CALIFORNIA COASTAL COMMISSION
SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
(619) 767-2370

RECORD PACKET COPY

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TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR
SHERILYN SARB, DISTRICT MANAGER, SAN DIEGO AREA OFFICE
LAURINDA OWENS, COASTAL PROGRAM ANALYST, SAN DIEGO DISTRICT

SUBJECT: STAFF RECOMMENDATION ON CITY OF SAN DIEGO MAJOR AMENDMENT NO. 1-02(A)(LA JOLLA LAND USE PLAN UPDATE) TO THE CITY OF SAN DIEGO LOCAL COASTAL PROGRAM (For Public Hearing and Possible Action at the Coastal Commission Meeting of February 5-7, 2003)

SYNOPSIS

The proposed LCP amendment (component A) was submitted on 7/25/02 and was filed on 9/23/02. A one-year time extension was granted on 12/11/02. As such, the last date for Commission action on this item is December 23, 2003. Two other components of this LCP submittal also include (B/La Jolla Rezones), which consists of associated rezonings of specific properties in the La Jolla community. A third component (C/Estates at Costa del Mar) consists of an amendment to the City of San Diego's certified Implementation Plan to rezone a 10-acre property in North City from AR (Agricultural Residential)-1-1 to AR-1-2. Both of these latter components will be scheduled for Commission review at a later date.

SUMMARY OF AMENDMENT REQUEST

The proposed submittal comprises a comprehensive updated La Jolla Community Plan and Local Coastal Program Land Use Plan. The City has consolidated the goals, policies and recommendations from the 1972 La Jolla Shores Precise Plan, the 1975 La Jolla Community Plan and the 1983 La Jolla-La Jolla Shores Local Coastal Program into one plan for La Jolla thereby eliminating duplication of goals and policies and ensuring consistency among plan recommendations. Although the LCP submittal is being treated as an update to the community plan; the plan has also been updated with new information so it is essentially an entirely new LCP Land Use Plan (LUP) for the La Jolla community which addresses several new issues and contains many new policies. As such, the updated LUP results in the rescission of the 1972 La Jolla Shores Precise Plan, the 1975 La Jolla Community Plan and the 1983 La Jolla-La Jolla Shores Local Coastal Program Land Use Plan. The La Jolla Shores Precise Plan more specifically regulated development in the La Jolla Shores area which is located in northern La Jolla whereas the other two documents, the La Jolla Community Plan and La Jolla-La Jolla Shores Local Coastal Program (Addendum) governed all of the La Jolla area.

The La Jolla Land Use Plan Update has been developed to address the coastal issues which have been identified by Commission and City staff, along with the citizens and property owners of La Jolla, as well as other interested parties. The La Jolla Land Use Plan covers approximately 4,680 acres that comprise the community of La Jolla. As most of the community is located within the Coastal Zone, the City has included issues and policies related to the requirements of the Coastal Act.

Further information on the La Jolla Local Coastal Program Land Use Plan (LCP) submittal may be obtained from Laurinda R. Owens, Coastal Planner, at (619) 767-2370.

SUMMARY OF STAFF RECOMMENDATION

Staff recommends that, following a public hearing, the Commission deny the land use plan amendment as submitted and then approve the land use plan amendment, subject to suggested modifications.

The report has been organized to address the following policy groups: Steep Hillsides/Open Space and Natural Resource Protection, Public Access/Shoreline Areas/Recreation; Hazards/Shoreline Protection; and, Sensitive Biological Resources/Water Quality. Major issues of concern in the LUP are requirements for protection of inland hillsides and open space areas; in particular, steep slopes which have been identified on Map C-720 as sensitive due to biological or visual resources or geologic hazards.

In addition, protection of visual resources is also a significant concern; in particular, for those properties located between the first coastal roadway and the sea. Policies have been suggested to assure yards and setback areas are maintained between the ocean and the first coastal roadway to preserve public views, and that variances for yard setback areas in such areas are carefully reviewed to assure that encroachment into identified public view corridors and/or scenic overlooks are avoided or minimized to the maximum extent possible.

Concerns pertaining to public access include retention of street parking used for beach access purposes in the residential areas of La Jolla and La Jolla Farms area and removal of any unpermitted red-curbing of public streets in these areas; also, implementation of a comprehensive sign program along major coastal access routes to identify existing physical and visual access points.

With regard to protection of coastal bluffs, major issues include that adequate setbacks from the bluff edge are maintained to avoid the need for shoreline protection or bluff erosion control devices; that for new development on coastal bluffs, the applicants accept a deed restriction to waive all rights to protective devices associated with the property; and that obsolete or unnecessary protective devices be required to be removed, when feasible. Another major issue is with regard to substantial demolition and reconstruction of, and substantial additions to, previously-conforming structures located on coastal blufftop lots. Policies have been suggested which require the entire structure be brought into conformance with the policies and standards of

the LCP, for additions that increase the size of the structure by 50% or more, or demolition/reconstruction that results in replacement of more than 50% of the structure, including work occurring after effective certification of the LCP. These policies will help assure that all new development will be setback adequately from the buff edge and that the geologic and visual quality of coastal bluffs will be restored over time.

The last issue pertains to water quality to incorporate Best Management Practices and standards into the LUP to address uncontrolled and polluted urban runoff.

The appropriate resolutions and motions begin on page 5 . The suggested modifications begin on page 6. The findings for denial of the Land Use Plan Amendment as submitted and for approval, if modified, begin on page 26.

BACKGROUND

The La Jolla Community Plan/Local Coastal Program is part of the City of San Diego's certified LCP which contains 12 segments. The Commission approved, with suggested modifications, the La Jolla-La Jolla Shores LCP segment of the City of San Diego's Local Coastal Program in April, 1983. The two Planned District Ordinances (PDOs) which regulate commercial development in the La Jolla Shores and downtown La Jolla areas were approved by the Commission in 1984 and 1989, respectively. The City proposed to update the La Jolla Community Plan in 1985 which was approved by the Commission, with suggested modifications, at its May 11, 1995 meeting. However, due to concerns over visual access requirements in the nearshore area by a few property owners, the City was not able to agree to the suggested modifications and thus, the LUP was never effectively certified. The City has recently acquired grant monies to complete its LCP efforts and has thus proposed the current LUP Update which is similar to that which was approved in 1995. However, since that time, additional issues have been identified, as discussed on the preceding page.

PART I. OVERVIEW

A. LCP HISTORY

The community of La Jolla is largely a coastal-oriented town which is a prime visitor-destination area adjacent to the Pacific Ocean with upland areas including steep hillsides, and is bordered by the communities of North City to the north, University City to the east, Pacific Beach to the south, and the Pacific Ocean to the west. The majority of the community is located within the Coastal Zone. The eastern coastal zone boundary follows Torrey Pines Road southward to Ardath Road, La Jolla Scenic Drive South, and southwesterly on Rutgers Road to La Jolla Mesa Drive in a westerly direction to La Jolla Boulevard and then south to the boundary with the community of Pacific Beach.

The main entrance to La Jolla is on westbound Ardath Road from Interstate 5 with access also gained from the north along Torrey Pines Road, La Jolla Scenic Drive, and from the south from the Pacific Beach community along La Jolla Boulevard. The community is characterized by areas of both fairly level marine terraces and steep coastal bluffs. The community's shoreline contains prime areas for recreational opportunities, with many of the beaches being city owned. Further inland, are steep foothills which contain native coastal sage chapparal plant communities and which provide spectacular panoramic views of the ocean to the west.

The community of La Jolla is a neighborhood within the City of San Diego. There are numerous beach and recreational areas within the community which include, from south to north: Tourmaline Surfing Park, Bird Rock, Windansea, Children's Pool, The Cove/Ellen Scripps Park, La Jolla Shores/Kellogg Park, La Jolla Farms, Black's Beach and the La Jolla Underwater Park. Commercial areas are primarily developed in the central core of La Jolla along Prospect and Pearl Streets and Girard Avenue. Other commercial areas include La Jolla Boulevard in the Bird Rock and Windansea areas and Avenida de la Playa in the La Jolla Shores area.

B. STANDARD OF REVIEW

The standard of review for land use plans, or their amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, it states:

Section 30512

> (c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds

that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

C. PUBLIC PARTICIPATION

The City has held Planning Commission and City Council meetings with regard to the subject amendment request. All of those local hearings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to each resolution.

I. **MOTION I:** ***I move that the Commission certify the Land use Plan Amendment for the City of San Diego LCP #1-02(A) as submitted.***

STAFF RECOMMENDATION OF DENIAL:

Staff recommends a **NO** vote on the motion. Failure of this motion will result in denial of the land use plan as submitted and adoption of the following resolution. The motion to certify as submitted passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO DENY CERTIFICATION OF LAND USE PLAN AMENDMENT AS SUBMITTED:

The Commission hereby denies certification of the Land Use Plan Amendment submitted for the City of San Diego LCP #1-02(A) and adopts the findings set forth below on grounds that the land use plan as submitted does not meet the requirements of and is not in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan would not meet the requirements of the California Environmental Quality Act, as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the land use plan as submitted.

I. **Land Use Plan Certification with Suggested Modifications**

MOTION: ***I move that the Commission certify the Land Use Plan Amendment for City of San Diego LCP #1-02(A) as submitted by the City of San Diego, if modified as suggested in this staff report.***

STAFF RECOMMENDATION TO CERTIFY IF MODIFIED:

Staff recommends a **YES** vote. Passage of this motion will result in certification of the land use plan with suggested modifications and adoption of the following resolution and findings. The motion to certify with suggested modifications passes only upon an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO CERTIFY THE LAND USE PLAN WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the Land Use Plan Amendment for the City of San Diego LCP #1-02(A) if modified as suggested and adopts the findings set forth below on grounds that the land use plan with the suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan if modified as suggested complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the land use plan if modified.

PART III. SUGGESTED MODIFICATIONS

Staff recommends the following suggested revisions to the proposed LCP Amendment be adopted. The underlined sections represent language that the Commission suggests be added, and the ~~struck out~~ sections represent language which the Commission suggests be deleted from the language as originally submitted.

1) On Page 11, under Plan Organization, the third paragraph in right-hand column shall be revised as follows:

- Elements of the community plan serve as the framework for generating land use goals for the future development and the protection of environmentally sensitive resources within the community, and describes the policies that will guide the actions of the city as it works toward achieving these goals. Each element has five main sections: Goals, Background, Policies, Action Plan, and Plan Recommendations. The goals are general statements of vision and objectives of the element. The background section provides general information and context for the various topics regarding the element. The policies are specific objectives and design criteria that guide the implementation. The action plan identifies specific actions that need to be taken to address certain policies and plan recommendations. The plan recommendations are directives on standards and requirements that implement the policies. This section also contains tables of recommended actions to implement the policies and proposals of the plan and time frames for achieving them.

2) On page 26 revise the section titled Nonpoint Source Pollution Runoff as follows (as suggested by the City):

- Nonpoint Source Pollution in Urban Runoff

~~The Community Facilities, Parks and Services Element contains references to the City of San Diego's ongoing management measures to identify, prevent and control nonpoint source pollution~~. The~~is~~ citywide issue of ensuring that new development and redevelopment address nonpoint source pollution from urban runoff is being ~~will be~~ addressed through a multi-tiered strategy ~~in~~ first, the *Progress* Guide *and General Plan* is being amended to include water quality and watershed protection principles; ~~and~~ second, City ordinances, including the Storm Water Management and Discharge Control Ordinance (M.C. Section 43.03 et seq.), and Storm Water Runoff and Drainage Regulations (M.C. 142.02 et seq) have been ~~will be~~ amended to comply with the City's Municipal Storm ~~w~~ Water National Pollutant Discharge Elimination System (NPDES) Permit to ensure the preservation of local water resources for future generations; and third, the City began implementation the Storm Water Standards Manual (dated October 23, 2002) on December 2, 2002 to ensure that all applicable construction and permanent storm water requirements are implemented on development and redevelopment projects.

For all new development and redevelopment in the La Jolla Community Planning area, the Community Facilities, Parks and Services Element contains references the City of San Diego's ongoing management strategy to identify prevent and control nonpoint source pollution associated with urban runoff, and identifies associated policies and recommendations to ensure the protection of water resources in the La Jolla community.

3) On Page 38, under Open Space Preservation and Natural Resource Protection, the last paragraph shall be revised as follows:

The City's Environmentally Sensitive Lands regulations and Sensitive Coastal Overlay zone regulations restrict the degree to which private development is allowed to encroach upon biologically sensitive open areas, steep hillsides and coastal bluffs in order to preserve their stability, plant and wildlife habitats. In addition, the open space designations and zoning protect the hillsides and canyons for their park, recreation, scenic and open space values. The location of the public and private dedicated and designated open space and park areas ~~and easements~~ in La Jolla are shown on Figure 7 and include, but are not limited to, all lands designated as sensitive slopes, viewshed or geologic hazard on City of San Diego Map C-720 dated 12/24/85 (last revision) .

4) On Page 40, under Steep Hillsides, the second paragraph shall be revised as follows:

The steep hillside ~~development~~ regulations contained in the Environmentally Sensitive Lands regulations of the Land Development Code are intended to preserve the natural hillsides and vegetation and the wildlife habitat areas and linkages that are located on many of La Jolla's steep slopes. Moreover, these regulations are intended to protect the visual resources of the community that can be seen from public vantage points along

these hillsides, to minimize the potential of hillside erosion due to excessive grading and disturbance, to revegetate and restore steep hillsides, when possible, and to protect public safety, particularly in areas of seismic and geological instability.

5) On Page 40, under Steep Hillsides, the last paragraph shall be revised as follows:

In addition, the steep hillside ~~development~~ and open space regulations are intended to be used in conjunction with the policies and plan recommendations identified in the Residential Element of this plan and the seismic and geological studies for the area.

6) On Page 47, Open Space Preservation and Natural Resource Protection, Policy 1(d) shall be struck and replaced with the following:

d. ~~Mitigation for biological impacts should, if possible, occur within the boundaries of the La Jolla community.~~ If biological impacts occur within the coastal zone of La Jolla, the mitigation should occur within the coastal zone of La Jolla, and if not, elsewhere within the La Jolla community. Mitigation for biological impacts within La Jolla should only be considered outside of the community if the applicant can demonstrate that there is no feasible way to mitigate within the community.

7) On Page 47, Open Space Preservation and Natural Resource Protection, Policy 1(f) shall be revised as follows:

f. The City ~~should~~ shall ensure the preservation of portions of public and private property that are partially or wholly designated as open space to the maximum extent feasible. Development potential on open space lands shown on Figure 7 shall be limited to preserve the park, recreation, scenic, habitat and/or open space values of these lands, and to protect public health and safety. Maximum developable area and encroachment limitations are established to concentrate development in existing developed areas and outside designated open space. Prior to the adoption of rezonings for the open space shown on Figure 7, and in addition to the Environmentally Sensitive Lands regulations, when applicable, the encroachment limitation standards taken from the OR-1-1 and OR-1-2 zone and included in Appendix L, shall be implemented for development on those portions of the property designated as open space on Figure 7.

8) On Pages 47-48, Visual Resources, Policy 2(a-c) shall be revised as follows:

a. ~~The City should ensure that p~~Public views from identified vantage points, to and from La Jolla's community landmarks and scenic vistas of the ocean, beach and bluff areas, hillsides and canyons ~~are~~ shall be retained and enhanced for public use (see Figure 9 and Appendix G).

a. ~~The City should ensure that p~~Public views to the ocean from the first public roadway adjacent to the ocean ~~are~~ shall be preserved and enhanced, including visual access across private coastal properties at ~~side~~ yards and setbacks.

b. ~~The City should ensure that t~~ The scenic value and visual quality of Mount Soledad Park, La Jolla Heights Park and habitat linkages through steep slopes and canyons ~~are~~ shall be protected from developments or improvements that would detract from the scenic quality and value of these resources.

9) On Page 48, Shoreline Areas and Coastal Bluffs, Policy 3(a) shall be revised as follows:

a. The City should preserve and protect the coastal bluffs, beaches and shoreline areas of La Jolla assuring that development occurs in a manner that protects these resources, encourages sensitive-development, retains biodiversity and interconnected habitats and maximizes physical and visual public access and along the shoreline.

Coastal bluffs are formed by constant wave action eroding the base of the cliffs, and causing the shoreline to move landward. The coastline retreat is rapid in some areas, slower in others, and can be greatly accelerated by human activities. To protect the natural beauty of the coastline while allowing the natural shoreline retreat process to continue, the City and the State aggressively regulate coastal development to prevent activities such as misdirected drainage from increasing natural erosion. Only appropriate erosion control measures that maintain the natural environment, yet allow for the effective drainage of surface water shall be permitted. Surface water drainage ~~should~~ shall not be allowed to drain over or near the bluff, but rather shall be directed towards the street or directed into subterranean drainage facilities with energy dissipating devices. Where street drainage systems erode bluffs, the drainage system should be redesigned to present bluff erosion.

10) On Page 48, Shoreline Areas and Coastal Bluffs, Policy 3(b) shall be revised as follows:

b. The City ~~should~~ shall maintain, and where feasible, enhance and restore the shoreline areas such as Torrey Pines City Beach, Coast Walk, Emerald Cove, Wipeout Beach and Hospital Point, along with the areas of Scripps Park, Coast Boulevard Park, including Shell Beach and the Children's Pool, in order to benefit present and future residents and visitors to these areas (see Appendix G, Figures A through E).

11) On Page 48 Shoreline Areas and Coastal Bluffs Policy 3c shall be revised as follows:

c. Development on coastal bluffs should be set back sufficiently from the bluff edge to avoid the need for shoreline or bluff erosion control devices so as not to impact the geology and visual quality of the bluff and/or public access along the shoreline.

12) On Page 48, Shoreline Areas and Coastal Bluffs, Policy 3(d) shall be revised as follows:

d. Accessory structures located within the bluff edge setback should be removed or relocated if determined that they pose a threat to bluff stability. When feasible, accessory structures should be brought into conformance with current standards and regulations.

13) On Page 49, Shoreline Areas and Coastal Bluffs Policy 3(e) shall be revised as follows:

e. On coastal bluff property, when ~~redevelopment~~ demolition and/or reconstruction of an existing previously conforming structure ~~includes the demolition or removal~~ results in replacement of 50 percent or more of the previously-conforming structure, ~~exterior walls~~, require the entire structure to be brought into conformance with all policies and standards of the Local Coastal Program ~~development regulations pursuant to the Land Development Code,~~ including, but not limited to, bluff edge setback. The 50 percent ~~removal~~ replacement is a cumulative total measured from March 17, 1990. Additions that increase the size of the structure by 50 percent or more, including all additions that were undertaken after March 17, 1990, shall not be authorized unless such structures are brought into conformance with the policies and standards of the Local Coastal Program.

14) On Page 49, Steep Hillsides Policy 4(a) shall be revised as follows:

a. The City ~~should~~ shall apply the Environmentally Sensitive Lands regulations to all new development on property in La Jolla having slopes with a natural gradient of 25 percent or greater and a minimum differential of 50 feet. The Environmentally Sensitive Lands regulations provide supplementary development regulations to underlying zones such as development encroachment limits for natural steep slopes, erosion control measures and compliance with design standards identified in the Steep Hillside Guidelines. Development on steep hillsides shall avoid encroachment into such hillsides to the maximum extent possible. When encroachment is unavoidable, it shall be minimized and in accordance with the encroachment limitation standards contained in the plan. These regulations ~~to~~ assure that development occurs in a manner that protects the natural topographic character of the hillsides as well as ~~to~~ insure that development does not create soil erosion or contribute to slide damage and the silting of lower slopes. Disturbed portions of steep hillsides shall be revegetated or restored to the extent possible.

15) On Page 49, Steep Hillside Policy 4(b) shall be revised as follows:

b. The City should not issue a development permit for a project located on steep hillsides ~~natural slopes~~ in La Jolla, unless all the policies, recommendations and conditions identified in this plan element are met.

16) On Page 49, Steep Hillside Policy 4(c) shall be revised as follows:

c. The City should ~~maintain~~ rezone ~~the existing zone of slopes above 25 percent~~ open space areas shown on Figure 7 as open space and should discourage the rezoning of ~~these~~ other steep slopes areas to allow a higher residential density than what is currently allowed.

17) On Page 49, Public Access, Policy 5(b) shall be revised as follows:

b. ~~The City should institute a~~ The City should institute a comprehensive sign program along Prospect Street, North Torrey Pines Road, La Jolla Boulevard and La Jolla Shores Drive and La Jolla's coastline to identify existing public access points and enhance public safety along the coastal bluffs. The implementation of such a program could be done by the City through the Capital Improvement Program and/or through the review process for private development.

18) On Page 49, Public Access, Policy 5(c) shall be revised as follows:

c. The City ~~should~~ shall maintain, and where feasible, enhance and restore existing parking areas, public stairways, pathways and railings along the shoreline to preserve vertical access (to the beach and coast), to allow lateral access (along the shore), and to increase public safety at the beach and shoreline areas. No encroachment into the public right-of-way should be permitted within the Coastal Zone without a permit.

19) On Page 51, Open Space Preservation and Natural Resource Protection, revise and replace the last implementation measure with the following implementation measure:

IMPLEMENTATION	ADOPT WITH PLAN	TIMING WITHIN 5 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
~~Develop an appropriate OR zone and apply to portions of private or public property that are designated open space~~	•		Planning Dept.	City	~~Policy 2c~~ ~~Recommendation 1f~~
Apply encroachment limitation standards shown in Appendix L to portions of private property that are designated open space and shown on Figure 7, including but not limited to, all lands shown as sensitive slopes,					Policy 1(f) Recommendation 1e

viewshed or geologic hazard on City of San Diego Map C-720.

20) On Page 51, Open Space Preservation and Natural Resource Protection, add the following implementation measures:

IMPLEMENTATION	ADOPT WITH PLAN	TIMING WITHIN 5 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Rezone to OR 1-1 or OR 1-2 portions of Private property that are designated open space and shown on Figure 7, including but not limited to, all land shown as sensitive, slopes, viewshed or geologic hazard on City of San Diego Map C-720		•	Planning Dept.		Policy 1f, 4c Recommendation 1e
Apply appropriate open space zones to all publicly owned dedicated or designated open space shown on Figure 7 through rezoning.		•			Policy 1f Recommendation 1f
Prepare with the community a needs assessment for all public access points along the shoreline to formulate recommendations for needed improvements		•	Planning Dept.	City	Policies 3b, 5a, b, c, 7 Recommendations 3a-g & 3i, 3m & 3r

21) On Page 52, Open Space Preservation and Natural Resource Protection Recommendation 1(a) shall be revised as follows:

a. Limit encroachment of new development in sensitive resource areas by implementing the Environmentally Sensitive Lands regulations of the Land Development Code. These regulations establish encroachment limits for sensitive hillsides and biological areas that adequately preserve and protect resources while allowing a limited amount of development on private property and require preservation of sensitive areas not ~~proposed~~ approved for development.

Limit encroachment of new development in open space areas identified in Figure 7 by implementing the appropriate open space zone regulations of the Land Development Code. These regulations implement the open space policies of this plan by limiting uses, establishing encroachment limits for lots that are entirely or partially designated as open space, while allowing a limited amount of development on private property, and requiring preservation of open space areas not approved for development. Until the open space areas are rezoned to the appropriate open space zone, apply the encroachment limitation standards in Appendix L to development proposals on private property that contains any portion in open space designation as shown in Figure 7.

22) On Page 52, Open Space Preservation and Natural Resource Protection Recommendation 1(e) shall be revised as follows:

e. Preserve sensitive resource and open space areas to the maximum extent possible. Allow only limited development in these areas. Rezone open space areas on private property to an Open Space-Residential (OR) zone so that the open space can be preserved to the appropriate level while allowing limited development of the property. Apply encroachment limitation standards, shown in Appendix L, to establish maximum developable area and preserve open space values prior to completion of rezones.

23) On Page 52, Visual Resources Recommendation 2(a) shall be revised as follows:

a. Install utility lines and accessory facilities and equipment underground in dedicated parkland and in open space areas. Encourage new and existing development to locate cable, telephone and utility lines underground wherever feasible. Do not obstruct public views to Mount Soledad and to and along the ocean, as identified in Figure 9 and Appendix G, by overhead utility poles that intrude on the views to these natural features from public places.

24) On Page 53, Visual Resources Recommendation 2(c) shall be revised as follows:

c. Protect public views to and along the shoreline as well as to all designated open space areas and scenic resources from public vantage points as identified in Figure 9 and Appendix G (Coastal Access Subarea maps). Public views to the ocean along public streets are identified in Appendix G. Design and site proposed development that may affect an existing or potential public views to be protected, as identified in Figure 9 or in Appendix G, in such a manner as to preserve, enhance or restore the designated public view.

25) On Page 53, Visual Resources Recommendation 2(d) shall be revised as follows:

d. Implement the regulation of the building envelope to preserve public views through the height, setback, landscaping and fence transparency regulations of the

Land Development Code that limit the building profile and maximize view opportunities.

26) On Page 53, Visual Resources Recommendation 2(e) shall be revised as follows:

e. Where development is visible from ~~existing streets serve as~~ public vantage points, as identified in Figure 9 and Appendix G including, but not limited to, view corridors and scenic overlooks and their associated viewsheds, set back and terrace development on corner lots and/or away from the street in order to preserve and enhance the public view~~s~~ provided from the public vantage point to and along the ocean. ~~Vigorously~~ In-review of variance~~s~~ requests for reduced ~~sideyard and frontyard~~ setbacks within the viewshed of public vantage points, ~~when development occurs~~ adjacent to identified view corridors or on property between the ocean and first coastal roadway, do not allow any reduction in the public view provided to and along the ocean. Figure 9 and Appendix G list streets that provide identified public views to and along the ocean to be protected from visual obstruction.

27) On Page 53, Visual Resources Recommendation 2(h) shall be revised as follows:

h. Where new development is proposed on property that lies between the shoreline and the first public roadway, preserve, enhance or restore existing or potential view corridors within the ~~side~~ yards and setbacks by adhering to setback regulations that cumulatively, with the adjacent property, form functional view corridors and prevent an~~d~~ appearance of the public right-of-way-being walled off from the ocean.

28) On Page 53, Visual Resources Recommendation 2(j) shall be revised as follows:

j. As viewed from identified scenic overlooks, minimize the impact of bulk and scale, rooflines and landscaping on the viewshed over the property.

29) On Page 53, Shoreline Areas Recommendation 3(a) shall be revised as follows:

a. Maintain, enhance and restore existing facilities including streets, public easements, stairways, pathways and parking areas in order to provide adequate public access to the shoreline. Detailed maps and specific subarea recommendations are provided in Appendix G.

30) On Page 54, Shoreline Areas Recommendation 3(d) shall be revised as follows:

d. Maintain, enhance and restore coastline resource-based parks such as Tourmaline Surfing Park and La Jolla Strand Park, between Playa del Sur and Palomar Street, in order to preserve the scenic quality of these areas.

31) On Page 54, Shoreline Areas Recommendation 3(f) shall be revised as follows:

e. Maintain, enhance and restore the natural scenic character of existing coastal trails such as those of Coast Walk and Mira Monte Place. Maintain the right-of-way along Coast Walk between the existing footbridge at Park Row and Goldfish Point, for pedestrian use only.

32) On Page 54, Shoreline Areas Recommendation 3(i) shall be revised as follows:

i. Maintain, enhance and restore all existing steps and paved access ramps to beach and shoreline parks, such as those at Marine Street Beach, Tourmaline Surfing Park and La Jolla Strand Park, in order to increase public safety and vertical access to these areas.

33) On Page 54, Shoreline Areas Recommendation 3(l) shall be revised as follows:

l. ~~Designate~~ Consider establishing public access to and dedication of Charlotte Park as public open space.

34) On Page 55, Shoreline Areas Recommendation 3(q) shall be revised as follows:

q. Where new development is proposed on property that lies between the shoreline and the first public roadway, offer for dedication as a public easement, lateral access along the ~~beach~~ shoreline.

35) On Page 55, Shoreline Areas Recommendation 3(r) shall be revised as follows:

r. Maintain or, if necessary, remove, modify or relocate landscaping on City-owned land and easements, and public right-of way, to preserve, enhance, or restore identified public physical and/or visual access to the ocean.

36) On Page 55, Shoreline Areas Recommendations 3(s), 3(t) and 3(u) shall be added as follows:

s. Maintain and enhance additional park furnishings such as guard rail, benches, trash, receptacles, and signs at Forward Street. Discourage access down bluffs due to hazards. Consider reserve site for stairway if future needs warrant it and geologic hazard can be mitigated. Maintain visual access and view corridor. If offered, accept Coastal Commission required easement as view corridor only.

t. Maintain and enhance additional park furnishings such as guard rail, benches, trash, receptacles, and signs at Midway Street. Discourage access down bluffs due to hazards. Consider reserve site for stairway if future needs warrant it and geologic hazard can be mitigated. Maintain visual access and view corridor.

u. Calumet Park should be given a high priority for the development of an access stairway down the bluff. Access should be contingent upon adequate mitigation

of geologic and bluff stability problems. Utilize drought tolerant, non-invasive landscaping materials to beautify park.

37) On Page 55, Coastal Bluffs Recommendation 4(b) shall be revised as follows:

b. Set back new development on property containing a coastal bluff at least 40 feet from the bluff edge so as to not impact the geology and visual quality of the bluff. This setback may be reduced to not less than 25 feet if evidence is provided that indicates the site is stable enough to support the development at the proposed location without requiring construction of shoreline protective measures throughout the economic lifespan of the structure (not less than 75 years). Require applicants to accept a deed restriction to waive all rights to protective devices associated with development on coastal bluffs. Do not allow a bluff edge setback less than 40 feet if erosion control measures or shoreline protective devices exists on the site ~~due to excessive erosion~~ which are necessary to protect the existing principal structure in danger from erosion. Require removal of obsolete or unnecessary protective devices, when feasible, and in a safe manner, or otherwise allow such devices to deteriorate naturally over time without any improvements allowed, to restore the natural integrity and visual quality of the coastal bluff over the long-term. When appropriate, development may include fencing to deter trespassing and protect fragile resources, and erosion control measures. These measures, such as seawall and drainage conduits, are subject to the Environmentally Sensitive Lands regulations which will ensure that such measures do not alter the natural character of the bluff face, restrict public access, or encroach on public property. Do not allow erosion control measures on a site where development was approved with less than a 40 foot bluff edge setback, unless otherwise permitted in the Sensitive Coastal Bluff Regulations in the Land Development Code.

