

# City of Oceanside Bicycle and Pedestrian Committee

## BikeWalk Oceanside

Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

April 20, 2023

Oceanside Planning Commission  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054

RE: DEVELOPMENT PLAN (D22-00011) and nine CONDITIONAL USE PERMITS (CUP22-00013/14/15/18/19/21/22/23/24) – Oceanside Blvd. Commercial, Applicant: Sudberry Development, Inc.

Dear Honorable Chair and Members of the Oceanside Planning Commission,

The Oceanside Bicycle and Pedestrian Committee is a citizen's advisory committee whose role is to advise the City on programs, projects, and policies which improve bicycling and walking in the community. The Committee's membership includes over 75 Oceanside residents who are concerned about bicycling and walking infrastructure and opportunities. Our goals are to promote bicycling and walking in the community for health, recreation, and transportation, to promote bicycle and pedestrian safety, and to improve and increase bicycling and pedestrian facilities.

Our Committee has reviewed the Oceanside Blvd. Commercial Development Plan layout and the El Corazon Specific Plan with regard to pedestrian and cycling considerations. The Committee understands that the commercial element of the El Corazon master plan is vital to help pay for other El Corazon improvements. We are not opposed to commercial development in the "OBC" designated districts in the Specific Plan.

However, we are concerned that the Development Plan proposed at this location is not pedestrian and cycling friendly and is not in keeping with the El Corazon Vision Statement and Sustainability Guidelines in the Specific Plan. We believe the Development Proposal should be revised to comply with the Vision and Sustainability Guidelines to offer the pedestrian- and cyclist-friendly atmosphere originally intended.

From the Specific Plan, the first paragraph of the Vision Statement says:

*The vision for El Corazon is to create a welcoming, pedestrian-friendly atmosphere that captures the character of the City of Oceanside. The Specific Plan Area will become a destination and not just a pass-through location for highway users and visitors. The Specific Plan Area will be shaped into an identifiable and inviting place with an abundance of park spaces and a selection of commercial and community activity.*

Among the Sustainability Guidelines found in the Specific Plan are:

- *Encourage development within and near existing communities or public transportation infrastructure to reduce vehicle trips and induce pedestrian activity.*
- *Promote neighborhoods that are physically connected to each other to foster community and connectedness beyond the individual project.*
- *Design parking to increase the pedestrian orientation of projects and minimize the adverse environmental effects of parking facilities (locate parking at the side or rear of buildings leaving building frontages and streetscapes free of parking facilities).*
- *Encourage the design of projects that incorporate high levels of internal connectivity and connections to surrounding development to promote a variety of travel options.*
- *Provide direct and safe connections for pedestrians, bicyclists, and drivers to key components of a project, local destinations, and neighborhood centers.*

This Vision Statement and these Sustainability Guidelines are in close keeping with the goals of our Committee, and we applaud them. But when we look at the actual development Plan layout provided by the City (attached), we see a development which is highly auto-centric and does not provide the pedestrian and cycling orientation that the Guidelines call for. The Plan layout provides for four (4) separate drive-thru restaurants and a gas station/convenience store/car wash, all catering to automobiles, not pedestrians. Proposed Building B (R&D facility) is surrounded by acres of parking that pedestrians and cyclists would have to cross through to get to the entrance. There are no safe, separate walkways or cycle paths that connect the project buildings directly to Oceanside Blvd. without having to negotiate busy streets or wade through a sea of parking spaces.

Also, the layout does not take advantage of the extremely close proximity to the Rancho Del Oro SPINTER station. This project should be planned as a Transit-Oriented-Development (TOD), not a car-oriented development, given this proximity. TOD should have less parking and properly managed parking to achieve economic equity and less driving. We hope to address these concerns and propose solutions, later in this process. Oceanside's Climate Action Plan has resulted in a TDM Ordinance requiring a TDM Plan submittal and approval process, and parking management should play a key role. AB 2097 eliminates parking requirements for residential and commercial development within a half-mile of transit, which applies to the OBC.

For these reasons, our Committee respectfully requests that the Planning Commission reject this Development Plan as proposed and request the Developer to bring back a proposal more in keeping with the Specific Plan's own Vision and Sustainability Guidelines and the bicycle, pedestrian, and transit orientation that this site, a part of El Corazon, deserves.

Thank you for your consideration.

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 Bicycle and Pedestrian Committee Members  
Oceanside Mayor and City Council  
Shannon Vitale, City of Oceanside  
Russ Cunningham, City of Oceanside

**LEGEND**

- PROPOSED R&D BUILDING w/ LIMITED WAREHOUSE/DISTRIBUTION: APPROX. 251,600 SF (including 34,600 SF unoccupied mechanical mezzanine)
- PROPOSED SPEC R&D BUILDING w/ LIMITED WAREHOUSE-DISTRIBUTION: APPROX. 64,300 SF SPEC R&D
- PROPOSED RETAIL BUILDINGS: APPROX. 35,800 SF

TOTAL PROPOSED SQUARE FOOTAGE  
533,700 SF

Development Plan (D22-00011) and Conditional Use Permits (CUP22-00013, CUP22-00014, CUP22-00015, CUP22-00018, CUP22-00019, CUP22-00021, CUP22-00022, CUP22-00023, CUP22-00024)

