017 8:48 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Complete streets

I support the Complete Streets version of the coast highway improvement plan.

Thank you!

Amy Mattix
South O resident
1734 Alvarado St.

From: Meridee Johnson Reynolds [mailto:meridee@JohnsonInteriors-More.com]

Sent: Friday, August 25, 2017 5:34 PM

To: City Council <Council@ci.oceanside.ca.us>

Cc: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Coast Highway Corridor Project.

Dear City Council,

I am writing to you about the Coast Highway Corridor Project.

I am in favor of the No Project Alternative at least from Oceanside Blvd. to Vista Way. I would support streetscape improvements down the length of the corridor.

I am against the proposed changes from Oceanside Blvd. to Vista Way. As a business owner, the proposed changes to this area. I realize that there are some problems with the current set-up but your proposal would be detrimental to the businesses and residences in the Cassidy to Vista Way areas. We frequently have almost all the street parking we have now filled on the weekends...those people would be pushed to park in the residential area or not come here at all because it would be inconvenient to come here to shop.

In the Los Angeles area of Playa del Rey they recently restriped the road in the manor you are proposing. Traffic was chaotic, businesses suffered and the city has been forced to go back and undo the "road diet" and is being sued by the business owners for the loss of business. We should learn a lesson from this fiasco!

The bicyclists I have spoken to do not want to ride on the Coast Hwy. ...they want the rail trail to be completed as it would be a safer and better route.

My personal concern is for the large semi trucks that need to deliver to businesses in our block. If the proposed changes were made, they would have to block a lane to unload their goods, as we do not have an alley. That would occur at all hours in the mornings and less so in the afternoons Monday - Friday.

The Incentive District would NOT be adopted and there would be NO Overlay! This area of town is not designed for high density living. Our residents and customers come here for the quieter, relaxed charm of So. Oceanside.

Thank you for your time.

Meridee Johnson Reynolds

Johnson Interiors & More, Inc.

1916 So. Coast Hwy.

Oceanside, CA 92054

760-433-2828

From: Thomas Shepherd [mailto:thomasshepherd367@gmail.com]

Sent: Friday, August 25, 2017 9:36 AM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Reaction to the Coast Highway EIR

Dear Council, Mr. Amberson,

I read the EIR regarding the proposed coast highway changes with great interest.

Roads:

As a home owner with small children living in 'South O' I would like to see our streets become as pedestrian and bike friendly as possible. My preference remains to roll out the diet throughout the coast highway. This will incur some traffic during the summer months, but will be reasonable for the rest of the year. We should plan our city for the people living in it not those passing through, and for the majority of time not the worst case scenarios.

If this is not possible for technical reasons I am *strongly* against rolling back the pilot study area. We need to maintain a safe bicycle link, especially for our children's safety. The Road Diet should extend to Morse St. Without this its hard to see further injuries or fatalities and the liability that comes with that.

Furthermore if we do not provide bike lanes through South O this will be the only stretch of the PCH between Oceanside Harbor and La Jolla that does not have them. Beyond this seeming absurd we should plan an alternative bike route linking from Morse to south of Vista Way. Broadway seems the logical choice.

Zoning:

The Avenue section in South O is too dense as planned. We should not permit above an average of four stories / 45ft on either side of the street. This can obviously be revisited in the future but as it stands allowing for 65ft high buildings on the east side is too drastic a change from the current character of the area. We should still remove the existing exemption option. Overall I would prefer density over sprawl, but see the continually growing character of South O as being worth some protection for the future. Density can be increased in other areas (for instance the Transit Centre) that do not already have the character to lose and also benefit from better transportation links.

Transportation:

Beyond the current plans it seems the city needs to do more to get cars off the street, especially with the planned density increases. Bus schedules should to be doubled from existing, with electronic signing for arrival times and major discounts for residents. This can be combined with park and rides, the planned increased sprinter and coaster schedules etc.

As always I appreciate the difficulty of making these decisions, and the different voices you receive. As I've mentioned before the Vision Plan was a significant part of why we chose to buy a house and raise a family here, and we continue to see it as a fundamental part of Oceanside's growth over the next few decades.

Yours Sincerely,

From: Christine [<mailto:christine.smedley@gmail.com>]
Sent: Friday, August 25, 2017 3:47 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: The dip

To whom it may concern,
I support keeping 2 lanes through the dip. I live in seaside and bike with my family weekly along the stretch. Please keep us safe!
Thank you,
Christine Smedley
1006 Leonard Ave
Oceanside CA
92054

Sent from my iPhone

From: Smith, Duane [mailto:DSmith@sandiego.gov]
Sent: Friday, August 25, 2017 8:58 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: PCH Improvements

Mr. Amberson,

I am writing to you about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 lanes for the whole stretch of the road.

I am in favor of the **No Project Alternative**, in which no project or project alternative would be adopted.

The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes, and the special management area for the Incentive District would not be established.

We on Morse Street already have witnessed a marked increase to traffic on our residential street by those already trying to bypass PCH when it is congested. This has resulted in damage to low overhead utilities being ripped out as semi-tractor trailers use this street as a bypass. With a lack of sidewalks in the area, this will expose pedestrians to additional vehicle related dangers.

All residential streets East of PCH to the I-5 in South will experience increased traffic as drivers look for ways to get to and from the 5 bypassing PCH. This will all have a negative impact on our home values and quality of life. Not knowing the final plans for the I-5 improvements could compound these issues significantly.

Thank you for listening,

Duane Smith
1016 Morse Street
Oceanside Ca

*Duane Smith
Public Utilities Department/WWTD
Plant Process Control Supervisor
City of San Diego*

858-614-4019
dsmith@sandiego.gov

From: Elena Thompson [mailto:elenathompson@cox.net]
Sent: Friday, August 25, 2017 9:23 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: 8-25-17 We support Complete Streets in Oceanside

Hello,

We think it would make TOTAL sense for Oceanside to have a lane diet, calm traffic, encourage more walking and cycling to the downtown, move towards complete streets, foster a safer downtown ambience. There is no need for the former, yes, former HWY 101 to accomodate a massive amount of vehicles (cut through traffic) at the expense of the residents and businesses, threaten the quality of life for tax paying citizens, with traffic and cars. All communities along the former for 101 should do the same. Our coastal corridor should benefit all city residents, not just cars and traffic!

Thank you,

Elena Thompson

August 25, 2017

RE: Coast Highway Corridor Project

Dear Oceanside City Council,

I am writing to voice my opinion about this project that is underway and currently on a stretch of Coast Highway between Morse and Oceanside Boulevard that has been a testing ground for reducing the lanes from 2 lane each way to one in the name of "traffic calming". If you live in South Oceanside neighborhoods, you know that this experiment has not been successful and would be a complete disaster if you continued forward with this project. The traffic has been worse and it makes it difficult to get to local businesses. It has caused frustration for many drivers who have exhibited road rage because they cannot get from point A to B in an efficient manner. I am not sure what consultant came up with this ludicrous idea, but you should ask for your money back and fire them immediately!

I realize it is difficult to please everyone, but please DO NOT continue with this project. Stop it and go back to the way it was. The traffic was much calmer and it worked well for people driving down Coast Highway and was much easier to stop and patronize local businesses. Please do not penalize our small businesses and our community with this project.

Sincerely,

A handwritten signature in cursive script that reads "Rebecca Yeomans".

Rebecca Yeomans

2021 S. Ditmar Street

Yeomans2021@att.net

(760) 439-9053

(Oceanside Resident since 1964)

From: melissa betz [<mailto:curliemell@me.com>] Sent:
Saturday, August 26, 2017 8:07 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Complete streets

I support complete streets! I'm a local residents with young kids and this is needed in our community! Thanks

Melissa Betz
Frontline
17605834581
Curliemell@me.com

From: **lisa callahan** <4lisa.callahan@gmail.com>

Date: Sat, Aug 26, 2017 at 6:20 PM

Subject: City Council Vote for Complete Streets from the Harbor to Carlsbad

To: council@c.i.oceanside.ca.us

I am a long time citizen of Oceanside as I moved here in 1976 and I would like to let you know that I want you to implement

A. "Complete Streets" from the Harbor to Carlsbad.

Thank you so much.

I wish we could do the same for College Blvd too!!!

Lisa Callahan
4196 Terry St
Oceanside, CA 92056

From: Jordan Premo <jordan.dpremo@gmail.com>

Date: August 26, 2017 at 11:03:02 AM PDT

To: <council@ci.oceanside.ca.us>

Subject: Complete streets in Oceanside

Hello,

To whom it may concern, I would like to move forward in support of "Complete Streets" in Oceanside! Thank you city council.

Best regards,

Jordan

From: James Wang [mailto:tc4312@gmail.com]
Sent: Saturday, August 26, 2017 7:21 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Complete Streets" from the Harbor to Carlsbad - yes, please

Downtown Oceanside has the valued infrastructure and configuration to become a wonderful walking and biking community. Its scale is appropriate for pedestrians and bicycles, and its stores are not fronted by huge parking lots. That makes it ideal for strolling and browsing.

But it does have a problem: there are too many cars, and four lanes of rushing traffic are intimidating. And you have the solution at hand too: reduce the space devoted to cars and through traffic. Many of those cars don't stop and generate business revenue - they're going somewhere else. On the other hand, pedestrians and bikes are definitely local traffic - they do create local revenue.

Tourists will love a pedestrian-friendly city too - who could not like a city where you can spend your day at the beach, then walk to downtown for dinner?

I urge you to support Complete Streets for all of the Coast Highway - it'll be good for Oceanside, it'll be good for the community, it'll be good for our health!

Jim Wang

From: Paul Jamason [<mailto:pjamason@gmail.com>]
Sent: Sunday, August 27, 2017 8:11 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Option A

Hi, I'd like to voice my support for complete streets in Oceanside (option A). Pedestrians and bicyclists are taxpayers too, and have a right to safe public facilities. Their safety shouldn't be compromised for driver convenience - many of whom drive distracted and aggressively.

Paul Jamason

From: Sonja Johnson [mailto:sjohnson.6821@gmail.com]

Sent: Sunday, August 27, 2017 4:57 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; Jim Wood <JWood@ci.oceanside.ca.us>; Chuck Lowery <CLowery@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: No Modification to Coast Highway

Dear Mr. Amberson, Mr. Mayor, Mr. Deputy Mayor, and Council Members:

I am diametrically opposed to the proposed modifications to the Coast Highway Corridor between Harbor Drive to the most southern tip in South Oceanside at the Carlsbad border.

No changes should be made that would take away all 4 lanes along Coast Highway. We need those 4 lanes to easily traverse the highway. There is already a bottle neck in the dip past Rite Aid where the lanes have been reduced to one lane each way, and now you are proposing to reduce the entire length of the highway to one lane each way. With all due respect, what you are proposing has NO BENEFIT TO THE CITIZENS OF OCEANSIDE, and, in fact, will make our lives more difficult. Changing to one lane each way will dramatically increase traffic congestion, causing delays and longer travel time, as well as irritability...which will cause people to go elsewhere for their shopping, dining, banking or entertainment. We live at the end of a street off of Vista Way, which has been reduced to one lane each way. When we leave our home, it is difficult to get onto Vista Way because the traffic is so heavy. If you change Coast Highway to one lane each way you will be creating another difficult situation.

No roundabouts. You are proposing to eliminate traffic lights and install "roundabouts" all along the Coast Highway corridor. Roundabouts are notorious for causing accidents and road rage where there is heavy traffic, and you are proposing to install a whole bunch of them in an area of heavy traffic. I live close enough to the roundabout on Coast Highway going into Carlsbad to hear the sirens and see the emergency vehicles who respond to the many accidents at the roundabout.

Please do not change Coast Highway from 4 lanes, do not remove our stop lights, do not install roundabouts, and do not permit developers to build condominiums on our main thoroughfare.

Thank you,
Orville & Sonja Johnson

From: Janet Lichterman <jlichtermn@aol.com>
Date: August 27, 2017 at 7:39:18 AM PDT
To: <council@ci.oceanside.ca.us>
Subject: Coast Highway Corridor Study EIR

Dear City Council,

Regarding the environmental impact study for the Coast Highway corridor I am endorsing "Complete Streets" from the Harbor to Carlsbad. I want a safer, slower 101.

Thank you,

Jan Lichterman
Oceanside, CA
jlichtermn@aol.com

From: JPNeVins <jpnevins@gmail.com>
Date: August 27, 2017 at 5:27:53 PM PDT
To: <council@ci.oceanside.ca.us>
Subject: Coast Highway

Also better know to many of us as Hill St.

As a 20 year South O resident, both property and and business owner. I firmly endorse option A

"Complete Streets" from the Harbor to Carlsbad

- Reduces traffic lanes to 2 lanes for most of the stretch, with 3 lanes in high volume areas
- Adds continuous bike lanes for the entirety of Coast Highway (!!)

- Improves the pedestrian environment with wider and landscaped sidewalks
- Slows speeds while improving traffic flow with roundabouts where possible
- Implements traffic calming measures to reduce traffic in neighborhoods
- Installs mid-block crosswalks to make it safe and easy to cross 101 between intersections
- Provides additional parking and enough space to get into and out of your car safely
- Businesses will substantially increase their revenues
- More people on the streets will reduce crime
- Pass through traffic will be discouraged and reduced
- Locals and patrons coming to local businesses will have better access
- Our environment will be healthier, the city will be closer to meeting state requirements on environmental pollutants
- Traffic crashes will decrease and severity will greatly decrease
- Change can be intimidating for some who are unable to grasp the entirety of a project it's especially hard for older folks who have been invested in a now obsolete and detrimental lifestyle and they will literally continue to slowly kill them selves rather than work on adapting to a healthier more economically beneficial lifestyle.
- Don't be bullied by a few misinformed noisy folks who have been scared by social media 'fake news' rants. You have a decent team working for us who have put together a plan proven over and over again throughout America that will really improve the entirety of the coast highway.
- Make Oceanside Great Again, vote complete streets all the way!

 Paul

From: Maggie Rhyne [mailto:maggierhyne@gmail.com]

Sent: Sunday, August 27, 2017 3:58 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Complete Streets proposal

Dear Mr. Amberson,

I'm writing to voice my opinion and hopefully help urge you to work towards "Complete Streets Harbor to Carlsbad"

As an Oceanside resident, wife and mother of two young boys I am all for safer roads - safer for everyone whether on their feet, two wheels or four wheels.

Thank you for your consideration.

Kind regards,

Maggie Rhyne

From: Jim Schroder [mailto:jimschroder@jimschroder.com]

Sent: Sunday, August 27, 2017 2:00 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Coastal Highway Plan

Re: **COASTAL HIGHWAY PLAN**

As a 71 year resident of Oceanside and Businessman I am absolutely in favor of the Coastal Highway Plan.

Many years ago I was fortunate to attend a Walkable Cities daylong seminar in San Diego presented by Dan Burden. I was so impressed with what can and could be done to communities in the US and is being done around the world. Since that first introduction to what "Walkable Cities" can do for communities I have hoped Oceanside would be one of the communities that brings itself into the 21st Century too.

This is our opportunity to continue what began several years ago on Mission Avenue. Look at the incredible changes that have occurred. New businesses, restaurants with outdoor seating, remodeling of current buildings, landscaping and a new vide on one of our entrances into downtown Oceanside. A whole new feeling to downtown Oceanside has begun.

This can also happen on Coast Highway. I believe that it should continue all the way to Vista way. It is a must. It would be a terrible mistake to stop at Morse Street. We will look back at this event in our cities history as a "Changing Moment" for the city of Oceanside and its residents.

Go for it .. PLEASE!!!!

Jim Schroder
4020 Wooster Drive
Oceanside, CA 92056

From: leslie shaw [mailto:lmsmarie@yahoo.com]

Sent: Sunday, August 27, 2017 10:46 AM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>;
Jeff Hunt <JHunt@ci.oceanside.ca.us>; info@oceansidechamber.com

Subject: Proposed South Coast highway project

To Whom it may concern,

I am writing to you about the Coast Highway Corridor Project.

I am strongly AGAINST reducing Coast Highway to 2 lanes for the whole stretch of the road.

I am in FAVOR of the No Project Alternative in which no project or project alternative would be adopted. The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes and the special management area for the Incentive District would NOT be established. I work for a business which I love on Coast Highway and if what you propose goes through our business would leave Oceanside for good. This project is no good for the existing businesses along Coast Highway as well as the residential areas so close by. Stop IT, DON'T DO IT!

Regards,
Leslie M Shaw

From: Lisa Skyles [mailto:lcskyles@gmail.com]

Sent: Sunday, August 27, 2017 10:59 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>

Subject: Coast Highway Corridor Project

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Highway to two lanes for the whole stretch of the road.

I am in favor of the **No Project Alternative**, in which no project or project alternative would be adopted.

The project area should remain as it is, in existing condition, with Coast Highway consisting of four travel lanes.

Roundabouts should not be considered, let alone approved, without thorough study and planning.

The special management area for the Incentive District should not be established. Zoning along PCH should not be changed to increase height or density: it should be changed so that the character of our community is preserved and organic growth is encouraged. Building heights should articulated so that we don't create a walled canyon along PCH.

Alternatives to the lane reductions that would benefit our community include:

- Strict enforcement of the existing speed limits on PCH, Vista Way, and streets parallel to PCH where we already have reckless "cut-through" traffic.

- Improved landscaping with more trees on PCH.

- Adding lighted crosswalks at Kelly, Whaley, and in the dip to the bike path.

- Complete the "Rail Trail".

- Complete sidewalks on both sides of all streets so pedestrians.

Finally, I strongly believe that the proposed increased density along PCH will do nothing to improve our current housing shortage. The proximity to the beach and the current lax attitude toward allowing unfettered vacation rentals will all but ensure that a good portion of the proposed units will be snapped-up by out-of area investors and will be full-time vacation rentals.

In order to actually address both the housing shortage and the serious issue of affordability in our coastal community, I believe the city should utilize our other public transportation corridor and plan for increased density along Oceanside Boulevard stretching inland to Vista. For several reasons, I believe this is a much more viable alternative that would add real housing stock to our inventory.

Thank you for listening,

Lisa Skyles

1125 Camelia St.
Oceanside, CA 92054

p: 760-828-5245

e: LCSkyles@gmail.com

Lynda C Barry, Realtor
606 Cassidy St.
Oceanside, CA 92054

Dear City Council,

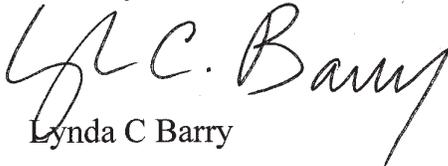
I am a local business owner and I am contacting you with concerns about the Coast Highway Corridor Project.

I am adamantly against reducing Coast Hwy to 2 lanes for any stretch of Coast Highway. I do not see any benefit in reducing Coast Highway down to 2 lanes from the present 4 lanes.

I am in favor of the **No Project Alternative**, in which no project or project alternative would be adopted.

The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes and the special management area for the Incentive District would not be established.

Thank you,



Lynda C Barry

HomeSmart Realty West
BL-1256843

From: Jay Berman <j.berman@pnetcom.com>

Date: August 28, 2017 at 10:06:21 AM PDT

To: "'Council@ci.oceanside.ca.us'" <Council@ci.oceanside.ca.us>

Subject: 101

Hello,

I am totally against any reduction in lanes of our portion of 101. Increasing density and decreasing capacity thinking people will simply use buses and bicycles is insanity. There is no alternative to I-5 to the east. Look at the mess Vista made of their downtown. Huge increase in density, reduced street to 2 lanes with a massive traffic circle. Please end the "squeeze" in South O .. I've been on it northbound a couple of times when it was backed up all the way to Carlsbad, idling cars in traffic jams is no good for the environment.

Jay Berman
Crouch St

From: johnbic@cox.net [<mailto:johnbic@cox.net>]
Sent: Monday, August 28, 2017 4:20 PM
To: City Council
Subject: Coast Highway Improvement Plan

Dear Oceanside City Council,

I am concerned about the proposed lane narrowing and slowing down traffic on Coast Highway. My concern is that doing so may frustrate some drivers who may then decide cut through and endanger our residential neighborhoods.

If you proceed with this plan, how are you going to keep cut through traffic off our streets and protect the residents?

I am also concerned about the impact on emergency vehicle response time, and are these vehicles going to use the parallel residential streets as an alternate route?