38) On Page 55, Coastal Bluffs Recommendation 4(d) shall be revised as follows:

d. Permit placement of shoreline protective works, such as air-placed concrete, seawalls, revetments and parapets, only when required to ~~save~~ serve coastal dependent uses or when there are no~~t~~ other feasible means to protect existing principal structures such as homes in danger from ~~of~~ erosion ~~from wave action~~, and when such protective structures are designed to eliminate or mitigate adverse impacts on shoreline sand supply. Do not allow the placement of such protective structures to encroach on any public areas unless engineering studies indicate that minimal encroachment may be necessary to avoid significant erosion conditions and that no other viable alternative exists. Require replacement protection to be located as far landward as possible, and require infilling between protective devices to encroach no further seaward than the adjacent devices/structures. Remove obsolete protective structures, when feasible, and restore beach area to public use.

39) On Page 56, Coastal Bluffs Recommendation 4(j) shall be revised as follows:

j. Require removal or relocation of accessory structures located within the bluff edge setback if it is determined, in conjunction with proposed development on the site, that such structures pose a threat to the bluff stability, or, such structures should be brought into conformance with current regulations.

40) Page 56, Coastal Bluffs Recommendation 4(k) shall be revised as follows:

k. For structures located partially or entirely within the bluff edge setback, require all additions (at grade and at upper floors) to be landward of the bluff edge setback line. Additions that increase the size of the structure by 50 percent or more, including all authorized additions that were undertaken after March 17, 1990 (effective certification of the LCP), shall not be authorized unless such structures are brought into conformance with the policies and standards of the Local Coastal Program.

41) On Page 56, Coastal Bluffs Recommendation 4(l) shall be added as follows:

l. For structures located partially or entirely within the bluff edge setback, do not authorize demolition and/or reconstruction that results in replacement of more than 50 percent of the structure, including all demolition and/or reconstruction that was undertaken after March 17, 1990, unless the entire structure is brought into conformance with the policies and standards of the Local Coastal Program. Replacement of more than 50 percent of a structure includes, but is not limited to, removal of more than 50 percent of the exterior walls or removal of a substantial portion of the exterior walls in combination with substantial reconstruction of more than 50 percent of the interior of the structure.

42) On Page 56, under 5. Steep Hillsides, the first paragraph should be revised as follows:

In addition to the recommendations contained in the Residential Element of this plan and the requirements in the Land Development Code, including the Environmentally Sensitive Lands regulations and the Steep Hillside Guidelines of the Land Development Manual, the following ~~h~~Hillside Development Guidelines ~~recommendations~~ ~~should~~ shall be used as requirements in evaluating new development proposed on all properties containing slopes in La Jolla which equal or exceed 25 percent:

43) On Page 57, the Steep Hillsides Recommendation 5(k) shall be revised as follows:

k. Set back large residential structures from the top of slope of steep hillsides so that the design and site placement of a proposed project respect the existing natural landform~~lord~~ ~~resources~~ and steep hillside character of the site ~~in accordance with the Environmentally Sensitive Lands regulations and the Steep Hillside Guidelines in the Land Development Manual~~. This is especially important for those locations that are visible from natural open space systems, park lands, major

coastal access routes and the seashore. The reservation of the natural character of these areas depends upon minimizing visual intrusions.

44) On Page 58, the Steep Hilllsides Recommendation 5(r) shall be revised as follows:

r. Require lot divisions to have a portion of each created lot in areas of less than 25 percent gradient. The portion of the lot to be in slopes of less than 25 percent gradient should be large enough to accommodate development consistent with the open space and resource protection policies of this plan and the Land Development Code; and in areas where there is a Floor Area Ratio, the area should be equal to or exceeding the area represented by the Floor Area Ratio for the zone in which the property is located. This requirement would not apply to parcels restricted to open space uses, either by dedication or transfer of title to the City or another responsible agency. In the case of clustered developments obtained through a Planned Development Permit, allow lot divisions provided the development is located in the flattest and/or disturbed portions of the site and is designed to harmonize with the natural features of the hillsides.

45) On Page 58, the Steep Hillsides Recommendation 5(s) shall be revised as follows:

s. Locate developments, grading or land alterations (including private access roads) associated with subdivisions or development permits on existing slopes of less than 25 percent gradient, and harmonize the site design with the natural features of the hillsides. ~~Develop s~~Specific criteria govern the extent of development area and allowable encroachment into steep hillsides in order to preserve, to the maximum extent possible, open space value, natural steep hillsides, sensitive resources and wildlife habitat and linkages. When encroachment onto steep hillsides is unavoidable, encroachment is permitted in such steep hillsides to provide for a development area of up to a maximum 25% of the premises on property containing less than 91% of such steep hillsides. On existing legal lots, where 91% of the property or greater is steep hillsides, the maximum allowable development area is 20% of the premises, thereby preserving the remaining portions of the hillside in a natural undisturbed state. However, an additional 5% encroachment may be permitted if necessary to allow economically viable use.

46) On Page 59, Steep Hillside Recommendation 5(t) should be revised as follows:

t. Preserve steep hillsides in their natural state and minimize encroachments into hillsides to the maximum extent possible to preserve their open space value. On existing legal lots with steep hillsides, encroachment into the steep hillside area should be limited in order to preserve portions of the hillside in a natural, undisturbed state while providing useable development area. The trimming of vegetation that retains the root stock and is greater than thirty feet from any structure (Zone 2 brush management) as mandated by the City in order to meet Fire Code regulations ~~is~~ may be exempted from this encroachment limitation, if habitat quality is maintained.

47) On Page 59, Natural Resources and Open Space System Element, Plan Recommendation 5(x) shall be revised as follows:

x. Create a monitoring program to ensure compliance with this plan's policies and recommendations related to hillside grading and drainage.

48) On Page 69, Transportation System Element, Parking Recommendation 4(e) shall be revised to read as follows:

l. Require that all proposed development maintain and enhance public access to the coast by providing adequate parking per the Coastal Parking regulations of the Land Development Code. This required parking ~~should take into account the additional parking needs of~~ includes higher parking ratios for multiple-dwelling units in the Beach Impact Areas, as well as the required prohibition of curb cuts where there is alley access, in order to retain and enhance publicly-accessible street parking for beach visitors.

49) On Page 69, Transportation System Element, a Parking Plan Recommendation 4(f) shall be added to read as follows:

f. All red-curbing on the first street adjacent to the ocean should be reviewed for appropriateness and previous authorization in order to assure that on-street parking is protected for beach visitors to the maximum extent feasible. Unauthorized red-curbing shall be removed.

50) On Page 78, Residential Land Use Element, under Development Near Coastal Bluffs, the following paragraph shall be revised as follows:

The shoreline bluffs are one of the community's most beautiful scenic resources and offer magnificent vistas of the ocean and the coastline of La Jolla. The views provided by these coastal bluffs continue to offer a tremendous incentive for residential development along the bluff top. Studies, however, have indicated that certain bluffs are susceptible to periodic erosion and are unstable. Seawalls, revetments and parapets which have been constructed in some cases to protect private homes and property may eventually become structurally unstable. Thus, the coastal bluff regulations that are contained in the Environmentally Sensitive Lands regulations of the Land Development Code are intended to guide the placement of these seawalls, revetments, parapets and residential structures in order to prevent structural damage to existing principal structures, minimize erosion of the bluff face, minimize impacts on local shoreline sand supply and maintain lateral public access along the coast.

51) On Page 80, Residential Land Use Element, Development Near Coastal Bluffs Policy 3(a) shall be revised as follows:

a. The City should ensure that residential projects along the coastal bluff maintain ~~side~~yards and setbacks as established by the underlying zone and other applicable regulations in the Land Development Code in order to form view corridors and to prevent a walled-off appearance from the street to the ocean.

52) On Page 83, add a new Action Plan item as follows (as suggested by the City):

IMPLEMENTATION	ADOPT WITH PLAN	WITHIN 5 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Prepare an urban design element to be included in the community plan		•	Planning Dept.	City	Policies 2 & 5 Recommendations 2 & 5

53) On Page 41, Correct Figure 7 to show Charlotte Park as Open Space

54) Add Appendix L to the land use plan as follows:

APPENDIX L

Encroachment Limitation Standards for Open Space shown on Figure 7 (taken from OR Zone regulations in the Land Development Code)

Within the open space shown on Figure 7 of this land use plan, encroachment shall be limited and no development shall occur unless the premises complies with the standards below:

Allowable Development in Open Space on Figure 7 (or OR Zones)

(a) On a site containing area designated as open space, up to 25 percent of the premises may be developed subject to the following:

(1) If the entire site is designated open space, and if 25 percent or more of the entire site is not in its natural state due to existing development, any new development proposed shall occur within the disturbed portion of the site and no additional development area is permitted.

(2) If only a portion of the site contains open space designation, the following shall apply:

(A) If less than 25 percent of the premises is outside the open space, the portion that is outside the open space shall be developed before any encroachment into the open space

portion of the site. Encroachment into the open space may be permitted to achieve a maximum development area of 25 percent of the entire site (including the open space and non-open space areas).

(B) If more than 25 percent of the premises is outside the open space, the area outside the open space may be developed and no additional development area is permitted.

(b) Within the Coastal Overlay Zone, coastal development on premises containing environmentally sensitive lands is subject to the use and encroachment limitations and any other applicable regulations established for those lands in the Local Coastal Program, in addition to the above encroachment limitation standards established for the open space portion of the site.

55) On Page 109, revise the section titled Nonpoint Pollution Runoff, as follows (as suggested by the City):

Storm Water Conveyance System - Nonpoint Source Pollution in Urban Runoff

The City of San Diego recognizes the impacts of nonpoint source pollution runoff on coastal waters . Pollutants in ~~U~~urban runoff are the~~is a~~ leading cause of water quality impairment in the San Diego region. As runoff flows over urban areas, it picks up harmful pollutants such as pathogens, sediment, fertilizers, pesticides, heavy metals, and petroleum products. These pollutants are conveyed through the City's storm water conveyance system into streams, lakes, bays and the ocean without treatment. New development, if not adequately designed, creates new surfaces which potentially contribute pollutants to the storm water conveyance system and eventually our beaches and bays. To address nonpoint source pollution in the land use planning phase of development, the City is in the process of updating it's *Progress Guide and General Plan* to include water quality and watershed protection policies and principles. To address current development and redevelopment projects, including all development projects in La Jolla, ~~Th~~the City's development regulations have been revised to include ~~approach to effectively reducing pollutants in urban runoff involves the application of a~~ a combination of site design, pollution prevention, source control and treatment control Best Management Practices (BMP's). These BMPs are considered "permanent" BMPs because they function throughout the "use" of a developed project site, and are contained in the City's Storm Water Standards Manual (dated October 23, 2002) and effective December 2, 2002. ~~The City of San Diego Progress Guide and General Plan will be amended to incorporate policies and principles designed to safeguard water resources for future generations.~~

56) On Page 110, revise the Community Facilities, Parks and Services Policies as follows (as suggested by the City):

8. The City should ensure that ~~proposed and~~ existing development ~~projects~~ adheres to the City Storm Water Management and Discharge Control ordinance in order to control non-storm water discharges, eliminate discharge from spills, dumping or disposal of materials other than storm water, and reduce pollution in urban storm water to the maximum extent practicable ~~possible~~.

   The City should ensure that proposed development and redevelopment projects adhere to the City's ~~Drainage Regulations~~, Storm Water Runoff and Drainage Regulations, and Storm Water Standards Manual in order to limit ~~water quality~~ impacts to water resources (including coastal waters), minimize disruption of the area's natural hydrologic regime, minimize flooding hazards while minimizing the need for flood control facilities, ~~to~~ reduce impacts to environmentally sensitive lands, and ~~to~~ implement federal and state regulations.

   ~~The City should maintain storm drains and~~ The City should continue education, enforcement and Best Management Practices and programs to address nonpoint source pollution runoff and its effect on water quality in order to ensure the preservation of local water resources. ~~The~~ Citywide development regulations ~~Municipal Stormwater Permit should~~ shall continue to include ~~enhanced~~ and improve BMPs designed to prevent and control nonpoint source pollution.

   The City should adopt~~ion of~~ new General Plan policies including watershed protection principles, to ~~and implementation of a full range of BMPs will~~ ensure the preservation for local water resources for future generations.

57) On Page 115, delete Plan Recommendation #7 in its entirety and replace it with the following Plan Recommendations #7 and #8:

7. Watershed Analysis, Planning, and Permitting

   The City shall promote watershed-wide water quality analysis and planning efforts the results of which will be considered during permitting. Watershed analysis and planning efforts should include:

   - Identifying priority watersheds where there are known water quality problems and where development pressures are greatest;
   - In priority areas, assessing land uses that degrade coastal water quality;
   - Analyzing suitability of project location, site designs, and storm water management plans for all new development using the watershed analysis information;
   - Promoting regional protection of natural drainage, riparian, wetland resources;
   - Promoting regional infiltration techniques for stormwater management;
   - Ensuring new development does not adversely impact watershed features, including springs, streams (including ephemeral streams), rivers, ponds, estuaries, wetlands, and drainage ways that have habitat value (including constructed) within the coastal watersheds.

- Evaluating all proposed channelization projects for potential benefits and/or adverse impacts on downstream water quality.
- Ensuring full public participation in the plan's development.

8. Development Analysis

a. Promote pollution prevention and elimination methods that minimize the introduction of pollutants into coastal waters and the generation of polluted runoff and nuisance flows.

b. Development shall not result in the degradation of the water quality of coastal surface waters including the ocean, coastal streams, or wetlands and of groundwater basins. To the maximum extent feasible, ensure that pollution from urban runoff not be discharged or deposited such that it adversely impacts groundwater, the ocean, coastal streams, or wetlands.

c. Development shall be designed to minimize to the maximum extent feasible, the introduction of pollutants that may result in significant impacts to surface waters, groundwater, or coastal waters. In order to meet these requirements, applicants shall prepare a post-development phase drainage and polluted runoff control plan that incorporates a Best Management Practice (BMP) or the combination of BMPs best suited to reduce pollutant loading to the maximum extent feasible. BMPs may include site design, source control, and treatment control BMPs.

d. Post-construction structural BMPs (or suites of BMPs) should be designed to treat, infiltrate, or filter the amount of storm water runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs and/or the 85th percentile, 1-hour storm event (with an appropriate safety factor, i.e. 2 or greater) for flow-based BMPs.

e. All structural BMPs shall be inspected, cleaned, and repaired as necessary to ensure proper functioning of the BMPs.

f. Promote the maintenance of predevelopment hydrologic conditions where feasible, such that downstream erosion is reduced and groundwater is recharged to a stable state.

g. Promote infiltration of runoff, including storm water and nuisance flow runoff, to protect the natural hydrologic cycle. Incorporate site drainage and landscape designs that minimize increases in peak runoff by promoting infiltration, filtration, and attenuation over landscaped areas or through permeable surfaces. Where possible, include infiltration BMPs (e.g. permeable pavements, dry wells, etc.) and apply techniques consistently over drainage areas. Where infiltration of runoff would exacerbate geologic hazards, include equivalent BMPs that do not require infiltration.

h. New development shall minimize the development footprint and directly connected impervious surfaces, as well as the creation of and increases in impervious surfaces.

i. New development shall protect the adsorption, purification, and retention functions of natural systems that exist on the site. Where feasible, drainage plans shall be designed to complement and utilize existing drainage patterns and systems, conveying drainage from the developed area of the site in a non-erosive manner. Disturbed or degraded natural drainage systems should be restored, where feasible

j. New development shall be sited and designed on the most suitable portion of the site while ensuring protection and preservation of natural and sensitive site resources by providing for the following:

- Protecting areas that provide important water quality benefits, areas necessary to maintain riparian and aquatic biota and/or that are susceptible to erosion and sediment loss;
- Analyzing the natural resources and hazardous constraints of planning areas and individual development sites to determine locations most suitable for development;
- Promoting clustering of development on the most suitable portions of a site taking into account geologic constraints, sensitive resources, and natural drainage features;
- Preserving and protecting riparian corridors, wetlands, and buffer zones;
- Minimizing disturbance of natural areas, including significant trees, native vegetation, and root structures;
- Using natural drainage as a design element, maximizing the preservation of natural contours and native vegetation;
- Limiting land disturbance activities such as clearing and grading, limiting cut-and-fill to reduce erosion and sediment loss, and avoiding steep slopes, unstable areas, and erosive soils.

k. The City shall develop a water quality checklist to be used in the permit review process to assess potential water quality impacts.

l. Management practices that enhance infiltration and help maintain the natural hydrologic cycle will be preferred except where site conditions make the use of enhanced infiltration unsafe. In these instances other management practices that provide similar water quality protection shall be used.

m. All new development shall meet the requirements of the California Regional Water Quality Control Board San Diego Region's *Waste Discharge Requirements for discharges of urban runoff from Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds of the County of San Diego, the Incorporated*

Cities of San Diego County, and the San Diego Unified Port District (Order No. 2001-01, dated February 21, 2001) or subsequent versions of this plan.

n. New roads, bridges, culverts, and outfalls shall not cause or contribute to streambank or hillside erosion or creek or wetland siltation and shall include BMPs to minimize impacts to water quality including construction phase erosion control and polluted runoff control plans, and soil stabilization practices. Where space is available, dispersal of sheet flow from roads into vegetated areas or other on-site infiltration practices shall be incorporated into road and bridge design.

o. Commercial development shall incorporate BMPs designed to minimize or avoid the runoff of pollutants from structures, landscaping, parking and loading areas.

p. Restaurants shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, phosphates, suspended solids, and other pollutants to the storm drain system.

q. Gasoline stations, car washes and automotive repair facilities shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, car battery acid, coolant, gasoline, and other pollutants to stormwater system.

r. Storm drain stenciling and signage shall be provided for new stormdrainconstruction in order to discourage dumping into drains.

s. Permits for new development shall be conditioned to require ongoing maintenance where maintenance is necessary for effective operation of required BMPs.

t. The City, property owners, or homeowners associations, as applicable, shall be required to maintain any permitted drainage device to ensure it functions as designed and intended. Owners of these devices shall be responsible for ensuring that they continue to function properly and additional inspections should occur after storms as needed throughout the rainy season. Repairs, modifications, or installation of additional BMPs, as needed, should be carried out prior to the next rainy season.

u. The City, property owners, or homeowners associations, as applicable, shall sweep permitted public and private streets frequently to remove debris and contaminant residue.

v. New development shall include construction phase erosion control and polluted runoff control plans. For example, such plans may include controls on timing of grading, BMPs for storage and disposal of construction materials, or design specifications of sedimentation basins.

w. New development that requires a grading/erosion control plan shall include landscaping and re-vegetation of graded or disturbed areas.

x. The use of efficient irrigation practices and native or drought-tolerant non-invasive plants to minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation will be recommended.

58) Listed below are the City's Correction/Clarification Items for the Draft June 2002 La Jolla Community Plan Update:

1. Princess Street View Cone to be added on Figure 9.

2. Change Policies referring to 1(f) and Recommendation to 1(e) in the last item of the Action Plan on page 51.

3. At the end of page 144, delete "of the San Diego Land Development Code."

4. Reinstate the graphics and note "previous location of unimproved foot trail on private parcels" on the Subarea A: La Jolla Farms-Physical Access map.

5. Expand Subarea C: La Jolla Shores maps to include missing area at Roseland Drive.

6. Show properties seaward of Spindrift Drive on Subarea D: Coast Walk-Visual Access map.

PART IV. FINDINGS FOR DENIAL OF CERTIFICATION OF THE CITY OF SAN DIEGO LAND USE PLAN AMENDMENT, AS SUBMITTED, AND FINDINGS FOR APPROVAL OF THE CITY OF SAN DIEGO LAND USE PLAN AMENDMENT, IF MODIFIED

A. AMENDMENT DESCRIPTION

The proposed submittal comprises a comprehensive updated La Jolla Community Plan and Local Coastal Program Land Use Plan. The City has consolidated the goals, policies and recommendations from the 1972 La Jolla Shores Precise Plan, the 1975 La Jolla Community Plan and the 1983 La Jolla-La Jolla Shores Local Coastal Program into one plan for La Jolla thereby eliminating duplication of goals and policies and ensuring consistency among plan recommendations. Although the LCP submittal is being treated as an update to the community plan, the plan has also been updated with new information so it is essentially an entirely new LCP Land Use Plan (LUP) for the La Jolla community which addresses several new issues and contains many new policies. As such, the updated LUP results in the rescission of the 1972 La Jolla Shores Precise Plan, the 1975 La Jolla Community Plan and the 1983 La Jolla-La Jolla Shores Local Coastal Program Land Use Plan.

The La Jolla Land Use Plan Update has been developed to address the coastal issues which have been identified by Commission and City staff, along with the citizens and property owners of La Jolla, as well as other interested parties. The La Jolla Land Use Plan covers approximately 4,680 acres that comprise the community of La Jolla. As most of the community is located within the Coastal Zone, the City has included issues and policies related to the requirements of the Coastal Act. The report has been organized to address the following policy groups: Steep Hillsides/Open Space and Natural Resource Protection, Public Access/Shoreline Areas/Recreation; Hazards/Shoreline Protection; and, Sensitive Biological Resources/Water Quality.

B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2(b) of the Coastal Act, that portions of the Land Use Plan as set forth in the preceding resolutions, are not in conformance with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act which states:

> The legislature further finds and declares that the basic goals of the state for the Coastal Zone are to:
>
> a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
>
> b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
>
> c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.
>
> (d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.
>
> (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Commission therefore finds, for the specific reasons detailed below, that the land use plan does not conform with Chapter 3 of the Coastal Act or the goals of the state for the coastal zone, unless modified as addressed in detail below.

C. CHAPTER 3 CONSISTENCY

1. Steep Hillsides/Open Space and Natural Resource Protection.

The Chapter 3 policies most applicable to this planning issue are:

Section 30230.

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231.

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30240.

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30251.

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.

Section 30253.

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
(2) 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.
(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.
(4) Minimize energy consumption and vehicle miles traveled.
(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Findings for Denial

The certified City of San Diego Local Coastal Program contains twelve land use plan segments and one Implementation Plan which consists of the Land Development Code and Land Development Manual and various Planned District Ordinances. All of the City's land use plan segments contain specific policies related to steep hillside development in response to Sections 30230, 30231, 30240, 30251 and 30253 of the Coastal Act which require that new development shall preserve the scenic and visual quality of coastal areas, be sited and designed to protect environmentally sensitive habitat areas and minimize risk in areas of flood, fire or geologic hazard. The policies for hazard areas, attached in their entirety as Exhibit 3, are contained in the currently certified 1983 La Jolla-La Jolla Shores LCP Addendum and have been developed to specifically address the sensitive hillside and canyon resources within the La Jolla community. In a city the size of San Diego, it is especially important to incorporate into the LCP land use plans specific policies meant to guide and direct development within each community, taking into consideration the specific resource values of that community. The land use plan policies must be utilized as the standard of review for all development in La Jolla, in addition to the implementing ordinances.

In order to establish an understanding of the protection that has historically been afforded the sensitive hillsides within La Jolla and a context for review of an update to the certified LUP, it is necessary to give a brief overview of past Commission involvement in development of LCP policies and implementation measures addressing protection of steep hillsides. In response to the above cited LUP and Coastal Act provisions, the City and Commission established the Hillside Review (HR) Overlay Zone as part of the previously certified City of San Diego LCP Implementation Plan. The purpose of the HR zone was to provide supplementary regulations to

assure that permitted development protects natural topographic features and character, aesthetic qualities, and environmental resources from direct or indirect impacts. Both the certified La Jolla and North City LUPs contain policy language which require new development to preserve steep sloping hillsides in excess of 25% gradient in their natural condition. Historically, only minor encroachments were permitted where an existing parcel was entirely (or almost completely) in steep slopes. In review of the City's LCP, the Commission has been vigilant about protecting both the resource and scenic values found on the steep slopes which would be destroyed, if disturbed, and about protecting downstream wetland areas which could be adversely impacted from erosion resulting from grading on steep hillsides.

Within the previously-certified HR overlay zone, the significant slopes greater than 25% that are sensitive either for habitat value, scenic amenities or potential geologic hazard were mapped on Map C-720, and those hillsides were protected by policies that limited encroachment through a "sliding scale" of discretionary permitted encroachment, depending on the amount of the site containing steep hillsides. For lots with 75% or less steep hillsides, a maximum 10 percent encroachment into steep slope areas would be permitted, and the percentage of encroachment allowed increased with an increase in the amount of steep hillsides on the site, to a maximum 20% encroachment if all or nearly all of the site contains steep hillsides. This encroachment limitation has always been considered by the Commission to be a discretionary allowance and not permitted by right.

The Land Development Code and more specifically the ESL regulations were certified by the Commission and became effective January 2000. With the ESL regulations, the City proposed a new method for addressing development proposals on sensitive hillsides. As proposed by the City, the ESL regulations for steep hillsides and sensitive biological resources would replace use of Map C-720, as the City intended to apply site-specific analysis to each development proposal to determine if steep hillsides or sensitive biological resources were present. The City's position was that property not mapped on C-720 would be regulated in the same manner as those properties shown on the map, and greater protection of sensitive coastal resources would be afforded. The ESL regulations proposed to replace the "sliding scale" approach with a "25% maximum allowable development area" afforded to all premises, and encroachment permitted within steep hillsides, if necessary, to achieve the maximum 25% allowable development area.

In review of the Land Development Code ESL regulations, the Commission did not accept the City's revised approach to steep hillside protection, but approved the LDC with suggested modifications that the Commission found were required to insure that sensitive steep hillsides, i.e., those with habitat value, scenic qualities, or potential geologic hazards, are protected to the extent necessary to carry out the certified LUPs. In its findings, the Commission also emphasized the encroachment into sensitive steep hillsides should not be considered a matter of right, but rather a discretionary encroachment that is allowed only for unusual situations and when it is unavoidable, as stated in the following excerpt from Coastal Commission Revised Findings of Approval of the Land Development Code dated May 14, 1999.

> "Therefore, the Commission finds when encroachment into steep hillsides is unavoidable, the allowance of any encroachment is a discretionary action. If a limit for coastal hillside encroachment is set by the use of the "up-to" 25% maximum allowable development area, as in the proposed LDC, this standard is more restrictive than the present "sliding scale" encroachment limit contained in the current certifed LCP. This is not true if the encroachment allowance is not applied in a discretionary manner, or for lots with more that 91% of the area in steep hillsides. For lots with 91% or more of the area in steep hillsides, the Commission finds a 20% maximum development area conforms with the certified land use plan policies. However, for such highly constrained properties it was suggested that specific criteria may be developed by the City to determine when an additional 5% encroachment may be permitted to allow an economically viable use. " (page 123)

The suggested modifications to the LDC were intended to insure that encroachment is not permitted solely for the purpose of obtaining the maximum allowable development area but rather only when encroachment is unavoidable, such as when necessary to access the less sensitive, flatter portions of the site. Such criteria has been incorporated into the Steep Hillside Guidelines, which are part of the certified Implementation Plan for the City's certified LCP. Additionally, there are Hillside Development Guidelines within the 1983 La Jolla La Jolla Shores LCP Addendum which are referenced in the ESL regulations and should be applied in review of all coastal development within the La Jolla community.

Further, the previously-certified Hillside Review (HR) Overlay Zone protected those areas mapped as sensitive, viewshed or geologic hazard on the certified Map C-720. The Map C-720 was the result of a rigorous mapping effort to represent a clear definition of steep hillsides containing environmentally sensitive habitats, significant scenic amenities or potential hazards to development within the City. Although the City proposed to replace Map C-720 with site specific mapping for steep hillsides and sensitive biological resources, in review of the ESL regulations, the Commission found there were several reasons why it is appropriate to utilize the currently certified HR maps (Map C-720 or similar criteria to develop new maps), to identify areas where the additional encroachment limitations should apply, within the Coastal Overlay Zone, in order to adequately carry out the land use plans. The Commission's Revised Findings of Approval for the Land Development Code dated May 14, 1999 state the following reasons:

> "They are: 1) The currently certified HR ordinance affords protection through the sliding scale encroachment limitations to hillside areas visible from I-5 and/or major inland canyon systems, regardless of habitat value; 2) There is a third criteria for protection that relates to the geologic stability of the area, regardless of visibility or habitat; 3) Examples of areas mapped as visible but not possessing sensitive vegetation include hillsides on the north and south sides of Los Penasquitos Canyon, Lopez Canyon and Carmel Valley, and hillsides visible from the freeway at Genesee and Interstate 5 and in the Sorrento Valley area. Some of these hillsides also have areas of geologic instability. The areas were identified as sensitive and worthy of

protection as part of the site specific mapping done prior to certification of the HR overlay provisions and Map C-720, as adequate to carry out the certified land use plans.

In summary, the Commission finds the certified land use plan policies establish encroachment limits on steep, naturally-vegetated hillsides through a "sliding scale" approach applicable within the Coastal Overlay Zone. The Commission has considered these encroachment limits to be discretionary, not permitted by right; and that development of the steep hillsides containing sensitive biological resources or mapped as viewshed or geologic hazard on Map C-720 should be avoided to the maximum extent possible. With the proposed suggested modifications, the steep hillside regulations are adequate to carry out the provision of the certified land use plans and Chapter 3 policies of the Coastal Act. The corresponding changes must also be made to the Open Space Zones Section 131.0250 and the Steep Hillside Guidelines. Other modifications address brush management and assure that a minimum 30 ft. setback is required from steep hillsides containing sensitive biological resources for new development and subdivisions." (page 124)

Therefore, in its review of the LDC, the Commission found that, as submitted by the City, the regulations for steep hillsides would cumulatively allow a greater amount of encroachment onto naturally vegetated hillsides than was intended by the above mentioned LUP policies. The Commission found that through the ESL regulations for steep hillsides as proposed by the City, the LUP policy language which has historically been applied to the slopes mapped as sensitive in the then currently certified LCP would not be implemented. To reach certification of the current Municipal Code and HR overlay provisions as adequate to carry out the land use plans, a rigorous mapping effort was completed to refine the steep slope encroachment concerns faced by the City and Commission. It was agreed that the mapping would represent a clear definition of the affected hillside and slopes within the coastal zone and their sensitivities. The certified map is referred to as the Coastal Zone Sensitive Slopes Map Drawing No. C-720 and includes steep hillsides containing environmentally sensitive habitats, or significant scenic amenities, or potential hazards to development.

An additional concern addressed at the time the HR provisions were certified was the potential for modifying a site's classification from sensitive to non-sensitive, because less stringent protective measures are afforded non-sensitive slopes in the LUP policies. The HR ordinance required a detailed slope analysis and biological survey as part of its application requirements and would not allow a change in a slope's classification without further review by the Commission. The previously-approved mapping of sensitive steep hillsides was field-checked and reviewed by staff. It was anticipated by the Commission that steep hillsides containing sensitive biological resources or mapped as viewshed or geologic on Map C-720 would continue to be regulated and protected through application of the ESL regulations. The Commission based its action on the assumption that, since the HR overlay included slopes of 25 percent grade and greater, that the majority of

the steep hillsides shown on Map C-720 would meet the definition of steep hillsides in the LDC. Additionally, specific references to Map C-720 remain in the steep hillside regulations contained within the certified Land Development Code. Those areas on Map C-720 not meeting the definition of steep hillsides would be regulated by the sensitive biological resource regulations, if habitat is present, and the open space policies and zoning in the LCP, if applicable.