I am all for calming down traffic and beautifying Coast Highway and making it more friendly to, and safe for, pedestrians, tourists, and shoppers.

Thank you,

John Bickerton
524 South Clementine Street

From: KB [mailto:anotherelf@cox.net]
Sent: Monday, August 28, 2017 4:55 PM
To: City Council <Council@ci.oceanside.ca.us>
Subject: No Project Alternatives

Dear City Of Oceanside Representatives,

I Am In Favor Of The NO PROJECT ALTERNATIVE In Which No Project Or Project Alternative Would Be Adopted. The Project Area Would Remain As Is In Existing Conditions Where Coast Highway Would Consist Of Four Travel Lanes, and The Special Management Area For The Incentive District Would Not Be Established. "Incentive District"> For The Developers Maybe...

In Addition, Please Grant Us The Alternative Which We Originally Requested:

- 1) Lighted Crosswalks At Mid-Block Crossings Between Major Intersections Along Coast Highway,
- 2) LARGE Shade Trees
- 3) Follow Through and Complete The Rail Trail So The Bicycles May Travel Safely and NOT Require Coast Highway. (Was That NOT The Purpose In The First Place?)

Thank you,

Ken Bross
Home Owner In Seaside District
760-967-7673

_____ Information from ESET NOD32 Antivirus, version of detection engine 15991
(20170828) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

From: Mike Bullock <mike_bullock@earthlink.net>

Date: August 28, 2017 at 1:24:28 PM PDT

To: <JAmberson@ci.oceanside.ca.us>, <council@ci.oceanside.ca.us>

Cc: <CoastHighway@ArellanoAssociates.com>

Subject: Comments on Coast Highway Corridor Study and DEIR

Dear Honorable Mayor, Vice Mayor, Members of the Council and Traffic Engineer John Amberson,

My wife Joan and I live 1 mile east of the Coast Highway at 1800 Bayberry Drive in South Oceanside. We support the Preferred Alternative. Roundabouts are far better than stop lights or stop signs. The complete-street-and-road-diet (generally, cutting 4 lanes to 3 lanes and using the additional width for bike lanes) approach will allow for the same traffic volume with much lower maximum speeds. This will reduce noise and increase safety. This will in turn increase property values and quality of life. We are disappointed that some want to stop all this progress in South Oceanside. Please do not allow that to happen.

Thank you for your leadership,

Mike and Joan Bullock
760-754-8025

From: Micaela Canton <micaelacanton@hotmail.com>
Date: August 28, 2017 at 12:14:51 PM PDT
To: "Council@ci.oceanside.ca.us" <Council@ci.oceanside.ca.us>
Subject: Coast highway project.

I am excited for the one lane project with more walkable / green area to start. My hope is that there will be plenty of parking area and most of all high standard design. As right now, I am not impress with Oceanside planning. Many area are residential/ industrial/ commercial. Commercial should be between residential and industrial. Also when a project is done is less than standard ex: skate park on Foussat where the landscape is inexistant , sign in plastic, no lights, and the bathroom is potty one. The excuses that I am hearing is the city is poor, but i think the funds are poor managed. I just moved here from Rancho Cucamonga, same size in populations as Oceanside, but their approach are far superior than this city. The city council should look in how the city of Rancho do business and the execution of projects. Rancho is selective not too many Wal-Mart, liquor stores, used car dealers, etc. This city has many potential, but there is a need to have a coherent vision for the future and attacking major issues such as poor school grading(people will not move to Oceanside when schools are grade 3 or 4), homeless(high number in the area), lacking of maintenance (dirty public area, street with plenty of pot holes, and landscape inexistant.) Oceanside should aspire to be better than the cities South of it but right now we are considered a little ghetto city and seem like that some of the populations is proud of be that. I hear we do not want to be like Carlsbad etc. We want to be better than that. Elevate the education. The city council need to step up and work faster to improve it. Less bickering and more action.

Sincerely,
Concerned resident Micaela Canton
Sent from my T-Mobile 4G LTE device

From: Eric Carstensen [mailto:carstensen90@hotmail.com]

Sent: Monday, August 28, 2017 3:45 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; Jim Wood <JWood@ci.oceanside.ca.us>; Chuck Lowery <CLowery@ci.oceanside.ca.us>; Esther Sanchez <ESanchez@ci.oceanside.ca.us>; Jack Feller <JFeller@ci.oceanside.ca.us>; Jerry Kern <JKern@ci.oceanside.ca.us>

Subject: Proposals for South O

Dear City Leaders,

I am strongly opposed to the installation of traffic circles and the reduction of lanes in South Oceanside. For anyone who drives, it is evident that these do not ease traffic and, instead, lead to greater delays and frustration. For some reason, consultants have been trying to persuade cities to use these features; it is likely that the people proposing such will not have to drive through them regularly.

Recently, at the traffic circle at the north end of Carlsbad, a motorist honked, gave me "the finger" and pointed to the Yield signs. I was already inside the circle -- this citizen had no idea how the circles work. That citizen, unfortunately, is not an exception - countless other times, people stop at the circles rather than using them as intended. Already slow traffic flow slows even more.

Further, the reduction in lanes is an equally bad idea. The coast highway is already near capacity. Reducing the number of lanes would force traffic to find alternate routes and those routes would be on the streets parallel (Freeman, Alvarado, Ditmar) to the coast highway. We don't need more traffic in our neighborhoods. This is not a "NIMBY" issue; it has to do with safety and quality of life.

Also, the proposal to increase density and building height is equally breathtaking in its disregard for the people who live here, the businesses that have helped revitalize this part of town and for the 'look and feel' of this cherished neighborhood. Now, the tallest building is on the corner where Urge is situated; allowing new construction that will be 50% - 60% taller would look unplanned and reflect poorly on those who are supposed to care about this city.

Please choose Alternative 1 and leave the traffic circles to the consultants imaginations. Please, do not increase density. I have lived in coastal north county since 1973 (a property owner and tax payer since 1989) and the density today is nearly unbearable. No development incentives, no high density 'nodes' and no detrimental changes to something that's wonderful.

Thank you for your time and attention.

Eric Carstensen
1930 S. Ditmar
Oceanside, 92054

From: David E. Chavez [mailto:davidechavez@gmail.com]

Sent: Monday, August 28, 2017 8:52 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Oceanside Complete Streets - YES!

I endorse A: Complete Streets for ALL of Coast Highway.

Thank you!

David Chavez

From: Candice Core [mailto:cquinn1014@gmail.com]

Sent: Monday, August 28, 2017 10:15 AM

Subject: Coast Highway Corridor Project

Dear City Council,

I am writing to you today about the Coast Highway Corridor Project. As a business owner at 1828 1/2 S. Coast Highway, Black Sheep Yoga Studio, I am against reducing Coast Hwy to 2 lanes from Oceanside Blvd-Vista Way.

However, I am in favor of a Modified Alternative 1, which would include complete street improvements to extend from Harbor Dr to Oceanside Blvd. I would request the roadway to remain 4 lanes from Oceanside Blvd-Vista Way. Street scape improvements would add value to our neighborhood. I request that the Incentive District NOT be adopted. No overlay, with lit cross walks installed at Loma Alta, Whaley St, Kelly St, Eaton St and street and sidewalk beautification.

Thank you for your time and consideration,

Candice Core
Black Sheep Yoga Studio
South-O Business Owner

From: Donna Davis [mailto:donnamariedavis@cox.net]

Sent: Monday, August 28, 2017 7:11 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Support Alternative 1: 4 lanes and No traffic circles south of Oceanside Blvd

Dear Transportation Planner Amberson —

Having lived in Oceanside back in 1992 and again for the past decade as a resident/property owner in "South O," I have seen many changes. While some have been brought about by good intentions, they have not had positive effects.

When the decision was made to reduce the lanes between Morse and Oceanside Blvd from 4 to 2, traffic began to back up along the 101. It is not uncommon for northbound traffic on the 101 at Morse to miss the green light (both on the 101 and turning northbound from Morse) because the traffic is backed up from the light at Oceanside — and that's when there is no train crossing the 101. When the Sprinter crosses the 101, traffic definitely misses the light.

I ask you to please support Alternative 1: 4 lanes and no traffic circles south of Oceanside Boulevard.

I have also been a resident of North County for 20 years, having lived also in Cardiff and Encinitas. The installation of traffic circles in these towns do not ease traffic flow; they cause traffic back-ups, particularly on Leucadia Boulevard westbound — which can be so dense that traffic backs all the way up to the light at the 5. Traffic can't exist the offramp from the 5, it can back up onto the 5, which has the potential to cause they type of jams as we see daily in Oceanside at the exit ramp from the 78 West onto El Camino.

The most impressive change I have seen over the years has been the resurgence of the South O neighborhoods, brought about organically by many of the local small business owners. These locals did not need an incentive to develop their businesses. Red & White Market has thrived for decades, as has its competitor around the corner, Cream of the Crop. Flying Pig and PCH Grille thrive alongside Privateer and Wrench & Rodent. South O does not need development incentives.

I ask you, please do NOT provide development incentives south of Oceanside Boulevard.

Thank you.

Donna Davis

1930 S. Ditmar Street

Oceanside, CA 92054

From: Richard Fox [mailto:rfoside@cox.net]

Sent: Monday, August 28, 2017 2:59 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>

Subject:

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project, **to oppose plans to implement the project south of Oceanside Boulevard.** This plan is inconsistent with the vibrant and unique character of South Oceanside, which is distinct from the tourist-oriented downtown.

I ask that the city implement a modified version of Alternative 1, in which the Complete Streets improvements would be implemented north of Oceanside Boulevard but not south of it. At the same time, this alternative should be modified to drop the Incentive District Overlay, that somehow got added in to the Coast Hwy. Corridor Project. Instead, the city should implement street and sidewalk beautification in the area, and add lighted mid-block crosswalk at Loma Alta Creek, Whaley, Kelly and Eaton Streets.

We would like to keep the "village" designation as it is in the Incentive District Overlay but remove the node Cassidy St. Nodes between Oceanside Blvd and Morse St near the Sprinter Station.

The EIR shows if the Coast Hwy Corridor Project was implemented there are 10 areas that would bring the level of service to F, 6 of those are in South Oceanside, also it shows with a Traffic Circle at Cassidy, the delay at that intersection would be 249.9 seconds that's over 4 minutes.

Thank you for listening,
Richard Fox
760-802-5947

Richard Fox • Oceanside
"Having Fun, Living Healthy, Enjoying Life"
.....
(760) 802-5947 | rfoside@cox.net



www.RichardFoxOceanside.com

From: Steve and Jayshree Gerken [mailto:sgerken@sbcglobal.net]

Sent: Monday, August 28, 2017 12:25 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Comments on Oceanside 101 improvements proposal

Dear Oceanside city council,

As a resident of Encinitas, I like to visit Oceanside by bicycle to dine at the local restaurants.

I cycle there because of the improvements you have made to improve traffic flow and to accommodate cyclists and pedestrians into the improved traffic designs. I feel safer cycling in many places in Oceanside than I do in my home town in Encinitas.

So keep up with your good work.

I understand you will be reviewing the draft EIR for the Coast Highway corridor study.

I have looked at the study and want to recommend that you consider option A.

Option A removes travel lanes to make room for bike lanes. It would be wonderful if Oceanside, along with Solana Beach, became the coast city leaders to implement Complete streets from North to South. With Option A, motor vehicle throughput should not be impacted by much. And it includes roundabout to keep traffic moving with bike lanes. I like that.

Oceanside is developing rapidly now and improvements such as Option A to the coast highway would be a great investment by the city to continue to develop an enjoyable place to walk, bike and drive to your city's businesses. Linking these improvements to your awesome transit center reminds me of the cities in Europe with great multi-modal transportation designs for all.

Sincerely,

Steve Gerken

Encinitas resident

From: Chris Gow <cgow122@aol.com>
Date: August 28, 2017 at 6:58:38 PM PDT
To: <council@ci.oceanside.ca.us>
Subject: PCH plan

I do not want one lane in each direction on PCH, anywhere thru the City. I do not want roundabouts because it will make traffic slow down if not stop, to figure out who has the right of way and it will delay emergency vehicles to pass thru, not to mention the buses that travel PCH and their stops. One lane in each direction will make folks look for shortcuts and that means going into residential neighborhoods. Also with businesses and the lack of parking as it is today, will bring more people parking in neighborhoods. Are you not thinking about the safety of the neighborhoods and only being concerned with bicycles and developer incentives? Put in the yield, flashing lights for pedestrians to cross safely.

Follow the great job Carlsbad has done on Carlsbad Blvd. OPD needs to start issuing citations to those that speed down Coast Hwy., especially from Wisconsin to Surfrider and Oceanside Blvd to Morse. Finish the bike trail over Loma Alta creek. Most cyclists travel Pacific and then up to Cassidy and pick up the bike trail there. There are very few folks who ride on PCH, which is a good thing. How about educating students to the rules of the road for safe bicycle riding?

Chris Gow
1931 Bush St. #156
Oceanside, CA. 92058

From: beatrice moniz [mailto:beamoniz@hotmail.com]

Sent: Monday, August 28, 2017 11:29 AM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>;
Jeff Hunt <JHunt@ci.oceanside.ca.us>

Subject: Enviromental Impact Report

August 28, 2017

Honorable City Council,
Mr. Amberson,
Mr. Hunt,

I am writing to you to about the Coast Highway Corridor Project.

After studing the proposals I am against reducing Coast Hwy to 2 lanes anywhere in our city limits. The roadway should remain four lanes.

I feel streetscape improvements that do not impede on the street would occur the length of the corridor. The Incentive District would NOT be adopted. There wouldn't be a Project Alternate. There would be no overlay. I would like to see lighted cross walks installed at Loma Alta, Whaley St, and Kelly St. and beautification to the sidewalks by washing them and installing flower boxes.

The city needs to look at completing the Rails to Trails througout the city to address the bicycle issue.

Sincerely,

Theresa Gundlach
1207 Laguna St.
Oceanside

From: Kristen Johnson <digsblues@gmail.com>

Date: August 28, 2017 at 10:20:38 AM PDT

To: <Council@ci.oceanside.ca.us>

Subject: Coast Highway Incentive Overlay

As a 49 year resident of Oceanside, I'm writing to say I'm opposed to the Coast Highway Overlay zoning.

High-density buildings with little parking and open spaces will ruin our beach-vibe neighborhood. Don't take away the soul of our city in exchange for incentives for big developers.

Thanks for listening. I'll be watching the vote.



Virus-free. www.avg.com

From: robert jones <robsjonesrn@yahoo.com>

Date: August 28, 2017 at 9:03:39 PM PDT

To: "council@ci.oceanside.ca.us" <council@ci.oceanside.ca.us>

Subject: coast highway study

Dear City Council members,

First of all thank you for all you have done to make our wonderful city a better place to live.

Upon looking at the plans at the Civic Center library, both and my wife and I are excited about the possible changes to Coast Hwy., but we are also concerned.

We like the idea of the divider in the middle and the roundabouts through all areas of Coast Highway. Although, **We are concerned about the 2 lane roundabout at the 76 intersection though (sounds sketchy!)**. We also like that bikers will feel more comfortable to share the road and that there will be a bit of a separation between the parked cars and the driving lane in many areas. Currently when we are driving in South O, the parking takes up a portion of the left lane and makes it really tight to drive through there from Kelly to Cassidy.

Our concerns are mostly regarding safety. If there is only one lane most of the way, won't this make it harder for emergency vehicles to reach their destinations? Also, what about trucks and buses. Will there be areas for buses to load and unload out of the driving lane? And I remember seeing the pictures of the truck stuck in the roundabout between Oceanside and Carlsbad. Will the roundabouts be large enough for trucks to maneuver through? How about pedestrians crossing the street? Won't this be harder at a roundabout? I can just imagine the cars not stopping at all. I am glad that there was mention of adding a few more pedestrian cross walks mid block in some areas – hopefully the cars stop when people want to cross. Lastly, we are concerned about the lack of parking that may occur with developer incentives (not to provide ample parking when they build).

Thank you for taking our preferences and concerns into consideration. We wish this was a bit more straightforward. It has really been difficult to disseminate correct information versus misinformation and it was extremely time consuming and cumbersome to look through the pages and pages in the 4 booklets available at the library... who has time for that? We certainly tried, but didn't have the time to read, research and understand it all.

Thank you,
Robert and Lori Jones

Sent from [Mail](#) for Windows 10

From: Charlene Kerchevall <ramblin@cox.net>

Date: August 28, 2017 at 2:27:08 PM PDT

To: <Council@ci.oceanside.ca.us>

Subject: No Project Alternatives ~ Postive Focus We Need...

Good Day City Of Oceanside Representatives,

Thank You For This Opportunity To Speak On Behalf Of South Oceanside and Our City In General.

Please Quit Selling Us Under The Guise Of "Developer Incentives" ~ They Are Never Environmentally Progressive and Always Deliver Less Than They Promise.

Please, No "Road Diet"...Be Practical With Our 4 Lane Construction For Safety Purposes.

I Am In Favor Of The NO PROJECT ALTERNATIVE In Which No Project Or Project Alternative Would Be Adopted. The Project Area Would Remain As Is In Existing Conditions Where Coast Highway Would Consist Of Four Travel Lanes, and The Special Management Area For The Incentive District Would Not Be Established.

"Incentive District" ??? For The Developers Maybe...

In Addition, Please Grant Us The Alternative Which We Originally Requested:

- 1) Lighted Crosswalks At Mid Block Crossings Between Major Intersections Along Coast Highway,
- 2) LARGE Shade Trees
- 3) Follow Through and Complete The Rail Trail So The Bicycles May Travel Safely and NOT Require Coast Highway. (Was That NOT The Purpose In The First Place ???)

Be Wise; ...

Kindest Regards,...

Charlene Kerchevall

Home and Business Owner In Seaside District

760-967-7673

From: MICHELE LISI-MERZI <mlisimerzi@yahoo.com>

Date: August 28, 2017 at 10:32:29 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: URGENT- Comments due today, Monday Aug. 28th.

1. You do not want one lane in each direction in South O (or wherever you live and don't want it), 2. You do not want developer incentives to include no parking for residential 2A You do NOT want 65 foot tall building on our coast highway 3. You do not want administrative approvals for projects (this means they don't get public hearings or notice!)4. You do not want roundabouts (which they failed to properly study in the Draft environmental document- they are wholly inappropriate for the traffic volume we have now and will not allow large emergency vehicles to pass thru if too many cars, people or bikes. 5 Traffic will come to a virtual halt in South O because there are few parking lots and alleys to delivery goods so delivery vehicles will stop in the one lane to do their jobs 6. NCTD will run buses every 15 minutes requiring another stoppage of traffic with one lane.7. Cut through traffic in the neighborhoods will make us all less safe 8-cutting parking will hurt our local businesses, including destroying some of them, and encourage parking in our neighborhoods, again making them less safe... but do tell them YOU WANT lighted crosswalks on Coast Highway at busy intersections (Whaley, Kelly, Eucalyptus, West, Minnesota, etc), you want street/shade trees and more bike racks, finish Rail Trail for bikes over Loma Alta Creek , you want nice planted medians where they will fit. NO DEVELOPER INCENTIVES! Those were never discussed in 10 years and all of the sudden this is being sprung on us by Planning .And while you're at it, ask Council to CREATE MORE UNRESTRICTED PUBLIC PARKING DOWNTOWN! It's ridiculous to expect the public to "share" parking with hotels and the transit center.

Michele Lisi-Merzi
VP Operations
Industrial Coating & Restoration Inc
License #880502
2534 Oceanside Blvd
Oceanside, Ca. 92054
Ph. 760.717.4629
Fax 760.966.0602
www.industrial-coating-restoration.com

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From: Shari Mackin [mailto:bzshari@gmail.com]

Sent: Monday, August 28, 2017 5:54 AM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>; Shari Mackin <bzshari@gmail.com>

Subject: Coast Hwy

8/28/2107

RE: Coast Highway Vision

council@ci.oceanside.ca.us

JAmberson@ci.oceanside.ca.us

Jhunt@ci.oceanside.ca.us

Council Members,

I have huge concerns about the current proposals for the Coast Hwy. with regards to how the project would affect South Oceanside. As a council candidate in 2004, I ran on and spoke publicly about creating change within the Coast Hwy corridor. There was lots of discussion about creating a sense of "place" such as districts where residents and tourists alike would be able to define various sections of the Oceanside. Many I talked to both during and after the election supported this idea. It was brought to staff in 2005, and from that point, I don't know what the heck happened to the idea – it has turned into a monster as did the Manchester project.

I am only going to speak to the project as it affects South Oceanside, not the entire three miles of the highway. I can't support the downsizing from Vista Way to Morse St., it doesn't make sense. There needs to be some type of transition into Oceanside with the feed from Vista Way and Coast Hwy. Creating bulb outs, attractive landscaping, and cross walks should help with this. Agreed, slowing would be good, but "stopping" traffic would not. Upset drivers are the worst drivers, and by approving this project, you would be essentially be sending these drivers into our neighborhood. Please don't do this to residents!

I completely support articulation in buildings, it creates interest and is pleasing to the eye; however, not at the expense of creating giant blocks of density along Coast Hwy. and massive 65ft buildings at intersections. Please take a ride along Pacific St. and see what it has become as far as creating the canyon effect. The shadows are coming sooner in the day and the little glimpses of the ocean are quickly vanishing. Please do not allow this to happen on Coast Hwy as well!

Staff has had far too much leeway as to administrative approvals and quite frankly, I don't envy your position having to listen to residents, who have lost privacy, property values, and parking due to the continued increase in height, bulk, and density approved by staff. Please remember who voted for you, it wasn't staff members, it was those of us who live here and have to live with the results of poor decisions.

Again, please do not support the current plan for South O. I would prefer to see modest changes such as bulb outs, beautification (landscaping), and safe crosswalks.

On a final note, there is quite a push from Carlsbad residents and others who do not live in Oceanside to support "safe roads". Please make sure you are checking to see if these folks are residents or business owners in Oceanside as your decision will affect them, not those who live in other cities.

Thank you,

Shari Mackin – Oceanside Resident

From: Shari Mackin [mailto:bzshari@gmail.com]

Sent: Monday, August 28, 2017 5:56 AM

To: City Council <Council@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Fwd:

Here are the jpgs examples of the push from "outside" Oceanside.

----- Forwarded message -----

From: Shari Mackin <bzshari@gmail.com>

Date: Mon, Aug 28, 2017 at 4:55 AM

Subject:

To: bzshari@gmail.com

--

Sent from myMail for Android

99% 4:42 AM

Search in Jammie's Posts

- Regional Trial Garden Manager at **Renee's Garden Seeds**
- Former Gardening Extraordinaire at **Pearsons Gardens**
- Former Bartender at **Red Rocks Amphitheatre**
- Went to **Fallbrook High**
- Lives in **Carlsbad, California**
- In a relationship with **Timothy Kamolz**
- From **Bonsall, California**
- Followed by **6 people**

ABOUT PHOTOS FRIENDS

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Photos

98% 4:48 AM

Search in Patricia's Posts

Like Comment

Patricia Amador shared **Citizens for North County's** photo.

Oct 15, 2016 at 6:49pm

Drive North on ECR from Palomar Airport Road to Tamarack. You will see the destruction wrought by Toll Brothers on what was once rolling hills. Road construction, dust, merging lanes causing roadside businesses to slowly die. This will continue in North County until we stop it. Be the change. Vote for **Cori Schumacher**.

Citizens for North County

Oct 12, 2016 at 6:30am

Citizens for North County is recommending a NO Vote on Measure B – the Lilac Hills Ranch Initiative. If passed by voters, this measure would allow a developer, Accretive Investments, to build 1,700 homes on property intended for 110 homes. Like the Caruso Affiliated initiative defeated by Carlsbad residents in February, this developer – if successf... Continue Reading

98% 4:45 AM

City of Oceanside, Californi...

always be two lanes, that will not change; however, by supporting the "plan" blindly, you are supporting a HUGE increase to HEIGHT and DENSITY on Coast Hwy. I don't want to see 65ft buildings in my neighborhood. We don't live downtown, we live in South O. Please read the document for yourself.

Sat at 12:14 PM · Edited · Like · Reply · 4

Paul Jamason Opposition to taller building...

Jammie Lynn Whitaker
I support complete streets! Here's to a safer 101 for pedestrians, bikers, and roller skaters!
Sat at 1:23 PM · Like · Reply

Patricia Amador
Done! Sent email to City. Posting to FB is not helpful, send to City.
Sat at 10:26 PM · Edited · Like · Reply

Write a comment... GIF

99% 4:43 AM

Search in Jammie's Posts

Jammie Lynn Whitaker

Add Friend Follow Message

- Gardening Extraordinaire at **San Diego Hydroponics & Organics**
- Sales representative at **Real Brewers Yeast(RBY)**
- Beer Wench at **Stumblefoot Brewing Co.**
- Camarero at **Sublime Alehouse - San Marcos**
- Regional Trial Garden Manager at **Renee's Garden Seeds**
- Former Gardening Extraordinaire at **Pearsons Gardens**
- Former Bartender at **Red Rocks Amphitheatre**
- Went to **Fallbrook High**
- Lives in **Carlsbad, California**
- In a relationship with **Timothy Kamolz**

From: Tiler Mackin [mailto:tylermackin@gmail.com]
Sent: Monday, August 28, 2017 10:04 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Narrowing 101

Tyler Mackin, 1469 Moreno St. Oceanside Ca

I'M STRONGLY AGAINST THIS INITIATIVE.

It is a terrible idea and will cause enormous back ups as we already have seen on Morse st. Once 101 gets backed up people will start to drive through the NEIGHBORHOOD streets where kids playing will be in danger. As a father that lives in a neighborhood near 101 I'm outraged that you're considering this is a SAFE and good idea.

--

Sent from Samsung Note.

From: Kristina McCay [mailto:kristinamccay@gmail.com]

Sent: Monday, August 28, 2017 6:00 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Complete Streets

Good Morning,

As a resident of Oceanside, I just wanted to let you know, I support Complete Streets.

Thank you

Kristina McCay

From: beatrice moniz [mailto:beamoniz@hotmail.com]

Sent: Monday, August 28, 2017 10:29 AM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>;
Jeff Hunt <JHunt@ci.oceanside.ca.us>

Subject: EIR Input

August 28, 2017

Honorable City Council,
Mr. Amberson,
Mr. Hunt,

I am writing to you to about the Coast Highway Corridor Project.

After studing the proposals I am against reducing Coast Hwy to 2 lanes anywhere in our city limits. The roadway should remain four lanes.

I feel streetscape improvements that do not impede on the street would occur the length of the corridor. The Incentive District would NOT be adopted. There wouldn't be a Project Alternate.

There would be no overlay. I would like to see lighted cross walks installed at Loma Alta, Whaley St, and Kelly St. and beautification to the sidewalks by washing them and installing flower boxes.

The city needs to look at completing the Rails to Trails througout the city to address the bicycle issue.

Sincerely,

Bea Moniz
1207 Laguna St.
Oceanside

Sent from my Verizon Wireless 4G LTE Tablet

From: Kamran Rahbar [mailto:kamranhomes@gmail.com]

Sent: Monday, August 28, 2017 2:51 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: The Logan Lipton Bike Path Initiative - Live for Logan @LiveForLoganLipton

To whom it may Concern.

I Support the Complete Streets Option "A" .

All the Best.

Kamran Rahbar. An Oceanside Residence!

From: mbratterree <mbratterree@yahoo.com>
Date: August 28, 2017 at 3:39:25 PM PDT
To: <Council@ci.oceanside.ca.us>
Cc: Nextdoor South Oceanside <reply@rs.email.nextdoor.com>
Subject: Proposed changes to Coast Highway (AKA Hill St.)

Dear City Council/Planners:

Please be advised that I oppose vehemently the changes from 2 lanes each direction to one lane each direction in order to beautify a few miles of existing roadway and to slow traffic on Coast Highway. This would be prohibitively costly to our city with little to gain except for years of slowed traffic and many more cars diverted onto the adjacent neighborhood streets. The Coast Highway is a major artery through our city, and is frequently the vent that eases stalled traffic when I-5 comes to a mere crawl. It makes absolutely no sense whatsoever to decrease the number of traffic lanes through this corridor. Emergency vehicles alone will find it nearly impossible to respond appropriately at times.

SANDAG seems incapable of devising any acceptable plan to ease traffic woes, either. Until some alternate plans are devised (and agreed upon by the people who live and whose lives will be mostly impacted by these proposed changes), I implore you people to use your common sense and stop trying to copy other cities. If I wanted to live in Santa Monica where cars are all but banned, I would move there. As a 19-year resident of South Oceanside, I am truly sorry that this little gem of a neighborhood has finally been discovered and has priced itself out of the middle-class ranks. Let's not screw it up even further by eliminating traffic lanes.

I appreciate your giving those of us who voice our concerns the courtesy of reading them.

Thank you.

Marcia B. Ratterree
1464 Machado St.
Oceanside, Ca 92054
760-721-4656

August 28, 2017

From: Laura Ridley [mailto:laura@ridleyinteriors.com]

Sent: Monday, August 28, 2017 1:17 AM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>;
Jeff Hunt <JHunt@ci.oceanside.ca.us>; info@oceansidechamber.com

Subject: Coast Hwy Corridor Project

TO THE OCEANSIDE CITY COUNCIL AND ALL PLANNING COMMISSION MEMBERS,

I recently became aware of your project to narrow Coast Highway to two lanes from Oceanside Blvd. to Vista Way and am AGAINST it. Do you realize the impact it will have on both the traffic and all the businesses in the area? Do all the people of Oceanside and North County know what is happening? This will be a huge burden on everyone concerned. If you have to vote on this, the Modified Alternative #1 which includes streets improvements and extending Harbor Drive to Oceanside Blvd., would be the preferred choice. PCH between Oceanside Blvd. and Vista Way would remain four lanes.

Thank you for respecting our wishes.

A concerned citizen,

Laura Ridley, ASID, CID

Ridley Interior Design

C 760-468-0723

Laura@RidleyInteriors.com

From: Bess Aili Singleton [<mailto:bessysingleton@gmail.com>]
Sent: Monday, August 28, 2017 8:17 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: I support complete streets

I support complete streets because kids deserve a safe route to school. What could be more of a priority?

Bess Singleton
1101 S Nevada Street
Oceanside Ca 92054

From: William Skyles [mailto:williamskyles@att.net]

Sent: Monday, August 28, 2017 9:10 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>;
Jeff Hunt <JHunt@ci.oceanside.ca.us>

Subject: Coast Highway Corridor Project

City Council,

I am writing to you to about the terrible Coast Highway Corridor Project.

I am against reducing Coast Highway to two lanes for the whole stretch of the road.

I am in favor of the No Project Alternative, in which no project or project alternative would be adopted.

The project area needs to remain as it is, in existing condition, with Coast Highway consisting of four travel lanes.

Roundabouts should not be considered, let alone approved, without thorough study and planning.

The special management area for the Incentive District should not be established. Zoning along PCH should not be changed to increase height or density: it should be changed so that the character of our community is preserved and organic growth is encouraged.

Building heights should articulated so that we don't create a walled canyon along PCH.

Alternatives to the lane reductions that would benefit our community include:

- Strict enforcement of the existing speed limits on PCH, Vista Way, and streets parallel to PCH where we already have reckless "cut-through" traffic.

- Improved landscaping with more trees on PCH.

- Adding lighted crosswalks at Kelly, Whaley, and in the dip to the bike path.

- Complete the "Rail Trail".

- Complete sidewalks on both sides of all streets so pedestrians.

Finally, I strongly believe that the proposed increased density along PCH will do nothing to improve our current housing shortage. The proximity to the beach and the current lax attitude toward allowing unfettered vacation rentals will all but ensure that a good portion of the proposed units will be snapped-up by out-of area investors and will be full-time vacation rentals.

In order to actually address both the housing shortage and the serious issue of affordability in our coastal community, I believe the city should utilize our other public transportation corridor and plan for increased density along Oceanside Boulevard stretching inland to Vista. For several reasons, I believe this is a much more viable alternative that would add real housing stock to our inventory.

Please listen to us,
Bill

From: Cyan Trujillo [mailto:cyanide.ct@gmail.com]

Sent: Monday, August 28, 2017 6:00 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>; info@oceansidechamber.com

Subject: Coast Highway Corridor Project

City Council Members

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 lanes from Oceanside Boulevard south to Vista Way.

I am in favor of a Modified Alternative 1, which includes Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard.

The roadway would remain four lanes between Oceanside Boulevard and Vista Way, although streetscape improvements would continue to occur the length of the corridor.

The Incentive District would NOT be adopted. There would be no overlay.

I am in favor of the immediate installation of lighted cross walks at Loma Alta, Whaley St, Kelly St. and Eaton St.

I am in favor of Street, Sidewalk, and Parkway beautification.

I am in favor of enforced speed limit and increased parking.

Extreme care should be exercised in implementing changes to flow & roadway so it does not impact the current stakeholders negatively. As a business owner of a business on Coast Highway, I am keenly aware of the need for positive changes to enhance the area for all concerned.

I do feel that the road diet is an overly ambitious plan that will negatively impact a majority of the businesses and neighborhoods along the Coast Highway route and cannot support it for that reason.

Thank you for your consideration,

Kind Regards,
Cynthia Trujillo

1732 S. Horne St
Oceanside, CA 92054

Cynthia 'Cyan' Trujillo

Business Owner/Buyer, Reap & Sow

760-421-9246 | 760-594-1622 | cyan@reapandsowonline.com

| www.reapandsowonline.com | 1830 S. Coast Hwy,

Oceanside, CA 92054

["Love Mantra Get Love | +91-9779120267 http://www.lovespellanil.com/love-mantra-get-love.html"](http://www.lovespellanil.com/love-mantra-get-love.html) - Anil Aghori

Printing emails is SO 2009

Join us 8/15 6:30p-8:30p for a CBD Consumer Talk **Guest will receive a small gift. RSVP NEEDED**

From: Richard Trujillo [mailto:rt.aloha@gmail.com]

Sent: Monday, August 28, 2017 6:14 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>; info@oceansidechamber.com

Subject: Fwd: Coast Highway Corridor Project

City Council Members

I am writing to you to about the Coast Highway Corridor Project.

I am against reducing Coast Hwy to 2 lanes from Oceanside Boulevard south to Vista Way.

I am in favor of a Modified Alternative 1, which includes Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard.

The roadway would remain four lanes between Oceanside Boulevard and Vista Way, although streetscape improvements would continue to occur the length of the corridor.

The Incentive District would NOT be adopted. There would be no overlay.

I am in favor of the immediate installation of lighted cross walks at Loma Alta, Whaley St, Kelly St. and Eaton St.

I am in favor of Street, Sidewalk, and Parkway beautification.

I am in favor of enforced speed limit and increased parking.

Extreme care should be exercised in implementing changes to flow & roadway so it does not impact the current stakeholders negatively. As a business owner of a business on Coast Highway, I am keenly aware of the need for positive changes to enhance the area for all concerned.

I do feel that the road diet is an overly ambitious plan that will negatively impact a majority of the businesses and neighborhoods along the Coast Highway route and cannot support it for that reason.

Thank you for your consideration,
Kind Regards,
Richard Trujillo

1732 S. Horne St
Oceanside, CA 92054

Business Owner/Reap & Sow
[760-421-9246](tel:760-421-9246) | [760-594-7020](tel:760-594-7020) | rt.aloha@gmail.com |
www.reapandsowonline.com | 1830 S. Coast Hwy, Oceanside, CA
92054



"Love Mantra Get Love | +91-9779120267 <http://www.lovespellanil.com/love-mantra-get-love.html>" - Anil Aghori



Printing emails is SO 2009



Join us 8/15 6:30p-8:30p for a CBD Consumer Talk [Guest will receive a small gift. RSVP NEEDED](#)

From: Jolie Van Schoik [mailto:jolie.vanschoik@gmail.com]
Sent: Monday, August 28, 2017 9:03 AM
To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: EIR South O

Dear Council Members and Transportation Planning Department,

My name is Jolie Van Schoik, I'm a resident of Oceanside for the past decade and a former resident of South 'O', and I'm writing about the Coast Highway development and transportation changes.

I'm pro AFFORDABLE development in Oceanside. I think Oceanside has the capabilities for increased development for people of differing income levels, but not at the expense of established local residents.

I'm also writing as a Employee of a vendor for San Diego County Regional Center. I travel around the county providing parent training and therapy for children with special needs. I have had the unique opportunity to see how badly development can go wrong in San Diego county and want Oceanside to not make those same decisions. Availability of parking and transportation directly affect my daily job and also the quality of life for residents.

Cutting lanes from 4 to 2 will not encourage public transportation, ensnare traffic, and hurt workers like me who must commute by car. Cutting lanes of traffic in Leucadia has increased by daily transit time by almost double during the summer months. **People who will be moving to new housing in Oceanside will not be commuting to their jobs by train/bus, they might bike to their favorite beer brew pub, but not their jobs. We must have more parking and more lanes.**

Thank you for your consideration,
Jolie Van Schoik
231 Loma Alta Drive
Oceanside CA 92054

John H Wagner, Realtor
606 Cassidy St.
Oceanside, CA 92054

Dear City Council,

I am a local business owner and I am contacting you with concerns about the Coast Highway Corridor Project.

I am adamantly against reducing Coast Hwy to 2 lanes for any stretch of Coast Highway. I do not see any benefit in reducing Coast Highway down to 2 lanes from the present 4 lanes.

I am in favor of the **No Project Alternative**, in which no project or project alternative would be adopted.

The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes and the special management area for the Incentive District would not be established.

South Oceanside presently has a concern with parking and a high density proposal would only add to the problem. South "O" is presently a wonderful "Beachy" community. The businesses and community would like to see our area continue to develop with local investment and character.

We would like the city to remove South Oceanside from its' development incentives.

Thank you,



John H Wagner

HomeSmart Realty West
BL-1256843

Request Details #3086460 Private

[Options](#) [Print](#)

0 FOLLOWERS

0 FLAGGERS

[Request Info](#) [Comments \(1\)](#) [Map](#) [Changelog](#)

Status: Submitted Priority: None

Date Submitted: August 28, 2017, 11:11 AM

Response Due Date: [calendar icon] Clear Date Responded: August 28, 2017, 2:02 PM

Completion Due Date: [calendar icon] Clear Date Completed: [empty]

Submitter: Staff Lynn Zook Device: gov.publicstuff.com

Workflow

Step 1 Complete

No Description

Department: Public Works Staff: David DiPierro
Assign to me

[Edit Step](#)

[Add Step](#)

Request Type*

Traffic Engineering

Attachments (0)

[Attach file](#)

Description

Email - Sat 8/26/2017 10:26 PM
Coastal highway

Please keep coastal highway two lanes. Traffic is backed up as it is, difficult to get into and out of businesses as it is.

Address of Request

S Coast Hwy, Oceanside, CA, United States [Clear](#)

[View other records at this address](#)

Service Request Contact

Name: [Unknown](#) [Resident History](#) [Remove](#)
Email: amadorap@gmail.com
Phone: [Empty](#)

Foreign Associations

[Add Foreign Association](#)

[Save](#)

From: Penny Houle <pennyhoule@yahoo.com>
Date: August 29, 2017 at 11:27:21 AM PDT
To: "council@ci.oceanside.ca.us" <council@ci.oceanside.ca.us>, <council@ci.oceanside.ca.us>
Subject: Comments regarding EIR & Coast Hwy Improvements

Honorable Council Members,

I was not aware of the deadline for comments and hope it's not too late to submit mine re: the proposed changes to Coast Highway.

I am in favor of lane diets for all of Coast Hwy. At the very minimum, for Oceanside Blvd and north to start, but I think including the entire Hwy would be most beneficial. I believe the inclusion of roundabouts and a reduced number of lanes will decrease commuter traffic that is not using the road for local business but to bypass the freeway. The 101 should not be a bypass for impatient drivers. The 101 should instead be a destination for people who want to shop here and for those who live and vacation here. I feel there have been numerous studies and data accumulated, as well as the nearby example in Bird Rock, that show such improvements will improve all aspects of the Hwy's usage and will help businesses do better than they have been. In turn, that will attract more high-quality businesses, which we need.

I'd also like to see the landscaping in the plan taken seriously. Landscaping and trees have also been shown to contribute to calmer roads and greater pedestrian utilization.