In the submitted update to the La Jolla LCP land use plan, the City has included policies and recommendations addressing development on steep hillsides. The policies are minimal and reference application of the ESL regulations to all new development on property in La Jolla having slopes with a natural gradient of 25 percent or greater and a minimum differential of 50 feet, i.e. the definition of steep hillsides in the LDC. A steep hillside policy also states that the City should not issue a development permit for a project located on steep natural slopes in La Jolla, unless all the recommendations and conditions of this plan are met.

The submitted LUP recommendations addressing steep hillsides include much of the same language of the (Hillside Development Guidelines) contained in the currently certified LUP. These guidelines as they exist in the current LUP are attached as Exhibit 3. The Hillside Development Guidelines are also specifically referenced as applicable to steep hillside development within La Jolla in the ESL regulations. However, the submitted LUP update includes some changes to the Guidelines that are problematic for several reasons.

First, the City has included a reference to the ESL regulations and Steep Hillside Guidelines as if they replace the specific LUP policy language as the standard of review. The Commission finds these guidelines should stand on their own because the LUP is the basis for any current or subsequent regulations intended to implement the LUP policies. Second, the City has removed the encroachment limitation standards which, in the current LUP, include percentages of allowable encroachment pursuant to a "sliding scale". Instead of replacing those limitations with the "maximum allowable development area" criteria which the Commission accepted as an alternative to the "sliding scale", the City has eliminated these limitations as a standard applicable through the LUP. Without these specific provisions in the LUP, the standard of review for any subsequent City proposals to amend the LDC would be unclear.

Third, the previously-certified LUP Hillside Development guidelines make clear that steep hillsides are protected in the La Jolla community as natural landforms for their open space value and that disturbed hillsides should be restored, when feasible. Finally, there is a reference to trimming of vegetation for fire protection purposes that suggests all such brush clearance is exempt from the encroachment limitations contained in the plan. This is not consistent with past Commission actions that clearly indicates Zone 1 brush management to 30 feet is considered encroachment, as it often involves clearcut and removal of all

habitat value, and Zone 2 brush management may also be considered encroachment if all habitat value is removed.

With regard to the open space preservation and natural resource protection policies in the submitted LUP, the clear intent is to protect sensitive resources, such as coastal sage scrub and mixed chaparral, located in designated, as well as dedicated, open space areas and open space easements. Additionally, the policies ensure the preservation of portions of private property that are partially or wholly designated as open space to the extent feasible, and that all City-owned land designated as open space should be considered for dedication. The designated open space referred to in the LUP policies are shown on Figure 7 included in the LUP and attached as Exhibit 4.

The LUP recommendations addressing open space preservation and natural resource protection require preservation of sensitive resource areas to the maximum extent possible by allowing limited development in such areas. The City's submittal targets the designated open space shown on Figure 7 and indicates that such open space area on private property should be rezoned to an Open Space-Residential (OR) zone so that such open space can be preserved while allowing limited development of the property. The plan recommendations also call for application of the Open Space-Conservation (OC) zone to those areas intended for permanent conservation, most likely City-owned, dedicated open space.

This approach to rezone the portions of private property designated as open space to an open space zone is consistent with the currently certified LUP policies which call for the R-1-40 zoning within community plan areas designated as open space. There is also a current LUP policy that calls for rezoning to R-1-40 (1 dua) in all undeveloped areas greater than 25 percent slope provided such rezoning would not require consolidation of any existing subdivided lots which are in conformance with the existing zone and community plan. R-1-40 was an open space holding zone in the previously-certified municipal code.

The current certified LUP also indicates that undeveloped slopes exceeding 25 percent gradient shall be preserved through permanent natural open space easements, to mitigate potential erosion and geologic problems, to protect native vegetation, and to preserve the areas scenic and visual amenities all of which are associated with steep slopes in excess of 25% gradient. The implementation ordinance originally approved to implement these policies was the HR ordinance. The HR overlay zone identified on Map C-720 indicated the slopes of 25 percent grade and greater that were to be protected as open space. As previously stated, the ESL regulations have replaced the HR ordinance. Additionally, the OR zones in the LDC are designed to limit residential development on property designated as open space and the zones establish a

maximum 25% development area similar to the steep slope encroachment limits in the steep slope regulations of the ESL which also reference Map C-720.

It is important that the open space policies of the new La Jolla LUP protect the same areas as open space as the currently certified LUP. Therefore, it is necessary to assure that all slopes identified in Map C-720 are included within the designated open space in the LUP update. The City has indicated this is the intent of the LUP recommendations and the action plan item that calls for application of the OR zone to portions of private property designated as open space on Figure 7. City staff has indicated they believe all the slopes shown as sensitive slopes, viewshed or geologic on Map C-720 are included within the designated open space shown on Figure 7. However, there is no connection in the submitted LUP update between the designated open space and the sensitive hillsides shown on Map C-720.

The Commission finds that, prior to such rezonings to the OR zone actually occurring, it is premature to discontinue use of Map C-720 as the mechanism to identify slopes in the LUP that should be protected pursuant to Chapter 3 policies. Therefore, revisions are necessary to the plan policies and recommendations to clarify the connection between the hillsides shown on Map C-720, the encroachment limitation standards contained in the OR zone, and the open space protections proposed with the LUP update. Without such revisions, there is no assurance the slope areas on Map C-720 will continue to be protected for their open space value prior to the rezonings identified in the City's LUP Action Plan actually occurring. The Action Plan provides that rezoning to an OR zone should occur within five years of adoption of the LUP.

Because the LUP amendment as submitted does not adequately safeguard steep hillsides that contain environmentally sensitive habitat areas, that are significant scenic resources, or that are subject to erosion or geologic hazards, it is not in conformity with the requirements of Sections 30230, 30231, 30240, 30251 and 30253 of the Coastal Act.

Findings for Approval, If Modified

As stated in the findings for denial above, through this submittal of the update to the certified La Jolla LUP, the City is establishing the framework to rezone all areas in the La Jolla community designated as open space on Figure 7 to an open space residential (OR) zone. City staff has indicated the open space on Figure 7 is meant to include the slopes of 25% grade and greater shown in the currently certified LUP and formalized through the previously-certified Hillside Review overlay zone on Map C-720. Such an approach would be consistent with the Hillside Development Guidelines for development on steep slopes in La Jolla contained in the currently certified LUP which would be replaced by this document. However, the LUP as submitted contains only two references to the future open space rezoning and does not make a clear connection between the open space shown on Figure 7 and the slopes shown as sensitive slopes, viewshed or geologic hazard

on Map C-720. These steep hillsides are protected for their habitat value, their significant scenic amenities, the potential hazards to development and their open space value consistent with Sections 32031, 30240, 30252 and 30253 of the Coastal Act.

The Commission finds revisions are necessary to the policies and recommendations addressing open space and natural resource protection to assure these hillsides are adequately protected by the certified LUP and implementation plan prior to the open space rezonings actually occurring. Suggested Modification #3 would add language to the LUP to clarify the role of the open space designations and zoning to protect the hillsides and canyons for their park, recreation, scenic and open space values. Additionally, the policy referencing Figure 7 as designated open space must be clear that Figure 7 includes, but is not limited to, all lands designated as sensitive slopes, viewshed or geologic hazard on Map C-720. Although the City has indicated this is the intent, due to the scale of Figure 7, it is not possible to confirm all areas of Map C-720 are included on Figure 7 as contained in the plan. Such site specific mapping will be done as part of the necessary rezonings to the OR zone.

Additionally, in order to assure protection of these areas as open space, suggested modification #7 also adds policy language to clarify that maximum developable area and encroachment limitations are established in the LCP to concentrate development in existing developed areas and outside designated open space. The suggested changes to the LUP policy, added action plan items (Suggested Modifications #19 and 20) and the associated plan recommendation (Suggested Modification #21 and 22) would require the encroachment limitation standards taken from the OR-1-1 and OR-1-2 zones to be implemented for development on those portions of property designated as open space on Figure 7, prior to rezoning the property to the OR zones. The encroachment limitation standards would be implemented through application of a new Appendix L, which contains the maximum developable area limitations taken from the certified OR zones. This requirement is consistent with the Hillside Development Guidelines contained in the currently certified LUP which protect the hillsides shown on Map C-720 for their open space value. These same hillsides would also be regulated by the ESL regulations of the Land Development Code.

The Commission finds modifications to the LUP policies and recommendations addressing steep hillsides are necessary to clarify the long-standing intent of the past-certified HR overlay zone and currently-certified LDC to protect steep hillsides shown on Map C-720 for their habitat, scenic and open space value and to assure stability for development in areas of geologic instability consistent with Sections 30231, 30240, 30251 and 30253 of the Coastal Act. The suggested modifications #14 and 45 would clarify that development on steep hillsides should avoid encroachment into such hillsides to the maximum extent possible, and, if encroachment is unavoidable, it shall be minimized in accordance with the encroachment limitation standards contained in the plan. Additionally, the plan policy should emphasize the intent to revegetate and restore disturbed portions of steep hillsides to the extent possible. There are many natural steep hillsides shown on Map C-720 that have been disturbed by adjacent development or invasive species. Such disturbance does not mean these hillsides are no longer

considered natural landforms and capable of revegetation and restoration pursuant to the LUP policies protecting steep hillsides and the steep hillside regulations of the LDC. In addition, these hillsides are protected through the open space designations in the LUP.

Finally, the Commission finds modifications #42-46 are necessary to the Hillside Development Guidelines contained as recommendations in the submitted LUP update to eliminate references to the ESL regulations and Steep Hillside Guidelines as the standard of review. The LUP recommendations should stand on their own as policy guidance to assure that development is sited and designed to respect the existing natural landform and hillside character of the site. Locations that are visible from natural open space systems, park lands, major coastal access routes and the seashore should be given special consideration.

Additionally, the Commission finds the discretionary encroachment limitations which have been established to limit development on steep hillsides should be included in the LUP as a standard of review independent of the ESL regulations in the LDC. Suggested modification #45 would add the encroachment limitation standards for hillside development to the Hillside Development Guidelines of the LUP in the same manner that such encroachment limits are included in the currently certified LUP. In this way, there will be no confusion as to the standard of review for any subsequent changes to the Land Development Code. Suggested modification #59 clarifies that steep hillsides should be preserved in their natural state and encroachments miminized to preserve their open space value. Finally, the language addressing brush management is modified to correct an incorrect statement that all vegetation clearance for fire protection would be exempt from the encroachment limits. Zone 1 which involves clear cut removal of vegetation is considered encroachment as all habitat value is removed. Zone 2 may also be considered encroachment depending on how much habitat value is maintained. With the suggested modifications, the Commission finds the submitted update to the La Jolla LUP is consistent with Sections 30230, 30240, 30251 and 30253 of the Coastal Act.

2. <u>Public Access/Shoreline Areas/Recreation</u>. The Chapter 3 policies most applicable to this planning area are as follows, and state, in part:

<u>Section 30210</u>

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>Section 30211</u>.

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.

Section 30212.

(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,

[...]

Section 30251.

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....[Emphasis added]

Section 30212.5

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments 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.

Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or

commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30222

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30223

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30250

[...]

(c) 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.

Section 30252.

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 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.

Findings for Denial

The Land Use Plan addresses the many forms of public access to the shoreline, public parks and other recreational areas, pedestrian and bicycle paths and access points, automobile circulation and parking facilities, and alternative modes of transportation. In addition, the LUP addresses public recreational opportunities within the City as well as the provision of visitor-serving commercial facilities.

Specifically, LUP policies discuss the need to provide an adequate circulation system to serve residents, visitors and employees to La Jolla's downtown commercial, recreational (beach) areas and community facilities by promoting alternative transportation systems, improving the availability of public parking in areas closest to the beach by use of peripheral parking centers, improved transit, or other means. Several policies in the LUP address bicycle access throughout the City and propose maintenance and expansion of existing trails as well as the provision of additional bike racks on buses. The La Jolla LUP also contains policy language related to a connected system of shoreline walkways extending from the community's northern beach areas to the southern beach areas; implementation of a sign program to identify existing public access points; maintenance of existing recreational parking areas, public stairways and pathways to preserve vertical and lateral shoreline access; identification and preservation of pedestrian access trails and vista points within the community; and protection of prescriptive rights to access.

In addition, related to visitor-serving uses and recreation, the LUP contains policies which address the maintenance of balanced land use patterns which include adequate levels of commercial retail uses; residential development and cultural opportunities within the existing commercial areas; revitalization of commercial retail areas; and promotion of pedestrian-oriented features. Additionally, the LUP contains policies related to coastal recreation areas, the maintenance of park facilities, vista points, and the intensity of use of various beaches throughout the community.

As cited above, the Coastal Act has numerous policies related to the provision and protection of public access and recreation opportunities. For the most part, the LUP goals and policies related to coastal access and recreation are consistent with Chapter 3 policies of the Coastal Act. The LUP contains several policies that call for promoting the use of public transit and/or shuttle serve as an alternative form of transportation within the community, as well as bicycle and pedestrian routes throughout the City. In addition, the City has extensively identified existing and public beach access points with descriptions of the nature and character of the accessways, recommendations for improvements to shoreline areas and levels of use of existing public beaches and facilities at such beaches/access points. Overall, the City has done an admirable job of not only incorporating nearly all of the previously existing policies in the presently-certified LUP regarding protection of visual resources and public view points, but has expanded the identified areas to also include upland vista points such as from Mount Soledad, etc. However, some policies are ambiguous or not consistent with Chapter 3 policies.

The first group of policies addresses protection of public views to and along the ocean. Specifically, several policies address protection of public views to the ocean from public vantage points, public roadways, as well as preserving the scenic quality of coastal areas such as preserving and protecting coastal bluffs, beaches and shoreline areas. However, the policy statements contain the words, "Public views *should* be preserved..." rather than the "...public views *shall* be preserved". Since these policies mirror Sections 30210, 30211, 30212 and 30251 of the Coastal Act, it is important that the words "shall" be used instead of "should". "Should" implies that the requirement is elective, as in "one *should* provide the view, *if* one *can*". Thus, the use of the word "should" is weak and does not

assure protection of public access and visual access, to and along, the shoreline consistent with Coastal Act policies.

Another concern is with regard to the phrasing of some of the policy language. In a couple of policies, the statements are made"...Do not obstruct public views to Mount Soledad and to the ocean..." or "protect public views to the shoreline". However, it is important to note that pursuant to the Coastal Act, it is not only the views to the ocean that must be protected but the views along the shoreline as well. Therefore, without clarification, only those views to the ocean would be emphasized and the policy statement is, thus, deficient.

Related to public view protection, an omission was made from one of the policy statements that refers to regulation of the building envelope to preserve views which includes a number of measures such as height, setback and fence transparency regulations. However, no reference to implementation of landscape requirements was made. Similarly, another policy addresses the maintenance of landscaping on City-owned land and easements, etc. to preserve, enhance or restore identified public physical and/or visual access to the ocean. However, in several public rights-of-way, landscaping has grown too tall and impedes public views toward the ocean. An on-going community concern is that landscaping in public rights-of-way adjacent to the shoreline (such as Mira Monte Place, among others) have grown tall and obstructs public views to the ocean from the first public roadway (e.g., Camino de la Costa where it abuts Mira Monte Place). However, the policy does not address removal or relocation of landscaping, in addition to also maintenance (i.e., trimming, etc.) of existing landscaping. As such, the policy language should also address the removal of landscaping on City-owned land, if necessary to restore, enhance and preserve public views to the ocean.

Another concern is with regard to approval of variances for yard setbacks for development located within the viewshed of any of the public vantage points identified in Figure 9 and Appendix G of the LUP, which includes, but is not limited to, development on a designated public view corridor, within the viewshed of a scenic overlook or between the ocean and the first coastal roadway. There are many policies which address the protection of public views identified in the plan. The purpose of protecting these views and keeping the yard areas free of obstructions (i.e. solid fences and landscaping) is to minimize a "walled off" effect and create a "window to the sea" wherever possible. In addition, in the review of post-certified development in the La Jolla area, the Commission staff has noted that some coastal development permits approved by the City involved the construction of residential development on a street identified as a view corridor in the certified LCP. In these cases, variances were granted for frontyard and sideyard setbacks inconsistent with the policies of the certified LCP which provide that development on identified public view corridors be set back or terraced in order to maximize and preserve existing public views to the ocean and in scenic coastal areas.

Since this issue has been a problem, it is important that a policy statement be made to assure that any potential variances for building setbacks are reviewed specifically for their potential effect on scenic view corridors, public viewsheds and/or public views to

and along the ocean. Absent specific language addressing public view preservation and potential variances that may affect such views, this policy statement is inadequate to meet the requirements of Section 30251.

On a related point, in another recent post-certified development which was raised on appeal to the Coastal Commission, the City determined that the project site which was located on a corner lot as well as a designated public view corridor (Midway Street), did not have a true "side yard" which was required to be protected. In this particular instance, the east and west sides of the residence were the "true side yards" due to its orientation. In other words, because the subject site was a corner lot, it had more frontage along the north/south running right-of-way (Calumet Avenue) than the east/west running right-of-way (Midway Street). As such, the so-called "side yards" were actually on the west and east sides of the residence which are areas that would not provide views to the ocean. Instead, it is the north and south areas of the site that are the actual "side yards" that provide the potential views to the ocean. The City's analysis determined that the rear setback on the south side of the house (opposite and most distant from the Midway Street frontage) provided an opportunity for a view corridor from Calumet Avenue. However, because the language of the City's Land Development Code refers only to "side" yards requiring that a visual corridor of not less than the side yard or more than 10 feet be provided, the City did not require a deed restriction or view corridor. However, the Commission finds this policy is meant to protect views to the ocean, not the *side* yards by definition. Whichever yard setback area provides the view to the ocean is the area that should be protected for purposes of maintaining and/or enhancing the public views toward the ocean. Absent policy language in the LUP that references protection of views in "yards and setbacks" (as opposed to "side yards" only), these policy statements cannot be found consistent with Chapter 3 policies of the Coastal Act addressing protection of visual access.

Another policy which is directed at protecting public views toward the ocean states that "as viewed from identified scenic overlooks, minimize the impact of rooflines and landscaping on the viewshed over the property". However, the policy is deficient because it does not also address regulation of bulk and scale of structures, as well. In a project raised on appeal (A-6-LJS-96-162/Hicks) for a property located on a designated public view corridor, the Commission required that the bulk and scale of the proposed new residence be reduced to preserve existing views to the ocean along the public view corridor as well as from the scenic roadway. Therefore, the LUP policy needs further strengthening to clarify this requirement and assure consistency with Section 30251 of the Act.

Another concern is with regard to the omission of important plan recommendations. In preparing the new Land Use Plan (LUP) for La Jolla, the City consolidated the plan area recommendations that were similar for each subarea into general recommendations as a group rather than including a list of specific recommendations for each subarea (for physical access or visual access points) as presently exists in the LUP. In so doing, the specificity for three different access points were not carried through to the new plan document. Some community representatives felt strongly about three areas in particular:

Forward Street, Midway Street and Calumet Park. The existing community plan contains very specific language about recommendations for improvements at these physical and visual access locations. Absent inclusion of these recommendations in the new plan document, the community goals to improve these areas for public and recreational use and the requirements of Sections 30210, 30211, 30211, 30212 and 30251 will not be met.

A second group of concerns with this policy group is with regard to shoreline areas and coastal bluffs including policies addressing shoreline protection devices. A policy states that development should be set back sufficiently from the bluff edge so that impacts to geology and visual quality do not occur. However, this policy statement is insufficient because the purpose of an adequate setback from the bluff edge is not just limited to geologic or visual purposes. Adequate setbacks from the bluff edge are important in order to avoid the need for the construction of a shoreline protection device as well as to minimize or avoid impacts to public access along the shoreline. That is, sufficient setbacks from the bluff edge will avoid the need for construction of seawalls that could impede public access along the shoreline. Proper siting of development on coastal bluffs will also avoid the need for other types of protective devices such as upper bluff retaining structures, etc. Such structures could adversely affect the scenic quality of coastal areas, inconsistent with Chapter 3 policies of the Coastal Act. Therefore, without a reference to avoiding the need for shoreline protective devices and that development be set back to avoid impacts on public access, this policy does not adequately address the requirements of Section 30253 and the public access policies of the Coastal Act.

There are also a number of policies addressing the maintenance of existing public shoreline and recreation areas. These include, for example, maintenance of the natural scenic character of existing coastal access trails, maintenance of existing steps and paved access ramps to the beach and shoreline parks, etc. However, a community concern is that maintenance *only* of these shoreline access areas is insufficient. The City should also be striving to enhance and restore these areas, as well. Absent language to this effect, public access will not be restored and enhanced pursuant to the public access and recreation policies of the Coastal Act.

On a related point concerning protection of physical access to the shoreline, a policy in the LUP states that the City should implement a comprehensive sign program along Prospect Street which is in the village area of La Jolla for purposes of identifying existing public access points and enhancing public safety along the coastal bluffs. However, there are other important major coastal access routes in the community of La Jolla where such signage should be included, as well, such as N. Torrey Pines Road, La Jolla Boulevard (in the Bird Rock area of La Jolla) as well as La Jolla Shores Drive which is near La Jolla Shores, an extremely popular recreational and visitor destination point for all of San Diego. Absent an expansion of this policy statement to include these other major coastal access routes where signage could also be installed, and to address implementation of such a sign program, the plan group is inconsistent with Chapter 3 policies designed to maximize public access opportunities.

Another policy which addresses the provision of public lateral access for new development on properties between the shoreline and first public roadway, through dedication as a public easement, also requires modification. Specifically, the language requires that lateral access along the beach be offered for dedication as a public easement. A minor revision is necessary because not all areas of the shoreline consist of a beach--some shorelines are rocky or have cobblestones, etc. Therefore, a correct reference to "shoreline" should be made.

A final concern is with regard to parking. As proposed, the new LUP does not contain any specific parking standards. However, there is a concern that parking in the most critical nearshore areas (known as the Beach Impact Area), not be reduced. Therefore, absent any specific reference to either a minimum parking standard or that parking requirements in the BIA will be maintained, this policy is inadequate to meet the requirements of Section 30252 of the Act.

The City has incorporated a number of important policies to assure adequate on-street parking is provided to protect public access opportunities for beach visitors. In particular, a Plan Recommendation calls for the City to pursue programs with UCSD to reduce the impacts of on-street parking by students and staff in the residential areas of the community near the University. The City includes in the policy language that such measures not include red-curbing or elimination of parking for beach visitors. This is an important issue because, for example, in the La Jolla Farms area, street parking is used heavily by USCD students, beach visitors and residents of the area. It is important to note that CDP #A-6-LJS-89-166 was the subject of a Commission appeal regarding the City's proposal to implement parking restrictions including red-curbing and signage along portions of La Jolla Farms Road and Black Gold Road due to its potential adverse impacts on parking for beach access. The Commission ultimately limited the parking restrictions to a four hour maximum on weekdays only, including red-curbing on the west side of La Jolla Farms Road and east side of Black Gold Road. In light of the fact that these areas are already red-curbed pursuant to this CDP, any potential to further reduce or eliminate parking at these areas would adversely affect public access opportunities, and cannot be supported.

Therefore, the City's policy in the LUP update makes it clear that no further red-curbing in this area should be permitted. Similarly, it has been noted that there are several unimproved foot-trails and beach access paths in the southern part of the community which are identified in the subarea maps of the LUP. However, many of the public rights-of-way adjacent to the trail heads of these paths have been painted red which limits street parking to serve the trails and access. Such an activity is a change in intensity of use requiring a coastal development permit. Absent a policy specifically addressing red-curbing within areas serving public access opportunities and removal of unauthorized red-curbing, impacts to public access could result along the residential streets in the nearshore areas.

Therefore, in summary, as submitted, the proposed LUP is inconsistent with the public access and recreation policies of the Coastal Act, and cannot be certified as submitted.

Findings for Approval, If Modified

There are a number of policies pertaining to protection of public access and protection of public views to, and along the ocean in the submitted Land Use Plan Update which paraphrase the sections of the Coastal Act or cite its language verbatim. In a number of those policy statements, the word "should" is used instead of the word "shall". However, the Coastal Act is very specific in its requirements for protection of both public access to and along the shoreline as well as protection of public views to and along the shoreline. Without the use of the word "shall" the language is not strong enough and it implies that such measures are not mandatory in new development. Whenever new development occurs near the shoreline, all development must be reviewed for its potential to improve public access and visual access to the shoreline. The Coastal Act policies addressing the protection of public access and public views toward the ocean is mandatory, not elective. For this reason, the words "shall" are inserted in the place of "should" in suggested modification #s 8, 9, 10 & 18 in order to carry out the requirements of Sections 30210, 30211, 30212 and 30251.

Continuing with suggested modifications pertaining to the protection of public views, a modification is made to a number of policies contained in the plan that refer to the protection of public views to Mount Soledad and to the ocean, etc. However, Section 30251 requires protection of public views to and *along* the ocean. Therefore, in suggested modification #s 23, 24 & 26, the language is revised to also include the words "and along" such that views to and along the ocean, shoreline, etc. will be protected. With the inclusion of this language, it can be assured that public views will be protected to the maximum extent possible, consistent with Section 30251 of the Coastal Act.

Suggested modification #25 requires that a change be made to a policy that addresses the regulation of the building envelope to preserve public views through height, setback and fence transparency regulations. The change would also include landscaping requirements as a measure to assure that such views are protected. A similar plan recommendation addresses maintaining landscaping on City-owned land, easements and public right-of-ways so that identified public physical and or visual access to the ocean is preserved, enhanced or restored. However, the policy does not address those situations where landscaping might need to be removed, modified or relocated in order to restore such views or access. The policy needs to be strengthened to also require that any landscaping that obstructs views be removed, modified or relocated, if necessary, to enhance or restore a public view within the right-of-way.

An additional recommendation under visual resources addresses minimizing the impact of rooflines and landscaping on the viewsheds over properties as viewed from identified scenic overlooks. However, the policy did not go far enough to also address the bulk and scale of structures which is also a design regulation that can be used to minimize impacts on public views. It is important to regulate the bulk and scale of such structures because when such structures are located either on a designated public view corridor or in the viewshed of a scenic overlook, such structures may encroach into the view corridor and

obstruct views to the ocean. Therefore suggested modification #53 is made to this recommendation to include the words "bulk and scale", as a design regulation.

The next set of modifications (suggested modification #s 26) pertains to protecting public view corridors including those views that exist in the side yard setback areas. Plan policies specify that variances for reduced sideyard and front yard setbacks shall ve vigorously reviewed when development occurs adjacent to identified view corridors. Although this was language suggested by Commission staff in the 1995 plan draft, the issue of protecting public views in the side yards has been an increasing concern in the review of post-certification development in recent years. As noted earlier, numerous projects have been reviewed through post-certification process where variances were granted for reduced setbacks.

Allowing structures to have a reduced setback often results in encroachment into a designated public view corridor or viewshed inconsistent with Coastal Act policies. For this reason, the language is strengthened to indicate criteria that should be considered in review of any potential requests for variances associated with development along a public view corridor, within a scenic viewshed and/or between the ocean and the first coastal roadway. Any potential variances for reduced setbacks for development within the viewshed of the important public vantage points shown on Figure 9 and in Appendix G shall only be permitted if there is no reduction in the public view provided to and along the ocean. With the inclusion of this language, it can be assured that development located in scenic coastal areas will be sited appropriately to preserve public views to and along the ocean, consistent with Coastal Act mandates.

A related plan recommendation contains an important community goal which states that new development proposed on property between the shoreline and first public roadway shall preserve, enhance or restore existing or potential public views corridors within the sideyard setbacks. The purpose of this policy is that cumulatively, over time, public views to the ocean will be restored thus eliminating the walled off effect that presently exists in some of the nearshore areas (i.e., along Camino de la Costa, El Paseo Grande and other first public roadways, etc.). This plan recommendation is a good one; however, the language has created a loophole in the review of post-certification development.

As noted in the previous findings for denial, in a recent project reviewed under post certification, the City did not require that one of the "side yards" of a new development located on a designated public view corridor be regulated to assure that landscaping and fencing did not obstruct views to the ocean. The reason was that the yard was not a "side" yard but was actually a "rear" yard and so the City determined the regulations of the Land Development Code which address protection of public views were not applicable. However, the Commission's intent in originally crafting these implementation regulations with the City has to address public view protection within any yard area of a property that provides the view to the ocean, regardless whether it is a "side" or "rear" or "front" yard. For this reason, suggested modification #27 changes the reference "side" yard setbacks to now read "yards and setback areas". As such, it can be assured that public views to the ocean will be adequately protected through review of

new development proposals located on properties that are on designated public view corridors, and /or between the ocean and the first coastal roadway.

The next modification pertains to a group of recommendations which were omitted from the new land use plan. Although the City did a good job of incorporating and consolidating a number of plan recommendations for different shoreline areas in the community, there were three specific areas which the community felt should contain separate recommendations such as they exist in the currently certified LCP. Specifically, the policies address Forward Street, Midway Street and Calumet Park. Although the existing plan language states that additional park furnishings such as guard rails, benches, trash receptacles etc. and signage shall be installed at the street-ends of these access points, as verified in the field by City staff, some of these park furnishing presently exist. Therefore, the language has been modified through suggested modification #s 29-32 to state "maintain" (as opposed to "provide") such furnishings. In addition, the existing policies in the certified LCP also state that access down to the bluffs should be discouraged due to hazards. But in both cases, for Forward and Midway Streets, policy recommendations state that these areas should be reserved for a future stairway if future needs warrant it and if the geologic hazards can be mitigated. This is an important community goal which must be retained. As such, public accesss opportunities will be protected for the future needs of the community and the public at large, through implementation of these changes.

The next set of suggested modifications pertain to shoreline areas and coastal bluffs. Although the plan contains language pertaining to blufftop setbacks with the goals of avoiding impacts to geology and visual quality of coastal areas, the language does not address one of the most significant reasons for geologic setbacks which is to avoid the need for shoreline protective devices or upper bluff retaining structures and their associated impacts to visual quality and shoreline access. The policy also does not address when a lesser than 40 ft. setback is permitted or when the removal of obsolete or unnecessary protective devices is required.