I am somewhat concerned about the placement of tall buildings. If they are to be allowed I prefer the idea of nodes so that we have an articulated skyline rather than one long concrete canyon blocking our connection to the ocean. I am also concerned about a lack of parking and feel this needs to be studied extensively. But these concerns are not enough for me to say we should do nothing and leave the status quo. That's not an option in my opinion. I 100% believe that we need to implement the lane diet and beautification of the Hwy as soon as possible to create a vibrant and desirable city. Otherwise, unsafe and

impatient drivers, who ignore pedestrians and have no problem cutting and speeding through neighborhoods, will only increase their bad behavior and more accidents will occur. Stop signs and crosswalks have been shown to create worse driving conditions and more impatient drivers, so I'm in favor of roundabouts, or other traffic calming measures that keep traffic flowing. More traffic lights is definitely not the answer.

Personally, I've found parking and walking along the Hwy dangerous and as a pedestrian stepping out of my car, or crossing the street, I have been almost hit twice. That's resulted in my shopping or using services along the highway only when I absolutely have to even though I really want to support our local business. I'm just not willing to risk my life for that privilege. And I would never ride my bike on or across the Hwy. It's just not safe and that's a real shame.

I'm hoping that you, our esteemed council members, are taking the long view about what's best for the quality of life here in Oceanside. A well-planned city will become a well-loved and exalted city. Taking the time now to get it right, will be well worth the effort in the future. I grew up in Oregon, where we had a visionary governor, Tom McCall, who is revered to this day for implementing the laws that protected the coastline from development, preserving it for all. He's a statewide hero and if you don't let the naysayers win, and stick to your guns about the vision plan for Coast Hwy, you'll be heroes, too.

Thanks for taking the time to read my comments.

Penny Houle
240 S. Ditmar St
Oceanside, 92054

From: Marlyss McElroy <marlyssm@yahoo.com>

Date: August 29, 2017 at 9:02:19 AM PDT

To: "council@ci.oceanside.ca.us" <council@ci.oceanside.ca.us>

Subject: saying no to plans

Reply-To: Marlyss McElroy <marlyssm@yahoo.com>

1. I do not want the highway reduced to one lane each direction
2. I do not want developer incentives to not include parking or a 65 ft tall building
3. I do want public hearings and notices for projects
4. lighted crosswalks on the highway is a great idea
5. NO DEVELOPER INCENTIVES

Marlyss McElroy
420 Stoney Point Way #117
Oceanside CA 92058

From: Barbara Metzler <BARBARAMET@COX.NET>

Date: August 29, 2017 at 10:39:58 AM PDT

To: <council@ci.oceanside.ca.us>

Subject: Strong opposition to South Coast freeway changes

As long time residents, my husband and I (Dennis and Barbara Metzler) wish to strongly oppose any further changes to the 101 Coast Highway in South Oceanside where we live. The changes you have made in the North side of Coast have caused major roadblocks and terrible traffic. Who came up with that idea of spending our money?? PLEASE do not create the same with the proposed changes on the south side of Oceanside.

If you want to spend more money, make sure we have enough sand on our beaches to be an attractive draw for tourists.

Thank you for serving us.

Barbara and Dennis Metzler

From: The Posy Peddler-Jeri Miller <millerjeri@cox.net>

Date: August 29, 2017 at 10:01:12 PM PDT

To: <council@ci.oceanside.ca.us>

Subject: Lane diet

Good evening City council member,

My name is Jeri Miller, I have been a resident of Oceanside for 29 years. I love my city and I take great pride in the community. I drive a car, walk and bike ride the neighborhood streets so I have directly experienced the impact of going from 4 lanes down to two (Morse st to Oceanside Blvd) and my experience has not been a positive one. I have experienced lots of long traffic jams that have been made worse with the clogged highway. My heart goes out to the family who lost the little boy on the section of high way. I understand making changes to try to make Oceanside safer however, this change is not a positive one, Instead, it has created a unnecessary back up. Pacific coast highway is just that, it is a major artery that is critical to our city. By blocking lanes, I also believe it creates a dangerous situation in the event that highway 5 is shut down for an emergency. With all of the additional tourism in our community, we need these corridors to flow as smooth as possible.

Thank you for listening, I hope you decisions will be positive for our city.

Regards

Jeri Miller

2204 Zabyrn st.

Oceanside, CA 92054

From: "jjgrit@cox.net" <jjgrit@cox.net>
Date: August 29, 2017 at 7:52:12 AM PDT
To: <council@ci.oceanside.ca.us>
Subject: **Single lane PCH?**

DO NOT cut PCH down to 1 lane in each direction it already is difficult to traverse especially when a vehicle is turning left from a lane that is not a "turn lane". put in turn lanes where they don't exist on some streets

Appendix V2.A
**PRDEIR Comment Letters That
Don't Require A CEQA
Response**



From: Shanna Schwarze <shannaschwarze@gmail.com>
Sent: Monday, December 03, 2018 2:59 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Hwy Corridor study

Hello,

I would like to voice my opposition to what is currently being called "Alternative 3" from Harbor Drive to Morse Street. The way I understand this plan is you will eliminate a lane from each side AND add roundabouts.

In layman's speak this is a ROAD DIET and I vote no! This does not help business and does not make Oceanside better. In fact it does the exact opposite by creating more traffic, which in turn decreases attendance at local businesses. It's already terrible in the South O section by the RV homes and bowling alley.

How many bikes do you ever see on a daily basis? I actually see more bikes on sidewalks than on the designated lanes that have taken away the road lanes!

Oceanside's downtown is thriving and this plan makes it impossible to get anywhere. In addition, this would only replace personal vehicles with ubers and lyfts, which I believe is the opposite intention.

Do Oceanside residents east of the 5 not deserve to enjoy downtown? Is it only for tourists?

Please do not choose Alternative 3 and please keep both lanes of traffic.

***Chapter S, Summary, of the 2017 DEIR Pages S-7 and S-8 have been revised to include the description of the new Alternative 3 and the renumbering of the previous Alternative 3 to Alternative 4:
“Alternative 3 – Complete Streets Improvements and Incentive District to Morse Street and Existing Conditions between Morse Street to Vista Way***

Under this alternative, both the Complete Streets improvements and the Incentive District would be modified to extend from Harbor Drive to Morse Street, which would reduce the project footprint compared to the proposed project. The modified Complete Streets improvements would convert Coast Highway *from four travel lanes to two travel lanes with one lane of travel in each direction from Harbor Drive to Morse Street. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city (refer to Figure 5-7). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections.*

From: Lynn Cavalluzzi <outlook_4F1D4E498B4CD0BD@outlook.com>

Sent: Friday, January 04, 2019 11:08 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Coast Highway EIR feedback

My family has owned our house in South O since 1952. Many things have changed since then, but it has been because the residents of South O want the changes. It is different this time. It appears that the “road diet” and “density changes” are coming to us because the City Counsel wants Money from the state. We have a lot of traffic in South O and we certainly don’t need you to make it worse. We don’t need nor do we want blocks of 4 story buildings on Coast Highway in South O.

People in South O should be allowed to make the decisions concerning our community.

Lynn Cavalluzzi

Sent from [Mail](#) for Windows 10

From: Lynn Cavalluzzi <outlook_4F1D4E498B4CD0BD@outlook.com>

Sent: Friday, January 04, 2019 11:14 AM

To: City Council <Council@ci.oceanside.ca.us>

Subject: Coast Highway feedback

My family bought my house in South O in 1952. Many changes have happened since then. This latest idea of “road diet” and density changes is something that is not wanted by the majority of South O residents, workers, and business owners. Don’t do this to us!!

Lynn Cavalluzzi

Sent from [Mail](#) for Windows 10

From: Marlie Long
Sent: Monday, January 7, 2019 10:20 AM
To: Marlie Long
Subject: FW: Coast Highway EIR feedback

From: Todd Gillum <tgillum@coxconstructionco.com>
Sent: Friday, January 04, 2019 12:39 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

Mr. Amberson,

I am writing concerning the possible developments along PCH that I was informed of last night. It is my understanding that individuals that are not from the South Oceanside neighborhood are deciding to restrict PCH to two lanes. It is apparent to me from experiencing the congestion caused by narrowing PCH at the dip that traffic would become intolerable. Due to the narrowing at the dip I have stopped going to downtown Oceanside during certain times and have started going to Carlsbad more often. Narrowing of the lanes will be a detriment to the occupants and businesses of South Oceanside. If it is the City's vision to limit vehicle traffic or create grid lock please keep it North of Oceanside Boulevard. If the goal is to increase bike usage complete/improve the bike path along the rail road.

Thank you

Todd Gillum
1833 S. Nevada St
Oceanside CA

From: Todd Gillum <tgillum@coxconstructionco.com>

Sent: Friday, January 04, 2019 12:51 PM

To: City Council <Council@ci.oceanside.ca.us>

Subject: Coast Highway feedback

City Council,

I have been informed there are several proposals on the table for narrowing PCH to two lanes. It should be apparent from the experiment of narrowing PCH at the dip that Oceanside residents and businesses suffer when the traffic flow is restricted. During the summer months I stopped going north on PCH from South O due to the backup at the dip and started going south to Carlsbad. From the proposal I have seen the only one that benefited South O was to do nothing. We do not want restricted access to our neighbor hood and beaches or increased traffic on our neighbor hood streets. Please vote no on the traffic diet south of Oceanside Boulevard.

Thank you

Todd Gillum
1833 S Nevada St
Oceanside

From: Mark Koonce <4koonce@cox.net>
Sent: Friday, January 04, 2019 1:00 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: Input on South O road diet

Dear Mr. Amberson & Council-

As a residents of South Oceanside, we hope that you will take into consideration the concerns regarding the multiple proposals for the road diet. We are homeowners at 555 Eaton St Unit D Oceanside and we walk frequently through south Oceanside for exercise and to visit the local businesses.

Our concerns on the proposed road diet options are impact on the pedestrian traffic and the character of the businesses in our area. Our understanding is that there will be significant use of round-a-bouts that will severely impact cross walks as well as back up traffic with the proposed two lanes. We believe that will be a safety issue as well, especially for the surrounding neighborhoods and schools.

We propose to not accept any of the road diet options impacting South of Oceanside Blvd. and instead concentrate on making the area more walkable with crosswalks at Kelly and Eaton. As well,as some beautification incentives to the local businesses.

Thank you for considering the input of people that will be directly effected.

Please vote NO on any road diets south of Oceanside Blvd.

Sincerely,
Mark & Elisabeth Koonce
760-519-7849

From: Mark Koonce <4koonce@cox.net>
Sent: Friday, January 04, 2019 1:00 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: Input on South O road diet

Dear Mr. Amberson & Council-

As a residents of South Oceanside, we hope that you will take into consideration the concerns regarding the multiple proposals for the road diet. We are homeowners at 555 Eaton St Unit D Oceanside and we walk frequently through south Oceanside for exercise and to visit the local businesses.

Our concerns on the proposed road diet options are impact on the pedestrian traffic and the character of the businesses in our area. Our understanding is that there will be significant use of round-a-bouts that will severely impact cross walks as well as back up traffic with the proposed two lanes. We believe that will be a safety issue as well, especially for the surrounding neighborhoods and schools.

We propose to not accept any of the road diet options impacting South of Oceanside Blvd. and instead concentrate on making the area more walkable with crosswalks at Kelly and Eaton. As well,as some beautification incentives to the local businesses.

Thank you for considering the input of people that will be directly effected.

Please vote NO on any road diets south of Oceanside Blvd.

Sincerely,
Mark & Elisabeth Koonce
760-519-7849

From: Greg Wilson <cyanbaja@hotmail.com>
Sent: Friday, January 04, 2019 5:29 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

Mr Amberson,

Please see below the feedback I sent to the Council regarding the Coast Hwy project.

Best regards,

Greg Wilson
1794 Ivy Rd
Oceanside

I'd like to offer some input regarding the Coast Hwy Project.

I've lived at the beach my entire life. The first 25 years in Manhattan Beach and the last 30 in Oceanside. The transformation on Coast Hwy due to the City's vision and redevelopment efforts is amazing. The restaurants and visitor friendly businesses are exactly what Oceanside needs to shed the negative reputation that has plagued the city for decades. So far, so good but the reinvention of Oceanside is a work in progress. There's more to be done if the full vision is to be realized.

Therefore, I fully support the concept of reducing Coast Hwy to a single traffic lane in each direction from the harbor to Vista Way, adding bike lanes, removing signals and replacing them with roundabouts. A bicycle and pedestrian friendly Coast Hwy is exactly what's needed and the next logical step to create the new Oceanside.

This stretch of roadway will become an even greater destination than it is today. More remarkable businesses will plant their flags in Oceanside and will attract many of the seasonal visitors that currently flock to Carlsbad Village.

There is absolutely no reason Oceanside can't become a Mecca for fine restaurants, family friendly businesses, arts and entertainment. I assure you, this is a frequent topic of discussion and a view shared by many residents.

Continue the good work, the redevelopment and realize the vision.

Respectfully,

Greg Wilson
[1794 Ivy Rd](#)
[Oceanside](#)

From: Nancy Gregory <stopnoise2007@yahoo.com>
Sent: Saturday, January 05, 2019 2:15 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

South O I feel the city needs to be reminded who they work for to strong arm and try and prevent a whole tax paying community access to meeting which impact our community is outrageous, while at the same time welcoming outside voices seats at the table and even teaming them up with residents with opposing views to try to re-educate or change their minds. Why do the bike lobby groups even have a seat at the table while we are being or attempted to be prevented from attend meetings and workshop meeting. Enough is enough the city needs to know who they work for and also that when they tell the people who own businesses that they have to play ball or no beautification. How did the city like it when the state did it to them? Also the city should have plenty of money from all the tourism it has. So no change in our lanes keep it four and no builder incentives. You don't seats have to change and grow. And no we don't think the old blade tribune is a blight. Over reach.

Sent from my iPhone

From: Nancy Gregory <stopnoise2007@yahoo.com>
Sent: Saturday, January 05, 2019 2:25 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

Paul Cheatham I do not want reduction in lanes or builder incentives keep four lanes. It's already too busy on the roads with bike that have. O business in traffic, complete and widen rail trail where they'll be safe and enjoy a nice ride. And stop giving up valuable real estate to empty bike lanes and racks cars are now cleaner even then battery electric cars. No eminent domain, giving bike lobby groups more power then residents. The bikes don't follow the rules, can't keep up with or get out of way of cars. I know you'll say well we have to get rid of cars to keep bikers safe, instead of letting them use the rail trail or a bike lane not bike road and stop giving up valuable real estate to little used or wanted bikes creating a dangerous situation for all. Buy will that get the city to its end game no cars. Problem people are getting hurt on bikes, reaction we have to do something, solution get rid of the cars. Same thing they did with the little boy in the dip. Life is dangerous and you can't prevent accidents. People get in car accidents all the time we can't stop or prevent them. But you can by not throwing bikes into traffic at least some of them

Sent from my iPhone

From: Dianna Bailey <contact@westcoasttireandwheel.com>

Sent: Monday, January 07, 2019 10:14 AM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Road Diet and South O

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd, that keeps 4 lanes through the "Dip" and all of South O.

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)

and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Dianna Bailey/ Property Owner

1434 S. Coast Hwy

Oceanside, CA 92054

From: Lynda Barry <lcbarry58@gmail.com>
Sent: Monday, January 07, 2019 2:24 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Hwy Corridor

Dear John Amberson,

Please feel my concerns of the South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway at minimum Kelley, Whaley and The Loam Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,
Lynda Barry

Lynda Barry - Realtor

North San Diego County Real Estate Specialist

606 Cassidy St. Oceanside, CA 92054

c. 60.715.3356

SoldByLynda Barry.com

[facebook.com/SoldByLynda](https://www.facebook.com/SoldByLynda)

CA DRE# 01304522



Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway at minimum Kelley, Whaley and The Loam Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,
Lynda Barry

Lynda Barry - Realtor

North San Diego County Real Estate Specialist

606 Cassidy St. Oceanside, CA 92054

c. 760.715.3356

SoldByLynda Barry.com

[facebook.com/SoldByLynda](https://www.facebook.com/SoldByLynda)

CA DRE# 01304522



From: rfoside <rfoside@cox.net>
Sent: Monday, January 07, 2019 9:12 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Hwy Corridor

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy.

and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Richard Fox

1741 Serrano St.

Oceanside

760 802 5847

Sent from my T-Mobile 4G LTE Device

From: dsteinmetz@compoundingpro.com <dsteinmetz@compoundingpro.com>

Sent: Monday, January 07, 2019 11:12 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: South Oceanside and the Coast Hwy Corridor Plan

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd.

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)

and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Sincerely

Dieter Steinmetz
Coast Compounding Pharmacy
1838 S Coast Hwy
Oceanside, CA 92054
760-433-6233

From: Lowell Berwick <lowellberwick@pacbell.net>
Sent: Tuesday, January 08, 2019 5:03 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: lowellberwick@pacbell.net
Subject: Oceanside "Road Diet"

Hello,

My wife and I own two homes in Oceanside and thrilled to be residents due to the historic and unique ambience of our beach city, and the amazing opportunity to attract other fine residents and exciting businesses. However, any project that adds to the horrific traffic congestion on PCH, we are strongly against. It's already much too difficult for our police officers and fire engines to respond to emergencies due to the current traffic, any effort to reduce access (traffic lanes) is certain to result in significant/costly delays, mass frustration and loss of the ambience we're desperately trying to maintain.

We urge you not to make changes that would reduce the current use of road lanes.

Most sincerely,
Lowell and Carole Berwick

From: irene <ggbeau5@gmail.com>
Sent: Tuesday, January 08, 2019 3:07 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: South O project

Any changes to Coast highway will negatively impact the existing business due to the proposed changes that would impede traffic flow and parking. To implement jogging lanes at the cost of businesses is the typical bureaucratic idiot-icy. How about protecting businesses that bring tax revenue. I would limit my time in the area if the proposed changes would take place

From: Vicki <vicki.krivoski@gmail.com>

Sent: Tuesday, January 08, 2019 10:44 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: OCEANSIDE COAST HIGHWAY CORRIDOR STUDY Partially Recirculated Draft EIR Partially Recirculated Draft EIR Partially Recirculated Draft EIR SCH No. 2016051078 SCH No. 2016051078

Dear Mr. Amberson and Council Members,

I am writing in **support of Alternative 1** currently under consideration in the Oceanside Coastal Highway Corridor Study.

My husband and I are long-time (34 years) South Oceanside residents and have seen many changes in this area over the years. The current proximity and variety of new business, restaurants, and shops have sparked a vitality within the community. On my daily walk up Coast Highway from Vista Way to Morse Street I see people out shopping, meeting for coffee, having a meal or drinks, and/or just strolling through and enjoying the area. This was not always the case. We shop at and support these locally owned and operated businesses, initiated and continued **without** any sort of developer incentives. It is this sort of organic, community-driven growth that I believe will preserve the character of South O that drew us to and kept us in this unique North County neighborhood. So while I urge the adoption of Alternative 1, I must confess that I am uneasy about the provision of development incentives and the impact on our local, lively neighborhood. I would hope that the Council will encourage and heed local input regarding these types of incentives.

There are some additional measures I would like to see included to provide for safer pedestrian and bicycle access south of Morse Street:

- Light activated crosswalks (e.g. the one at Buccaneer Beach on South Pacific St.) at midway points across Coast Highway; Kelly, Whaley, Loma Alta Creek. These seem to be very effective on the stretch of Carlsbad Blvd. along the coast.
- Lowering the speed limit to 25mph on South Coast Highway
- Completing the Coastal Rail Trail for cyclists

Thank you in advance for your consideration.

Vicki L Krivoski
2022 South Freeman Street
Oceanside, CA 92054
760.822.3754

Sent from [Mail](#) for Windows 10

From: Constance Levi <constancelevi@icloud.com>
Sent: Tuesday, January 08, 2019 3:25 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Business in Oceanside

To whom it may concern:

We do not live or work in Oceanside, therefore do not have a vote. We live in Rancho Santa Fe, but do shop in South Oceanside. If traffic and parking are negatively impacted by proposed projects, (Road diet) we will not bother. If we want to experience traffic congestion, we can shop in Solana Beach, Encinitas or Carlsbad.