Therefore, language has been added through suggested modification #37 which states that setbacks may be reduced to not less than 25 feet if evidence is provided indicating the site is stable enough to support the development in the proposed location without requiring construction of shoreline protective measures throughout the economic lifespan of the structure. Language has also been added to make clear that applicants must be required to accept a deed restriction to waive all rights to protective devices associated with new development on coastal bluffs. Lastly, the policy language has been modified to include language which states that obsolete or unnecessary protective devices be removed, when feasible, and in a safe manner. Through the removal of such structures, over time, the alteration of natural land forms will be minimized, visual quality in visually degraded areas (i.e., armored shorelines) will be enhanced and the stability and structural integrity of coastal bluffs will be assured such that the construction of protective devices will not be required that could alter natural landforms, consistent with Sections 30251 and 30253 of the Coastal Act.

The next modifications (#10, 18, 29-32) pertain to a number of policies in the plan which state that the City shall make improvements to public parks, shoreline areas and parking areas. However, community representatives have suggested that these resource-based parks not only be maintained, but that they also be enhanced and restored. However, as noted in the previous findings, the City's ability to make such improvements is largely dependent on the availability of funding. As such, they cannot commit to such improvements until funding is available. For this reason, the suggested modifications clarify that such areas shall be maintained, and where feasible, enhanced and restored.

The City's policy to institute a comprehensive sign program along major coastal access routes identifying existing public access points did not include all of the major coastal access routes in the community of La Jolla where such signage could be installed. Therefore, through suggested modification #17 the plan is being modified to include those streets such as North Torrey Pines Road, La Jolla Boulevard and La Jolla Shores Drive, in addition to Prospect Street. Language is also added to clarify that such a program will be implemented through either the City's Capital Improvement Program or through the review process for private development. In so doing, it will allow more flexibility for either the City or private developers to make such improvements without relying solely on public funds. With the inclusion of all of these coastal access routes, as well as clarification as to how such signage could be achieved, it can be assured that public access opportunities will be enhanced and public safety maintained along coastal bluffs, through the installation of this important identification signage, consistent with Section 30210 of the Coastal Act

An additional modification (#34) is made to a policy addressing provision of public lateral access in the form of an offer for dedication of an easement for properties between the first public roadway and the ocean. A change in the wording from requiring lateral access along the "beach" to "shoreline" is made because not all shoreline areas consist of sandy beaches. A great part of the La Jolla's shoreline actually consists of either a rocky, cobblestone or shingle shoreline--whereas "beach" is more typically associated with "sand".

The final set of modifications (#s 48-49) pertains to parking. The existing certified La Jolla LUP contains specific requirements for parking. However, some of these requirements have changed over the years. The existing parking standards are contained in the City's Land Development Code but have been removed from the LUP. There is a specific concern that parking not be reduced in the nearshore areas (3-4 blocks from the beach) also known as the Beach Impact Area. The BIA contains more stringent parking standards for residential development. It also contains stricter requirements including prohibition of curb cuts where alley access exists. Therefore, in order to ensure that parking standards are not reduced in the BIA, the language is modified to state that all proposed development maintain and enhance public access to the coast by providing adequate parking per the coastal parking regulations of the Land Development Code. The modified language also specifically states that required parking include higher parking ratios for multi-dwelling units in the BIA. It is very important that this language be included in the land use plan, as modified and included herein, to assure that parking

for beach visitors continues to be provided and protected, consistent with Section 30252 of the Coastal Act which requires adequate parking to maintain and enhance access to the coast, unless there is a substitute means of serving the development with public transportation.

Lastly, a new plan recommendation is added to address red-curbing on the first street adjacent to the ocean. As discussed in the findings for denial above, there are numerous unimproved foot trails that lead to the beach in both the southern and northern parts of La Jolla. In many cases, the curbs next to these trailheads have been painted red. In order to assure that all red-curbing has been permitted, a policy statement is added stating that all red-curbing on the first street adjacent to the ocean should be reviewed for appropriateness in order to assure that on-street parking is protected for beach visitors and unauthorized red-curbing should be removed.

With these suggested modifications, the Commission finds the Shoreline Access/Parking/Recreation policy groups consistent with Section 30252 and all other access and recreation policies of the Coastal Act.

3. <u>Hazards/Shoreline Protection</u>. The Chapter 3 policies most applicable to the planning area are as follows, and state, in part:

<u>Section 30235</u>

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

<u>Section 30253</u>

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) 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.

(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.

(4) Minimize energy consumption and vehicle miles traveled.

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Findings for Denial

The La Jolla community, while largely suburban in character, contains a number of hazardous conditions that include coastal bluffs, shoreline storm damage, uncontrolled runoff and erosion. The goals and policies in the LUP related to hazards focus on reducing the risk associated with such hazards through development controls and regulations that are effective in reducing the damaging effects of natural and man-made hazards.

In order to address these concerns, the LUP contains numerous policies which address development on coastal blufftop lots including provisions regarding restrictions pertaining to shoreline protection devices, and reducing other hazards in such areas by inclusion of landscaping and drainage improvements as erosion control measures. In addition, the LUP contains policies which reference the City's Environmentally Sensitive Lands (ESL) regulations which contain specific development standards for coastal bluffs and shoreline/beach areas. Comprehensively, the ESL regulations govern development along beaches, coastal bluffs, and wetland areas.

The entire coastline of La Jolla from La Jolla Farms to Tourmaline Surfing Park is considered a sensitive coastal resource. Hazards exist due to the topography of the areas of Bird Rock, La Jolla Hermosa and La Jolla Farms which include steep slopes, cliff erosion and sensitive rock formations, as well as Mount Soledad which contains geologic hazards (the latter of which is discussed in the Open Space/Steep Hillsides policy group). The ESL regulations detail geotechnical requirements, setbacks, drainage, landscaping, and other related requirements for development proposed on coastal blufftops as well regulations to be followed when shoreline protection devices or other erosion control devices are needed either at beach level or on the bluff face.

The La Jolla LUP proposes a number of policies related to eliminating/reducing the risks associated with hazards within the City's Coastal Zone, including references to adhering to the provisions of the ESL regulations. The City has incorporated many policies that pertain to development of coastal blufftop lots--many of the policies being carried over from the presently certified LCP Land Use Plan. In many cases, where policies were similar, they have been consolidated into one policy that still meets the intent of the original goal. However, there are still a number of policies that require strengthening or clarification.

For those policies addressing development on coastal bluffs and bluff edge setbacks, the LDC regulations specifically require that a bluff edge setback of forty (40) feet except where the evidence contained in the geology report indicates that the site is stable enough

to support the development with a proposed bluff edge setback of not less than 25 feet, so that it will neither be subject to nor contribute to significant geologic instability throughout the anticipated life span of the principal structures. These regulations also require that all accessory improvements be set back 5 feet from the bluff edge.

Pursuant to the Coastal Act, adequate setbacks from the bluff edge are important to assure the stability and structural integrity of coastal bluffs and to avoid erosion or geologic stability as a result of new development. In addition, adequate setbacks from the coastal bluff edge are also important to avoid the need for the construction of a protective device that would significantly alter natural landforms along bluffs and cliffs, or affect shoreline sand supply.

The first policy needing a revision addresses accessory structures and requires that accessory structures located within the bluff edge setback be removed or relocated if determined that they pose a threat to bluff stability. However, this policy statement only addresses situations where such structures pose a threat to bluff stability. There are numerous occasions where a property may be redeveloped and existing accessory structure substantially altered such that the structures should be brought into conformance with the current standards. For example, such structures as fences pools, spas and decks may be located closer than five feet from the bluff edge. If a particular property is redeveloped and substantial improvements or modifications are being made, such as, removal of a pool, etc, then the new or replacement accessory structures should be designed and located to conform to the ESL regulations for blufftop setbacks. This is necessary to ensure both that new development is not subject to, and does not contribute to, geologic hazards and that it does not require shoreline protection in the future.

On a related point, many older single family residences along the shoreline and coastal bluffs have older and dysfunctional shoreline protection devices and/or bluff retention devices which are also located within the geologic setback area or on the bluff face. As properties redevelop over time, there is an opportunity to remove such devices and to restore shoreline areas to their natural state, consistent with Coastal Act policies. Therefore, absent a policy to this effect, it cannot be assured that such coastal bluffs will be protected, consistent with Section 30253.

There are a number of policies which address setbacks for new development on coastal bluffs. The language in the LUP attempts to mirror the City's requirements in its ESL regulations pertaining to development on coastal bluffs. While the policy statements and recommendations specify that development should be set back at least 40 feet from the bluff edge so as to not impact the geology and visual quality of the bluff, the policies need further clarification. Chapter 3 policies of the Coastal Act specifically require that new development not require the construction of a shoreline protection device or that development be sited in a manner so that such protection is not necessary. The policies and recommendations in the LUP do not make this connection. In addition, the policies/recommendations state that bluff edge setback less than 40 feet shall not be allowed if erosion control measures exist on the site. In many situations, existing properties that have shoreline protective devices are redeveloped. If there is existing

shoreline protection, from a geologic standpoint, this means that the property is located in a hazardous location. As such, a reduction to the required 40-foot bluff edge setback should not be allowed. Therefore, absent a statement that such bluff edge setbacks cannot be made if there is existing shoreline protection on the site, coastal bluff areas will not be adequately protected, consistent with Sections 30235 and 30253.

In addition, the plan recommendations do not include a requirement the applicant accept a deed restriction to waive all rights to future shoreline protective devices. This requirement has been made by the Commission in approval of new development on coastal bluffs to meet the requirements of Section 30253 and to avoid shoreline armoring to the extent possible. Currently the City's LCP only requires such a waiver when the 40 foot setback is reduced; however, due to the inexact nature of coastal engineering and the inability to accurately predict bluff erosion rates, the Commission finds a such a waiver associated with new development in hazardous areas, such as blufftop property, is the only way to meet the intent and goals of the Coastal Act which state that new development not require the construction of protective devices that substantially alter natural landforms along bluffs and cliffs.

Another policy addressing shoreline protection devices does not address stringline concerns. In particular, whenever a shoreline protection device is constructed along the shoreline, the LUP as submitted requires that such devices will not be allowed to encroach onto any public areas unless engineering studies find such encroachment is warranted. This policy statement was a carryover from the original LCP, but the last sentence of the policy was omitted which addressed infilling or siting of such devices between existing shoreline protective works. Historically, in numerous coastal development permits for various coastal cities, the Commission has always required that such devices be located as far landward as possible and, in no case, extend further seaward than the adjoining structures or devices. The reason for this direction is to avoid further encroachment onto the beach that would impede shoreline access as well as result in additional impacts on shoreline sand processes. Absent a clarification to this effect, this policy is inconsistent with Section 30235 of the Act and other Coastal Act policies addressing public access and recreation.

The next group of concerns pertains to shoreline protective devices, specifically the policy that addresses permitting the placement of shoreline protective works when required to save coastal-dependent uses or when there are no other feasible means to protect existing principal structures in danger from erosion. This policy mirrors Section 30235 of the Coastal Act, but did not include all of the requirements of the Coastal Act citation which specifically requires that such devices be permitted only if they are designed to eliminate or mitigate adverse impacts on shoreline sand supply. It has been extensively documented that shoreline protective devices have adverse impacts on not only public access, but also on long-term shoreline sand supply. Therefore, absent the inclusion of a statement addressing eliminating or mitigating impacts on shoreline sand supply, this policy statement is inconsistent with Coastal Act policies.

The next group of concerns pertains to non-conforming structures, or "previously conforming structures", as defined by the City's Land Development Code. It is also important to note that the LUP indicates that La Jolla is largely built out and that there are very few vacant parcels remaining where construction of single-family homes can occur. The LUP goes on to further state that vacant parcels are isolated single lots that are expected to develop at the density permitted by the existing zone. However, this statement is very general and perhaps, incorrect assumption, due to the fact that there is always the potential for demolition of existing structures, lot consolidations, and redevelopment to occur in both residential and commercial areas. For this reason, it is important to assure that guidelines and development regulations that address blufftop development are in place to assure that new development occurs in a manner consistent with the aforementioned policies.

The existing certified La Jolla-La Jolla Shores LCP Land Use Plan contains language which states that "...over time, as the bluffs continue to recede, existing developments will become increasingly susceptible to bluff hazards. In many cases, seawalls, revetments, and other types of erosion structures will be required to stabilize the bluff. Such structures, while necessary to protect private property, are poor substitutes for adequate site planning. Improperly placed structures may accelerate erosion on adjacent properties and seriously impact lateral public access. The proliferation of such structures may cumulatively degrade the natural scenic quality of the bluffs and interfere with nature shoreline processes...."

For this reason, the existing certified LCP contains extensive development guidelines for blufftop properties. These guidelines were later incorporated into the City's former municipal code as part of the Sensitive Coastal Resource overlay zone which contained regulations applicable to beach and bluff areas. These guidelines have now been superseded by the City's Land Development Code and the Environmentally Sensitive Land (ESL) regulations of the LDC which also contain regulations for coastal beach areas and coastal bluffs.

Those regulations specifically require that a bluff edge setback of forty (40) feet, but in no case less than twenty-five (25) feet, may be permitted where the evidence contained in the geology report indicates that the site is stable enough to support the development with the proposed bluff edge setback <u>so that it will neither be subject to nor contribute to significant geologic instability throughout the anticipated life span of the principal structures.</u> [Emphasis added]

The LCP requires that development on the site be sited consistent with the geologic setback requirements for safety purposes to avoid damage as a result of wind and wave action associated with storm conditions or bluff retreat. Under the certified LCP, a new residence must be sited to avoid the need for shoreline protection in the future. In the post-certification review of several coastal development permits over recent years, a number of homes were permitted to substantially renovate existing structures which were located closer than 25 feet from the bluff edge or to completely redevelop the site but retain only those portions of the residence that were less than 25 feet from the bluff edge.

In some cases, all but 325 sq.ft. of a structure was permitted to remain and this was the portion that was less than 25 feet from the bluff edge. To permit substantial renovations to an existing residence that will essentially result in a brand new structure, but that retains portions of the structure that are located within the geologic setback area, is inconsistent with the Coastal Act. Approval of such projects could set an adverse precedent for other similar development and perpetuate new development in hazardous locations. There are numerous residences in the coastal beach and bluff areas that are presently non-conforming with regard to geologic setback requirements. It is important to assure that, over time, as various properties are redeveloped or residences are remodeled and increased in size, that such structures are sited appropriately to either avoid the need for shoreline protection or to assure that if such protection is necessary, that it be located as far inland as possible.

In particular, the LUP contains a policy that states that structures that are located partially or entirely within the bluff edge setback shall be required to construct any additions landward of the bluff edge setback line. However this policy does not address to what extent such additions or renovations may be made to such a structure. In particular, the City has historically used retention of 50% of the exterior walls as a threshold for determining when such structures must adhere to existing regulations. However, this figure has become a problem and a loophole in proposed development. New structures are often designed such that 51% of the exterior walls are retained, yet the proposed structures are often doubled in size and the redevelopment may substantially extend the expected lifetime of the nonconforming portions of the structure. In summary, approval of new residential development less than 25 feet from the bluff edge will perpetuate the existence of homes in hazardous locations, without consideration of siting of development to avoid the need for future shoreline protection requirements. In addition, allowing the new residential structures to retain their nonconforming setback from the bluff edge, may result in the need for shore or bluff protection sometime in the future. Therefore, absent stringent policy language which assures that the line of development will gradually conform to geologic blufftop setbacks, these policies cannot be found consistent with Coastal Act policies.

Findings for Approval If Modified

A number of policies address hazards along coastal bluffs and shoreline areas. In particular, the submitted LUP contains several policies addressing bluff edge setbacks. One such policy states that accessory structures located within the bluff edge setback should be removed or relocated if determined that they pose a threat to bluff stability. However, this policy statement is a little ambiguous because it could be interpreted to mean that such structures should only be removed if they pose a threat to bluff stability. Conversely, such structures should be removed and/or brought into conformance with current standards whenever feasible to minimize risk and assure stability consistent with Section 30253 of the Act. Therefore, a suggested modification adds this requirement to the policy. In so doing, over time, the natural integrity of coastal bluffs and shoreline areas will be restored, consistent with Costal Act policies.

With regard to bluff edge setbacks, a recommendation is included that specifies that setbacks not be reduced to less than 25 feet unless evidence supports the site is stable. However, as noted in earlier findings for denial, this recommendation does not address siting of new development such that shoreline protection is not necessary, which is consistent with Section 30253 of the Coastal Act. As such, the recommendation is modified to include specific language that says that such reductions shall not be allowed unless the site is stable and without requiring construction of shoreline protective devices throughout the economic lifespan of the structures (usually regarded to be 75 years).

The recommendation also does not address those situations when there should be a waiver of any rights to protective devices associated with development on the property. In addition, the plan recommendation makes a statement that a reduction to the 40-foot setback should not be allowed if erosion control measures exist on the site as a result of excessive erosion. However, this reference is incorrect. The Coastal Act is very explicit in its requirements that development should be sited to avoid the need for a shoreline protective device. It is also very specific in that for existing principal structures, a shoreline protective device is only permitted if is necessary to protect an existing structure in danger from erosion. As such, a modification is made to assure new development will not require shoreline protection to avoid the associated adverse impacts on visual quality, bluff stability and public access.

In the same vein, any existing or unnecessary protective devices should also be removed, when feasible or they should be allowed to deteriorate naturally over time without any further improvements to them. There are numerous shoreline protective devices that armor the local shoreline that pre-date the Coastal Act. These structures should gradually be removed or allowed to deteriorate consistent with the goal of restoring the natural beauty of the scenic coastal bluffs to their former condition over the long-term. With policy revisions to this effect, such goals will be realized, consistent with Coastal Act policies.

Additionally, the same plan recommendation, while providing "do not allow a bluff edge setback of less than 40 feet if erosion control measures exists on the site", does not make the connection to the presence of existing shoreline protection devices. That is, if a particular property has existing shoreline protection (i.e. seawall), any development on the property should not be allowed to be sited closer than 40 feet from the bluff edge because it was the hazardous nature of the property that warranted the construction for the shoreline protection to begin with. This is an important clarification that must be included in the plan recommendation.

The next group of modifications addresses shoreline protective devices on the beach. A modification is made which adds language to a policy drafted to mirror Section 30235 of the Act which states that shoreline protection may be permitted to protect existing principal structures in danger from erosion. However, the policy statement did not require that such devices only be permitted when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. The construction of any shoreline protective device alters natural shoreline processes which in the long-run results in the

depletion of sand along beaches. This is a critical omission since the Commission has a long history of dealing with seawalls and their impacts on shoreline processes. To bring this policy into conformance with the Coastal Act, suggested modification adds language that such permitted devices shall be designed to eliminate or mitigate against adverse impacts on shoreline sand supply.

The same policy also addresses infilling of shoreline protective devices but is deficient in that it does not address required alignment of new structures and siting of such devices. Therefore, the submitted LUP is deficient in that it does not address this issue. The suggested modification (#38) requires that such devices not be allowed to encroach any further seaward than existing shoreline protective devices, consistent with Commission precedent. A statement is further included that obsolete structures be removed and that beach areas be restored to public use.

The last group of suggested modifications address non-conforming structures, or "previously conforming structures", as defined in the City's Land Development Code. As noted in the findings for denial, there are numerous older previously-conforming structures which presently do not observe the required geologic bluff edge setback. Upon review of post-certification development, there has been an on-going pattern for property owners to substantially renovate existing previously-conforming structures sometimes doubling the size of the residence and demolishing half of the existing structure. Yet, the portions of the residence that are located seaward of the geologic blufftop setback are allowed to remain. This is a serious loophole in the development regulations for blufftop development and a direct contradiction to the policies and goals of the Coastal Act. Because so many older structures are located so close to the bluff edge, shoreline protective structures are often necessary. Shoreline protective structures result in severe impacts to shoreline processes and public access. As enumerated above, the long-term goal is to remove many of these structures to return the coastal bluffs to their natural condition and beauty. But likewise, new development on coastal blufftop lots should remove portions of the structures that do not conform to current setbacks and such structures should be constructed more landward so as not to warrant the construction of a shoreline protective device in the future.

Therefore, specific language has been inserted into the plan recommendations which state that when demolition and/or reconstruction of an existing previously conforming structure results in the replacement of 50 percent or more of the previously conforming structure, that the entire structure be brought into conformance with the policies of the LCP. Language is also included that addresses additions to such structures which states that any additions that increase the size of the structure by 50% or more, including all additions undertake after 5/17/90, the date of effective certification of the LCP, shall not be authorized unless such structures are brought into conformance with the policies of the LCP. These policies establish specific criteria that distinguishes substantial demolition, reconstruction and/or major additions from minor additions or repair and maintenance activity normally associated with a single family residence. Only with this suggested modification can it be assured that through redevelopment, previously conforming

structures are brought into conformance with current geologic blufftop setbacks and that any additions to such structures also conform to the same standards.

Therefore, as modified, the Commission finds that the geologic stability and protection of hazard areas can be assured, consistent with Section 30235 and 30253 of the Coastal Act and past Commission precedent.

4. Sensitive Biological Resources/Water Quality.

The Chapter 3 policies most applicable to this planning issue are as follows, and state, in part:

Section 30230.

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231.

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30232.

Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Findings for Denial

The land use plan as submitted also has the potential to impact sensitive environmental resources. The City is proposing policy language changes regarding urban stormwater runoff and the implementation of BMPs to control runoff. However, the plan does not contain clear policy language regarding standards to govern and direct development that is protective of water quality. Given that the project site is immediately adjacent to the

Pacific Ocean and the La Jolla Underwater Ecological Reserve, there is the potential to impact sensitive marine habitat. It is, thus, critical that specific, detailed guidelines and policies for the protection of water quality, consistent with the standards of the San Diego Regional Water Quality Control Board, be included in the plan. Therefore, as submitted, the plan cannot be found consistent with the environmental protection policies of the Coastal Act.

Findings for Approval, If Modified

Section 30230 of the Coastal Act states that marine resources shall be maintained, enhanced, and restored. Section 30231 requires that the biological productivity of coastal waters be maintained and restored. Sections 30233 and 30235 limit the placement of fill in open coastal waters. Suggested modifications #2 & 55 address the potential impacts to sensitive biological resources associated with the proposed amendment. Suggested modification #56 consists of changes suggested by the City. As modified to require that new development is consistent with the Storm Water Management and Discharge Control Ordinance and with the city's Municipal Storm Water National pollutant Discharge Elimination System (NPDES) Permit along with implementation of watershed planning and permitting policies, these impacts will be mitigated or avoided.

Suggested Modification #57 adds policies on water quality protection requirements for new development. These policies reflect the requirements of the San Diego Regional Water Quality Control Board for cities within the County of San Diego, and will provide direction and standards for all new development with the plan area. Currently, the La Jolla Land Use Plan does not contain any specific policies or standards addressing the minimization or treatment of polluted runoff. Although the plan area is currently mostly paved and built out, there is a great deal of potential for redevelopment in the community, including the areas immediately adjacent to the shoreline where a lot of older previously-conforming development is often replaced with new development that discharges directly into the Pacific Ocean. Therefore it is appropriate for the LUP to contain clear standards of review for protecting water quality from the impacts associated with redevelopment of this area. As modified, the Commission finds that the LUP is consistent with Sections 30230 and 30231 of the Coastal Act.

PART VIII. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform with CEQA provisions. As discussed above, as modified, the amendment can be found fully consistent with the resource protection, public access and recreation, and visual protection policies of the Coastal Act. No impacts to coastal resources are anticipated. There are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which certification of the LCP, as modified, may have on the environment.

(G:\San Diego\Reports\LCP's\City of San Diego\La Jolla\SD LCPA 1-02A LJ LUP Update stfrpt.doc)

(R-2002-1547)

CLERK'S FILE COPY

RESOLUTION NUMBER R- 296624

ADOPTED ON JUN 0 4 2002

WHEREAS, on November 8 and December 6, 2001, the Planning Commission of the City of San Diego held public hearings for the purpose of considering a comprehensive update to the La Jolla Community Plan and associated amendments to the Progress Guide and General Plan and the Local Coastal Program; and

WHEREAS, the proposed La Jolla Community Plan and Local Coastal Program Land Use Plan is a comprehensive revision of the 1976 La Jolla Community Plan (in effect in the Coastal Zone) and the 1995 La Jolla Community Plan (in effect outside the Coastal Zone); and

WHEREAS, Council Policy 600-7 provides that pubic hearings to consider revisions to the Progress Guide and General Plan for the City of San Diego may be scheduled concurrently with public hearings on proposed community plans in order to retain consistency between said plans and the Planning Commission has held such concurrent public hearings; and

WHEREAS, the Planning Commission approved and recommended adoption by the City Council of the La Jolla Community Plan and Local Coastal Program Land Use Plan and the 1976 and 1995 La Jolla Community Plans, the 1972 La Jolla Shores Precise Plan, the 1983 La Jolla - La Jolla Shores Local Coastal Program and the 1980 Fay Avenue Plan be rescinded; and

WHEREAS, on May 21, 2002, the Council of the City of San Diego held a public hearing to consider the approval of the La Jolla Community Plan and Local Coastal Program Land Use

EXHIBIT NO. 1
APPLICATION NO.
LCPA 1-02(A)
Resolutions of Approval
California Coastal Commission

Plan, and rescission of the 1967 and 1995 La Jolla Community Plans, the 1972 La Jolla Shores Precise Plan, the 1983 La Jolla - La Jolla Shores Local Coastal Program and the 1980 Fay Avenue Plan; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, as follows:

1. That this City Council hereby approves the comprehensive update of the La Jolla Community Plan and Local Coastal Program Land Use Plan, and rescinds the 1976 and 1995 La Jolla Community Plans, the 1972 La Jolla Shores Precise Plan, the 1983 La Jolla - La Jolla Shores Local Coastal Program and the 1980 Fay Avenue Plan. A copy of the updated La Jolla Community Plan and Local Coastal Program Land Use Plan is on file in the office of the City Clerk as Document No. RR- 296624.

2. That the Council adopts associated amendments to City of San Diego Progress Guide and General Plan and the Local Coastal Program to incorporate the updated La Jolla Community Plan and Local Coastal Program Land Use Plan.

3. That the La Jolla Community Plan and Local Coastal Program Land Use Plan are not effective until unconditionally certified by the California Coastal Commission as a Local Coastal Program amendment; and

4. That the City Manager is directed to forward to the Coastal Commission the amendments required to be certified as Local Coastal Program amendments.

APPROVED: CASEY GWINN, City Attorney

By: _____
Mary Jo Lanzafame
Deputy City Attorney

MJL:jp
05/06/02
Or.Dept: Planning
R-2002-1547

Cross Hatched = Community Planning Area

Solid Line = Coastal Zone Boundary

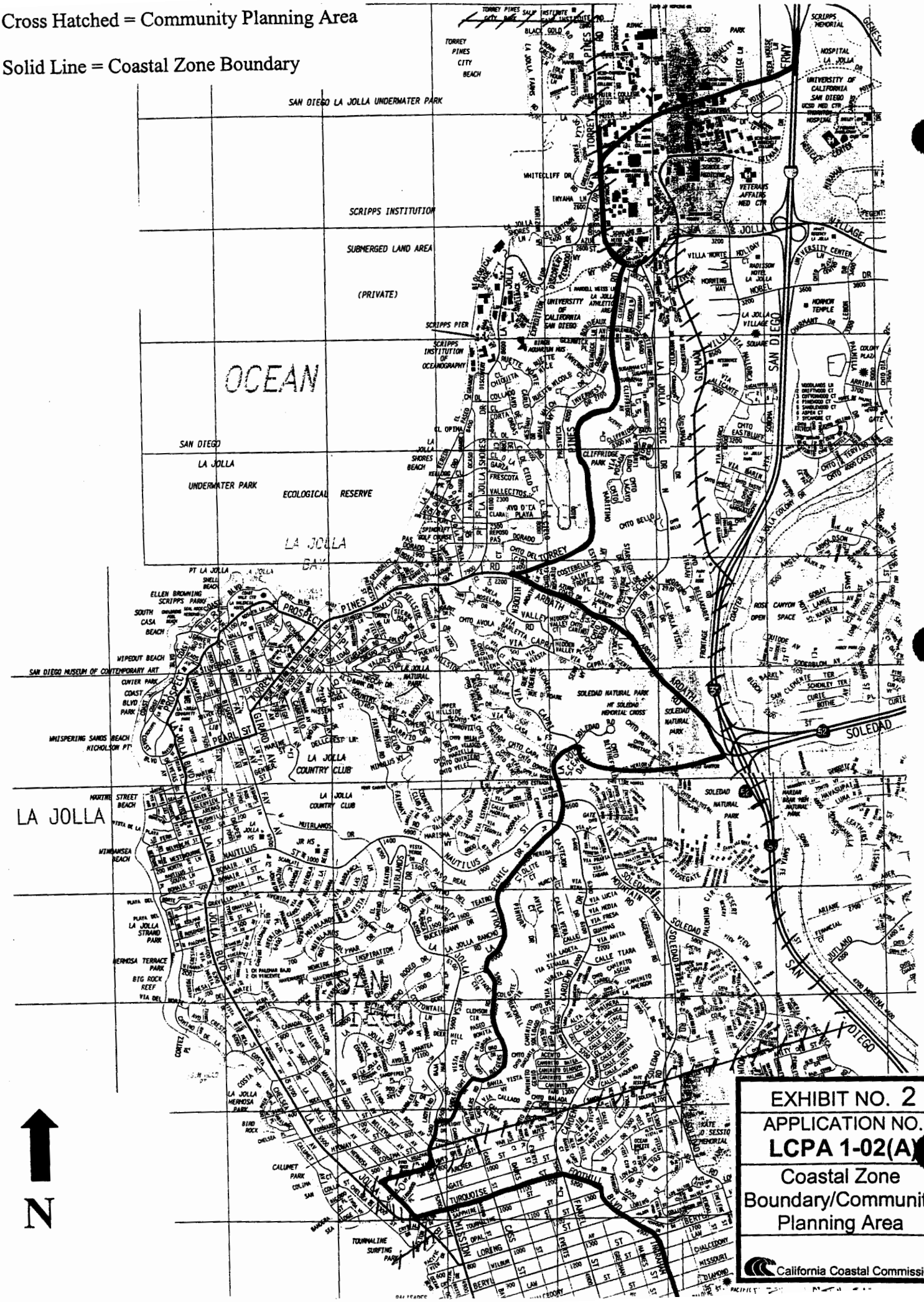


EXHIBIT NO. 2

APPLICATION NO.

LCPA 1-02(A)

Coastal Zone Boundary/Community Planning Area

California Coastal Commission

VII. HAZARD AREAS

A. Existing Plan Policies

In both the residential and open space elements the community plan discusses the need to protect La Jolla's physical assets, particularly with respect to the shoreline, significant canyons, and steep slopes. Concepts to ensure that new residential development respects these features includes Planned Residential Developments, cluster housing, and hillside review zoning (page 15).

Recommendations

"SLOPES OF 35 PERCENT OR GREATER SHOULD BE ACQUIRED AND RETAINED IN THEIR NATURAL STATE" (page 54).

"IF SLOPES OF 35 PERCENT OR GREATER ARE EVER DEVELOPED THE DENSITY SHOULD BE VERY LOW, WITH MINIMUM CUTTING AND FILLING" (page 54).

"SOLEDAD AND LA JOLLA HEIGHTS PARKS SHOULD REMAIN IN THEIR NATURAL STATE. NO DEVELOPMENTS OR IMPROVEMENTS SHOULD BE PERMITTED WHICH WOULD DETRACT FROM THEIR NATURAL APPEARANCE" (page 54).

"THE DEVELOPMENT OF PARCELS WITH 20 PERCENT OR MORE LAND HAVING SLOPES OF 35 PERCENT OR GREATER, FOR WHICH FOUR OR MORE UNITS ARE PROPOSED, SHOULD INVOLVE DEVELOPMENT CONCEPTS WHICH WILL PRESERVE STEEP SLOPES AND SIGNIFICANT CANYONS" (page 24).

"DEVELOPMENT, IRRIGATION PRACTICES, OR ACCESS THAT WOULD STIMULATE EROSION OF COASTAL BLUFF FACES SHOULD BE AVOIDED" (page 24).

"THERE MAY BE SIGNIFICANT GEOLOGIC FAULTS WITHIN THE LA JOLLA COMMUNITY AS WELL AS MANY OTHER PARTS OF SAN DIEGO. THEREFORE, THE SEISMIC SAFETY ELEMENT OF THE CITY'S GENERAL PLAN INCLUDING GEOLOGIC HAZARD MAPS SHOULD BE CONSULTED BY APPLICANTS PROPOSING DEVELOPMENTS IN LA JOLLA" (page 24).

B. Local Coastal Program - Policy Clarifications

In order to address specific Coastal Act - L.C.P. requirements and to develop implementation techniques and ordinances designed to reinforce the goals and objectives of the La Jolla Community Plan, the following additional information and policy clarifications are proposed:

EXHIBIT NO. 3
APPLICATION NO.
LCPA 1-02(A)
Existing Hazard Policies
California Coastal Commission

1) Hillside Development

In addition to the existing community plan recommendations, community concerns regarding the development of steep slopes and canyon bottoms are reflected in several Coastal Commission requirements designed to protect the natural vegetation and visual resources of the community, and to minimize the potential for localized erosion. In response to these concerns, the following specific hillside development criteria have been developed:

- Lot divisions shall be required to have a portion of each created lot in natural slopes of less than 25 percent gradient. The portion of the lot to be in slopes of less than 25 percent gradient shall be equal to or exceeding the area represented by the FAR for the zone in which the property is located. This requirement would not apply to parcels restricted to open space uses, either by dedication or transfer of title to The City of San Diego or another responsible public agency. In the case of clustered developments obtained through a Planned Residential Development Permit, lot divisions consistent with the PRD ordinance may be allowed provided the development is located in the flattest portions of the site and is designed to harmonize with the natural features of the hillsides.

- Developments, grading or land alterations, (including private access roads) associated with Subdivisions or Planned Residential Developments should be located on existing slopes of less than 25 percent gradient, and be designed to harmonize with the natural features of the hillsides. Where more than 50 percent of the area of an existing parcel contains natural slopes with a gradient in excess of 25 percent, minimal encroachment into such slopes may be permitted consistent with all other policies of the Land Use Plan that relate to the protection and management of areas within the Hillside Review (HR) Overlay District; provided, however, with respect to an existing vacant single-family residential lot, such a minimal encroachment may be permitted commensurate with the use of the lot for a single-family residence. Specific criteria addressing the extent of development encroachment into such slopes, shall be developed for inclusion in the Hillside Review (HR) Ordinance.

- Slopes of 25 percent or greater shall be included within the Hillside Review (HR) Overlay District as provided in the City of San Diego Municipal Code, Chapter X, Article 1, Division 4, SEC. 101.0454. Within the HR Overlay District, a permit shall be required for the removal or disturbance of existing native vegetation (coastal sage and chaparral).

- In the Mt. Soledad - Muirlands area of La Jolla, an on-site erosion control plan consistent with the Coastal Zone regulations in the City's Land Development Ordinance shall be required for all grading or landform alterations in conjunction with Subdivision, and Planned Residential Developments.

- In association with PRD developments, undeveloped slopes exceeding 25 percent gradient shall be preserved through permanent natural open space easements as a condition of approval. Except as provided herein, the easement restrictions shall prohibit any alterations of landforms, removal of natural vegetation, and the erection of structures of any type. The purpose of the restrictions shall be to mitigate potential erosion and geologic problems, to protect native vegetation, and to preserve the areas scenic and visual amenities, all of which are associated with steep slopes in excess of 25 percent gradient and described in the Open Space Element of the City's Progress Guide and General Plan. As determined through applicable development review procedures, minimal alteration of landforms and removal of vegetation may be permitted in the open space easement if necessary to protect the public health, safety, and general welfare.

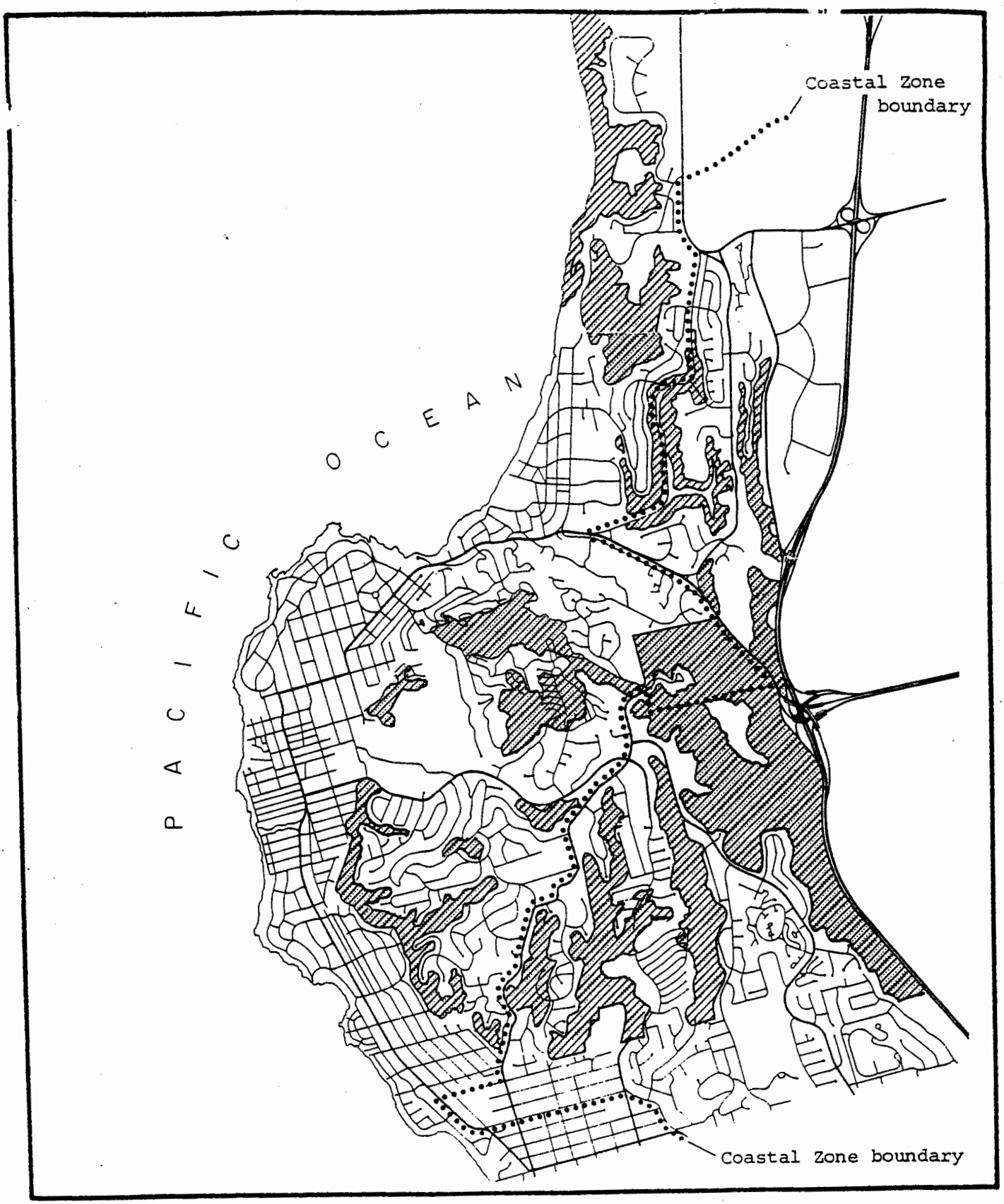
- Where it is in the interest of the public safety or welfare to restrict the development of slopes in excess of 25 percent gradient in order to mitigate erosion and geologic problems, to preserve an areas scenic and visual amenities and to protect native vegetation, such slopes which remain undeveloped as part of a new subdivision approval, shall be preserved through a permanent natural open space easement.

- The existing R-1-40 (1 du/ac) zoning within community plan areas designated as open space or very low density residential should be retained.

- Rezonings to higher densities in all steep slope areas (greater than 25 percent) should not be permitted.

- Rezoning to R-1-40 (1 du/ac) in all undeveloped areas greater than 25 percent slope should be initiated provided, however, that such rezoning shall not be initiated if it would require the consolidation of any existing subdivided lots which are in conformance with the existing zone and the community plan.

- Because of existing evidence of unstable soils and geologic risks in the Mt. Soledad/Muirlands area and other parts of La Jolla and La Jolla Shores, a geological reconnaissance report shall be required for all residential development on slopes exceeding 25 percent gradient to be located



La Jolla • La Jolla Shores

LOCAL COASTAL PROGRAM • 25%+ SLOPES

AREAS WITH 25% SLOPE OR GREATER

CITY OF SAN DIEGO
PLANNING DEPARTMENT

in a "moderate" (C), "high" (D), or "variable" (BC or AC) Risk Zone as identified on the geotechnical land use capability maps referenced by the Seismic Safety Element of the General Plan, and on file in the Office of the City Engineer. All geological studies shall be prepared in accordance with the City's Engineering and Development Department "Guidelines for Geotechnical Reports."

Geologic Studies will be required as follows:

1. Geological Reconnaissance Report.

   A Geological Reconnaissance Report shall be prepared to address potential geologic hazards, and will be submitted to the Planning Department as part of the environmental review process. The study will be available for public review and noticed as part of the standard environmental review process.

2. Preliminary Engineering Geology Report.

   Where unstable conditions are indicated but, in the opinion of the City Engineer, not sufficiently defined in the Geological Reconnaissance Report, these findings shall be addressed by a preliminary Engineering Geology Report. This preliminary Engineering Geology Report shall contain the result of limited subsurface investigations sufficient to identify, in a general manner, the nature and magnitude of unstable conditions, as noted, and shall identify candidate mitigation measures that may be needed. This preliminary Engineering Geology Report shall be available prior to Tentative Subdivision Map approval.

3. Final Engineering Geology Report.

   A final Engineering Geology Report will follow the preliminary studies with more extensive subsurface investigations, as necessary to develop specific mitigation measures, that would be incorporated and detailed in construction plans, as a condition of final map approval.

- In accordance with existing City policy, final development approvals will not be granted unless it can be found that all identified geotechnical problems would be eliminated or avoided through proper design or other development constraints.

- The following hillside development guidelines should be used to evaluate all new development on slopes above 25 percent as a requirement of the City's Hillside Review (HR), Planned Residential Development (PRD) and La Jolla Shores Planned District review processes.

1) Design structures to adapt to hillside conditions and minimize the need for cut and fill grading. Standard prepared pads should not be permitted on slopes above 25 percent. Creative architectural solutions in land preparation and selection of appropriate foundation types are encouraged. These include open foundations, pier supports, split levels, cascading developments and similar techniques designed to minimize grading. Driveways, parking areas, tennis courts, swimming pools, and other accessory uses should be kept to a minimum and located in the more level portions of the site in slopes below 25 percent.

2) Cluster structures, to preserve the existing topography and conserve natural resources. Clustering permits appropriate densities while maintaining greater open space areas. Such structures should be sited and designed to avoid adverse impacts to adjacent single-family residential neighborhoods. This includes use of appropriate setbacks.

3) Utilize the structural quality of the soils as a determinant of the type of construction. This includes respecting the site conditions of steepness, soil characteristics, hydrology, faults, bedding, and slope geology to insure hillside stability both during and after construction.

4) Maintain the natural surface drainage system. This includes intermittent streams, creeks, gullys and

rivulets, especially where such drainage ways adjoin or transverse other properties. The way in which changes to the natural landform or its surface coverage affects the natural drainage system must be determined prior to project approval. Sensitive design will help eliminate problems of erosion, landslides or damage to plant and animal life.

5) Limit the total amount of surfaced ground cover. The design of such site surfaces as structure foundations, driveways, patios, sidewalks, and roads, should support and not alter the natural system of drainage. Clustering developments, use of open foundations and pervious surfacing materials, and maintenance of natural landscaping respond to this requirement.

6) Retain existing vegetation and/or tree patterns where feasible, and incorporate such features into the overall landscaping of the site. Where new landscaping is required, the use of native vegetation and species that require minimal maintenance and watering is encouraged, consistent with the need for adequate fire protection. Native vegetation and associated habitats of the coastal sage and chaparral communities should not be disturbed.

7) Development should be sited to minimize impacts to special environmental resources such as indigenous plant communities, wildlife habitats, major rock outcroppings, ridge lines, drainage ways, vistas, trees and known archaeological sites. Structures should not overwhelm hillside vegetation to where the natural character of the hillside is destroyed. This approach requires an environmental inventory of site resources, their condition, importance, and protection require- ments. It is anticipated that a master Environmental Assessment and Data Base could be prepared for the Mt. Soledad/Muirlands areas of La Jolla. The master Environmental Assessment would be used as a resource document for the preparation of site specific environ- mental impact reports in accordance with the require- ments of California Environmental Quality Act (CEQA).

8) Design of development, above all, should relate to existing topography and landscape features. The incorporation of existing features into project design minimizes environmental destruction and results in development which harmonizes with the natural characteristics of the site.

9) Larger scale structures should be set back from the brow of the hillside. This is especially important for those locations which are visible from natural open space systems, park lands, and the seashore. The preservation of the natural character of these areas depends upon minimizing visual intrusions.

10) Visual access to open space areas should be provided in all large developments where scenic vistas presently exist. Clustering techniques may permit the establishment of view corridors from public roadways into open space areas. The viewing of open space may be enhanced by the provision of turnouts and clustered parking at scenic locations. Walls and fences should be designed to accommodate existing public vistas, respecting the legitimate needs of privacy and public safety.

11) In general, new development should be compatible with the scale and character of the surrounding development. The height, bulk, and appearance of open foundations, retaining walls and pier foundations shall not be out of scale with new or adjacent structures particularly in scenic or view sensitive areas. Design of structures should be innovative yet complimentary to existing development in the area. Historic features such as old buildings, signs, landscaping, geologic landmarks, and other signs of past use should be retained wherever possible.

12) Roof designs in hillside areas should be sensitive to their visual prominence. Materials, forms, and colors should be compatible with the existing site topography and respectful of the cumulative visual impact when viewed from above or below. Flat roofs with mansards or other incomplete designs should be discouraged. Inappropriate roof treatments in large hillside developments may completely destroy the natural character of the hillside.

13) Hillside streets should not exceed minimum width requirements consistent with public safety. Narrow lanes, one-way streets, and split level roads should be given design priority and investigated for use in hillside areas. Continuous on-street parking and broad medians contribute to roadway widths, and are often unnecessary to serve fronting land uses. The minimum requirements appropriate for any given site should be evaluated by the City Engineering and Development Department observing minimum standards of Council Policy 600-4 for consideration of safety.

14) Roadways should follow natural contours to avoid excessive cut and fill and preserve the existing hillside topography. More realistic evaluations of radius and grade restrictions (consistent with Council Policy 600-4) would allow more flexible alignment possibilities.

15) The circulation systems of hillside development should include pedestrian access. Where residential privacy can be assured, pathways which provide public access to natural and recreational open space areas should be developed. Such pathways may serve as circulation networks within and between hillside and canyon development areas. Footpaths, sidewalks, alleys, and equestrian trails should be considered for access to structures that may be built in sensitive hillside and canyon areas, provided adequate fire protection and City servicing can be accomplished.

16) Where new development fronts on the street, parking should be located on the street side portion of the site. On larger parcels, the parking should be separated from the main structure. This technique will help reduce the amount of grading required to terrace parking areas in the open space portions of the site or to prepare long driveways.

17) Damaged hillsides should be stabilized and permitted development should be designed to restore and enhance hillside form.

18) The existing condition of hillsides should be maintained during construction. Dirt and fill generated during construction should not be allowed to spill into the canyon below. Existing resources on or adjacent to the construction site should be protected from being trampled or destroyed. Runoff should be controlled to prevent erosion. Such measures should be conditions of the land development permit.

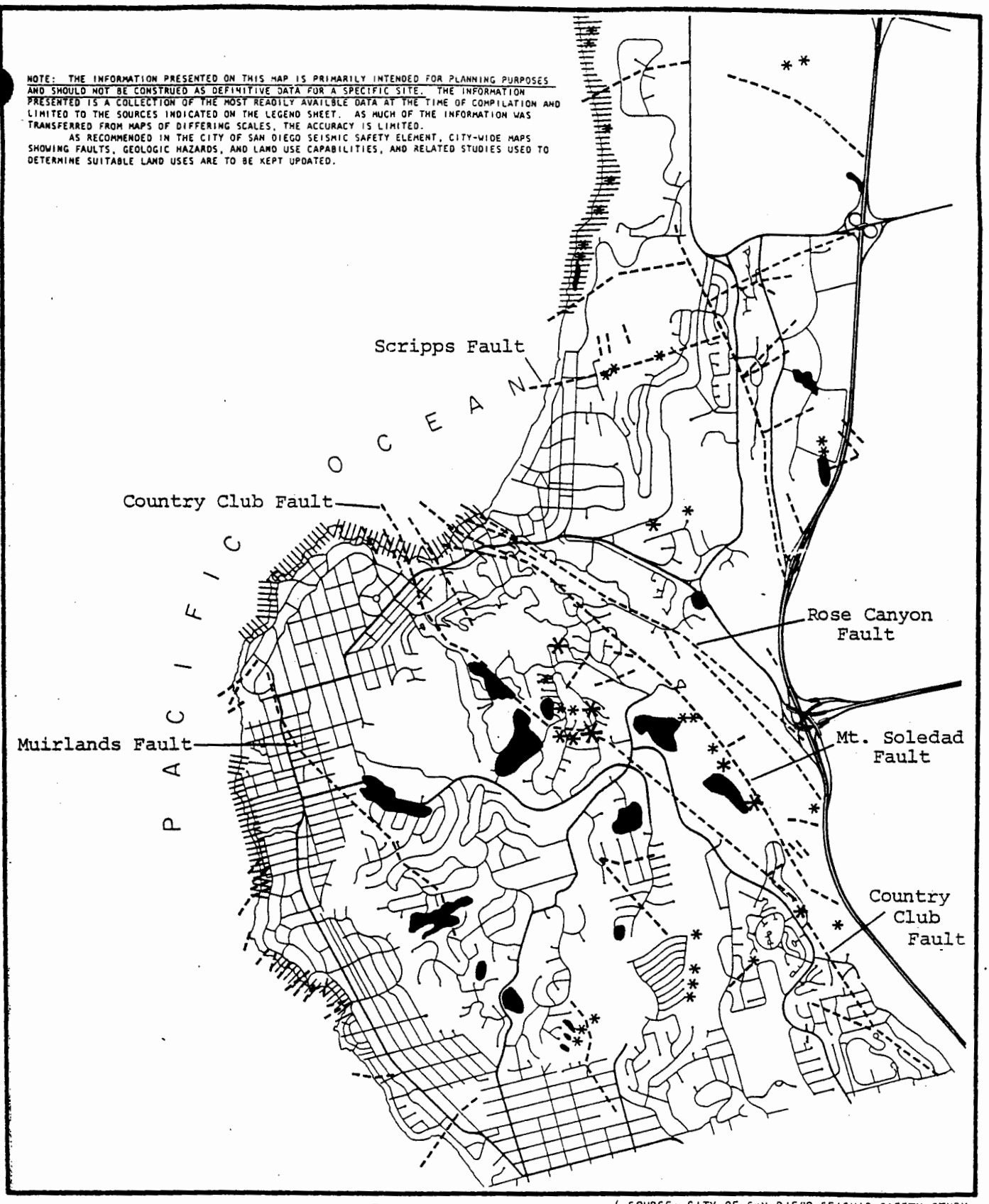
19) Scarred slopes and graded areas should be replanted with native vegetation. Revegetation should simulate pre-development conditions whenever possible in order to reclaim the natural habitat.

20) Top soil from excavated areas which will be reused on the site should be stockpiled. If they are to remain through a rainy season, the stockpiles should be seeded with groundcover to reduce the effects of erosion and siltation.

It is recommended that these requirements be integrated into the City's existing Hillside Review (HR) and Planned Residential Development (PRD) ordinances for application to the Coastal Zone only. Developments within the Coastal Zone portions of these ordinance jurisdictions will require additional findings to ensure the protection of identified coastal/hillside resources. Where necessary, appropriate changes will be made to the La Jolla Shores Planned District Ordinance to ensure consistency with these guidelines.

NOTE: THE INFORMATION PRESENTED ON THIS MAP IS PRIMARILY INTENDED FOR PLANNING PURPOSES AND SHOULD NOT BE CONSTRUED AS DEFINITIVE DATA FOR A SPECIFIC SITE. THE INFORMATION PRESENTED IS A COLLECTION OF THE MOST READILY AVAILBLE DATA AT THE TIME OF COMPILATION AND LIMITED TO THE SOURCES INDICATED ON THE LEGEND SHEET. AS MUCH OF THE INFORMATION WAS TRANSFERRED FROM MAPS OF DIFFERING SCALES, THE ACCURACY IS LIMITED.

AS RECOMMENDED IN THE CITY OF SAN DIEGO SEISMIC SAFETY ELEMENT, CITY-WIDE MAPS SHOWING FAULTS, GEOLOGIC HAZARDS, AND LAND USE CAPABILITIES, AND RELATED STUDIES USED TO DETERMINE SUITABLE LAND USES ARE TO BE KEPT UPDATED.



La Jolla • La Jolla Shores

(SOURCE: CITY OF SAN DIEGO SEISMIC SAFETY STUDY COMPILED BY: F. BEACH LEIGHTON & ASSOCIATES, 1974)

LOCAL COASTAL PROGRAM • GEOLOGIC HAZARDS

---------- FAULT LINES

* SLIDE AREAS

SLIDE PRONE FORMATIONS

UNSTABLE BLUFFS

CITY OF SAN DIEGO
PLANNING DEPARTMENT

LEGEND

Dedicated Open Space/Park
City-owned property that has been formally dedicated by the City or State for park and/or open space under Charter Section 55 of the San Diego Municipal Code. Protected in perpetuity unless changed by a two-thirds vote of the people.

Designated Open Space/Park
Areas intended for park and/or open space uses. (May be privately or publically owned.)

Private Open Space
Private property retained as open space through easements or other mechanisms.

* Structures excluded from Open Space

NOTE: In General, Beach Areas are Designated or Dedicated Open Space

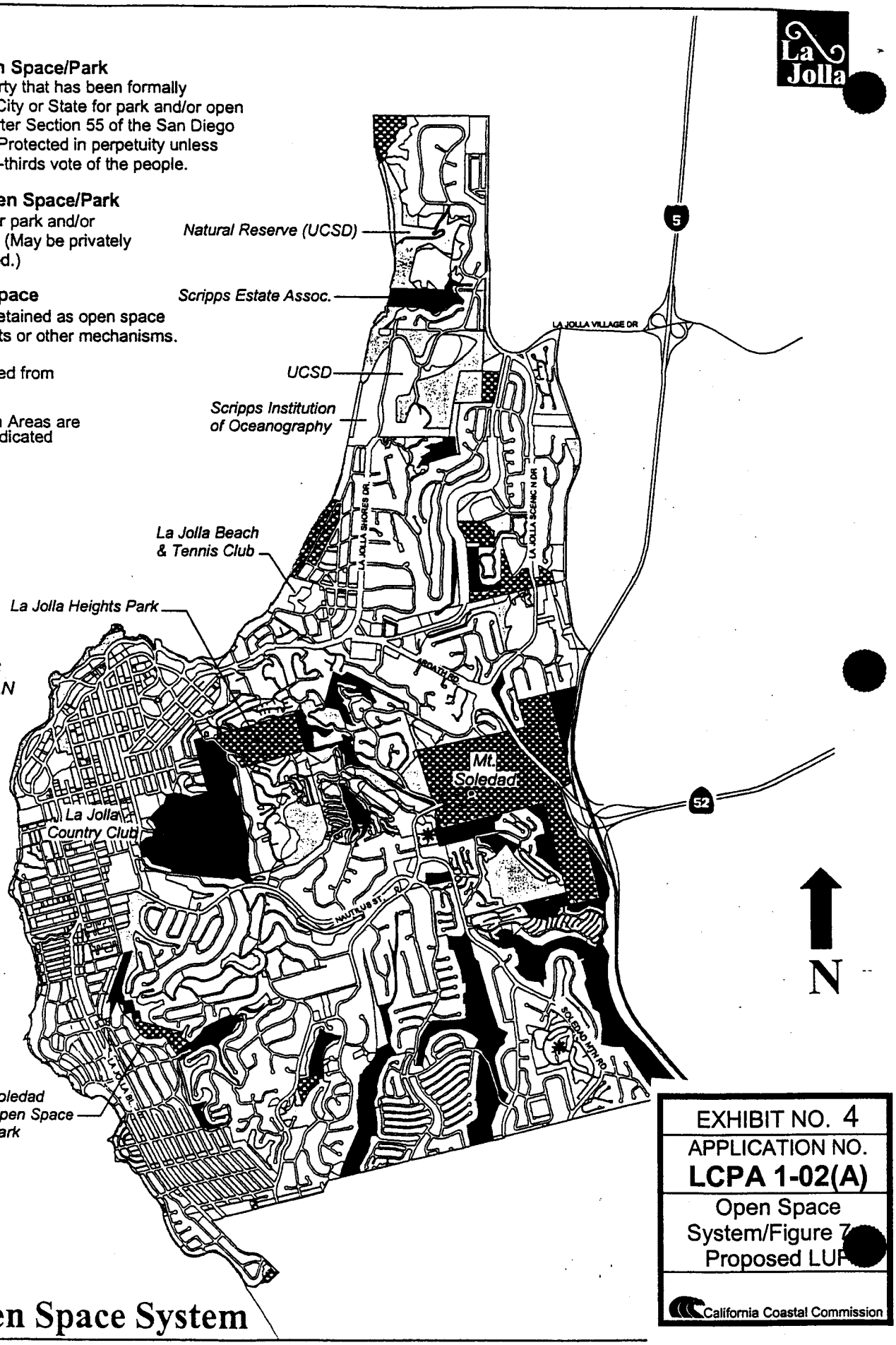


EXHIBIT NO. 4
APPLICATION NO.
LCPA 1-02(A)
Open Space System/Figure 7 Proposed LUP
California Coastal Commission

Open Space System

La Jolla Community Plan
City of San Diego · Planning Department

Figure 7

Wed 14b

La Jolla

Community Plan and Local Coastal Program Land Use Plan

DRAFT

JUNE 2002

RECEIVED
SEP 0 4 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

La Jolla

Community Plan and

Local Coastal Program

Land Use Plan

City of San Diego Planning Department

This information, or this document (or portions thereof), will be made available in alternative formats upon request.

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Dick Murphy

Council

Scott Peters	Brian Maienschein
Byron Wear	Donna Frye
Toni Atkins	Jim Madaffer
George Stevens	Ralph Inzunza
Former Councilmember	Harry Mathis

City Attorney
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Planning Commission

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Patricia Butler	Barry Schultz
Former Commissioners	
Andrea Skorepa	Mark Steele
Geralda Stryker	Frisco White

Planning Department
S. Gail Goldberg, Planning Director
Betsy McCullough, Deputy Director
Bob Manis, Program Manager
Mike Tudury, Senior Planner
Siavash Pazargadi, Senior Traffic Engineer
Mark Rogers, Associate Traffic Engineer
Holly Cheong, Associate Planner, MSCP
Leo DeJesus/Jan Atha, Principal Engineering Aides
Sam Riordan, Graphic Designer
Shirley Atencio/Vivian Pomodor, Document Processing
Development Services Department
Anne Lowry, Environmental Analyst

La Jolla Community Planning Association

Claude Marengo, President	Mary Coakley	Deborah Marengo
Gunter Hirsch, Treasurer	Gail Forbes	Marty McGee
David Abrams	Orrin Gabsch	Joanne Pearson
Simon Andrews	Walt Hall	Cory Schnielzer
Joost Bende	Mark Lyon	Charles Spitzer
Chuck Berke	Susan Mann	Gerald Starek
Penelope Bourk		

2001 Draft La Jolla Community Plan Update Review Committee
David Abrams, Philip Merten

Former CPA members:

Mark Bucon	Mariam Kirby	Edward Mracek
Tony Crisafi	Jack Klausen	Dale Naegle
Anne Marie Glowak	Phil Merten	Marty Vusich
Doug Holmes	Bruce Minteer	Hal White

Community members who participated in the 1995 plan are listed on the following page.