I thought you might be interested in the opinion of customers who support the merchants who have invested, and worked to bring business to that area if your city.

Thank you for your time.

Constance Levi

Sent from my iPad

From: janet shepherd <wrightjanet44@yahoo.com>
Sent: Tuesday, January 08, 2019 3:49 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

Hi there- I live in South O and have written before that I support the City's plan for complete streets. I know that there is a lot of feedback from my community against the plan so I wanted to let you know that many of us here support it. I also have a question regarding what some people have noted as a prospect for an alternative in South Oceanside. I have heard that there is a desire for a lighted crosswalk across sections of coast highway. My question is if that is even possible? I was under the impression that due to ADA requirements, a central refuge is necessary across a four lane road in order to place a crosswalk.

Thanks for your time in answering my question.

Sincerely,
Janet Shepherd

Sent from my iPhone

From: Star Slipock <topstar@cox.net>
Sent: Tuesday, January 08, 2019 7:05 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>; leslie@johnsoninteriors-more.com
Subject: Proposed road changes in South Oceanside

Dear Sirs:

I am not a resident of Oceanside; rather, my husband and I reside in El Cajon. For over 10 years we have been coming to Oceanside for all our decorating and furniture needs. We are loyal customers of Johnson Interiors. We love the "small town" feel of Johnson Interiors because it's not your usual run of the mill chain furniture store.

When we heard that the city council was planning to make changes to the already congested main street in Oceanside, we were shocked. The mere idea of making this a 2 lane highway is simply insane. What is the city council thinking? There will be less parking available for visitors to your business community. When we make the trek from El Cajon, we like to walk and see what's new in all the shops and have lunch at one of your dining establishments. I'm afraid if you make the changes I've read about, many of our favorite stores will not be able to continue in business. You should be trying to give incentives to local stores to stay, to thrive—not drive them away.

I urge you to reconsider and listen to what your residents and visitors want. Don't cave to this closed minded city council.

Dr. and Mrs. Barry Slipock
619-442-4236

From: Summer Brooke <summer.brooke@me.com>

Sent: Tuesday, January 08, 2019 10:15 AM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Road Diet and Development - Save South O!

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, Eaton and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Summer Striler

A 1909 South Horne Street, Oceanside, CA / P 760-405-3368

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor

I would prefer **Alternative #1** but modified with no Development Incentives so
-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

- Also including beautification and pedestrian safety, lighted crosswalks across minimum, at Kelly, Whaley, and The Loma Alta Creek.
- Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists co

Thank you in advance for listening,

Printed name *Randy Baker*

Signature *Randy Baker*

Address *931 California St Oceanside CA 92054*

phone # *7604399507*

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Ocean
-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway
minimum, at Kelly, Whaley, and The Loma Alta Creek.
Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)
and bicycle safety provided by completing the Rail Trail and having cyclists continue to use

Thank you in advance for listening,

Printed name *Leslie Catm*

Signature *Leslie Catm*

Address *931 California St Oceanside*

phone # *760 500 1714*

From: Kathie Chan <kathiechan@cox.net>
Sent: Wednesday, January 09, 2019 9:32 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: South O Coast Hwy

Good morning;

We have lived in S. O'side since 1995. We love and support the progress in our city that has been occurring the past 10 + years.

We do not support the direction of the revised-coast Highway plan. We feel that O'side needs to keep the small town beach feeling in parts of our town and what is in the planning phase for our area will no support this.

Please take into consideration the businesses that make up S. O. and the citizens who travel on the roads in this area on a daily basis.

Thank you,

Charlie and Kathie Chan

*Kathie Chan
1111 Morse St.
Oceanside, Ca.
92054*

From: MARY BETH DOUGLAS <mbdouglas1@cox.net>
Sent: Wednesday, January 09, 2019 12:20 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: PROPOSED ROAD CHANGE FOR OCEANSIDE

As a long time shopper of businesses in Oceanside, I respectfully veto plans for a “road diet” in the city of Oceanside. It is already difficult to find parking. I support local business and would hate to see the negative impact these proposed changes would make for these dedicated local establishments. Please DO NOT change the streets in Oceanside.
Mary Beth Douglas

Sent from my iPad

From: Shirlene Gustafson <shirlgus14@gmail.com>
Sent: Wednesday, January 09, 2019 7:58 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Concerning vote on implementing South O "Road Diet"

Mr. John Amberson,

I respectfully submit my opinion to your plan.

No Project Alternative: the only option the city studied that leaves South O alone.

Alternative 1, but modified with no development incentives south of Oceanside Blvd.

I shop at Johnson Interiors & More. This is a long respected furniture business. It's the ONLY high end furniture store in our city. I've lived in Oceanside since 1990. My home in the San Luis Rey Valley has been almost completely furnished by them. They would very likely be run out of business at their location by your plan. Loading and unloading furniture, etc. would be extremely difficult.

Please consider especially Alternative 1 when voting for this very important change to our city.

Thank you,

Shirlene Gustafson
1471 Puritan Drive
Pilgrim Creek Estates
Oceanside, Ca 92057

Sent from my iPad

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd.
-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

- Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)
and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Printed name *Mary D. Jackson*

Signature *Mary D. Jackson*

Address *1441 Marshall Street
Oceanside, CA 92054*

phone # *760-272-9985*

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd.
-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.
Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)
and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening.

Printed name **ANDREW LASKO**

Signature **A. J. Lasko**

Address **1001 CALIFORNIA ST. OCEANSIDE, CA**

phone # **760-433-0359**

Dear City Council and John Amberson,

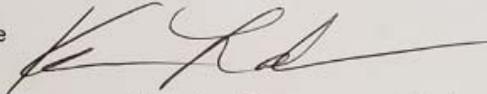
Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd.
-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.
Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)
and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Printed name Karne Lasko

Signature 

Address 1001 California St O'side 92054

phone # 760-433-0359

-----Original Message-----

From: Nancy Clark <grannynancy5@cox.net>

Sent: Thursday, January 10, 2019 3:58 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Oceanside road diet

I definitely do Not want any lanes on Coast Highway narrowest to 2 from 4.

What are you thinking???

Nancy Clark

From: Philip Clark <filiponel@cox.net>
Date: January 9, 2019 at 2:36:12 PM PST
To: <Council@ci.oceanside.ca.us>
Subject: **Coast Highway feedback**

Please do not change traffic lanes in south Oceanside. A reduction in lanes to accommodate joggers and cyclists will have a negative effect on traffic flow and significantly negatively impact businesses along the proposed street changes

Philip Clark
4991 Lamia Way
Oceanside 92056

From: Maggie Dalrymple <maggiecdalrymple@gmail.com>
Sent: Thursday, January 10, 2019 3:53 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway /Road Diet Feedback for South Oceanside

Dear John Amberson,

I am an Oceanside Resident and a Realtor. I've moved to Oceanside and improved my property by building my dream home on S. Tremont Street because I love and believe in the authentic charm and community that is South O.

I'm extremely concerned about the City Councils position in considering a "Road Diet" for the Coast Highway Corridor Plan.

I DO NOT SUPPORT ANY of the project alternatives - NONE - **I prefer No change from today. NO DEVELOPMENT INCENTIVES** - these are NOT Necessary - I have invested and many others are investing in South Oceanside but changing the density will be a detriment to South O. I wish there were an alternative but everything proposed would be harmful to my way of life, my home investment and value and the unique charm South O offers.

I would prefer if more city resources were used to combat the homeless epidemic, more restrooms were available (without homeless in them), the Rail Trail was completed and cross walks were installed (like Carlsbad has) in South Oceanside.

Please feel free to contact me, Best Regards -

Maggie Chow Dalrymple - 1715 S. Tremont Street, Oceanside, CA 92054
760.809.9277 cell
Berkshire Hathaway HomeServices CA Properties
DRE#01475051

If you have received this electronic mail transmission in error, please notify the sender immediately.

From: Maggie Dalrymple <maggiecdalrymple@gmail.com>

Sent: Thursday, January 10, 2019 3:58 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>; Peter Weiss <PWeiss@ci.oceanside.ca.us>; Jack Feller <JFeller@ci.oceanside.ca.us>; Esther Sanchez <ESanchez@ci.oceanside.ca.us>; Christopher Rodriguez <CRodriguez@ci.oceanside.ca.us>; Russ Cunningham <RCunningham@ci.oceanside.ca.us>

Subject: South O Coast Hwy Corridor Plan

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with NO Development Incentives south of Oceanside Blvd.

- Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at Kelly and Whaley, The Loma Alta Creek, better speed enforcement on Coast
- and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

-

Thank you in advance for listening,

G. Bruce and Maggie Dalrymple

1715 S. Tremont St. Oceanside, CA 92054

760.809.9277

If you have received this electronic mail transmission in error, please notify the sender immediately.

From: Meridee Johnson <meridee@JohnsonInteriors-More.com>
Sent: Thursday, January 10, 2019 3:50 PM
To: City Council <Council@ci.oceanside.ca.us>
Cc: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Proposed changes to the Coast Highway

Dear City Council and John Amberson,

Please hear my concerns of South Oceanside and the Coast Hwy Corridor Plan. As a business that has been here for 37 years and seen the growth of South Oceanside, I like the more organic feel of the area. We have diverse businesses that attract people from other cities and introduces them to the new and improved city of Oceanside. We need to keep that organic growth going and not create a cookie cutter approach to the growth.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd. We do not need to crowd our streets with high rise apartments or Condos...we have a good number of them already. We want this area to be more for our families.

This might include beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.
Better speed enforcement on Coast Hwy. (maybe 25 mph - 30 mph like North Coast Hwy)
The best bicycle safety would be provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Meridee Johnson

Johnson Furniture & Interiors
1916 So. Coast Hwy.
Oceanside, CA 92054
760-433-2828

From: Bruce Mortland <sirbruce@cox.net>
Sent: Thursday, January 10, 2019 11:12 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Alternatives for Coast Highway.

Dear Sir,

I have reviewed some of the alternatives for the coast Highway modification. I am in favor of "NO MODIFICATIONS!" The negative impact on traffic and businesses would be too severe! I-5 is overloaded and much of the traffic diverts off and comes down Coast Highway. The cost to the Coast Highway businesses would be more severe with no place to park. With the development of the Mission/Beach areas parking will become more of a premium.

The City (a few years back) developed a bicycle path from Cassidy to Buccaneer Beach. This is on Myers Street next to the railroad property. The Bicyclists have never used it. It was a waste of money and is an eyesore.

The modifications to Mission Ave west of the Freeway have been marginal. The back in parking is a very poor idea.

*Thanks you \,
Bruce Mortland
2297 Dunstan ST
Oceanside, CA 92054*

From: Judy Gladden <judy92122@gmail.com>
Sent: Friday, January 11, 2019 12:19 PM
To: City Council <Council@ci.oceanside.ca.us>
Subject: Narrowing coast highway to 2 lanes

We are so opposed to this plan because it will cause massive problems with traffic. Particularly in the summer when we are increasingly subject to traffic and parking problems. Many more tourists and residents will add to the traffic as you continue to encourage high density buildings downtown. Let's stay with four lanes.

Thank you.

Judy Gladden

From: Judy Holston <jholston42@gmail.com>
Sent: Friday, January 11, 2019 8:09 AM
To: City Council <Council@ci.oceanside.ca.us>
Subject: Coast Highway

Oceanside City Council Members,

Please do not let yourselves be convinced that this is a good idea. In fact if it were possible 3 or 4 lanes would be an improvement. I urge you to listen to the people who live there and travel there before making up your mind.

Respectfully,

Judy Holston

From: B Pellis <barbarahomes1@gmail.com>

Date: January 11, 2019 at 12:13:39 PM PST

To: council@ci.oceanside.ca.us

Subject: PLEASE DO NOT REDUCE COAST HWY TO 2 LANES!!!!!!!!!!

Hello,

I've been an Oceanside resident for almost 10 years and do not not wish to see our major thoroughfare reduced to 2 lanes. This does not serve residents. I am 67 years old and do not plan to ride my bicycle.

From: Peg Reilly <preilly33@hotmail.com>
Date: January 11, 2019 at 7:26:40 AM PST
To: "council@ci.oceanside.ca.us" <council@ci.oceanside.ca.us>
Subject: Car traffic

I am against cutting coast highway down to two lanes!! It is a nightmare already! I will watch your vote and vote against you if you vote for this and so will all my family and friends. I have five children and sixteen grands.

Sent from my iPhone

From: Patty Remington <remingpatty@gmail.com>
Sent: Friday, January 11, 2019 3:45 PM
To: City Council <Council@ci.oceanside.ca.us>
Subject: Making Coast Highway a 2-Lane Road

Dear Council members.

I can't believe you are seriously considering changing Coast Highway to a 2-Lane Road.

Please do NOT for the following obvious reasons:

Traffic would be a nightmare especially in the summer. As an alternate route to avoid Coast Highway, people may take the I-5 to be closer to their destination possibly causing traffic problems on the freeway and the ramps. Who would want to go downtown if they had to put up with backed up, stop and go traffic? The merchants and restaurants would suffer and maybe even forced to close.

I really can't understand any reasonable basis for this proposed change. What we really need is MORE PUBLIC PARKING and free or low-cost would be extra nice.

On another subject Oceanside is the only city I've ever been in where the disabled have to pay to park in a disabled space in a public parking lot as they presently do at our beach. There is no mention of this parking fee on the disabled parking spot signs. So if someone unknowingly parks and doesn't pay, they will receive a hefty fine.

Thanks for your time and attention with regard to this matter. Again, PLEASE. PLEASE DON'T DO THIS.

Patricia Remington, 30-year Oceanside resident

From: Jennifer Villalpando <jenvillalpando@gmail.com>

Sent: Friday, January 11, 2019 8:38 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: South Oceanside and the Coast Hwy Corridor Plan.

Dear City Council and John Amberson,

In reference to the Coast Hwy Corridor Plan as it pertains to South Oceanside, I would prefer Alternative #1, modified with no Development Incentives south of Oceanside Blvd.

I also think the plan should include beautification and pedestrian safety, lighted crosswalks across Coast Highway at Kelly, Whaley, and The Loma Alta Creek. We need better speed enforcement on Coast Hwy and Cassidy Street, as well as better bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street, while adhering to the traffic laws.

Thank you in advance for considering the neighborhood homeowner's concerns.

--

Jennifer Villalpando

1737 Serrano St. Oceanside, CA 92054

760-500-7959

From: Kimberly Hemphill <kdh2270@yahoo.com>

Sent: Saturday, January 12, 2019 8:08 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: Road diet

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

- Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

KIMBERLY Hemphill

1815 S Nevada

Oceanside,CA

949-636-8587

From: Janet Henderson <handejan@aol.com>
Sent: Saturday, January 12, 2019 9:41 AM
To: City Council <Council@ci.oceanside.ca.us>
Cc: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Hwy Corridor Project Sample Letter

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

- Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening.

janet Henderson
1622 S Tremont St,
Oceanside, CA 92054
619-318-5172

Sent from my iPad

From: Lance Johannsen <smileyjoh@hotmail.com>

Date: January 12, 2019 at 9:48:08 AM PST

To: "Council@ci.oceanside.ca.us" <Council@ci.oceanside.ca.us>

Subject: Any impending City meeting RE: Narrowing of Oceanside's Coast Highway and other topics related to bike riding vs motor vehicles

I take driving my car, as well as riding my bike safely, both as serious propositions. However, I don't think Oceanside (city) realizes how much its narrow streets and mixed vehicle uses of streets, are both aggravating and dangerous to both bikes and motorized vehicles. "Logan", the kid who sadly died on Coast Hwy, south of the RR tracks, was wrong in the way he was riding, and the 4-lane street had nothing to do with hitting Logan as the vehicle was pulling out of a driveway. I once bumped a bicyclist myself, from not seeing the rider on my right, at a stop signed corner in Carlsbad, since I was not looking for a bike heading left, across my path, while stopped in a right turn lane, at the intersection.

So, I still think all our local municipalities should "front burner" completion of the (North County) Bike Rail Trail and try to encourage bikes to take alternative safer streets and pathways, instead of muddling up modes of traffic, along Pacific Street, south of Wisconsin. Tait Street and the new Rail Trail would be better N-S bike routes, than mixing traffic on Pacific, south of Wisconsin. Signs, pointing out preferred safety bike route(s) like Meyers (south of Buccaneer Beach), might be a significant safety promoter, compared to the current laissez faire attitude, about bikes proceeding along Pacific, between Morse and Cassidy. (I would call the program: "Bike Safety Riding Corridors---signage and route designations")

Does anyone have a solution for widening those crazy-width lanes along Coast Hwy, that forces NCTD buses to straddle two lanes-----because the bus drivers don't want to scrape the sides of parked cars. Making the Coast Highway one lane, will just aggravate the substandard situation for motor vehicle traffic--the ones who pay the bills for road maintenance. Also, the pavement along Coast Highway is in terrible shape, in places, and a number of on-ramps/off ramps of the I-5, are needing new overlays too. Cassidy on-ramp???? N/B Vista Way off-ramp? I see these things---don't City officials? Gerald Lance Johannsen, Carlsbad

Gerald Lance Johannsen, 951 326 0797

Oceanside, Ca. 92054
January 12, 2019

John Amberson
Transportation Planner
City of Oceanside
300 N. Coast Highway
Oceanside, Ca. 92054

Dear Mr. Amberson,

I am writing to express my concern about the EIR for the proposed Road Diet and Development Incentives on Coast Highway. I had previously written to you in August, 2017 regarding the issue and want to reiterate my recommendation on this proposed project.

I would recommend either:

No Project, or

Alternative 1, but with no Development Incentives south of Oceanside Blvd.

Let me again tell you a few reasons why.

The mainly residential neighborhood of South Oceanside will be subjected to a large increase in cut through traffic as people leave Coast Highway to access the freeway. On Morse St. alone, I believe the traffic is projected to triple.

As downtown Oceanside successfully builds out and free parking becomes less available, the public is migrating to other areas to access the beach. This has already increased traffic and parking issues. The homes in South O' are small older homes, many with single car garages. The advent of Short-Term Rentals combined with reduced parking requirements for new developments are changing the character of this historic neighborhood by more traffic and parking issues. One solution previously considered but not acted upon was for the City to lease or purchase small lots on the Coast Highway Corridor to provide parking. The cost of purchase or lease could be mitigated through charging for parking.

South Oceanside is not close to a Transit Center. While there are properties in the City near the Sprinter and Coaster stations, South Oceanside does not meet the criteria to be transit oriented. The choice of the property in South O proposed for higher density appears to have been cherry picked over some more suitable locations within the City.

The cost of the economic and cultural impacts to this historical neighborhood to accommodate bicycles does not appear justified, especially since there is a Bicycle Rail Trail that could be completed and improved.

The emergence of many small local businesses in South O is a testament to their entrepreneurial spirit and the theory of Buy Local. The South O Merchants have long requested more landscaping, sidewalks, banners, signage and code enforcement with little success. A relatively small investment in these items will organically create the more walkable community the City desires.

The South O neighborhood is unique in its historic architecture and character, as well as the committed, involved and vocal residents. The proposed changes affect primarily this neighborhood only, not the whole City, and their concerns and desires should have some priority.

Thank you for your consideration,

Jane McVey

From: JERI MILLER <millerjeri@cox.net>
Sent: Saturday, January 12, 2019 11:00 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: Opposition to Road Diet

Good Evening,

My name is Jeri Miller, I am contacting you to voice my OPPOSITION over the "road diet" on Coast Highway in Oceanside. I have lived in Oceanside for over 30 years. I have raised my kids and, now my grand kids are growing up in this wonderful community. I take great pride in this city and love the many amenities that it has to offer, I bike, walk and drive all of Oceanside's Coast Highway regularly (and at different hours of the day) . Although I understand the initial reasoning (relating to the loss of a child's life) behind the "road diet" between Morse and Oceanside Blvd, the result has been very unsatisfactory do to the increase traffic and congestion that it has created. I want to voice my complete OPPOSITION to any increased "road diet" proposals and I would also like to express my dissatisfaction of the current "Road Diet" that was tested /implemented between Morse ST. and Oceanside Blvd. In my opinion, the traffic flow will only increase and become more congested on these roads. The traffic and congestion will naturally flow into all of the adjacent neighborhoods (where more children play) with a road diet in effect. With Oceanside permitting an accessory dwelling unit on many properties, new hotels, tourists, more restaurants and businesses, we will undoubtedly see an increase in traffic... not a decrease. I believe it is paramount to to eliminate anything that may impede the regular flow of traffic. If our great city is not careful with optimizing traffic flow, we may adversely affect so much of the progress that has been created.

With Sincere Concerns,

Jeri Miller

2204 Zaby St Oceanside, Ca. 92054

760-518-5020

From: Cathryn Reilly <cathryn.reilly@gmail.com>
Sent: Saturday, January 12, 2019 2:07 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Road Diet

Please leave So Oceanside alone. Do not try to make it an extension of the entirely different ambience north of Oceanside Blvd.
No Project Alternative!

From: Michael Richardson <mfrichardson@gmail.com>

Sent: Saturday, January 12, 2019 6:28 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; Save SouthO <savesoutho@gmail.com>

Subject: COAST HIGHWAY PROJECT

To Whom it May Concern:

I moved to South Oceanside with my family in 1946, was in the first class at South Oceanside Elementary School and my Dad built the family home on Cassidy Street when it was a dirt road, that home is still in our family. My family also owns a commercial property on Coast Highway in the "dip".

We want to express in the strongest terms our opposition to any changes to Coast Highway in South Oceanside. We wish you would just leave it and us alone.

Also, we want to protest the so-called "road diet" between Oceanside Blvd. and Morse Street and urge you to return that stretch to 4 lanes. Surely you can see that the restriction to two lanes has caused frustration, hardship and loss of business to local businesses for no apparent reason. It may have seemed like a good idea to someone but they definitely shot themselves in the foot.

Those of us who live and work in South Oceanside love everything the way it is and we don't want to be a part of your scheme.

Sincerely,
Michael F. Richardson
1540 Cassidy Street
916-548-7313

From: "Suellen Shea" <shea.sa@sbcglobal.net>

Date: January 12, 2019 at 10:24:51 AM PST

To: <council@ci.oceanside.ca.us>

Subject: NO, NO, NO -- please do NOT reduce lanes on Coast Hwy from 4 to 2 lanes - THIS'LL BE A NITEMARE ...we use it all the time

I DO NOT WANT TO SEE THIS HAPPEN . I am a former resident of Oceanside (first came in 1964 & lived 3 yrs. on South Pacific St.) we continue to have lots of family (kids, grandkids) and friends who are residents of South "O." So we're on Coast Hwy. many times a week.

Many cities seem to be doing this (and adding all the round-about) **As traffic increases, decreasing lanes only makes it worse.**

I believe the reason is because all the 'green-environment folks' are **trying to get us out of our cars** & into public transportation or bicycles. **There is much \$\$\$ (money grants & incentives) given to cities to go this route.** These groups lobby & have influence and MONEY TALKS – and the hell with what the people want. Can you imagine all the traffic on Coast Hwy. (I still call it Hill St. sometimes ☺) being condensed/squeezed into half the amount of the current 4 lanes??? And, especially during the summer tourist season. The Council is always touting 'tourism' and MORE high-rise hotels.....why would you lessen the amount of traffic lanes on the major artery of the city?????? (It's already a logistical mess from your taking out the lane on Coast Hwy. south of O'side Blvd. to Morse St..)

PLEASE DO NOT VOTE TO REDUCE LANES ON COAST HIGHWAY.....

SS

From: "usmcdmw@cox.net" <usmcdmw@cox.net>

Date: January 12, 2019 at 9:41:47 AM PST

To: <council@ci.oceanside.ca.us>

Subject: 4 lanes to 2 lanes-Pacific Coast Highway



This is the dumbest thing I have ever heard of. I have lived in Oceanside since 1958 and have only witnessed traffic increasing on Pacific Coast Highway every year with the road being four lanes. How in the world can anyone with a common sense degree of logic expect anything except more traffic jams, fender benders, longer traffic delays, increased road rage, etc when the traffic flow is reduced to two lanes? Don't let a lack of good judgement influence your decision.

I reside in Marina Towers and am well aware of overflow traffic from the I-5 coming through this city to try to get around the backup that occurs at certain times of the day every day of the week and especially when special beach events are held here in Oceanside. .

Richard J. Webb Sr.

From: Robin Bookey <robin@front-street.com>

Sent: Sunday, January 13, 2019 6:21 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: South Oceanside and the Coast Hwy Corridor Plan

Dear City Council & John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Robin Bookey

160 Sherri Lane

Oceanside, CA 92054

robin@front-street.com

From: Kathy Derham
Sent: Sunday, January 13, 2019 6:35 PM
To: jamberson@ci.ocenside; council@ci.oceanside.ca.us
Subject: Road Diet and South O

I wanted to let you know that as a South O resident, I favor Alternative 1 (road diet from Harbor Drive down to Oceanside Blvd with development incentives for South O). Living on South Freeman Street and experiencing the excess traffic from drivers leaving Coast Highway to "take a faster route thru residential neighborhoods has got me really concerned that this will happen but be much worse and constant if the lanes on Coast Highway in South O are reduced.

Kathy Derham



Virus-free. www.avast.com

From: Sylvia Harmon <sylviaharmon10@gmail.com>
Sent: Sunday, January 13, 2019 4:22 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

Dear Mr Amberson,

On behalf of all South O residents and merchants, I'm asking you to please vote NO on the road diet south of Oceanside Blvd. There are so many issues that concern me. However, increased traffic and safety for our community is my primary concern. Again, please vote NO on the road diet.

Thank you,

Sylvia Harmon
South O Resident

From: Paul Hefferlin <phefferlin@att.net>

Date: January 13, 2019 at 2:19:08 PM PST

To: "council@ci.oceanside.ca.us" <council@ci.oceanside.ca.us>

Subject: In whose world are "road diets a good idea"

A good idea for disrupting businesses in the city is to create more of your road diets.

In one fell swoop, you can also increase pollution from cars sitting and idling because of throttled traffic flow. You may even be able to better the record of businesses forced to close in other cities where these great ideas have been tried. Why learn from history, as some people might benefit from temporary, low-paying jobs working on your version of Utopia. Keep up the good work, Sincerely,

-- Paul Hefferlin

From: Jack Pence <jackpence@sbcglobal.net>

Sent: Sunday, January 13, 2019 12:36 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: South Oceanside and Coast Highway Corridor Plan

Dear John Amberson and Oceanside City Council,

My wife and I live at 1311 Kelly Street in Oceanside and disagree with some of the ideas discussed in conjunction with the Coast Highway Corridor Plan. Reducing the road to one lane going each way is a bad idea...it will bottleneck traffic and create congestion and traffic jams. This was done to State Street in Santa Barbara years ago and took two lanes of nicely moving traffic into a single stream of seemingly never ending traffic that made it difficult to turn into from cross streets...it was horrible. Eventually Santa Barbara had to change the Street into two lanes going only one way and another opposite two lane one way had to be created a block away which has created other complicated problems trying to get to your destination. Please leave it the way it is, it works well. I also disagree with the idea of creating roundabouts to slow people down...I don't see any speed problem on our beautiful highway only people cruising and enjoying the scenic drive.

I do however agree with the pedestrian and safety features proposed.

I also have a suggestion on how to spend the money saved by not doing the changes shown in my first paragraph above: consider installing a large sign over the highway "Oceanside" when first entering Oceanside from the south maybe at Vista Way and also at the North end just south of where the 76 merges onto the Coast Highway. To me it shows that we are proud of our city and we would like to share it with all those who visit here.

Thank you for considering my opinions.

Jack and Beth Pence

From: Aida Ryder <ac_ryder@yahoo.com>

Sent: Sunday, January 13, 2019 9:50 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Coast Highway Plan - South O

Dear City Council and John Amberson,

I have concerns about the Coast Highway Corridor Plan and how it would affect our South O neighborhood. My husband and I have owned and lived in our home on S. Tremont Street for over 20 years.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd.

The "Road Diet" that has decreased the lanes of Coast Highway between Morse and Oceanside Blvd is terrible. The traffic backs up and makes entry and exit to the businesses along the Coast Hwy there difficult and dangerous. My daughter was "rear ended" last year on this strip of road, causing her, and us, much trauma. I feel that the "road diet" will cause traffic to move to the residential streets north and south of the Coast Highway - causing many problems for those of us who live here.

Businesses would be directly affected by the narrowing of the Coast Highway. The amount of traffic would make it difficult for people to access these businesses causing a very real threat of local businesses having to close their doors. South O is developing organically on it's own. Introducing new developments would cause a population increase in an already crowded area.

What we do need is to keep South O "authentic" and safe for residents and businesses. We could use help with lighted crosswalks across Coast Highway at Kelly, Whaley, and the Loma Alta Creek. This will help keep speeds down and allow safe crossing for all - especially for our children who walk to school or to the beach. Decreasing the speed limit to 25 mph like North Coast Hwy will help keep our pedestrians safe. To keep our bicyclists safe, the Rail Trail needs to be completed.

South O has a unique character that is different than that of downtown Oceanside - which needs to be preserved.

Thanks for your time and consideration,

Alda C. Ryder

1723 S. Tremont St.

Oceanside, CA 92054

(760) 757-5032

From: ryder martin <martinryder@yahoo.com>

Sent: Sunday, January 13, 2019 9:33 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Cc: William Ryder <willryder98@yahoo.com>; Aida Ryder <ac_ryder@yahoo.com>; rfoside@cox.net

Subject: South Oceanside & Coast Hwy Corridor Plan

John Amberson,

I have concerns about the South Oceanside and Coast Hwy Corridor Plan.

Firstly it needs to be acknowledged that South Oceanside is a distinct community with a separate identity from Downtown Oceanside.

I think that Coast Highway should be 4 lanes from Oceanside Blvd to Vista Way. Downtown Oceanside should have the road diet where it makes more sense. This way it is also smart to be able to exit Coast Highway to the freeway without being caught in the single lane traffic.

With the "road diet" in South Oceanside we will:

A. Have drivers speeding down our residential street which runs parallel to Coast Highway.

B. Be "prisoners" in our own neighborhood making it difficult to enter and exit without being caught up in traffic, as the road diet at "the dip" has already proved.

C. Local merchants also think the road diet will deter customers who will be put off by sitting in traffic.

Cyclists can use the South Pacific loop as they already do, it should be enhanced with the rail trail completed and also widened in certain areas.

I prefer Alternative #1 but modified with no Development Incentives South of Oceanside Blvd. South Oceanside should develop on it's own organically rather than have forced large / entire block development that is out of scale with the community.

Sincerely,

Martin Ryder

Architect

1723 S. Tremont St,

Oceanside, CA 92054

(760) 757-5032

From: "tesbern@sbcglobal.net" <tesbern@sbcglobal.net>

Date: January 13, 2019 at 3:34:30 PM PST

To: council@ci.oceanside.ca.us

Subject: Fwd: Contact Info for Oceanside City Council (Re: Coast Hwy going down to only 2 lanes!! Do NOW- BEFORE Jan. 14)

Sent from my iPhone

Begin

Date: January 11, 2019 at 5:47:22 AM PST

To:

Subject: Contact Info for Oceanside City Council (Re: Coast Hwy going down to only 2 lanes!! Do NOW- BEFORE Jan. 14)

All City council members will receive your email & comments at this address:

council@ci.oceansid.ca.us

I personally DO NOT WANT TO SEE THIS HAPPEN --& urge my fellow Oceanside & Tri City area friends to act on this if they agree. I am in So. Oceanside a lot as I've family & many friends in the area. Plus, I have always had bonds with Oceanside since we first lived there from 1964 thru 2019 .

It will be a traffic nightmare if the 4 lanes go down to only 2....**Please send your comments. They must be received by or before Mon. Jan. 14.**

Many cities seem to be doing this.....as traffic increases they make it only worse. The reason is because all the 'green/eco people' are **trying to get us out of our cars** & into public transportation or bicycles. **There is much \$\$\$ (money grants & incentives) given to cities to go this route.** These groups lobby & have influence and MONEY TALKS – and the hell with what the people want. Can you imagine all the traffic on Coast Hwy. (I still call it Hill St. sometimes ☺) being condensed/squeezed into half the amount of the current 4 lanes??? And, especially during the summer tourist season. The Council is always touting 'tourism' and MORE high-rise hotels.....why would you lessen the amount of traffic lanes on the major artery of the city??????

SS

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd.

-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)

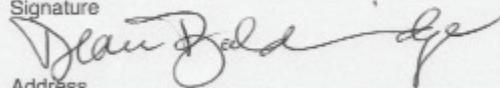
and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Printed name

DEAN BALDRIDGE

Signature



Address

1211 CALIFORNIA ST.

phone #

760-822-2396

Dear City Council,

Jan 14, 2019

This letter is in response to a proposal that has been brought to my attention about the Council's consideration of altering the traffic flow in Oceanside.

I did not agree nor do I appreciate the one-way streets in downtown Oceanside. In my opinion they do nothing to enhance the cities appeal, increase business for the local shops and especially does not eliminate confusion for anyone trying to get around downtown. Big mistake.

The narrowing of the drivable lanes along 101 between Morse and Oceanside Blvd contributes nothing but further frustrates and causes poor driving choices for some "racing" to get one car ahead of another to that stretch. It makes it difficult to access the businesses in that area and does nothing to enhance the cities appeal either. The extra wide bike lanes are rarely used by cyclists during the week and the ridiculous thing is they have to go from a narrow area to a wide area back to a narrow area – seriously, what good is it to them? It certainly doesn't make them safer since cars have to cut in front of them to enter a business if they decide to do so.

Now the consideration is to eliminate a lane each way through the S. Oceanside area from Morse to Vista Way. This really is a bad idea and the list can take pages to enumerate. Beyond destroying existing businesses, reducing the flow of predictable traffic and making the city a very undesirable place to visit or shop it is by nature a very dangerous thing to do. This must not be allowed to develop.

This fad of a "Road Diet" is going to backfire. While the freeways are adding more lanes cities are eliminating them. To what end? The flow of traffic will not be reduced, it will further clog up. We are trying to attract visitors to our beaches and businesses. How on earth can reducing their ability to access our community benefit us? Seriously...

Putting in Round-a-Bouts are great in Europe and places where the city has been built around them. To insert them into existing roadways without adequate space is another idea not well thought out. Again, there are so many reasons these will cause horrible issues that my time and your patience will not allow the list to go on. But just think about it logically and not emotionally.

Now everyone loves to complain and call those with competing ideas idiots.

I do have workable solutions; simple, cost saving and a tremendous advantage to our city.

Let's begin by making our sidewalks and storefronts along 101 appealing and somewhere people want to go and spend time. Benches, planters, buildings with nicer facades. Find places along the way where a small well lit park or place of relaxation can be put in. We have local organizations that could put on weekly events i.e. farmers market, or Thursday night market. Lets expand that to other streets & areas.

Cyclists, especially on weekends, holidays and special event days are certainly a huge issue. Quite frankly there is no reason for them to be on Hwy 101 anywhere from the harbor to Carlsbad. I propose the city create a bike path that incorporates either Tremont or Pacific for heavy bicycle use. Paved stops along the way for water, shade etc could be created. This would not apply to the family or visiting bicycle rider – only to the organized bike groups. Of course this would also allow for bike groups wanting to ride up to 101 to stop at a restaurant or other establishment to shop or for refreshments.

Areas over water can be spanned by smaller, low cost bridges. Areas without paving can be paved inexpensively. The bike groups would still see the ocean from time to time (which they can't do now from 101) and be safe from automotive traffic.

If, as I understand it, one of the considerations for the Road Diet is to reduce the speed... Post a lower speed limit! Have the city bring in more motorcycle cops to enforce this law. And here's more information; as the city develops more interesting places for shoppers to eat, drink and shop, the traffic will slow down automatically – and the businesses will prosper. You can see this dynamic in busy areas of LA, Hollywood, many of the other popular beach communities.

I think it's time for the city council to begin to think of realistic alternative solutions to our growing situation. It's not enough to go with a knee-jerk solution some consultants, advisors and visionaries have created. Think of the well being of the community for the long term. Look to what others have done and see how well meaning communities have created bad situations for the local residents and the visiting guests.

I know I'm not alone with my thoughts to eliminate the idea of ruining the complexion of Oceanside, especially South Oceanside. I know of no-one in my neighborhood who wants to see a "Road Diet" or the destruction of the small area of our city. Don't spoil our town.

Thank you for your time

Bud Beech
1833 S. Horne
Oceanside CA 92054
Ph – 760-889-3456

From: tami thebeech.us <tami@thebeech.us>

Sent: Monday, January 14, 2019 10:03 AM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Oceanside's Road Diet OR South O is so cool, let's change it.

Dear City Council and John Amberson,

I have recently become aware of the City's interest in implementing what I have heard referred to as a "Road Diet" for our city. As a 18 year homeowner in South O, with no plans of EVER leaving, Please hear my concerns about South Oceanside and the Coast Hwy Corridor Plan.

First, let me say that when the City narrowed Coast Highway through "The Dip" between Oceanside Blvd and Morse Street I was not a fan. I have had two close calls in the pinch where one lane ends heading south, and now I often choose to go south into Carlsbad rather than north to Downtown Oceanside when I need to go to the bank, post office or a drug store. I had heard this narrowing was done to make biking safer, motivated by the death of Logan Lipton, a young boy killed while biking in that area. As noble and well meaning as that may be, I cannot see how this makes biking or driving through that area safer. According to business owners in the area it has definitely made getting to their locations less safe and more difficult, resulting in a downturn in business. I would like to suggest that we put it back the way it was before more people and businesses are seriously hurt or worse.

Second, the research I have done since learning about the State's "Road Diet" program has raised concerns. Stories of other cities suffering increased traffic issues has left me with a firm belief that this is not what we need in Oceanside, especially in South O. Case in point, Paradise, CA. People dying in their cars during devastating delays when trying to evacuate in the threat of a wild fire. [Paradise narrowed its main road by two lanes despite warnings of gridlock during a major wildfire - Los Angeles Times](#) Eliminating traffic lanes on Coast Highway will not reduce traffic issues, it will increase them. If you take away a lane in one place, traffic will back up, and / or spill over into the surrounding neighborhoods. Please tell the State that although we would love to have the funds to do other things to improve our communities, we won't be held hostage to their faulty plan in order to get it. Please factor in the cost in loss of livability and safety, plus the future cost to UNDO the changes they propose. Other cities are already regretting having made similar changes and are paying the cost to reverse them. [The Problem with Road Diets - National Motorists Association](#)

Third, one of the stated goals of the plan is to make our city more pedestrian friendly. One plan I heard for South O, which contained options that would narrow Coast Highway either to Morse, or to Vista Way, also calls for a roundabout at the intersection of Cassidy and Coast Highway. I often walk my dog through South O and our route almost always takes us through this intersection and past the fire station on Cassidy Street. I cannot imagine trying to navigate a traffic circle with a dog let alone an emergency vehicle in traffic which has been squeezed through a bottleneck from Downtown Oceanside to and through that point. This plan will make South O LESS pedestrian friendly, and LESS safe, not more so. There are other ways, as put forward by the Save South O community group that would have a much greater positive impact on pedestrian and emergency vehicle accessibility in our community.

Fourth, Oceanside and especially South O has seen wonderful grass roots business growth. We are growing and new business are coming in. We're a neighborhood, not a development. Please don't throw money at outsiders to persuade them to come in and slap together high density living and hospitality spaces for a quick profit. There are other ways to support and energize our community without drastically and negatively changing it. And while we are speaking of development, why would you add vastly larger numbers of living and hospitality units while reducing the access to them by 50%. This will only make our community less livable and less desirable, and it will hurt those people who were brave enough to risk their time, effort and money to take a chance on South O before it was hip.

Lastly, one of the reasons my husband and I chose Oceanside as the place we would retire was that it was NOT like most of the other beach communities in California. It's a place where we can walk to the beach and to restaurants now and still get around by car as we age. (We won't be riding our bikes to the harbor for fish and chips when we're 80.) South O is that place. Here we do things our own way, and I think that's why people like to come here to visit and to live. Please don't sell us out to the State for the short term financial benefit. I realize that part of your responsibility is to help our city take advantage of all the benefits that we can, including State monies when they are available, but in this case the cost to the livability of our community is too great. Let's go on a "State Bureaucracy Diet" instead.