La Jolla Community Planning Association

Marsha Ingersoll
David Abrams
Mercer Richard Smith
Mark Lyon
Simon Andrews
Chuck Berke
Benny Chien
Nora DeSilva
Dan Drobnis
Don Emerson
Jack Kyte
Fritz Liebhardt
Marty McGee
Melinda Merryweather
Philip Merten
Bruce Minteer
Edward Mracek
Dale Naegle
Virginia Nielsen
Pino Parente
Ruth Potter
Martha June Strauss
Robert Thomas
Martin Vusich
Jay Wharton
Harold White
James Yianilos

Traffic and Transportation

Marty McGee, Chairman
Chuck Berke
Jan Borkum
Benny Chien
Bill Fell
Orrin Gabsch
Virginia Nielsen
James Nierman
Jennifer Sparks
Jay Wharton
Hal White

Coastal Issues

Edward Mracek, Chairman
Jack Kyte
Chuck Berke
Roger DeSilva
Steven Grady
Walt Hall
Darlene Huffstetter
Atti Hughes
Jack Klausen
Nat Klein
Melinda Merryweather
Dave Odell
Joanne Pearson
Martha June Strauss
Robert Thomas
Nancy Ward

Neighborhood Character

Mark Lyon, Chairman
Roger DeSilva
Don Emerson
Richard Merino
Phil Merten
J.J. Nichting
Mary Francis Smith
Marty Vusich
Jay Wharton
Birgitta White
Hal White

Open Space

Ruth Potter, Chairwoman
Joanne Pearson, Chairwoman
Val Arbab
Mary Lou Graham
Atti Hughes
Melinda Merryweather
Marko Zalokar

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EXECUTIVE SUMMARY

Vision Statement
Community Land Use Map
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EXECUTIVE SUMMARY

VISION STATEMENT

Over the next 10 to 20 years, the focus of development in La Jolla will be to highlight those elements and features of the community that contribute to its overall sense of charm, character and village atmosphere. Many of these elements are in place in La Jolla such as: its coastline parks of Ellen B. Scripps and Kellogg Park; its historic structures including the La Jolla Recreation Center, the Atheneum and the La Jolla Woman's Club; the delicate relationship that exists between the community and its coastline, bluffs, hillsides, and canyons; the collection of mature street trees that line the commercial corridors of Girard Avenue and Silverado Street and its residential streets such as Camino de la Costa along the coast; the predominance of low-scale buildings and homes and the slow pace of pedestrian traffic along many of its local streets are examples of features that make La Jolla appealing to its residents and one of San Diego's primary visitor destinations for tourism.

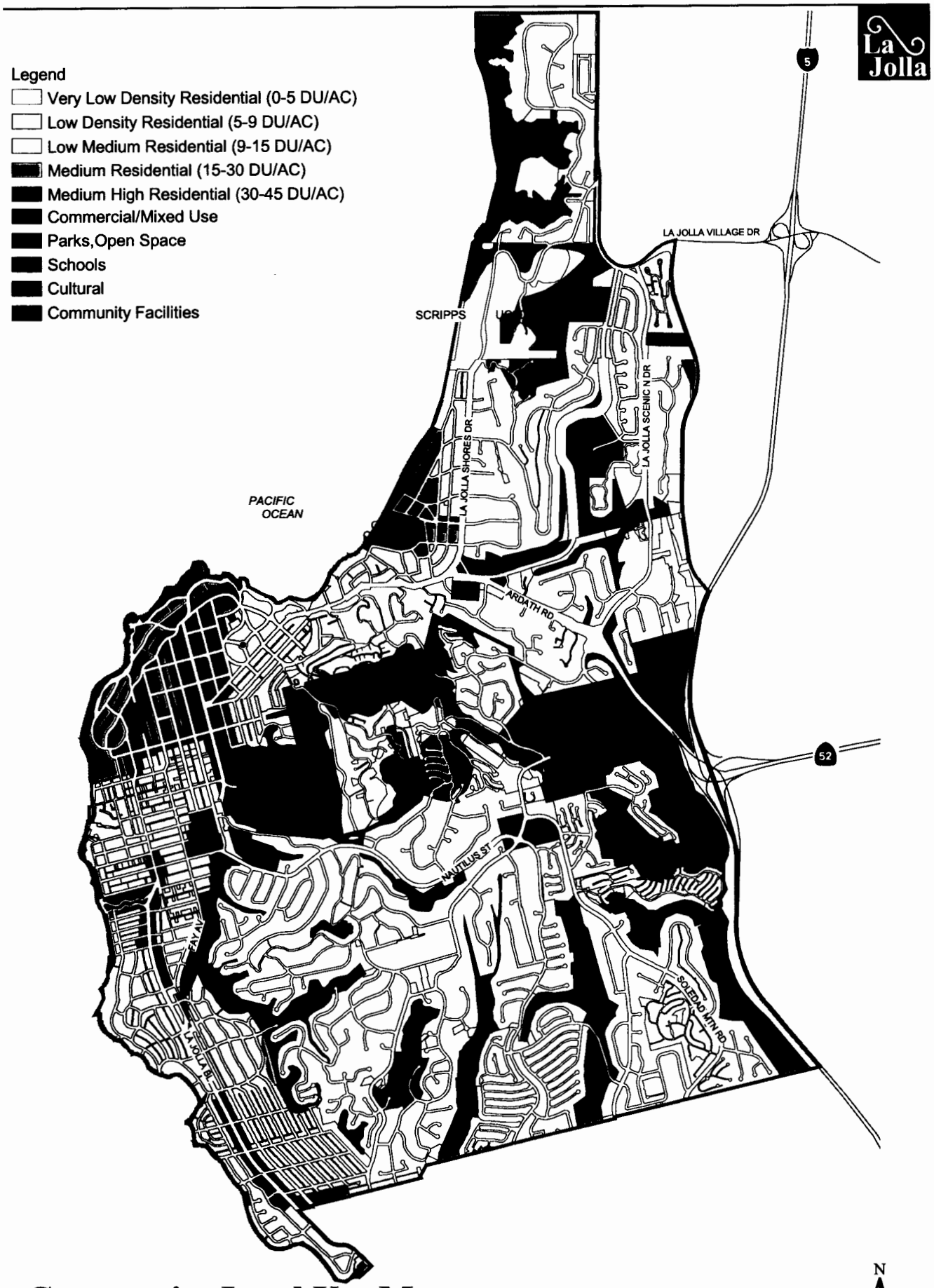
The dramatic views to and from Mount Soledad will continue to be primary visual resources within the community. Residents and visitors to La Jolla will continue to come to the La Jolla Heights Natural Park and Mount Soledad to view the unique panorama of the La Jolla coastline and the skyline of San Diego.

La Jolla is comprised of distinct residential, business and historic areas that will have pedestrian-oriented amenities such as small corner parks, human-scaled landscaping and appropriate street furniture that will provide a stronger sense of community and identity to these areas.

The relationship between La Jolla and the ocean must always be protected. La Jolla's oceanfront setting is and will continue to be the focus of the community, forming the scenic framework to many of its recreational, residential and retail areas. The key natural resources of the community, including Mount Soledad with its magnificent panoramic views of San Diego, the shoreline parks, and the sensitive coastline bluffs, will be protected. La Jolla's landscaped and natural parks, nature trails, bikeways and promenades along the public beaches will be preserved for future generations to enjoy.

La Jolla will continue to be in touch with its past, recognizing that the preservation of its designated historic sites and the adaptive reuse of its structures of historic significance reflect an earlier era in the development of the community which will be permanently lost if left to deteriorate.

La Jolla will have a circulation system that emphasizes bicycling and public transit as an alternative means of travel within the community and de-emphasizes dependence on the private automobile within the village area. The circulation system will continue to emphasize strengthening pedestrian pathways that link La Jolla's residential, business, retail, and recreational areas together. These pathways will be created along the existing street network and will take the pedestrian along inviting plazas, shops, sidewalk cafes and buildings designed to be interesting at the street level.



Community Land Use Map

Figure 1

One of the early tasks of the La Jolla Community Planning Association and the Planning Department was to identify key community issues and related goals that will be addressed in this plan. Some of the more critical issues that the La Jolla Community Planning Association and Planning Department identified are summarized below:

COMMUNITY ISSUES

Natural Resources

- The need to protect and preserve sensitive natural resources, including natural drainage, biologically sensitive slopes and hillsides, beaches, ocean, bluffs and canyons, plant and animal habitats, and wildlife linkages throughout the community. The seismic and geological instability of the area should be a consideration in such efforts.

- The need to increase public awareness of beach and coastal access points within the community through appropriate signage.

- The need to maintain the public views of the ocean, bluff, hillsides, open space canyons and beach areas from public vantage points within the community as identified in Figure 9.

Traffic Circulation and Parking

- The degree to which traffic congestion can be reduced through improvements to the existing circulation system with minimal disruption to the residential character and environmental quality of the community.

- The degree to which bicycling and public transit can be pursued as an alternative means of providing convenient linkages to La Jolla's beaches, parks, commercial district and to the rest of the metropolitan region.

- The degree to which additional public parking can be provided through the introduction of parking facilities/structures.

Residential

- Affordable housing opportunities in the community have been reduced as a result of increased land costs and a decrease in residential densities.

- Some redevelopment of properties in the single dwelling unit neighborhoods has not reflected the traditional bulk, size and scale of those neighborhoods.

Commercial

- The need to strengthen the physical identity of existing neighborhood commercial districts.

Community Parks

- The existing acreage of community-based and resource-based parks is not adequate to meet the needs of residents and visitors.

Heritage Resources

- The need to preserve those historic structures and important community landmarks that convey a sense of history, identity and place to the community.

GENERAL COMMUNITY GOALS

- Maintain La Jolla as a primarily residential and recreational oriented community by protecting its residential areas and historic resources, maintaining its public recreational areas, and enhancing its commercial districts.

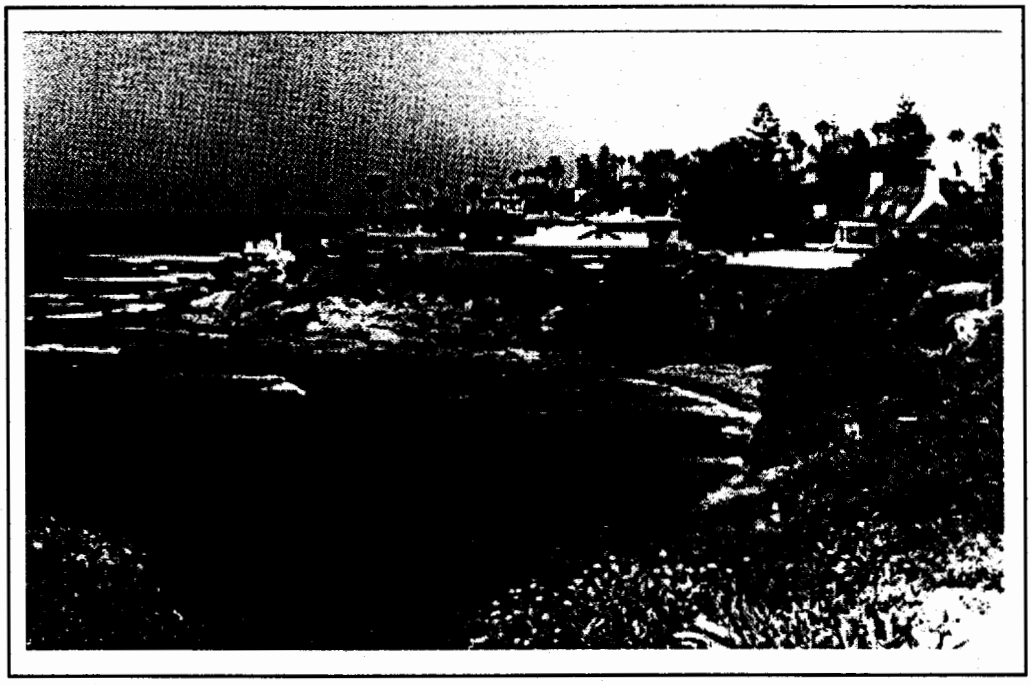
- Conserve and enhance the natural amenities of the community such as its views from identified public vantage points; (as identified in Figure 9), open space, hillsides, canyons, ocean, beaches, water quality, bluffs, wildlife and natural vegetation, and achieve a desirable relationship between the natural and developed components of the community.

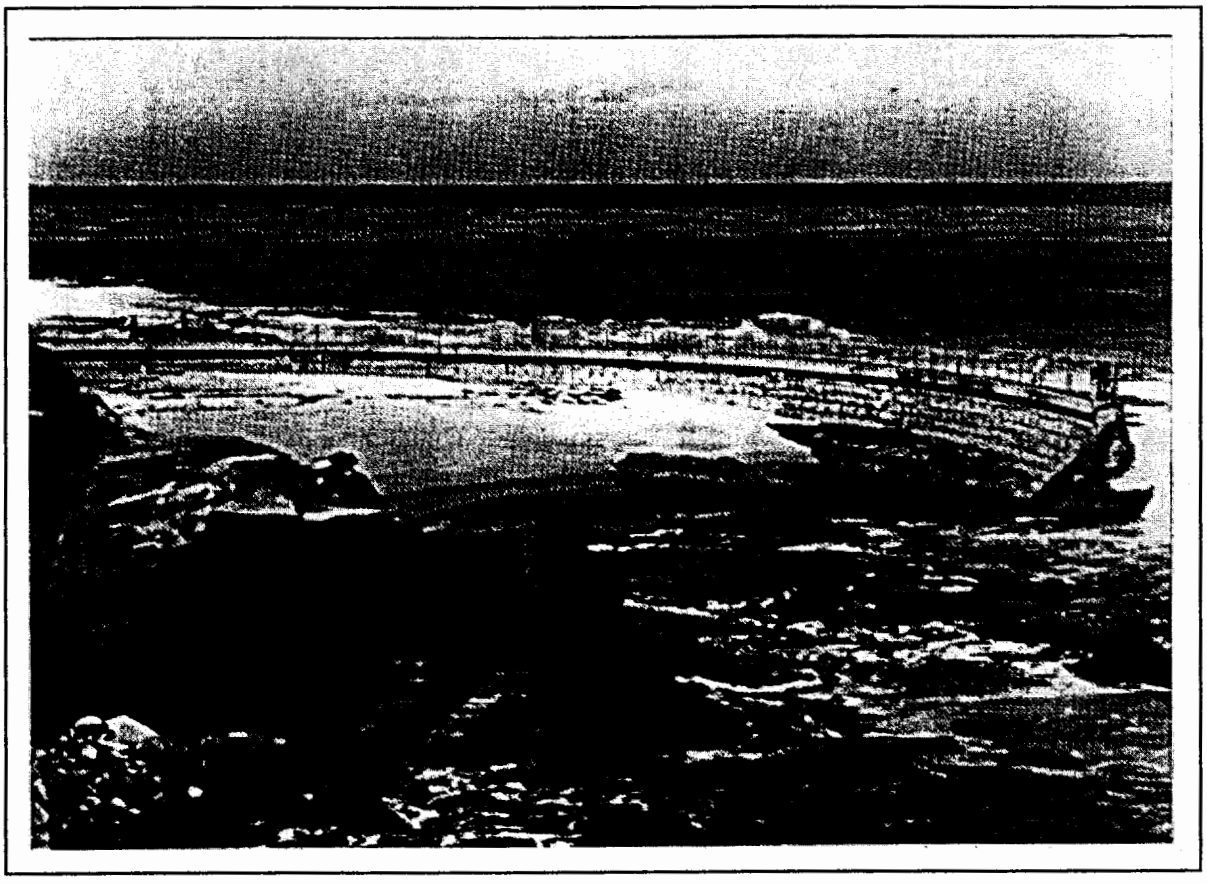
- Provide adequate public facilities necessary to support the educational, recreational, safety and health related needs of La Jolla residents including children, families and the elderly as well as providing for the needs of visitors.

- Provide an adequate circulation system to serve the La Jolla community that promotes the use of bicycles and public transit and shuttle service as alternative forms of transportation for residents and visitors to La Jolla.

- Enhance existing public access to the ocean, beach and park areas such as Ellen B. Scripps Park and Kellogg Park along the shoreline in order to be of greatest benefit to neighborhood residents and visitors to the community.

- Allow for the provision of added public parking in the village core area.





INTRODUCTION

Purpose of The Plan
Plan Organization
How The Plan Was Developed
Implementation of The Plan

INTRODUCTION

PURPOSE OF THE PLAN

The *La Jolla Community Plan* and *Local Coastal Program Land Use Plan* is the City of San Diego's adopted statement of policy for growth and development of the La Jolla Community Planning Area over the next decade. The plan proposes specific goals, policies and strategies regarding the future preservation, use and development and protection of environmentally sensitive resources of land within La Jolla and identifies how the use and development of that land will affect current levels of public services and facilities such as local schools, parks, roads, water and public safety needs.

The plan designates appropriate areas of residential, commercial, community facilities and recreational uses. The plan also recommends areas that should remain free from development in order to preserve the remaining sensitive slopes, coastal access and public park lands that are located in the community, thereby furthering our understanding of the balance that exists between La Jolla and its hillsides, canyons and coastline.

PLAN ORGANIZATION

The *La Jolla Community Plan* consists of the goals, policies and recommended actions for specific land use elements that are contained in this plan. Land use maps are also provided throughout the text of this document to further illustrate plan recommendations. A land use map depicting the proposed land use designations throughout the community, is included in the Executive Summary of this plan. There is also a large 1 inch to 400 foot scale map on file with the Planning Department that depicts the land use designations with a greater degree of clarity.

The *La Jolla Community Plan* text is organized as follows:

- **Introduction** describes the purpose and organization of the plan.

- **Planning Context** provides background information on the La Jolla Community Planning Area, community history, the urban, coastal and environmental setting within which the plan was prepared.

- Elements of the community plan serve as the framework for generating land use goals for the future development and the protection of environmentally sensitive resources within ~~of~~ the community, and describes the policies that will guide the actions of the City as it works toward achieving these goals. This section also contains tables of recommended actions to implement the policies and proposals of the plan and time frames for achieving them.

- **Appendices** contain lists of park projects and supplemental and reference documents, information regarding plan framework, relationship context, processes, streetscape guidelines, and the underwater park, as well as maps showing coastal access subareas, MHPA boundary connections and potential parking facility sites.

HOW THE PLAN WAS DEVELOPED

The update of the *La Jolla Community Plan* was a cooperative planning effort involving community residents, business persons, the La Jolla Community Planning Association, the La Jolla Town Council, the Promote La Jolla Inc. Business Improvement District, other

community organizations and staff from the California Coastal Commission and the City of San Diego Planning Department. The update process began with Planning Department staff preparation of a community outreach paper that was distributed to households, property owners and businesses throughout La Jolla. The paper outlined the community planning process, the overall goals of the community plan and encouraged broad community participation in the update process.

Following the outreach paper, the La Jolla Community Planning Association established committees to work on the plan update. The subcommittees identified a number of issues that served as the general framework for the development of the goals, policies and proposals of the plan update.

This plan update also contains the recommendations that were generated from privately initiated planning studies and design charrettes that were locally sponsored prior to the preparation of this plan. The design charrettes proposed strategies for protecting La Jolla's physical assets and natural resources. Projects such as the Vista Project, which produced the *Downtown La Jolla Master Plan* and the *La Jolla Coastline Plan,* both of which were sponsored by the La Jolla Town Council, are examples of the private planning studies that contribute to the recommendations contained in this plan. A complete list of these reference documents used in the preparation of this plan update is included in Appendix H of this plan.

In January 1995, the draft La Jolla Community Plan was adopted by City Council and became effective outside the Coastal Zone. Subsequent to City Council adoption, the California Coastal Commission identified several issues in the Coastal Zone that the plan was required to address prior to certification. Primary among these issues was public view protection, a topic that was under review in the context of the process of rewriting and reformatting the Land Development Code. On January 1, 2000, the City of San Diego put into effect the new Land Development Code which revised the public view protection regulations. During the intervening years from 1995 to 2000, other issues and corrections have been identified, including adoption of the Multiple Species Conservation Program. The 2002 La Jolla Community Plan addresses all of these issues.

IMPLEMENTATION OF THIS PLAN

This plan recommends a number of actions for the City and the La Jolla community to pursue in order to implement the policies and recommendations of this plan. These actions include, but are not limited to:

- Proposal for changes in the current zoning of the community:
  - to preserve existing open space within the community including portions of Mount Soledad and other publicly-owned open space areas;
  - to protect and enhance beach access, both visually and physically;
  - to preserve the current residential density of the West Muirlands area by rezoning from RS-1-5 to RS-1-4.
- Improvements to existing circulation patterns and public facilities.
- Preparation of a Public Facilities Financing Plan identifying present and future community needs and the capital improvements necessary to accommodate future development.

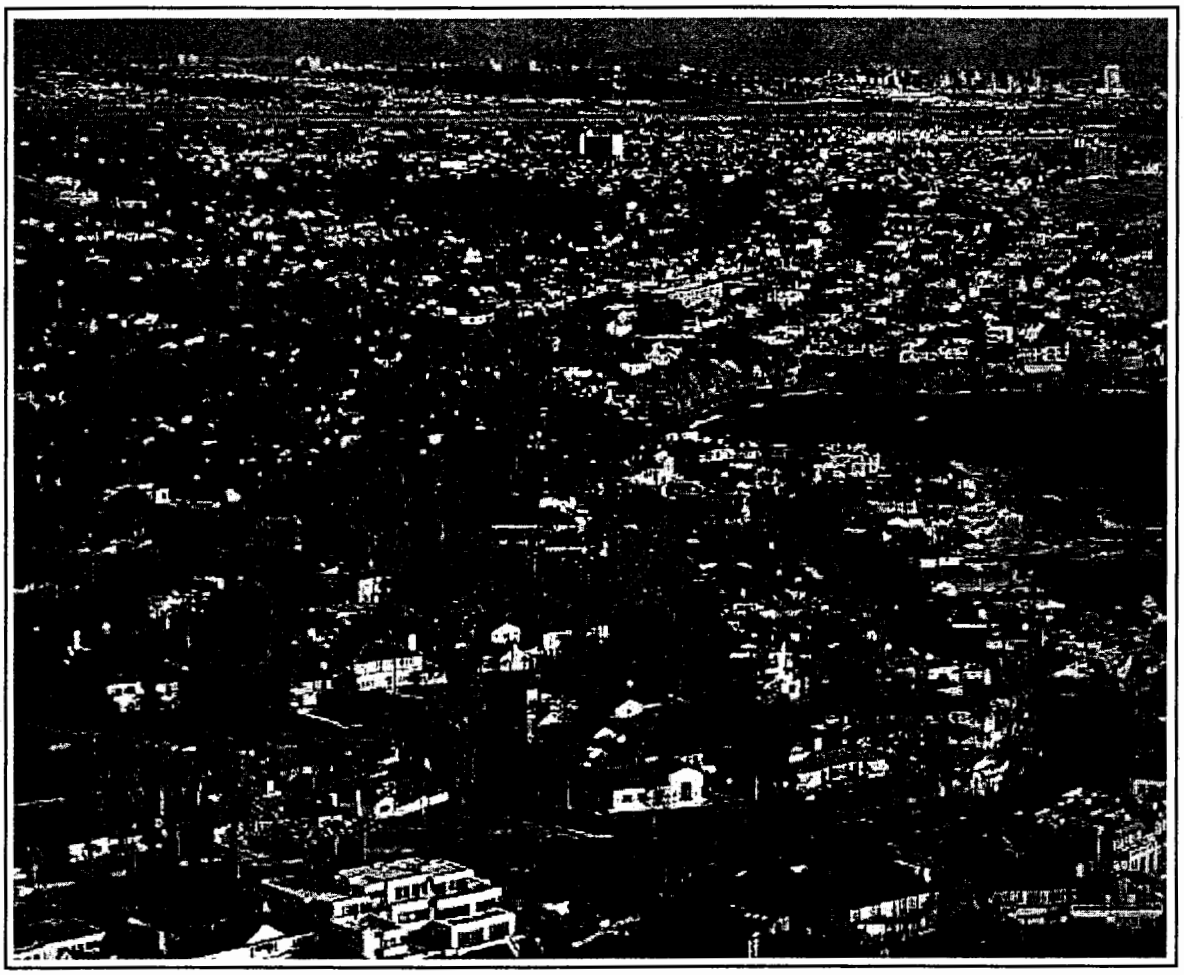
Adoption of rezoning recommendations will occur concurrent with the adoption of this plan by the City Council. Facilities, public

improvements and project design recommendations will be utilized when properties develop in accordance with the plan.

Assessment Districts and Business Improvement Districts, Property Based Business Improvement Districts and Parking Districts can be formed through the cooperative efforts of property owners and community planning groups.

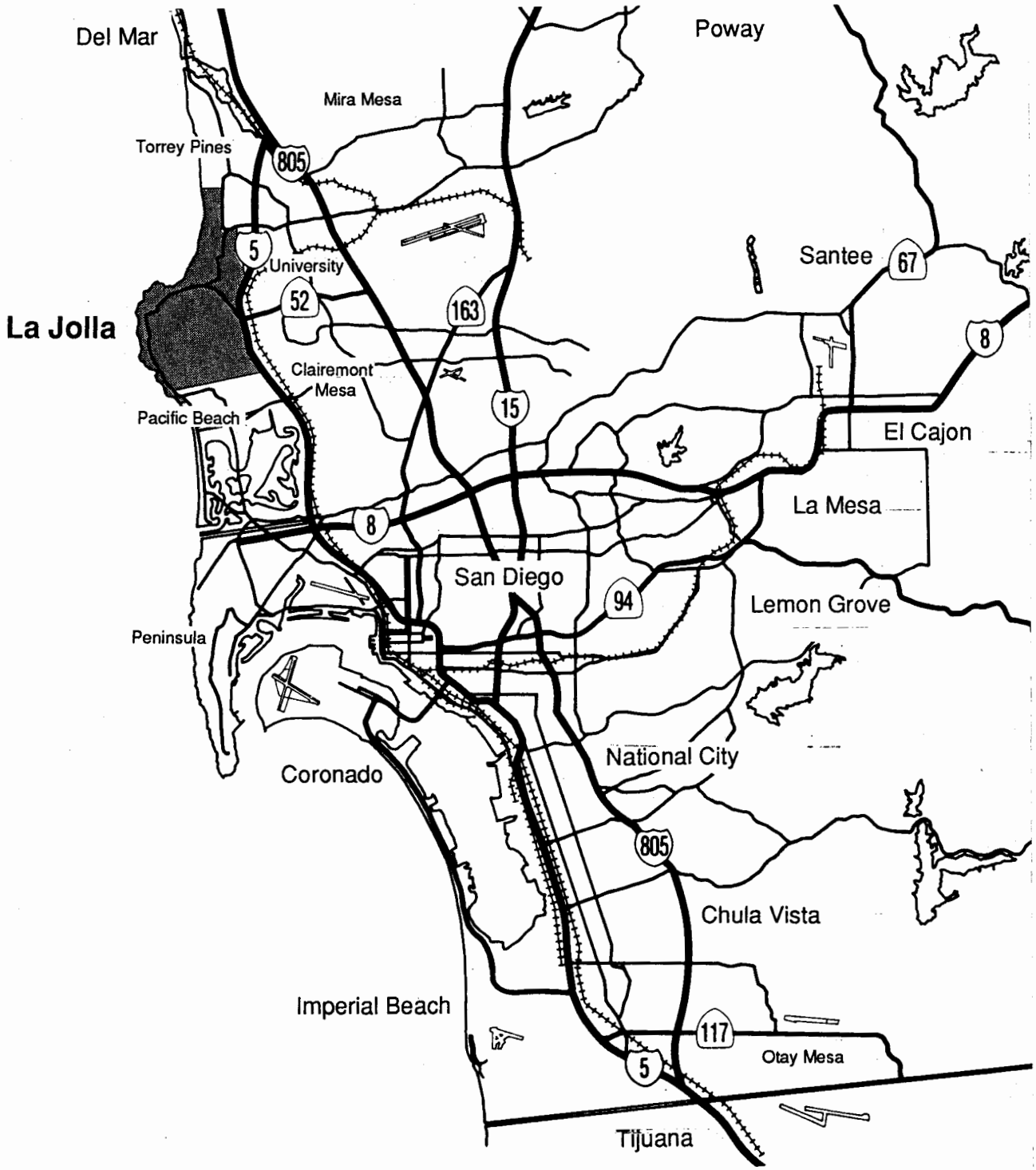
The La Jolla Shores Planned District Advisory Board reviews development within the La Jolla Shores Planned District and makes recommendations to the City. The Planning Department continues to work with the La Jolla Community Planning Association and the Board to provide the continuity needed for a sustained, effective implementation and review program.

The Land Development Code should be consulted for the current regulations in effect. Any subsequent changes to the Coastal Zone regulations will not take effect until approved by the California Coastal Commission as a Local Coastal Program amendment. The Coastal Commission will determine, based on a review of conformance with the goals, policies, and recommendations of the *La Jolla Community Plan*, whether an amendment to the Local Coastal Program land use plan is also needed.



PLANNING CONTEXT

The Community Planning Area
Development and Planning History
Plan Framework
Local Coastal Program
Coastal Access Subareas



Location Map

N

PLANNING CONTEXT

THE COMMUNITY PLANNING AREA

The La Jolla Community Planning area consists of approximately 5,718 total acres, including roads, and is located along the western edge of the north coastal region of the City of San Diego. It is bounded on the north by the campus of the University of California, San Diego and a portion of the University community, on the east by Gilman Drive, the University community and Interstate 5, on the south by the community of Pacific Beach and on the west by the Pacific Ocean. East of Interstate 5 are the Clairemont Mesa and University Community Planning areas.

DEVELOPMENT AND PLANNING HISTORY

Two of the earliest planning efforts for La Jolla were conducted by John Nolen in 1906 and later by Charles Eliot in 1946. During that period, La Jolla's residential development was mostly characterized by small, single-family summer cottages that were located along the coastline or interspersed within that portion of La Jolla that is now known as the village, which includes the area within the boundary of Prospect Street, Girard Avenue and Torrey Pines Road. The Eliot Plan was the first comprehensive plan for La Jolla. The plan concentrated on conserving La Jolla as a resort and preserving those features of the community that had attracted visitors and residents to enjoy its natural surroundings.

Over the next twenty years, La Jolla experienced substantial population growth and land development. By 1960, the resident population of La Jolla approached nearly 25,000 persons. Along with this population increase, the demand for housing grew and precipitated the replacement of many existing single dwelling unit cottages with larger-scaled multiple dwelling units. The net result of this growth placed demands on the existing community infrastructure, its street system, and public utility needs. In addition to this intensification of residential land use, office and small-scale retail development began to spread into areas that were once primarily residential, thereby changing the character and level of pedestrian activity along certain formerly residential blocks.

In 1965, local concern over the overall growth and development of La Jolla stimulated the community to prepare a community plan, and by 1967 the first *La Jolla Community Plan* was officially adopted by the San Diego City Council. The plan proposed broad goals and guidelines for development within the community and set the framework for the precise plans of La Jolla Shores and the Fay Avenue Extension.

The 1967 community plan also sought solutions to the vehicular congestion that occurred on La Jolla's major streets by recommending the construction of new streets into the community (including Torrey Pines Road and La Jolla Shores Drive) and development of new parking spaces. The results of these recommendations on the community adversely affected the level of noise pollution, air quality and pedestrian safety. In order to address these issues, the 1967 community plan was updated and adopted by the San Diego City Council in 1976.