I would prefer NONE of the alternatives put forward. **No Road Diet in Oceanside and No Development Incentives in South O unless they are offered to Local Entrepreneurs who will be an ongoing part of our community.**

If the State really wants to help us, give us the money and let us decide what is best for our community! We've done a pretty darn good job so far. Here are some suggestions that really would make South O more bicycle and pedestrian friendly, safe, and livable;

For beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy). Over and over I read that the benefit of a "Road Diet" is slower traffic speeds. That can be accomplished without giving up lanes.

Bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street. Does't it honor Logan better by implementing bicycle safety measures that ACTUALLY make bike riders safer?

Thank you for your consideration,

Tami Boschee
1833 S. Horne Street, Oceanside, CA 92054
phone # 760-583-4397

P.S. I am currently traveling and have not been able to print, sign, scan, and return this letter. If my original signature is required for consideration let me know and I will come into City Hall on Friday, January 18th and sign a copy for you there.

From: AnnMarie Castellano <annmariec1971@yahoo.com>
Sent: Saturday, January 12, 2019 4:58 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>
Subject: Coast Hwy Corridor Project

Dear Mayor Weiss, City Council members, and John Amberson-

My name is Ann Marie Castellano and I am a 21-year resident, homeowner, and business owner on Morse Street in South Oceanside.

My concerns of South Oceanside and the Coast Hwy Corridor Plan--

I strongly support that Coast Highway go back to 4 lanes of traffic-NO Road Diet.

And do not get me started on roundabouts where they don't belong due to lack of necessary size and as well as drivers who do not understand the 'rules' of roundabouts creating dangerous situations.

I have many concerns about the planned demolition of the block previously owned by the Blade-Citizen to make way for a "transit-oriented node" despite the fact that it is actually no where near any real mass transit and will increase traffic and dangerous situations not only on Coast Highway but also on the surrounding streets including Morse Street. I strongly support NO development incentives.

I strongly support that the Rail Trail be completed providing a safer route for bicyclists as well as having those cyclists continue to use Pacific Street as a safer route through Oceanside.

Beautification and Pedestrian safety in South O need to include lighted crosswalks across Coast Highway particularly at Kelly St, Whaley St, and Loma Alta Creek.

The TEMPORARY Lane Diet has created quite a few problems--I travel that stretch of road almost daily and have had many people pass illegally so as not to have to wait in line creating a dangerous situation (while this has mostly occurred going northbound, it has also happened travelling southbound too). I have been cut off numerous times at the point the lanes merge in front of Rite Aide not to mention being screamed at/honked at/experiencing road rage as I merge down to the one lane legally but the vehicle behind me either doesn't realize the lanes merge or usually are trying to 'beat' me to the merge; I have even had vehicles race around me using the area not meant for vehicles as a passing lane. All this has obviously created many dangerous situations for all who travel that stretch of road.

During the warmer months, particularly summer, these situations referenced above happen more often but what also happens is traffic backing up on the northbound side into the Morse Street intersection blocking those on Morse Street from turning north onto Coast Highway or even trying to go straight through the intersection.

Also, pass through traffic has increased on Morse Street with many of these vehicles travel at a high rate of speed through our neighborhood obviously again creating dangerous situations. The town-homes at that same intersection are not yet completely built and occupied but when they are, they will also add much more traffic to the neighborhood and contribute to the traffic. And if the demolition of the previously owned Blade Citizen block happens, traffic on Coast Highway and the surrounding streets will be a nightmare.

My business is long term rentals and while it would seem that implementing the above would increase my bottom line, it really won't with the dangers and traffic added to the neighborhood. The South O vibe is something that adds a uniqueness to my business as well as my resident and potentially losing that does not make me happy.

Thank you in advance for taking the time to consider my concerns and to fully give your attention to the thoughts and interests of not just myself but of all South Oceanside residents and business owners.

Ann Marie Castellano
Emerald Forest Investments
315 Morse St, 92054
760-967-7130

From: zell dwelley <zdwelley@aol.com>
Sent: Monday, January 14, 2019 11:00 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Road diet

Good morning John,

We have deep concerns regarding the road diet as it applies to South Oceanside.

Given the choices, we would prefer Alternative #1 but, modified with no Development incentives. South O needs to grow organically as the uniqueness of the area attests to. As you know, we developed but were never offered incentives. Pride in ownership in the development would have welcomed such incentives. Instead we secured funding and made it happen.

We would like to see beautification of the area, and pedestrian safety. Part of the safety would include lighted crosswalks.

Truthfully the real problem is bicycles. We urge you to finish the rail trail and have cyclist continue to use Pacific Street.

Thank you for your time.

Zell and Gary Dwelley
1802 South Coast hwy
Oceanside, Ca 92054

From: edington.john@gmail.com
Sent: Monday, January 14, 2019 4:28 PM
To: Council@ci.oceanside.ca.us
Subject: Coast Highway feedback

No road diet on coast highway. No development incentives for south of O'side Blvd.

Traffic is already congested enough and eliminating traffic lanes will only make it worse.

Sincerely,

Oceanside resident
John Edington.

Sent from my iPhone

From: edington.john@gmail.com <edington.john@gmail.com>
Sent: Monday, January 14, 2019 4:32 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

I've been an oceanside resident and homeowner since 2009 and a resident aboard Camp Pendleton previous to that going back to 1999.

I am against the road diet and development incentives south of Oceanside Blvd.

The short section of road diet already causes traffic to back up and makes it more dangerous with merging traffic especially during busy times such as commuting times and weekends.

Sincerely,

John Edington.

P.S. just heard the piece on KFI with John and Ken. Keep up the good work.

Sent from my iPhone

From: Dave Ernst <dwernst@gmail.com>
Sent: Monday, January 14, 2019 4:48 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: David Ernst <dwernst@gmail.com>
Subject: Coast Highway Corridor Study - Public Comment Reply

Mr. Amberson:

This message contains my comments on the above topic.

I am a resident in the City of Oceanside. In fact, while not even my home address below, I live effectively on Coast Highway, at Morse Street, in South Oceanside. I effectively live in the Coast Highway Corridor Study area.

Overall, I support the proposed plan.

Further, by basically living in the corridor serverly area, I have the following observations that further support the proposed plan. These are:

1. Single Lane (both ways) already : Coast Highway is already a single lane between Oceanside Blvd & Morse Street;
2. Between Morse Street & Vista Drive (South O): The traffic speed is quite fast in this 4-lane segment; I doubt many drivers have time to "look" for businesses to stop and visit;
3. Also, on the weekends, many cars and motorcycles simply "cruise" and therefore race and rev their engines; they can do this on single lanes just as well;
4. Roundabouts. These are great traffic calming devices, and are easily learned by all drivers after just a couple of attempts. There's already on on Coast Highway just south of South O;
5. La Jolla lvd., in the Bird Rock area of La Jolla was converted from a busy, 4 lane road with traffic signals, to a 2-lane road with roundabouts about 10 years ago. The road works, traffic moves slower, and the businesses on both sides are thriving. This all can happen on Coast Highway.

In short, Coast Highway today is good, but is simply too busy, and loud, to generate more businesses. It's frankly a terrible place to walk, and I avoid it as much as I can, which is a shame.

At 19k ADT, it's frankly not a very busy street already. Also, portions are already 2 lanes. Once a port is 2-lanes, that already limits traffic. Meaning, it's already there. Time to finish the job!

Good luck.

Thanks,
1754 Vista Del Mar Way Unit 1
Oceanside, CA 92054
858.254.7796 / dwernst@gmail.com

From: kwjaferguson Ferguson <kwjaferguson@hotmail.com>

Sent: Monday, January 14, 2019 5:03 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: no road diet and no development incentives South of Oceanside Blvd.

I am not a resident of South Oceanside but our family frequents the area for entertainment and beaches 4 to 5 times a week. The traffic is already awful from 76 going south through the town on Ocean Blvd. The road is very narrow and only 2 lanes. Parked cars take up the right hand lane and left turning vehicles block the left lane. We have many beach and entertainment options in southern California. If this project ([road diet and no development incentives South of Oceanside Blvd.](#)) goes through Oceanside will be one less option for our family.

From: Dale Kirkley <dalekirkley@gmail.com>

Sent: Monday, January 14, 2019 9:49 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: Road diet

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)

and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Dale Kirkley
1815 S Nevada
Oceanside,CA
(760) 585-5839

From: Jimmy <jhk3@cox.net>
Sent: Monday, January 14, 2019 4:52 PM
To: council@ci.oceanside.ca.us; jamberson@ci.oceanside.ca.us
Subject: Coast Highway Corridor Plan

My Council and Mr. Amberson,

On the Coast Highway Corridor Plan and its impact on So. 'O' please understand, we in the community feel that our feelings and desires have been systematically ignored and not seriously taken into consideration. The plan will destroy the unique character of our community and with the Development Incentives they will make it into open territory further eliminating the "feel" So. 'O' has developed over the last century and more. Our community has the feeling we want to have no change except minor safety and health improvements along with some beautification projects. Key among them are safety lit crosswalks at: Kelly, Whaley and at the Loma Alta Creek. We'd also like a border to border 25mph speed limit, completion of the rail trail via directing the bicyclists to Pacific street area and better street maintenance. We could accept with these inclusions alternate #1.

Thank you,

James 'Jimmy' Knott III, 127 Sherri Lane, Oceanside, CA 92054
jhk3@cox.net, 760-721-6554

From: Tracy Meyers <tracy.mey25@gmail.com>
Sent: Monday, January 14, 2019 7:26 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Feedback for the coast highway vision

I am a longtime resident of South Oceanside. I support separate plans for downtown and S Oceanside. I support alternative one minus the development incentive for South Oceanside. I also support keeping coast highway at four lanes (alternative 1) through my neighborhood so that traffic does not divert to side streets. I support crosswalks over roundabouts especially at Cassidy and coast highway. This is a popular pedestrian crossing due to the beach access and my experience is that they are quite challenging for pedestrians to safely cross. Thank you for considering public input.

From: beatrice moniz <beamoniz@hotmail.com>

Sent: Monday, January 14, 2019 4:40 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: No road diet, no incentives

After reviewing the EIR and attending multiple meetings it is my opinion that south of Oceanside Blvd. there should be no road diet and no incentives. Any of the other choices would negatively effect our neighborhood.

I am a disaster worker and I am concerned that narrowing the road through the dip and now by the lagoon because it would hamper the escape route for South Oceanside.

The widening of the freeway and altering the 78/5 interchange is not being taken into consideration. We need to look at all of these projects as one. We also need to take into account the increase in population.

The city not addressing the opening of the gate from Caviler park onto Stewart St. has already added increase traffic onto streets not mentioned to handle the increased level of traffic.

Bea Moniz

1207 Laguna St.

Sent rom my Verizon Wireless 4G LTE Tablet

From: Laura Moser <yoyololamom@aol.com>
Date: January 14, 2019 at 1:27:27 PM PST
To: Council@ci.oceanside.ca.us
Subject: South Oside and the Coast Hwy Corridor Plan

<https://www.30agear.com/1502906/checkouts/472ffed9faa15ad21347154742e5e8a3>

Sent from my iPad

Dear City Council and John Amberson,

Please feel our concerns for South Oceanside and the Coast Hwy Corridor Plan.
We would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.
In addition adding beautification and pedestrian safety, lighted cross walks across Coast Highway, at a minimum, at Kelly, Whaley and the Loma Alta Creek.
Also improving the speed enforced on Coast Hwy. (25mph like on North Coast Hwy) and completing the Rail Trail for Bicycle safety having cyclists continue to use Pacific Street.

Thank you for your time!

Laura & Scott Moser
165 Sherri Lane
Oceanside, Ca 92054
(760)989-3944
Email Address: yoyololamom@aol.com

From: Charlene Myers <charlenemyerstnt@gmail.com>
Sent: Monday, January 14, 2019 10:56 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

John,

This is to inform you that we are totally against any type of road diet in the City of Oceanside and in particular, South Oceanside, from Oceanside Blvd to the Carlsbad border.

My family has been here since the late 1940's, residing on Horne near Cassidy Street.

Even with the current 4 lanes, traffic is horrid on the surrounding residential streets. We cannot fathom what the proposed road diet would bring.

Please reject any type of proposal that would hinder neighborhood and residential living.

Charlene (Epperson) Myers and Bill Myers
1729 South Horne Street
Oceanside, CA 92054
760-439-8521

From: Camille Peca <cpeca@omnixtechnology.com>

Sent: Monday, January 14, 2019 4:30 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Support for no road diet and development incentives south of Oceanside Blvd

Mr. Amberson,

I am writing to you to share my concerns about some of the proposed changes to Coast Highway in South Oceanside.

I am a homeowner who has lived on the 900 block of Vista Way since 2000. I never wanted to live in Oceanside, but my husband convinced me it would be a great idea as he saw so much potential in South Oceanside. I reluctantly agreed and now I tell him moving here was one of the best decisions we have made.

We truly love our neighborhood and have loved seeing all of the positive changes that have taken place over the years. We continue to support the small businesses and sub-culture that has developed in our neighborhood and I know that many of the South O residents are proud of the laid-back, eclectic vibe that is happening.

I want to share that the proposed road diet in South O would be an absolute detriment to the neighborhood and to Oceanside in general. One thing residents and tourists enjoy is "cruising" Coast Highway to see the shops and the local towns. The current road diet between Morse and Oceanside Blvd is awful and already backs up traffic. If traffic starts backing up at Vista Way or earlier, people will just avoid even driving through Oceanside and the city will lose out on the positive impacts of people just driving through.

I love seeing when new shops and restaurants open up along and off Coast Highway. If I want to get to downtown, I look forward to driving on Coast Highway, versus hopping the freeway. However, if traffic increases significantly due to the road diet (which it will), that will stop us from driving through and stopping to shop and this will stop many people from wanting to explore Oceanside who are driving north from Encinitas, La Costa, and Carlsbad.

The increased traffic to the freeways by using Vista Way (my street and traffic is already awful), Cassidy, and Morse will negatively affect a relatively quiet residential neighborhood.

Please consider the residents of South O as well as the overall welfare of Oceanside by leaving the residents and businesses of South O lead our development to ourselves and allow Coast Highway to stay as is. Please enforce no road diet and no development incentives South of Oceanside Blvd.

Sincerely,

Camille Peca

From: Alisa Prestie <alisa.prestie@gmail.com>
Sent: Monday, January 14, 2019 4:57 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: South O Road Diet

Hello and I apologize now for my brevity but I understand the deadline to comment about the South O Road Diet is at 5pm today. Please note the time now is 4:55pm.

I'd like to voice my opinion on the matter as a resident and homeowner in South Oceanside. We also own 2 other properties in 92054, so I have a real, vested interest in this matter.

My vote is for NO Change.

The road diet from Morse to Oceanside Blvd is a nightmare and creates congestion several times a day - restricting the roads even more will be terrible for local residents.

Thank you for your time and consideration.

Alisa Prestie
1220 Morse St, Oceanside, CA 92054

760-500-0745

From: "Suellen Shea" <shea.sa@sbcglobal.net>

Date: January 14, 2019 at 8:18:31 AM PST

To: <council@ci.oceanside.ca.us>

Subject: VOTE NO - Please DO NOT REDUCE the lanes on COAST HWY. - a terrible idea

From: Lisa Skyles <lcskyles@gmail.com>
Sent: Monday, January 14, 2019 4:39 PM
To: JAmberson@ci.oceanside.ca.us; council@ci.oceanside.ca.us
Subject: Coast Highway EIR feedback

Dear City Council and John Amberson,

We are very concerned about the Coast Highway Corridor Plan. What has happened organically in South Oceanside is what we'd like to see continue. Among the serious problems increased density and fewer travel lanes would cause are pushing traffic onto residential streets, increased emergency response time, issues with emergency evacuation (we should learn from what happened in Paradise), loss of parking, and loss of business to existing local entrepreneurial businesses.

The character of our neighborhood character is important to the residents here and we want to keep it.

We would prefer Alternative #1 but modified with NO development incentive south of Oceanside Blvd.

Our neighborhood would benefit from beautification and safety measures such as lighted crosswalks, better speed limit enforcement on PCH (including lowering speed limit to 25 mph), and completion of the rail trail for bike safety.

Thank you in advance for taking our concerns seriously,

Lisa and William Skyles
1125 Camelia St.
Oceanside, CA 92054

760-828-5245 (Lisa)
760-212-8991 (William)

From: smwsculptor@gmail.com <smwsculptor@gmail.com>
Sent: Monday, January 14, 2019 4:31 PM
To: City Council <Council@ci.oceanside.ca.us>
Subject: NO to O,side 101 Road Diet!

NO to O.side 101 Road Diet!!!

Sent from [Mail](#) for Windows 10

From: cyan@reapandsowonline.com <cyan@reapandsowonline.com>
Sent: Monday, January 14, 2019 8:27 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: South Oceanside: Coast Highway Corridor Plan

Dear City Council and John Amberson,

As residents and business owners in South Oceanside, we have concerns for the suggested plans for South Oceanside and the Coast Hwy Corridor Plan.

We would prefer Alternative #1 modified to eliminate Development Incentives south of Oceanside Blvd.

We would request that the plans also be modified to also include:

1. Beautification of the corridor
2. Increased lighting in the corridor
2. Install 'all transit' and pedestrian safety measures, such as on-demand lighted crosswalks at Coast Highway and Cross streets Kelly, Whaley, The Loma Alta Creek, and Eaton Streets.
3. Reduce the speed limit to 25 mph and encourage enforcement.
4. Improve bicycle safety by widening and completing the rail trail.

Additionally, we request that the city work together with the newly formed South Oceanside Business District, Inc. a 501(c)(3) to ensure that changes are complementary to their business district & residential vision plan.

Thank you in advance your anticipated consideration.

Richard & Cynthia Trujillo
1732 S. HORNE St, Oceanside, CA 92054
760.594.1622

Reap & Sow LLC
1830 S. Coast Highway, Oceanside, CA 92054
760.421.9246

From: E.A. West <eacwest@mac.com>
Sent: Monday, January 14, 2019 4:41 PM
To: Council@ci.oceanside.ca.us
Cc: JAmberson@ci.oceanside.ca.us
Subject: Coast Highway feedback

Please leave Coast Highway as it is in South Oceanside!

The increased density that has been approved, and that we know will continue to be approved, will only exacerbate the traffic issues in South O.

Additionally, has anyone thought about the tsunami evacuation routes???? With ocean levels increasing, expectations of earthquakes, and other changes, it seems that the likelihood of the use of those evacuation routes is even more certain. There are no other viable north/south routes that can be used to get people to east/west routes out of the area.

I would definitely be in favor of more crosswalks, and even lower speed limits, but keep the lanes!

Sincerely,

Elizabeth West
South O resident

From: michael wilson <macroear4@gmail.com>
Sent: Monday, January 14, 2019 4:54 PM
To: council@ci.oceanside.ca.us
Subject: save south o

dear city council and john amberson:

regarding the coast highway corridor plan,

1. we would prefer the no project alternative.

including no development incentives throughout oceanside

community driven growth will preserve the valuable character of our unique neighborhood. we dont need greedy outsiders destroying them.

2. to improve pedestrian safety we need lighted crosswalks accross coast highway at minimum at kelly. whaley, and especially loma alta creek.

3. improve bicycle safety by completing the Rail Trail

4.lower speed limit to 30 and enforce it. the motorcycles between 9pm and 3am are at 8000 rpm.

thank you

mike wilson

deb curran

201 Kristy Ln

Oceanside, CA 92054

760 529 0094

From: AT&T <yeomans2021@att.net>
Date: January 14, 2019 at 10:23:22 AM PST
To: jamberson@ci.oceanside.ca.us, council@ci.oceanside.ca.us
Subject: Proposed Coast Highway Road Diet

Dear Council Members,

Please use good judgement and vote NO on the proposed Coast Highway “Road Diet”!

I am a South Oceanside resident and our unique community has worked hard to build up our unique business community with businesses that work well for our neighborhood. The proposed “Road Diet” will change the character of our business district forcing businesses to move elsewhere or close their doors. This plan will only increase the density along coast highway creating a tremendous traffic and economic negative impact on our community. This proposal will only dump more traffic into the residential neighborhoods causing safety issues. It makes no sense to move the traffic off Coast Highway (where it belongs). The cause and effect of this plan will increase traffic into the residential neighborhoods.

Please use good judgement and vote against this plan.

Sincerely,

Rebecca Yeomans
2021 S. Ditmar Street
Oceanside, CA 92054

Sent from my iPhone

City of Oceanside Bicycle and Pedestrian Committee

BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

November 26, 2018

City of Oceanside
Engineering Division
c/o John Amberson, Transportation Planner
300 N. Coast Highway
Oceanside, CA 92054
JAmberson@ci.oceanside.ca.us

RE: Oceanside Coast Highway Corridor Study Partially Recirculated DEIR Comments

Dear Mr. Amberson,

I am writing on behalf of the Oceanside Bicycle and Pedestrian Committee, a citizens' advisory committee to the City Council on matters affecting bicyclists and pedestrians. The purpose of this letter is to relay the Committee's comments on the **Oceanside Coast Highway Corridor Study Partially Recirculated DEIR**.

The Committee previously provided written input to the City on this issue in March 2017, prior to the Council's March 29 Coast Highway Workshop, and also provided comments at the Workshop. With the additional studies on this subject conducted by the City, and the issuance of the Partially Recirculated DEIR, the Committee wishes to again state its position on this important, visionary project for the City.

The Committee strongly supports improved bicycle and pedestrian facilities throughout the Coast Highway corridor, and believes these projects benefit all roadway users, including motorists, residents, local businesses, bicyclists, and pedestrians, through the safety improvements they bring. Based on our review of the Partially Recirculated DEIR, it is the Committee's position that only Alternative 4 (Complete Streets Improvements for the entire Coast Highway Corridor) meets the project goals and objectives which are most important to this Committee. These include Goals 1 and 2 and Objectives 1.1, 1.2, 1.3, 2.1, 2.2, and 2.3. This fact is borne out by Table 5-22 in the DEIR document. Those Goals and Objectives include:

Project Goals and Objectives	Meets Goal/Objective per DEIR Table 5-22
Goal 1: Transform Coast Highway into a "Complete Street" that accommodates all roadway users (pedestrians, bicyclists, and automobiles)	Yes
Objective 1.1: Improve the pedestrian environment	Yes
Objective 1.2: Provide a continuous striped bicycle lane	Yes
Objective 1.3: Improve traffic flow and implement traffic calming measures to reduce traffic intrusion to adjacent neighborhoods	Yes
Goal 2: Improve safety for all roadway users	Yes
Objective 2.1: Slow traffic speeds and improve traffic flow	Yes

City of Oceanside Bicycle and Pedestrian Committee

BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

Objective 2.2: Implement roundabouts in place of traffic signals where feasible to reduce auto and pedestrian conflicts at intersections	Yes
Objective 2.3: Add new, midblock pedestrian crossing opportunities between major intersections to facilitate pedestrian crossing of the roadway	Yes

Only Alternative 4 fully meets all of the above complete-streets objectives. It should be noted that the only reason Alternative 4 did not score well on Goal 3 and Objectives 3.1, 3.2, and 3.3 pertaining to the Coast Highway Vision was that Alternative 4 did not include the Incentive District which was made a part of the other build options. If the Incentive District had been included, Alternative 4 would have scored well on those goals and objectives also. Nothing would prevent the City from adopting Alternative 4 and coming back with a separate plan to implement the Incentive District.

The Committee also believes that Alternative 4 would do the most to help the City meet the greenhouse gas reduction goals in the Climate Action Plan currently being developed by the City, in that it does the most to provide alternatives to driving on Coast Highway. According to City staff, 48 percent of total greenhouse gas emissions are attributable to personal vehicle use in Oceanside. We believe the City needs to be proactive in its plans for alternative modes for this important corridor, and for many other key corridors in the City, if the City is ever to achieve the Vehicle-Miles-Traveled (VMT) reductions and resulting greenhouse gas emissions reductions which will be key goals of the Climate Action Plan.

The Coast Highway Corridor Vision is a long-term plan which will likely take a number of years to become reality. In the interim period, the Committee believes it is vitally important that the current two-lane roadway configuration in the “dip” between Oceanside Blvd. and Morse Street be retained, to improve safety for all roadway users, including residents, motorists, bicyclists, and pedestrians. This also includes completing the promised crosswalk across Coast Highway, connecting to the beach access trail on the west side of Coast Highway.

Based on our review, the Committee, in its role as a direct citizens’ advisory committee to the Council, voted to support the following motion:

The Oceanside Bicycle and Pedestrian Committee recommends:

- a) That the City select Alternative 4, Complete Streets Improvements for the entire Coast Highway corridor from Harbor Drive to Vista Way, as the preferred alternative for future implementation.
- b) That in the interim until implementation of Alternative 4, the City retain the current two-lane roadway configuration in the “dip” between Oceanside Blvd. and Morse Street, for the safety of all corridor users, and complete the crosswalk connection across Coast Highway to the beach access trail in this area.

City of Oceanside Bicycle and Pedestrian Committee
BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

The Committee sincerely appreciates the opportunity to comment on the Coast Highway Corridor Plan partially recirculated DEIR. We would be glad to provide further information or meet with Council members or staff as necessary to provide additional background.

Sincerely,

A handwritten signature in blue ink that reads "Tom Lichterman". The signature is written in a cursive, flowing style.

Tom Lichterman
Chairman, Oceanside Bicycle and Pedestrian Committee

cc: Oceanside City Council and City Manager
David DiPierro, Oceanside Traffic Engineer
Oceanside Bicycle and Pedestrian Committee Members and Staff

January 6, 2019

To: John Amberson, Oceanside City Council

From: South Oceanside Residents

RE: January 14th Meeting Input

Dear City Council...John Amberson,

Those residents who have signed below are recommending the following:

- 1) Select Alternative #1
- 2) Restore four (4) traffic lanes south of Oceanside Blvd on Pacific Coast Highway
- 3) Provide beautification funding to South Oceanside
- 4) Add four (4) crosswalks spanning PCH from Morse Street to Eaton Way
- 5) Do NOT build any roundabouts in South Oceanside

In summary, we are home owners and small business operators who want to maintain the "South O" charm that drew us to this beach-oriented neighborhood over the past forty years. We have taken the time to study the Oceanside plan and to attend the meetings both in the council chambers and at the Beach Break. We have heard our neighbors speak at both of these forums, have had a productive exchange of ideas and have collectively come to the same conclusion which you will find above in the five recommendations.

We need for our elected officials to hear us and to do what is right by us. The state is putting pressure on Oceanside to act in certain ways that aren't conducive to its well-being. Please hear what we have to say. Listen to us...it's the right thing to do.

<u>Name</u>	<u>Address</u>
<i>Robert D. McCallough</i>	2030 S. Freeman St.
<i>Stephen Grilla</i>	1602 Hicks St
<i>David Murray</i>	1129 S Pacific St #B
<i>Lynda</i>	1925 S Freeman St.
<i>Lisa Skyles</i>	1125 Camelia St.

RECEIVED

JAN 08 2019

OCEANSIDE CITY CLERK

*Oceanside
City Council*

January 6, 2019

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Name

Address

Kenn D. Edwards

1912 S. FREEMAN, OSD.

Rebecca Edwards

1912 S. Freeman St., Osd.

Michael D. Buttemer

1725 CASSIDY ST. Osd.

Rene Chambers

1922 S. Freeman St. O'side

David J. Edwards

1912 S. Freeman St. Osd.

City of Oceanside Bicycle and Pedestrian Committee

BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

January 14, 2019

City of Oceanside
Engineering Division
c/o John Amberson, Transportation Planner
300 N. Coast Highway
Oceanside, CA 92054
JAmberson@ci.oceanside.ca.us

RE: REVISED: Oceanside Coast Highway Corridor Study Partially Recirculated DEIR Comments

Dear Mr. Amberson,

I am writing on behalf of the Oceanside Bicycle and Pedestrian Committee, a citizens' advisory committee to the City Council on matters affecting bicyclists and pedestrians. The purpose of this letter is to relay the Committee's comments on the **Oceanside Coast Highway Corridor Study Partially Recirculated DEIR**.

The Committee previously provided written input to the City on this issue in March 2017, prior to the Council's March 29 Coast Highway Workshop, and also provided comments at the Workshop. With the additional studies on this subject conducted by the City, and the issuance of the Partially Recirculated DEIR, the Committee wishes to again state its position on this important, visionary project for the City.

The Committee strongly supports improved bicycle and pedestrian facilities throughout the Coast Highway corridor, and believes these projects benefit all roadway users, including motorists, residents, local businesses, bicyclists, and pedestrians, through the safety improvements they bring. Based on our review of the Partially Recirculated DEIR, it is the Committee's position that, among the alternatives reviewed in the DEIR, only Alternative 4 (Complete Streets Improvements for the entire Coast Highway Corridor) meets the project goals and objectives which are most important to this Committee. These include Goals 1 and 2 and Objectives 1.1, 1.2, 1.3, 2.1, 2.2, and 2.3. This fact is borne out by Table 5-22 in the DEIR document. Those Goals and Objectives include:

Project Goals and Objectives	Meets Goal/Objective per DEIR Table 5-22
Goal 1: Transform Coast Highway into a "Complete Street" that accommodates all roadway users (pedestrians, bicyclists, and automobiles)	Yes
Objective 1.1: Improve the pedestrian environment	Yes
Objective 1.2: Provide a continuous striped bicycle lane	Yes
Objective 1.3: Improve traffic flow and implement traffic calming measures to reduce traffic intrusion to adjacent neighborhoods	Yes
Goal 2: Improve safety for all roadway users	Yes
Objective 2.1: Slow traffic speeds and improve traffic flow	Yes

City of Oceanside Bicycle and Pedestrian Committee

BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
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Objective 2.2: Implement roundabouts in place of traffic signals where feasible to reduce auto and pedestrian conflicts at intersections	Yes
Objective 2.3: Add new, midblock pedestrian crossing opportunities between major intersections to facilitate pedestrian crossing of the roadway	Yes

Of the Alternatives reviewed in Chapter 5 of the DEIR, only Alternative 4 fully meets all of the above complete-streets objectives. The Committee has subsequently been informed that the original project for the corridor includes both the entire complete streets treatment and the Incentive District. Since the original Coast Highway Corridor Project includes the complete streets improvements for the entire corridor from Harbor Drive to Vista Way AND the Incentive District, the Committee voted on January 14, 2019 to revise its position to support that original project.

The Committee also believes that the original project would do the most to help the City meet the greenhouse gas reduction goals in the Climate Action Plan currently being developed by the City, in that it does the most to provide alternatives to driving on Coast Highway. According to City staff, 48 percent of total greenhouse gas emissions are attributable to personal vehicle use in Oceanside. We believe the City needs to be proactive in its plans for alternative modes for this important corridor, and for many other key corridors in the City, if the City is ever to achieve the Vehicle-Miles-Traveled (VMT) reductions and resulting greenhouse gas emissions reductions which will be key goals of the Climate Action Plan.

The Coast Highway Corridor Vision is a long-term plan which will likely take a number of years to become reality. In the interim period, the Committee believes it is vitally important that the current two-lane roadway configuration in the “dip” between Oceanside Blvd. and Morse Street be retained, to improve safety for all roadway users, including residents, motorists, bicyclists, and pedestrians. This also includes completing the promised crosswalk across Coast Highway, connecting to the beach access trail on the west side of Coast Highway.

Based on our review, the Committee, in its role as a direct citizens’ advisory committee to the Council, voted to support the following motion:

The Oceanside Bicycle and Pedestrian Committee recommends:

- a) That the City select the original project, Complete Streets Improvements for the entire Coast Highway corridor from Harbor Drive to Vista Way and the Incentive District, for future implementation.
- b) That in the interim until implementation of the original project, the City retain the current two-lane roadway configuration in the “dip” between Oceanside Blvd. and Morse Street, for the safety of all corridor users, and complete the crosswalk connection across Coast Highway to the beach access trail in this area.

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The Committee sincerely appreciates the opportunity to comment on the Coast Highway Corridor Plan partially recirculated DEIR. We would be glad to provide further information or meet with Council members or staff as necessary to provide additional background.

Sincerely,

A handwritten signature in blue ink that reads "Tom Lichterman". The signature is written in a cursive, flowing style.

Tom Lichterman
Chairman, Oceanside Bicycle and Pedestrian Committee

cc: Oceanside City Council and City Manager
David DiPierro, Oceanside Traffic Engineer
Oceanside Bicycle and Pedestrian Committee Members and Staff

Add ress	Stre et fic S. Paci fic	Business	Contact	Title	Phon e	Imp act of Diet	Perm anent Road Diet	Develo pment Incenti ves	More impo rtant	Cont acted city?	Happ y w/ respo nse?	Remarks
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I, Karie Lasko, a volunteer/supporter of the "Save South O" team walked the S Coast Hwy business section between Oceanside Blvd and Morse St. I accomplished to visit 29 businesses: 2 vacant businesses, Oceanside Cemetary, 6 that no owner/manager available, and 1 couldn't because they're corporate, 19 businesses that participated in the business survey and are signed. This is the result of my findings and some wrote remarks which are on their individual survey. I hope that the council will take this information with consideration and use this in your studies – dialogue to support South O serious concerns to the community and businesses.

Signature 

Add ress	Stre et	Business	Contact	Title	Phon e	Imp act of Diet	Perm anent Road Diet	Develo pment Incenti ves	More impo rtant	Cont acted city?	Happ y w/ respo nse?	Remarks
1202	S. Paci fic	G&M Gas	Edwin Trinidad	Mana ger	607- 2889	unde cid	oppos e	support	road	no		
1220	S. Paci fic	Play It Again Sports	Dustin McName ra	owner	941- 3600	help ed	suppo rt	support		many	yes	
1301	S. Paci fic	Oceanside Imports	Joel M	Mana ger	722- 6203	unde cid	oppos e	oppose	equal	no	undec id	
1317	S. Paci fic	Body Piercing by Tracy	Samanthe Floyd	Mana ger	730- 6666	hurt	oppos e	oppose	equal	no		
1319	S. Paci fic	Hair & Body Lab	Christine Pierce	Owne r	754- 1543	help ed	suppo rt	support		no		
1325	S. Paci fic	Ace Welding	Earnie Eienman	Mana ger	722- 2588	hurt	oppos e	oppose	road	many	no	
1425	S. Paci fic	König Motorsports	Denny Suckeerd a	Owne r	433- 0401	hurt	oppos e	oppose	road	many	no	
1434	S. Paci fic	Westcoast Auto Service	Dianna Bailey	CFO	722- 5685	hurt	oppos e	oppose	equal	many	undec id	
1501	S. Paci fic	Security Public Storage	Stephanie Martinez	Mana ger	722- 8700	unde cid	undeci d	undecid	incent ive	no	undec id	
1510	S. Paci fic	Oceanside RV & Trailer Park	Jeff	Owne r	722- 4404	help ed	suppo rt	support		many	yes	

Add ress	Stre et fic	Business	Contact	Title	Phon e	Imp act of Diet	Perm anent Road Diet	Develo pment Incenti ves	More impo rtant	Cont acted city?	Happ y w/ respo nse?	Remarks
1512	S. Paci fic	North County Auto Body	Terry Young	Owne r	722- 0250	hurt	oppos e	undecid	road	no	no	
1517	S. Paci fic	Cal Kona Marina	Nick P	Owne r	722- 5817	hurt	oppos e	oppose			no	
1520	S. Paci fic	Anytime 2 Buy		Mana ger	231- 5434	help ed	suppo rt	undecid ed			no	
1537	S. Paci fic	Paradise by the Sea	Cole Sampson		439- 1376							
1540	S. Paci fic	English Tony MC	Karla Martin	Admi n	722- 4334	help ed	undeci d	oppose	road	no	undec id	
1540	S. Paci fic	Gary's Auto RV	Karen Gibson	Owne r	722- 4800	hurt	oppos e	oppose	equal	many	no	
1540	S. Paci fic	Economy Tow	David Hatch	Owne r	822- 3018	hurt	oppos e	undecid	equal	many	no	
1550	S. Paci fic	La Salina	Beverly	Mana ger	439- 8422	help ed	undeci d	undecid	equal	many	no	
1201	S. Paci fic	Ride Aid		Mana ger	433- 4013							Local manager can't respond

Add ress	Stre et	Business	Contact	Title	Phon e	Imp act of Diet	Perm anent Road Diet	Develo pment Incenti ves	More impo rtant	Cont acted city?	Happ y w/ respo nse?	Remarks
1401	S. Paci fic	Surf Bowl			722- 1371							No owner or manager
1426	S. Paci fic	Tires 4 Less			439- 8800							No owner or manager
1515	S. Paci fic	Oceanside Self- Service Car Wash			722- 7952							Left msg, no response
1523	S. Paci fic	NERD Sport Center										vacant/out of business
1575	S. Paci fic	Oceanside College of Beauty										vacant/out of business
1403	S. Paci fic	Eclipse Apparel										No owner or manager
1307	S. Paci fic	Volt Showroom										Left Msg, no response
1555	S. Paci fic	Oceanside Cemetery										No phone number listed
	S. Paci	Seahive			547- 5706							

Add ress	Street S. Paci fic	Business	Contact	Title	Phone	Imp act of Diet	Perm anent Road Diet	Develo pment Incenti ves	More impo rtant	Cont acted city?	Happ y w/ respo nse?	Remarks
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Business List of South O between Oceanside Blvd and Morse St

- 1) Oceanside Beauty College 1575 S Coast Hwy **EMPTY**
- 2) Seahive 1555 S Coast Hwy 760-547-5706 Jen Zoutendyk jenz.seahive@gmail.com ???
- 3) Paradise by the Sea 1537 S Coast Hwy 760-439-1376 Cole Sampson
info@paradisebytheseavresort.com ???
- 4) Nerd Sport Center 1523 S Coast Hwy **EMPTY**
- 5) Cal Kona Marine 1517 S Coats Hwy Derrick/Nick Pregler 760-722-5817
- 6) Oceanside Self Serve Car Wash 1515 S Coast Hwy 760-722-7952 **NO CONTACT**
- 7) Konig Motorsport 1425 S Coast Hwy 760-433-401 Denny info@konigmotorsport.com
- 8) Surf Bowl 1401 S Coast Hwy 760-722-1371 **NO OWNER/MANAGER ON SITE**
- 9) Hair & Body Lab 1319 S Coast Hwy Christine Pierce 760-754-1543 designxtine@gmail.com
- 10) Body Piercing by Tracy 1317 S Coast Hwy Samantha Floyd Mgr 760-721-9100
- 11) Ace Welding S Coast Hwy Ernie 760-722-2588
- 12) Eclipse Apparel, MFG 1403 S Coast Hwy 760-450-0341 **NO OWNER/MANAGER ON SITE**
- 13) Security Public Storage 1501 S Coast Hwy Stefannie Martinez Mgr 760-722-8700
securitypublicstorage.com
- 14) Volte Showroom 1307 S Coast Hwy **EMPTY**
- 15) Oceanside Imports 1301 S Coast Hwy Manager? 760-722-6203
- 16) RiteAid 1201 S Coast Hwy **CORP CAN'T DO SURVEY**
- 17) G & M Gas 1202 S Coast ??? 760-607-2589
- 18) Play It Again Sports Dustin McNamera 1220 S Coast Hwy ??? 760-941-3600
- 19) Oceanside Graveyard
- 20) Oceanside RV Park Jeff 1510 S Coast Hwy ??? 760-722-4404
- 21) Tire 4 Less 1426 S Coast Hwy 760-439-8800 **NO OWNER/MANAGER**
- 22) Westcoast Tire & Wheel 1434 S Coast Albert/Dianna 760-722-5686
- 23) No Co Auto Body, Inc. 1512 S Coast Hwy Terry Young 760-722-0250
- 24) Anytime 2 Buy 1520 S Coast Hwy Matt Corless 760-231-5434
- 25) English Tony M/C Harley Davidson Service & Repair 1540 S Coast Hwy Tony Watson
760-722-4334 Englishtonys2018@gmail.com
- 26) Oceanside Brakes ??? **CONFUSED**
- 27) Gary's Auto-RV Repair 1540 S Coast Hwy Karen Gibson 442-500-4021
- 28) ??? Towing 1540 S Coast Hwy
- 29) La Salinas Mobile Village 1550 S Coast Hwy Beverly Thomas 760-439-8422