The 1976 *La Jolla Community Plan* proposed limits to the uncontrolled population growth in residential areas by recommending the rezoning of over 125 acres from a high density zone, RM-4-10 (1 dwelling unit per 400 square feet) to RM-3-7 (1 dwelling unit

per 1000 square feet) a medium density residential zone. The rezones were approved by the San Diego City Council in April 1979 which resulted in a reduction in the potential residential population from its expected high of approximately 32,000. The 1976 *La Jolla Community Plan* also sought to control land use development by geographically defining areas for appropriate residential growth and commercial activity. As an outgrowth from the 1976 *La Jolla Community Plan,* the La Jolla Planned District Ordinance was developed for the village, Pearl Street and La Jolla Boulevard Commercial areas.

Along with the adoption of the *La Jolla Community Plan,* residents from La Jolla Shores also wanted to guide residential development and enhance the character of the La Jolla Shores area. Planning Department staff, working along with the La Jolla Shores Association and residents, prepared the *La Jolla Shores Precise Plan* which was adopted by the City Council in 1972 and amended in 1976. The *La Jolla Shores Precise Plan* identified policies to preserve and protect the residential quality, commercial activity and natural environment of the Shores.

In the 20 years since the development of the *La Jolla Shores Precise Plan,* many of its goals and land use recommendations have been implemented. The Precise Plan recommended preserving the predominantly single dwelling unit character of La Jolla Shores and limiting the proliferation of multiple dwelling units to designated areas. The Precise Plan also recommended preserving the retail uses within the commercial center along Avenida de la Playa in order to maintain the center's economic vitality and pedestrian orientation. Another accomplishment from the Precise Plan has been the protection of the area's parks and open space, such as the dedication of Pottery Canyon and Cliffridge Park, in order to maintain their use for future generations to enjoy.

The *La Jolla Shores Precise Plan* has also given rise to the development of other land use planning documents within the Shores area. The *La Jolla Shores Precise Plan* was the foundation for developing the *La Jolla Shores Planned District Ordinance*, (see Figure 3) (LJSPDO) which became a part of the San Diego Land Development Code in 1974. The LJSPDO created the La Jolla Shores Planned District Advisory Board which provides a public forum for reviewing projects developed under the Planned District Ordinance. Another implementing ordinance that has come out of the *La Jolla Shores Precise Plan* is the La Jolla-La Jolla Shores Sign Control Ordinance, adopted in 1973, which regulates signage within commercial areas in both La Jolla and La Jolla Shores.

In 1995, an update to the community plan was approved by the City Council and became effective in the areas outside the Coastal Zone.

The updated *La Jolla Community Plan* has evaluated the goals, policies and recommendations that were identified in all of the planning documents affecting the community. These documents included, but were not limited to the following: the *La Jolla Community Plan* (adopted in 1967, amended in 1976 and 1988, and in effect in the Coastal Zone), the *La Jolla Shores Precise Plan* (adopted in 1972 and in effect in the Coastal Zone), the *La Jolla-La Jolla Shores Local Coastal Program* (adopted in 1982, and certified in 1983), the *Fay Avenue Plan* (adopted in 1980) and the *La Jolla Community Plan* (adopted in 1995 for areas outside the Coastal Zone only). It is the intention of this plan to synthesize the policies and recommendations from these documents into one community plan for all of La Jolla.

In addition, the goals and policies of the City of Villages concept of the Draft Strategic Framework Element of the *Progress Guide and General Plan* were evaluated and taken into consideration.

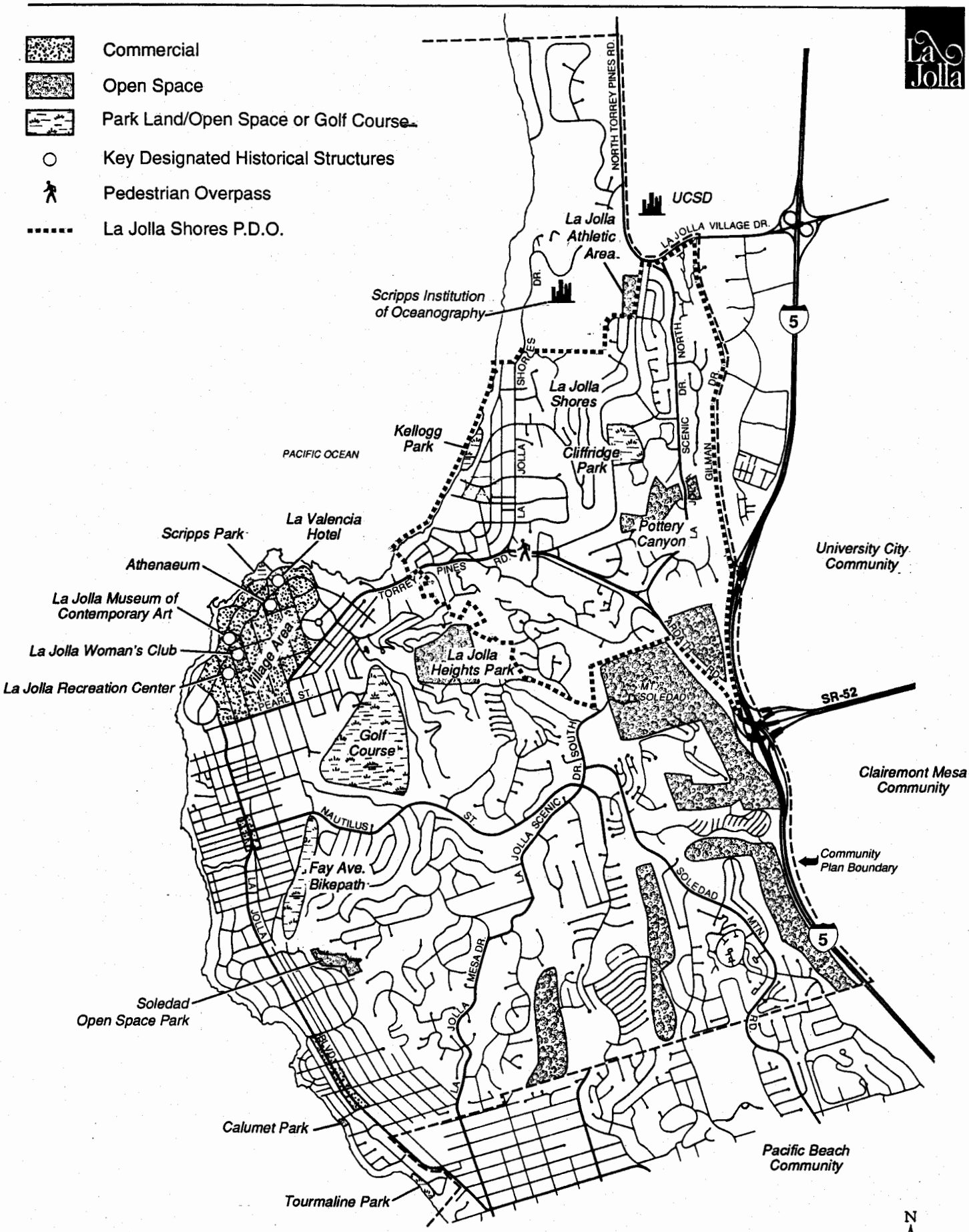


Image Inventory

PLAN FRAMEWORK

The urban and environmental influences that shape the land use of La Jolla include its sensitive hillsides, ocean, beaches and coastal bluffs, geological hazards and heritage resources. These influences serve as the framework for future development in the community.

Environmental Setting

Hillsides

Much of the La Jolla Community Planning Area is characterized by densely vegetated and environmentally sensitive slopes and hillsides containing various species of biological resources such as coastal sage and chaparral. In general, hillsides of 25 percent or greater slope are protected from excessive development by the City's Environmentally Sensitive Lands regulations for both residential and commercial areas. The purpose of these regulations is to provide supplemental development regulations to the underlying zone to assure that development occurs in a manner that protects the natural and topographical character of these areas and limits any potential impacts on the community's natural resources and environment.

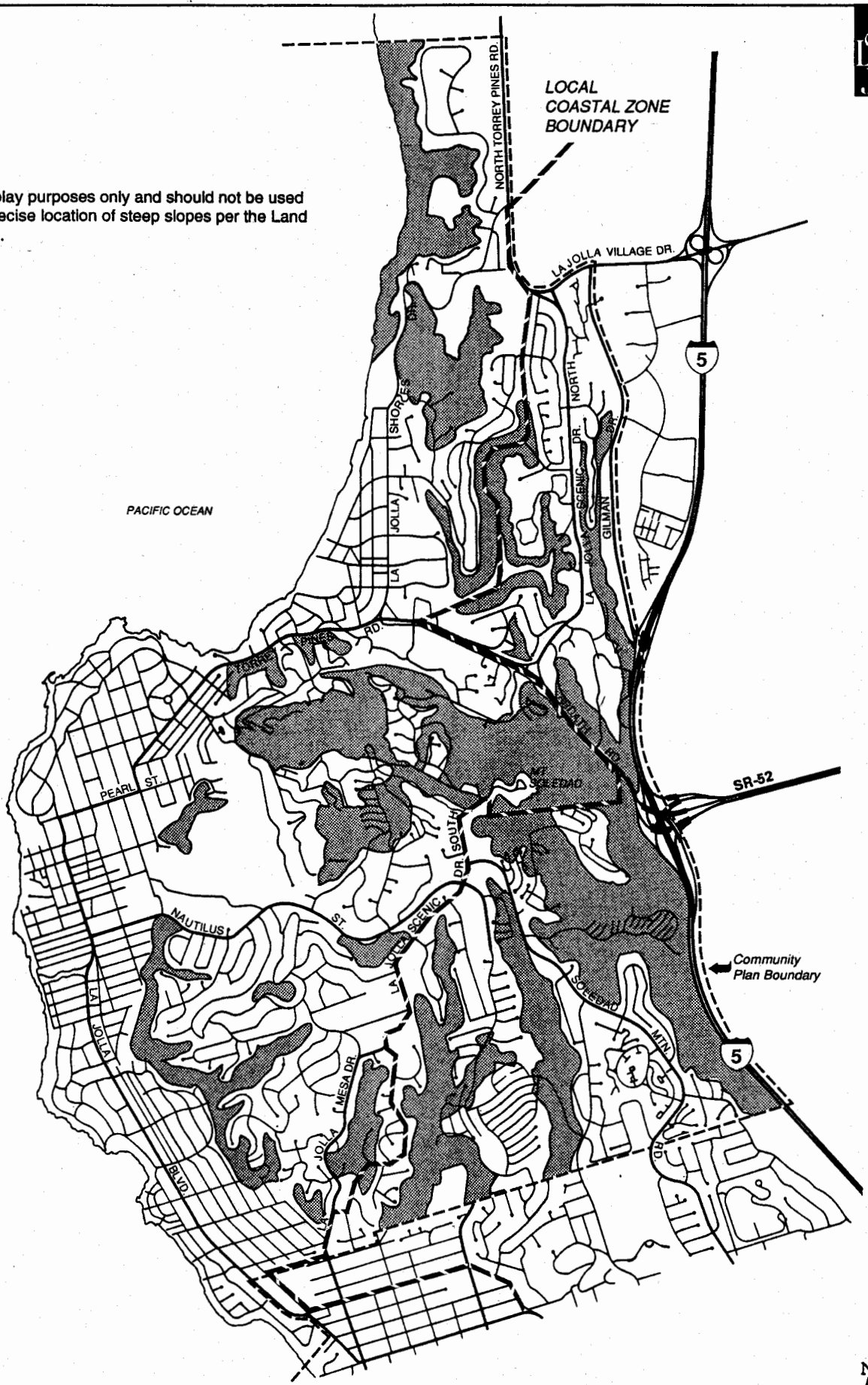
Areas that are protected by the Environmentally Sensitive Lands regulations include the publicly-owned slopes of Mount Soledad, portions of the eastern slopes of the Fay Avenue right-of-way and La Jolla Heights Park. The Environmentally Sensitive Lands regulations have also been applied to privately-owned property throughout the community to protect those slopes from excessive grading and disturbance. Figure 4 identifies the general location of the hillside review areas for La Jolla.

Coastal Bluffs

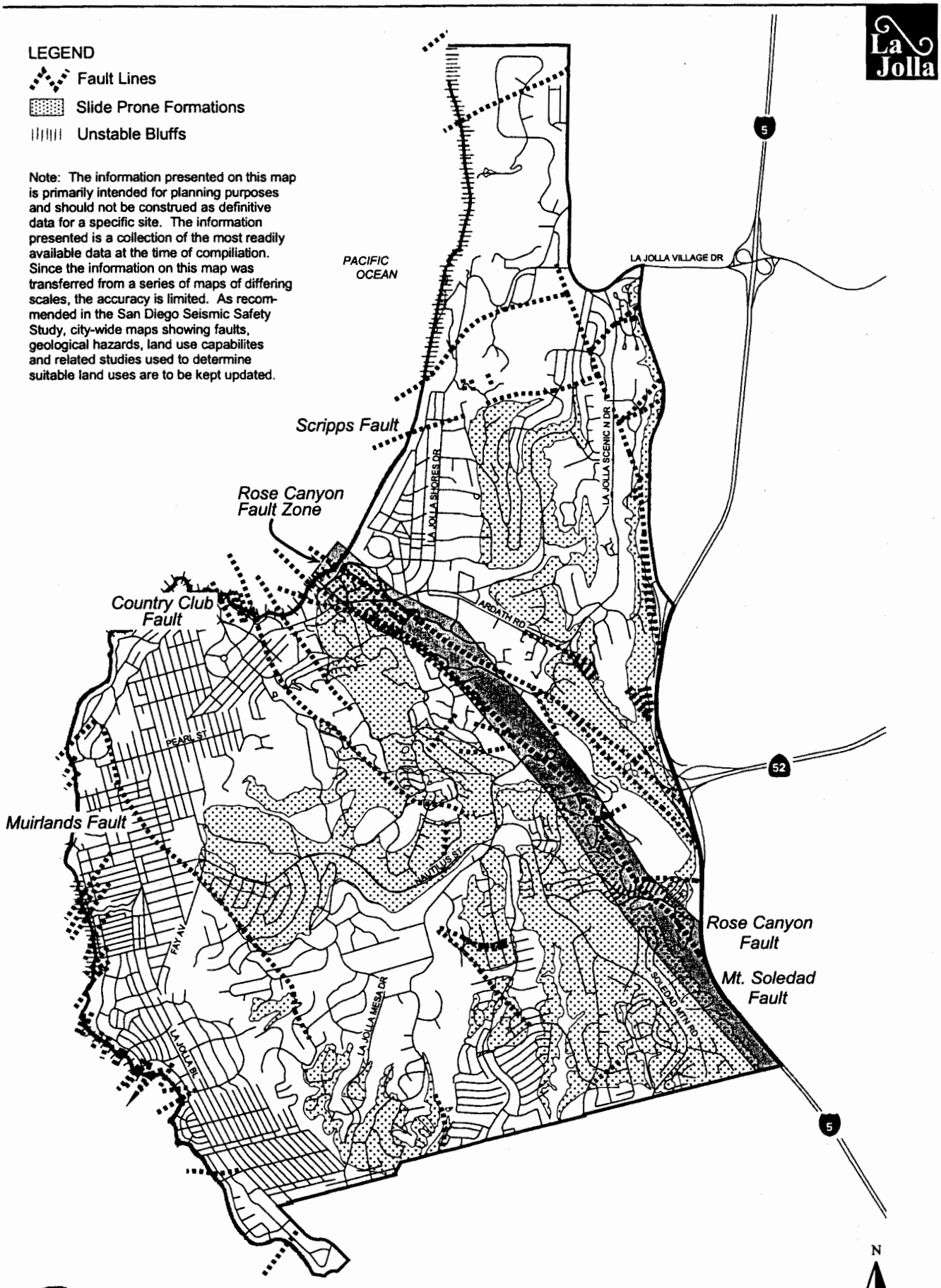
The coastal bluffs are one of La Jolla's most scenic natural resources. La Jolla's bluff areas stretch from La Jolla Farms south to Tourmaline Surfing Park. The magnificent views of the ocean and shoreline from these coastal bluffs provide a tremendous development incentive. The Sensitive Coastal Overlay Zone identifies where special development regulations for the environmentally sensitive areas of the shoreline and coastal bluff tops are located. The purpose of this zone and applicable regulations is to help protect and enhance the quality of sensitive coastal bluffs, coastal beaches and wetlands. Further intentions of this overlay zone are to maximize public access to and along the shoreline consistent with sound resource conservation principles and the rights of property owners.

The existing land uses along the bluffs consist of single dwelling unit homes and City parks. Based on the information from *The City of San Diego Seismic Safety Study,* (updated 1995) the shoreline bluffs located along La Jolla Farms are considered less stable than the bluff edges located south of Windansea Beach, which, are considered to be "moderately stable."

This map is for display purposes only and should not be used to determine the precise location of steep slopes per the Land Development Code.



Hillsides with 25% Slopes or Greater



Geological Fault and Hazard Areas

La Jolla Community Plan
City of San Diego • Planning Department

Figure 5

Geological Hazards

The City of San Diego Seismic Safety Study (1995) identified active and inactive geological faults that are located within La Jolla. The faults that are classified as potentially active include the Scripps Fault, the Mount Soledad Fault, the Muirlands Fault and the Country Club Fault. All of these inactive faults run in a northwest to southeast direction and have a "moderate" geotechnical risk rating.

The Rose Canyon Fault is identified in *The City of San Diego Seismic Safety Study* as active due to its recorded pattern of earthquake activity and seismic movement. The geological activity along the Rose Canyon Fault has shaped much of La Jolla's coastline including the jagged edges of La Jolla Cove.

According to the California Division of Mines and Geology, the Rose Canyon Fault extends northwesterly along Ardath Road and then moves westerly towards the Pacific Ocean. Residential projects that are proposed within this zone are required to undergo a comprehensive geotechnical analysis and geological report, prior to the City issuing building permits, to determine the extent to which construction is possible. The general location of the active and potentially active faults and other geologic hazards are identified on Figure 5.

Heritage Resources

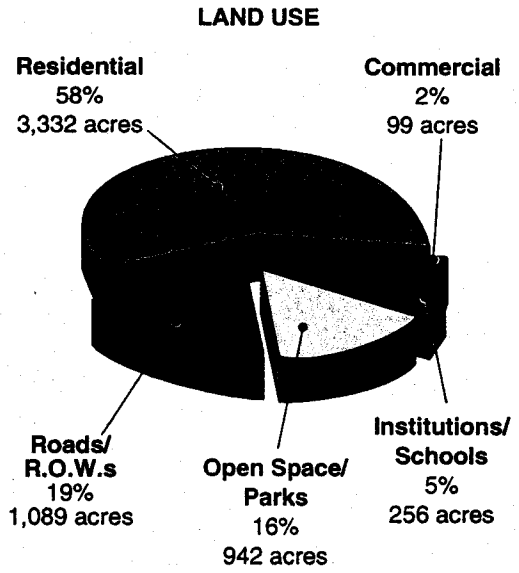
La Jolla's historic structures and resources are important community landmarks that convey a sense of history, identity and place to residents of the community. Some of the historic structures that were built prior to 1930, such as the Atheneum (built in 1921) and the Shepherd Building (built in 1927), both of which are located on Wall Street in the village area, are examples of historically designated sites that are still in active use.

Historically designated structures, like the ones identified above, contribute to the charm and character of the village area and have helped establish an overall architectural theme and a sense of neighborhood scale within this area. Figure 21 identifies sites and structures that have been formally registered as historic by the City's Historical Resources Board.

A survey to identify potentially historic structures is currently underway. Historic surveys should be updated on a periodic basis per the Secretary of Interior's Standards to encourage the conservation of historic resources.

Urban Setting

Approximately 99 percent of the land designated for development in La Jolla has been built upon. With the exception of a few scattered lots in the village area and some isolated parcels in the residential areas of the community, most of the future development activity in La Jolla is expected to focus on commercial and mixed-use redevelopment and the redevelopment of existing single dwelling unit homes.



Within the boundary of La Jolla Shores identified in Figure 18, over 97 percent of the area is designated residential and about 3 percent is designated for commercial use.

The circulation system in La Jolla has, for the most part, been well established with few changes for several years now, as the 1976 *La Jolla Community Plan* discouraged street improvements that would accommodate more vehicles entering into and exiting from the community.

Due to the steep terrain, access into the community is limited primarily to Ardath Road from the east, Torrey Pines Road from the north and La Jolla Boulevard and Soledad Mountain Road from the south. Ardath Road is the only street that provides direct access into the community from Interstate 5 northbound.

This community plan update does not recommend additional road widenings that would disrupt the community character of La Jolla. Instead, circulation improvements focus on improving bikeways and public transit, in part through the promotion of transit-oriented-development standards for new development.

LOCAL COASTAL PROGRAM

The California Coastal Act of 1976 established a Coastal Zone boundary within which certain planning and development requirements must be met in order to protect and preserve the state's coastal resources. Over 70 percent of the La Jolla community lies within the boundary of the Coastal Zone, as identified in Figure 6. The *La Jolla-La Jolla Shores Local Coastal Program*, which was adopted by the San Diego City Council in 1982 and certified by the California Coastal Commission in 1983, identified standards needed to protect the community coastal resources. The policies and recommendations of the 1983 *La Jolla-La Jolla Shores Local Coastal Program* have been incorporated into this community plan.

The following Local Coastal Program issues have been identified:

- **Special Community**

  The California Coastal Act has designated La Jolla as a "special community" of regional and state-wide significance. This designation is embodied in all land use policies and plan recommendations contained in this plan. This designation emphasizes the importance of La Jolla as a prime visitor destination and has been used as the basis for the approval of special grants to conserve and enhance the special character of La Jolla.

  This plan presents the coastal issues that have been identified for the community; it proposes policies and recommendations in the various elements of the community plan to address those issues. These issues are summarized below:

- **Public Access to the Beaches and Coastline**

  The Natural Resources and Open Space System Element recommends a comprehensive sign program to identify existing locations along the coast where public access to the shoreline exists; Figure 6, 9 and Appendix G identifies the existing coastline access points from La Jolla Farms to Tourmaline Surfing Park; and the Transportation System Element incorporates recommendations for improving bicycle access to Ellen B. Scripps Park and La Jolla Shores Beach and other public shoreline areas of La Jolla.

  The plan also states that the City will review new developments for the potential of prescriptive rights of access in accordance with the California Coastal Act and state law.

- **Environmentally Sensitive Habitat Areas**

  The Natural Resources and Open Space System and Residential Elements recommend that development be designed to prevent significant impacts upon sensitive habitats and identified endangered or threatened plant and animal species.

- **Recreation and Visitor Serving Retail Areas**

  The Commercial Land Use Element recommends retention of existing hotel, retail and visitor-oriented commercial areas in proximity to the beach and coastline parks in order to maintain a high degree of pedestrian activity and access to coastal resources.

- **Preservation or Conservation of Historic Resources**

  The Heritage Resources Element recommends preserving the historical integrity of these community landmarks and archeological sites per the Secretary of Interior's Standards as well as maintaining the existing Cultural Complex within downtown La Jolla in order to retain the distinctive architectural, educational and historic heritage of the community.

- **Provision of Parks and Recreation Areas**

  The Community Facilities Element recommends the preservation of existing resource and population-based parks and the identification of additional park and recreation opportunities throughout the community.

- **Provision of Affordable Housing**

  The Residential and Commercial Elements recommend the revision of the multiple dwelling unit density bonus to allow additional density in order to encourage the development of more affordable housing units.

- **Coastal Bluff, Hillside Development and Preservation**

  The Residential and Natural Resources and Open Space System Elements and Environmentally Sensitive Lands regulations include standards for coastal bluff development which require that development along bluff tops locate and design all roof and area drains to flow away from the bluff so that they either drain towards the street or are directed into drainage facilities with energy dissipating devices, to prevent bluff erosion.

  The Environmentally Sensitive Lands regulations are intended to preserve natural steep slopes and the natural vegetation and habitat areas that are located on many of La Jolla's natural steep slopes.

- **Nonpoint Source Pollution Runoff**

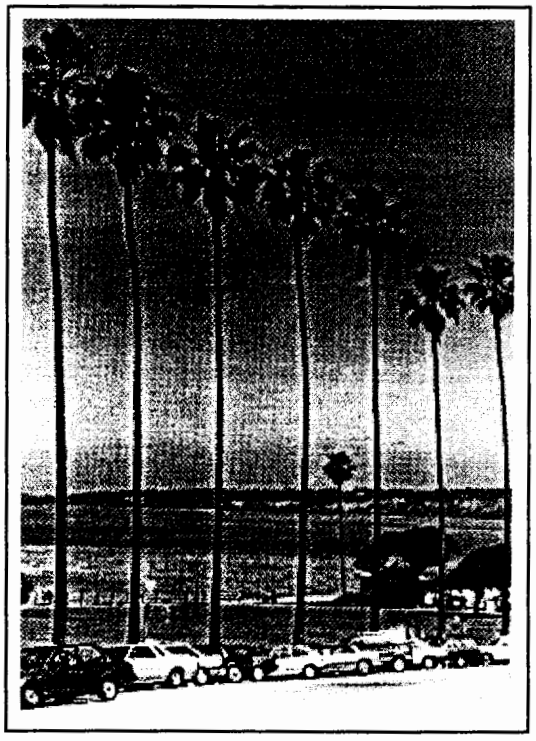
  The Community Facilities, Parks and Services Element contains references to the City of San Diego's ongoing management measures to identify, prevent and control nonpoint source pollution. This citywide issue will be addressed in the *Progress Guide and General Plan* and City ordinances will be amended to comply with the Municipal Stormwater Permit to ensure the preservation of local water resources for future generations.

- **Seismic Risk Areas**

  The Residential Element recommends a geological reconnaissance report in all residential areas in La Jolla where structures are proposed to be located over the trace of an active earthquake fault.

- **Impact of Buildout on Residential Development**

  The land uses designated in the various elements of this plan reflect the intensity of existing development, although some redevelopment potential exists within areas designated for mixed-use development.



- **Visual Resources**

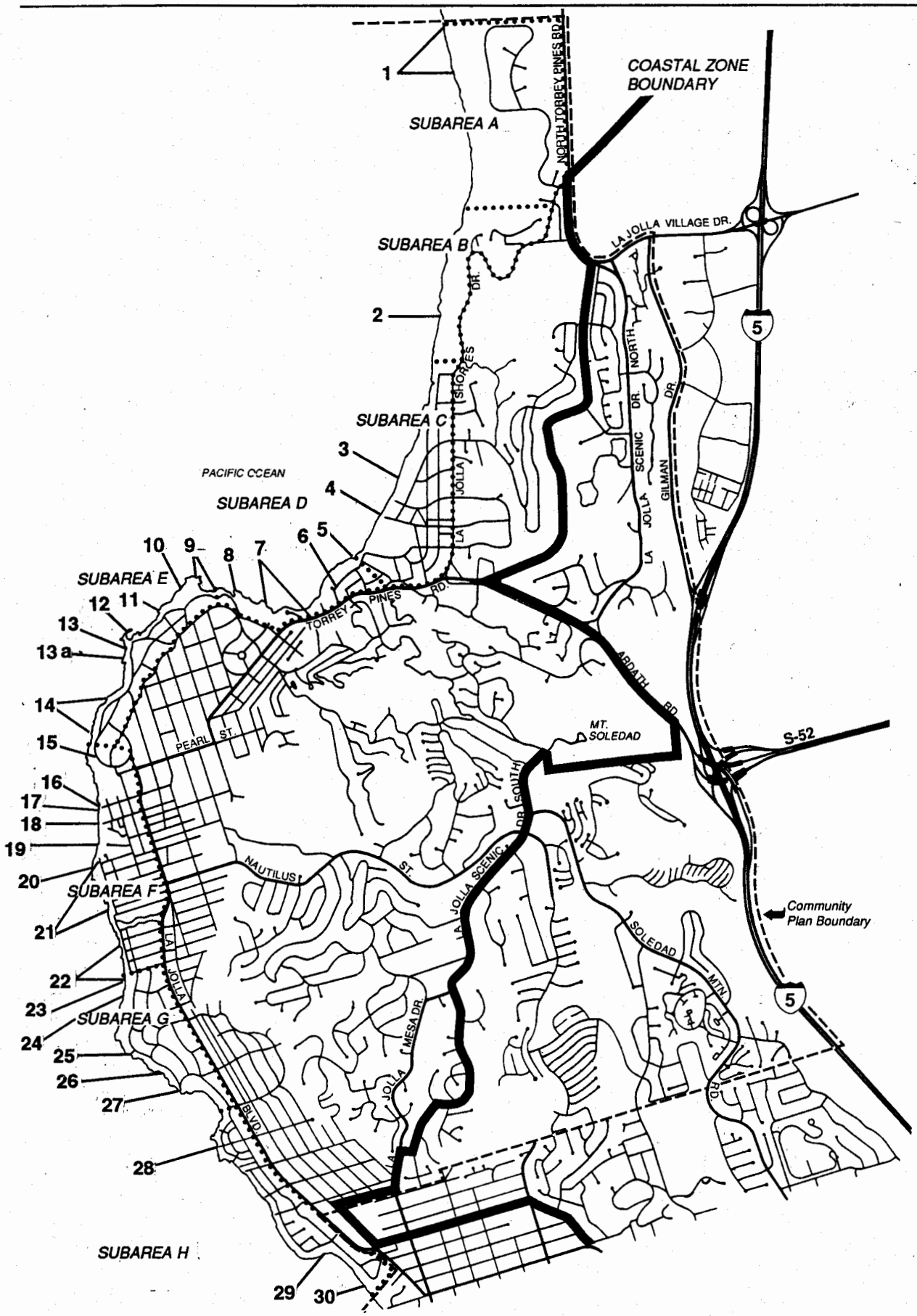
  The Natural Resources and Open Space System Element recommends the preservation of public views from public vantage points within the community as identified in Figure 9 and the undergrounding of overhead utility lines; other elements in this plan contain recommendations for the improved signage of existing public access areas; Appendix E also contains streetscape guidelines that are designed to improve the visual quality of La Jolla.

- **Public Works**

  The Community Facilities Element contains recommendations for future water, sewage, gas and electric service to La Jolla.

- **Facilitating Public Access**

  The policies and recommendations contained in this plan are intended to balance the rights of individual property owners with the public's right of access. Access easements required as a condition of City development approvals should be based on an overall plan of access needs for the community as identified in Figure 6. Dedicated access easements are not required to be opened for public use unless the City or some other entity agrees to accept responsibility for maintenance and liability of that accessway.



Physical Access & Subarea Boundaries

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La Jolla Community Plan
City of San Diego • Planning Department

Figure 6

PHYSICAL ACCESS POINTS: (*dedicated)

1. Torrey Pines City Beach -U.C.S.D. access road off La Jolla Farms Rd. and trail south of glider port
2. Scripps Institution of Oceanography (public parking & stairs)
3. Kellogg Park-La Jolla Shores Beach*
4. Boat launching ramp at Avenida de la Playa
5. Walk at south end of the Marine Room restaurant
6. Princess Street (emergency access)
7. Scenic overlook from Coast Walk off of Torrey Pines Road (public parking, lateral access)
8. Cave Store access to Goldfish Point
9. La Jolla Cove -Ellen B. Scripps Park *
10. Coast Boulevard Park: Boomer Beach
11. Coast Boulevard Park: Shell Beach
12. Coast Boulevard Park: Children's Pool
13. Coast Boulevard Park: South Casa Beach

13a. Coast Boulevard Park: Wipe-out Beach

14. Nicholson's Point Park
15. Dedicated walkway at 100 Coast Boulevard South*
16. Stairway at the end of Marine Street (Jones Beach)
17. Paved walk at end of Vista Del Mar; heavily used for beach access*
18. Street at the end of Sea Lane
19. Walk at the end of Vista de la Playa
20. Fern Glen at Neptune Place
21. Windansea Shoreline Park at the west end of Fern Glen, Belvedere, Westbourne, Nautilus & Bonair Streets*
22. La Jolla Strand Shoreline Park at the West End of Gravilla, Kolmar, Rosemont Streets, and Palomar Avenue*
23. Hermosa Terrace Shoreline Park at west end of Palomar Avenue*
24. Paved easement between 6406 and 6424 Camino de la Costa
25. Cortez Place between 6160 and 6204 Camino de la Costa
26. Mira Monte Place between 6040 and 6102 Camino de la Costa -unimproved street
27. Paved stairs and walk at the end of the 5900 block of Camino de la Costa
28. Stairway from Bird Rock Avenue to tide pools
29. Pathway and stairs extending to the shore from Linda Way
30. Tourmaline Park*

COASTAL ACCESS SUBAREAS

The shoreline of La Jolla provides recreational opportunities of regional and state-wide significance. A need exists to facilitate access into the Coastal Zone from areas outside of La Jolla. A key component of adequate access is the maintenance of existing facilities including stairways, pathways, and parking areas. Accessways within or adjacent to dedicated City parks are maintained by various City Departments.

Coastal access areas are divided into eight subareas as proposed in the subarea recommendations. New accessway improvements could include stairways, railings, benches, trash receptacles, landscaping, walkways, and bicycle racks. The Coastal Conservancy should be considered as a potential funding source for all accessway improvements. Where feasible, California Conservation Corps labor should be utilized. The development of all accessway improvements will be coordinated with the City's Park and Recreation Department and other appropriate agencies.

Another important component of coastal access is the provision of adequate sign. A comprehensive sign program is needed throughout La Jolla to identify existing but underutilized access points, both at the accessway entrances and at strategic points on major streets.

Subarea A - La Jolla Farms

Public access to the coastal bluff and Scripps (La Jolla Farms Knoll) Natural Reserve is available through pedestrian trails and open space easements that are located along La Jolla Farms Road and Black Gold Road. Below the coastal bluffs, unrestricted public access is available along the beach area from Box Canyon to Sumner Canyon. Spectacular vistas of the ocean and shoreline can be seen from the pedestrian trails that lead down to the beach, to Box Canyon and to the Natural Reserve (see Appendix G, Figure A).

Subarea B - Scripps

Unrestricted public access is permitted along the shoreline from El Paseo Grande to Scripps Pier. During high tides, public access is restricted to the shoreline areas south of the Pier. Vertical access is available by three stairways that link the walkways of the Scripps Institution of Oceanography to the shore. Vehicular access to the coastline area is limited to curb side parking along La Jolla Shores Drive and El Paseo Grande. Magnificent views of the coastline, Scripps Pier and the entire subarea can be seen from La Jolla Shores Drive (see Appendix G, Figure B).

Subarea C - La Jolla Shores

Public access to the shore is available via La Jolla Shores Beach which occupies the entire length of this subarea. The beach front shoreline of the La Jolla Beach and Tennis Club, below the mean high tide line, also provides public access along the coast. Vertical access to the shore is available at Calle Opima at El Paseo Grande and along the south side of the Marine Room Restaurant between Spindrift Drive and the beach. Public parking is available adjacent to the beach at Kellogg Park (see Appendix G, Figure C).

Subarea D - Coast Walk

Within the Coast Walk Subarea, locations where public access to the coastline is permitted are limited due to the steep and jagged patterns of the bluffs. Six public parking spaces are available on Coast Walk off of Torrey Pines that allow visual access

of the coast and bluff. Below the bluffs, public access is hazardous because of the unstable rock formations and tide changes. North of Princess Street, public access is available, but limited along the shore. Coast Walk trail, which begins at Goldfish Point (near Cave Street) and continues along the bluff edge past Devil's Slide, provides scenic public views of the ocean and coastline (see Appendix G, Figure D).

Subarea E - Coast Boulevard

Views of the shore can be seen from the pedestrian walkway along the bluff top from Ellen B. Scripps Park to the end of Coast Boulevard Park. From this walkway, several stairs and trails lead down to Wipeout Beach, Shell Beach, the Children's Pool area, and South Casa Beach. Below the bluffs, lateral access along the shoreline is limited. Prospect Street and Coast Boulevard are the major streets that provide vehicular access to the coastline; public parking is limited to Coast Boulevard and adjacent local streets (see Appendix G, Figure E). Potential future parking facility sites in this area are identified in Appendix K. If constructed, these facilities would serve to mitigate the currently limited public parking.

Subarea F - Windansea

Public access to the shore is available at several major locations including Windansea Beach, Nicholson Point Beach, (a.k.a. Whale View Point) Jones Beach, and Marine Street Beach as well as a number of private open space easements.

Between Jones Beach and Windansea Park, public access along the shore is unrestricted, however, south of Windansea Park, high tides and hazardous rock formations restrict pedestrian movement along the coast. All of the local streets, from Ravina Street to Palomar Avenue, provide visual access corridors to the ocean and shoreline where lateral bluff top access is available. Public parking is limited to a few curb side spaces along Neptune Place (see Appendix G , Figure F).

Subarea G - La Jolla Hermosa

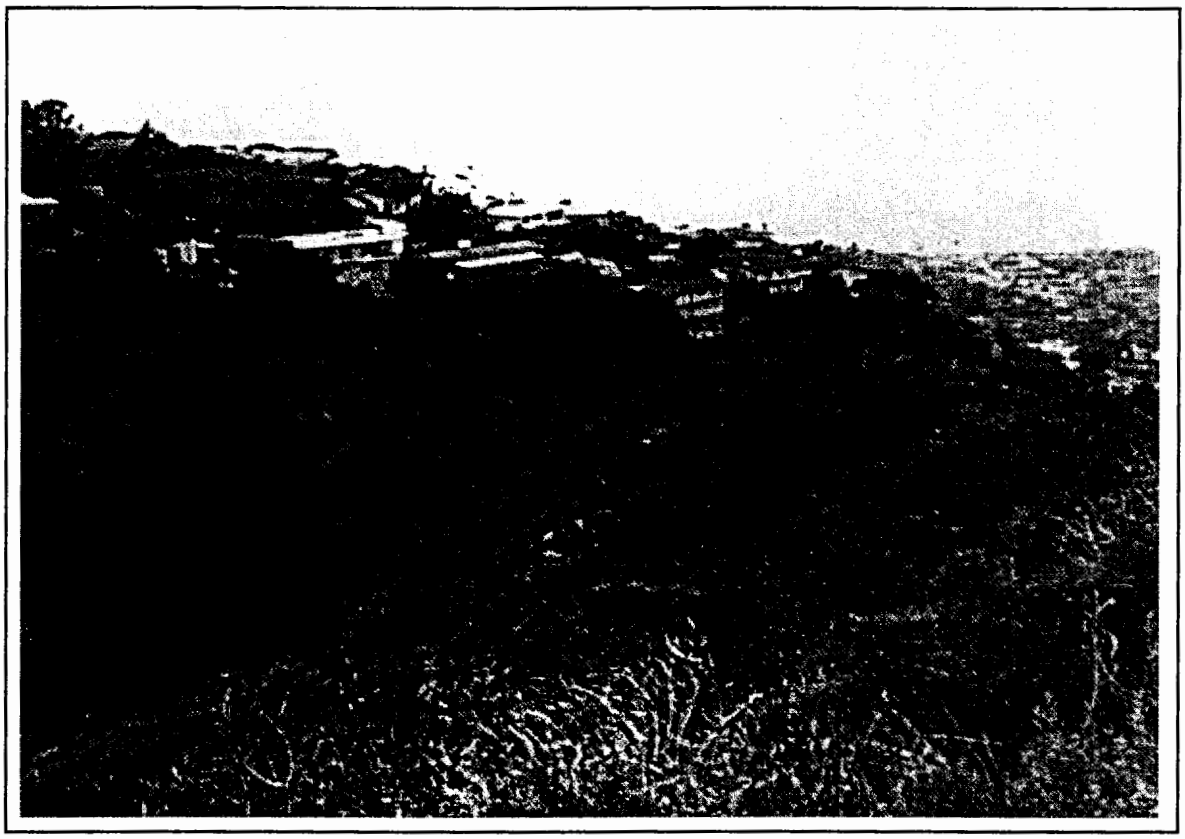
High tides and hazardous bluffs limit public access to and along the shoreline. Near the south end of Hermosa Terrace Park, a paved walkway provides the only access to the coastline. Visual access of the coast is available from Camino de la Costa, Mira Monte Place and Cortez Place (see Appendix G, Figure G).

Subarea H - Bird Rock

Public access to the coast is available at Bird Rock Avenue, Linda Way and Tourmaline Surfing Park. Lateral access along the shoreline is hazardous. Unobstructed public view areas include Forward Street, Moss Lane and Midway Street. Additional views of the ocean are available from the bluff top area of Calumet Park. Public parking is available at Tourmaline Surfing Park (see Appendix G, Figure H).

ELEMENTS OF THE COMMUNITY PLAN

Natural Resources and Open Space System
Transportation System
Residential Land Use
Commercial Land Use
Community Facilities, Parks and Services
Heritage Resources



NATURAL RESOURCES & OPEN SPACE SYSTEM

Open Space Preservation & Natural Resource Protection
Visual Resources
Shoreline Areas

NATURAL RESOURCES AND OPEN SPACE SYSTEM

GOALS:

- Preserve the natural amenities of La Jolla such as its open space, hillsides, canyons, bluffs, parks, beaches, tidepools and coastal waters.
- Maintain the identified public views to and from these amenities in order to achieve a beneficial relationship between the natural or unimproved and developed areas of the community,
- Enhance existing public access to La Jolla's beaches and coastline areas (for example La Jolla Shores Beach and Children's Pool areas) in order to facilitate greater public use and enjoyment of these and other coastal resources.
- Preserve all designated open space and habitat linkages within La Jolla such as the slopes of Mount Soledad and the sensitive ravines of Pottery Canyon.
- Protect the environmentally sensitive resources of La Jolla's open areas including its coastal bluffs, sensitive steep hillside slopes, canyons, native plant life and wildlife habitat linkages.
- Conserve the City of San Diego's Multi-Habitat Planning Area.

BACKGROUND

La Jolla's natural resources and open space system provide the natural beauty and visual interest of this community. Residents, as well as visitors to La Jolla, are attracted by its scenic shoreline parks and recreational areas, its coastal bluffs and beaches, steep slopes and hillsides, and native plant and animal life.

The dramatic views from the La Jolla Heights Natural Park and Mount Soledad offer a unique panorama of the coastline and the skyline of San Diego. Mount Soledad is the highest elevation along San Diego's coastline. The slopes of Mount Soledad cover much of the community's land area, extending west from Interstate 5 to the Pacific Ocean and south from the Torrey Pines State Park to Pacific Beach. The mountain is traversed by four geological faults and contains areas where unstable soil conditions and landslides exist.

In addition to Mount Soledad's visual and natural resources, the community's open space areas are an asset that must be protected for future generations to enjoy.

Open Space Preservation and Natural Resource Protection

The inventory of open space lands within the community of La Jolla totals 379.78 land acres and 5,977 water acres which are dedicated under Charter Section 55 of the San Diego Land Development Code and protected in perpetuity from development. These areas were acquired for the purpose of providing outdoor recreation, scenic vistas and natural resource preservation. The community also contains a number of private open space areas which are protected with easements, or other mechanisms, some of which exclude the development of structures. Some of these areas may have utility for park and recreation purposes, water or other natural resource conservation, historic or scenic value.

However, they are privately owned and are thus generally zoned for very low-intensity residential development (0-5 dwelling units/acre) to provide for reasonable use while preserving portions of the site in open space.

Dedicated open space areas are located primarily within the hillside areas that form the core of La Jolla's open space system. These hillside areas include the slopes of Mount Soledad, La Jolla Heights Natural Park, Pottery Canyon and Soledad Natural Park. The planned residential development site of La Jolla Alta, located in the southern portion of the community, has also reserved over 20 acres of sensitive slopes and canyons as open space providing a natural setting for the residential development which it surrounds.

The publicly-owned and dedicated slopes and hillsides of Mount Soledad Natural Park are familiar to residents and visitors to La Jolla. North and south of Ardath Road, the mountain covers an area of mainly steep slopes and biologically sensitive hillsides and canyons. Dedicated for park and recreational uses only are 277.1 acres of these slopes.

Many of the open space areas in La Jolla contain sensitive biological resources of coastal sage scrub and coastal mixed chaparral. Coastal sage scrub is a low-growing vegetation that serves as the prime habitat for the endangered California gnatcatcher, the orange-throated whiptail and the San Diego horned lizard. Coastal sage scrub can be found on the slopes of Mount Soledad and on some hillsides in La Jolla Shores. The coastal mixed chaparral is a highly sensitive, thick vegetation that is a valuable food source for wildlife and can be found along the slopes of Pottery Canyon and elsewhere on Mount Soledad including La Jolla Heights Park and portions of the hillsides within the Muirlands.

The City of San Diego Multiple Species Conservation Program (MSCP), a comprehensive habitat conservation planning program adopted by City Council in 1997, addresses multiple species habitat needs and the preservation of native vegetation communities for the City of San Diego. It is one of three subregional habitat planning efforts in San Diego County which contribute to preservation of regional biodiversity through coordination with other habitat conservation planning efforts throughout southern California. The MSCP allows local jurisdictions to maintain land use control and development flexibility by planning a regional preserve system that can meet future public and private project mitigation needs. The City of San Diego's MSCP Subarea Plan does not impose major new restrictions on land use. Rather, the plan is designed to streamline and coordinate existing procedures for review and permitting of project impacts to biological resources.

The MSCP map, referred to as the Multi-Habitat Planning Area (MHPA) is shown on Figure 8. Since the original MHPA was mapped on a regional scale in 1997, the more refined La Jolla MHPA mapping provides corrections to remove 12.6 acres of previously developed land from the MHPA as well as to include 35.5 additional acres of City-owned open space and ecological reserves within the MHPA. A map highlighting these corrections to the MHPA boundary of the MSCP is included as Appendix J.

The City's Environmentally Sensitive Lands regulations and Sensitive Coastal Overlay Zone regulations restrict the degree to which private development is allowed to encroach upon biologically sensitive open areas, steep hillsides and coastal bluffs in order to preserve their stability, plant and wildlife habitats. The location of the dedicated and designated open space and park areas and easements in La Jolla are shown on Figure 7.

Visual Resources

La Jolla is a community of significant visual resources. The ability to observe the scenic vistas of the ocean, bluff and beach areas, hillsides and canyons, from public vantage points as identified in Figure 9 has, in some cases, been adversely affected by the clutter of signs, fences, structures or overhead utility lines that visually intrude on these resources.

Mount Soledad provides magnificent vistas of the coast of San Diego and is a regional landmark and an important visual resource for the community to preserve. Its slopes form a unique visual backdrop of significant scenic value which provides a natural relief from the commercial development that characterizes La Jolla's village area. Moreover, public views to La Jolla's community landmarks such as the San Diego Museum of Contemporary Art, and to historic structures, including the La Jolla Recreation Center and the La Jolla Woman's Club, are to be preserved. Significant public views of the coast are provided from Ellen B. Scripps Park and Kellogg Park. Other identified public vantage points are shown in Figure 9.

Shoreline Areas and Coastal Bluffs

The entire coastline of La Jolla stretching from La Jolla Farms to Tourmaline Surfing Park provides dramatic scenic beauty to the City of San Diego is considered an important a sensitive coastal resource and should be protected,

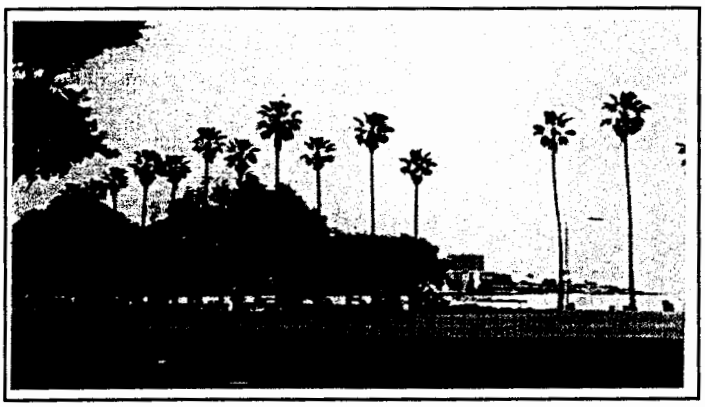
The maximum use and enjoyment of La Jolla's shoreline is dependent upon providing safe and adequate public access to such major and special use recreational areas as La Jolla Shores Beach, Ellen B. Scripps Park, Coast Boulevard Park, Marine Street Park, Coast Walk, Windansea Beach, Calumet Park, Tourmaline Surfing Park and the Bird Rock tidepool areas.

Public access to this resource is limited, particularly along portions of Bird Rock, La Jolla Hermosa and in La Jolla Farms, due to steep slopes, cliff erosion and sensitive rock formations and restricted parking.

This plan identifies two types of physical access: lateral (movement along the shoreline) and vertical (access to the shoreline from a public road). Public access at designated beach and shoreline points has been improved with the addition of stairways or ramps at certain points along the coastline including Tourmaline Surfing Park, Linda Way, Bird Rock Avenue, Windansea Park, La Jolla Strand Park, Jones Beach, Coast Boulevard Park, Shell Beach, Scripps Park, Children's Pool and La Jolla Shores Beach.

In many cases, particularly south of Windansea Beach, access trails and paths to the shore are not identified with adequate signage which would increase public awareness of beach access points. Shoreline points where public access is permitted are shown in Appendix G.

The 1983 *La Jolla-La Jolla Shores Local Coastal Program Land Use Plan* established eight subareas to address physical (vertical and lateral) and visual access. This community plan maintains those subarea identities (see Figure 6) and provides detailed descriptions in Appendix G.



In the year 2000, the California Coastal Commission requested that the City of San Diego accept seventeen Offers to Dedicate public easements that the California Coastal Commission required in the context of approving development permits prior to the transfer of coastal permit jurisdiction to the City of San Diego. The City has accepted eleven of these Offers to Dedicate and found other more appropriate agencies, including but not limited to the California Coastal Conservancy, to accept the remaining six. These six Offers to Dedicate are currently in the process of being transferred.

Steep Hillsides

The steep natural hillsides of La Jolla are an important environmentally sensitive resource that should be protected, assuring that development occurs in a manner that protects the overall quality of the resource and the natural and topographic character of the area, encourages a sensitive form of development, retains biodiversity and interconnected habitats, preserves identified public views and reduces hazards due to flooding and geologic conditions.

The hillside development regulations contained in the Environmentally Sensitive Lands regulations of the Land Development Code are intended to preserve the natural hillsides and vegetation and the wildlife habitat areas and linkages that are located on many of La Jolla's steep slopes. Moreover, these regulations are intended to protect the visual resources of the community that can be seen from public vantage points along these hillsides, to minimize the potential of hillside erosion due to excessive grading and disturbance, and to protect public safety, particularly in areas of seismic and geological instability.

The ridge lines of Mount Soledad are comprised of a system of sensitive hillsides and slopes that shape the eastern boundary in La Jolla. Although the Coastal Zone boundary of La Jolla excludes some of these slopes, many hillsides are as sensitive in terms of their biological, geological and scenic qualities as slopes within the Coastal Zone.

In addition, the hillside development regulations are intended to be used in conjunction with the policies and plan recommendations identified in the Residential Element of this plan and the seismic and geological studies for the area.

LEGEND

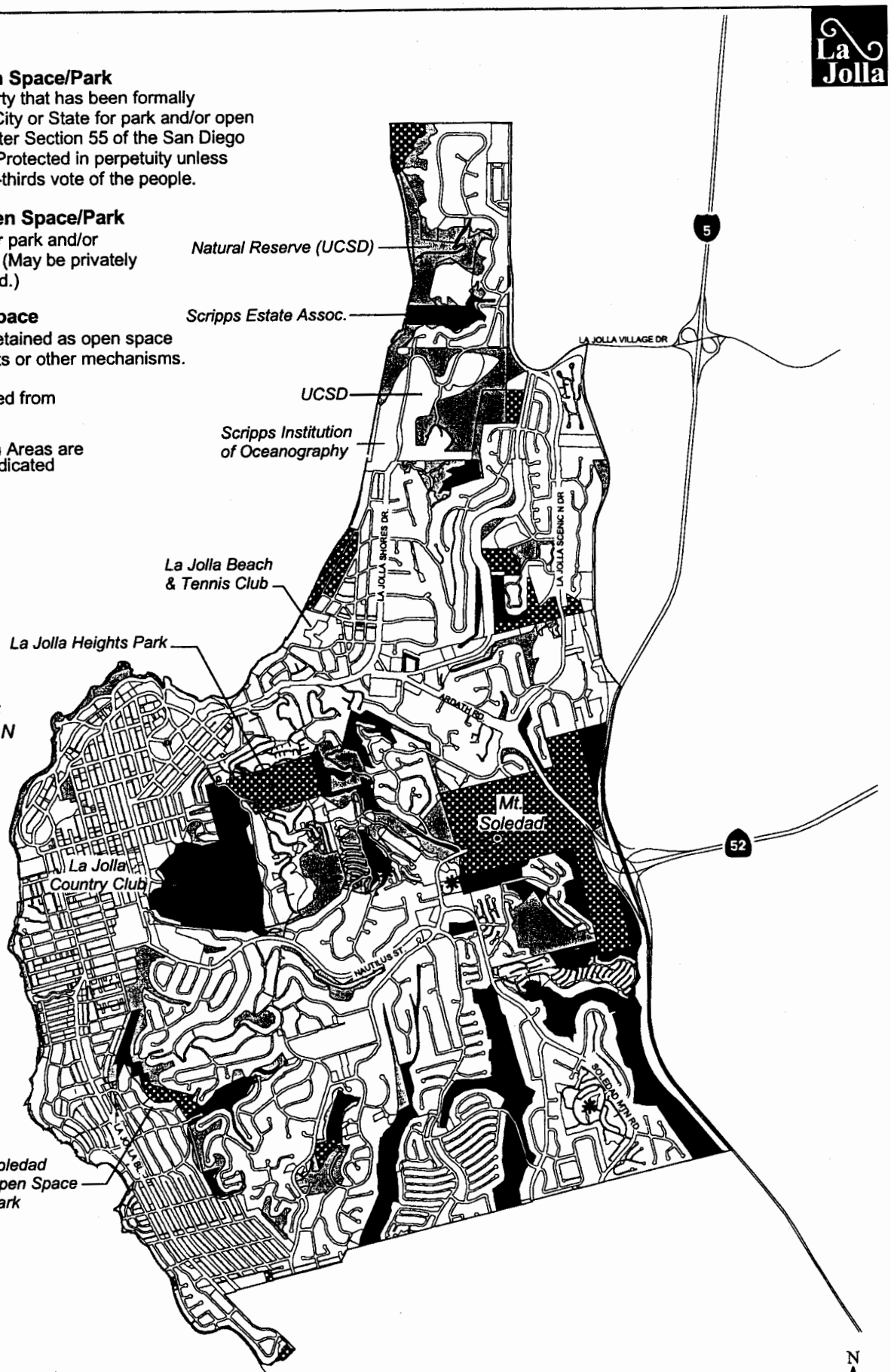
Dedicated Open Space/Park
City-owned property that has been formally dedicated by the City or State for park and/or open space under Charter Section 55 of the San Diego Municipal Code. Protected in perpetuity unless changed by a two-thirds vote of the people.

Designated Open Space/Park
Areas intended for park and/or open space uses. (May be privately or publically owned.)

Private Open Space
Private property retained as open space through easements or other mechanisms.

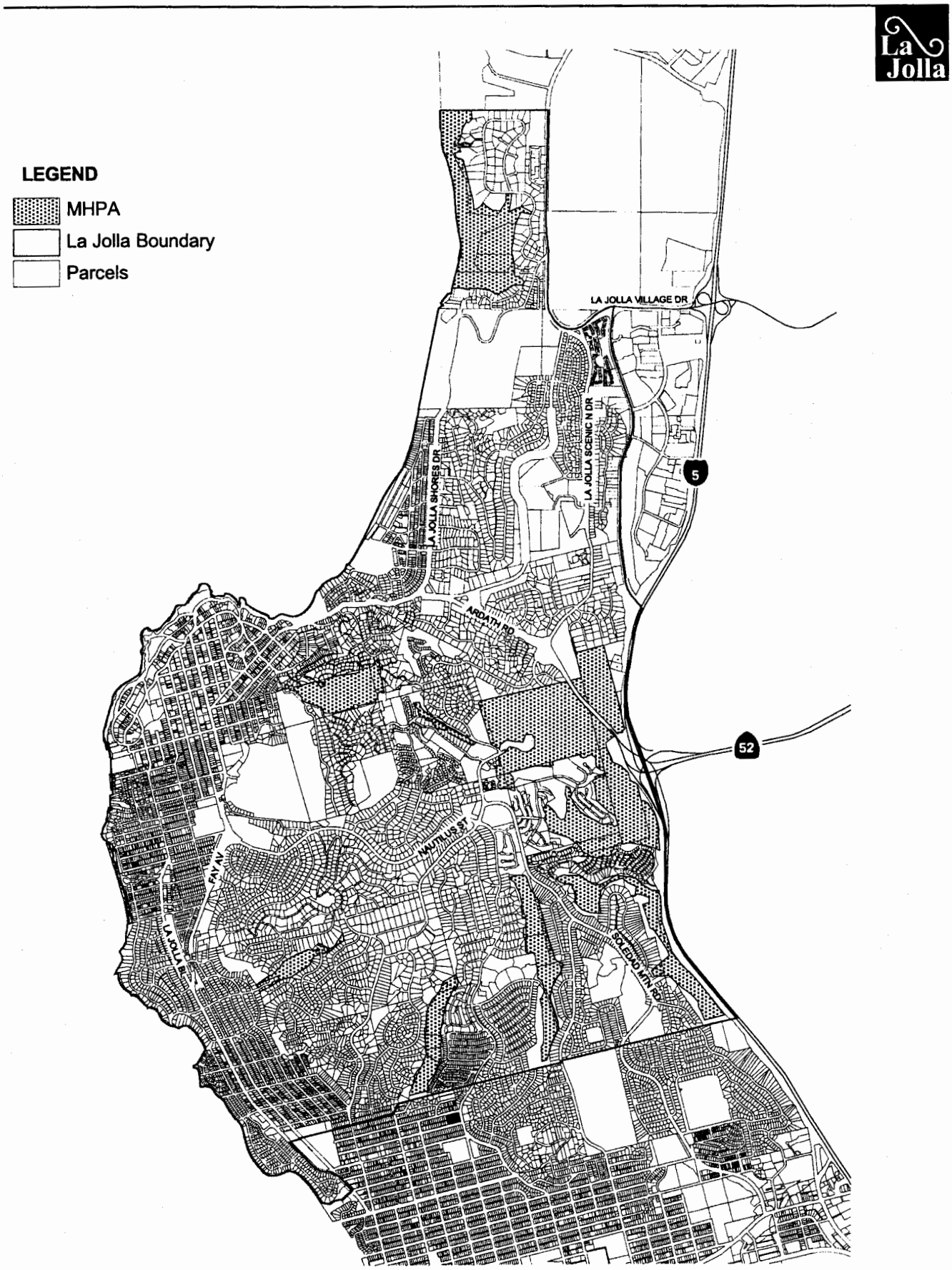
* Structures excluded from Open Space

NOTE: In General, Beach Areas are Designated or Dedicated Open Space



Open Space System

Figure 7



Multi-Habitat Planning Area (MHPA)

N

Figure 8

1. Torrey Pines City Park
2. La Jolla Farms Road
3. Scripps Natural Reserve
4. Bluff - top easement at La Jolla Shores Lane
5. Ellentown Road
6. La Jolla Shores Drive from Torrey Pines Rd.
7. La Jolla Shores Dr.
   (looking south from the vicinity of Scripps Institution of Oceanography)
8. Allen Field
9. Bordeaux Ave., western half
10. El Paseo Grande after it turns east
11. Camino del Oro after it turns east
12. Whale Watch Way
13. Cliffridge Park
14. Kellogg Park
15. Calle Frescota
16. Prestwick Drive
17. Vallecitos
18. Avenida de la Playa
19. Calle del Cielo
20. Pottery Canyon Park
21. Costabelle Drive
22. Spindrift Drive, South of the Marine Room Restaurant
23. Charlotte Park at the foot of Charlotte Street
24. Coast Blvd., Children's Pool, Shell Beach, Ellen B. Scripps Park & La Jolla Cove
25. Prospect St. and Cave Street
26. Coast Walk
27. North end of Park Row
28. View of La Jolla Shores from Torrey Pines Road
29. Pubic open space on Torrey Pines Road between St. Louis Terrace and Calle de la Plata
30. Azure Coast Drive
31. Hidden Valley Road
32. Ardath Road
33. Girard Avenue
34. Jenner Street
35. View corridor easement through 7963 Prospect Place to ocean
36. Easement across from John Coal Book Store from Prospect Street and Recreation Center
37. Hillside Drive (portions)
38. Caminito Avola/Via Avola
39. Via Siena at Hillside Drive
40. Rue Denise
41. Portions of La Jolla Scenic Drive South
42. Mt. Soledad, north of Ardath Road
43. Rue Adriane
44. Rue Michael
45. Senn Way
46. Rue de Roark
47. Coast Blvd. Park and South Coast Blvd.
48. View corridor at southwest side of Scripps Hotel site, from Prospect Street
49. La Jolla Community Center Park, Cuvier Street
50. From top of Cuvier Street at Prospect
51. Via Capri (portions)

View Cone
Defined by 90° angle radiating lines from public vantage point (the centerline of the street) to the corners of the buildable envelope as defined by the setbacks of each corner property closest to the ocean or shoreline.

note: All views are to a coastal body of water

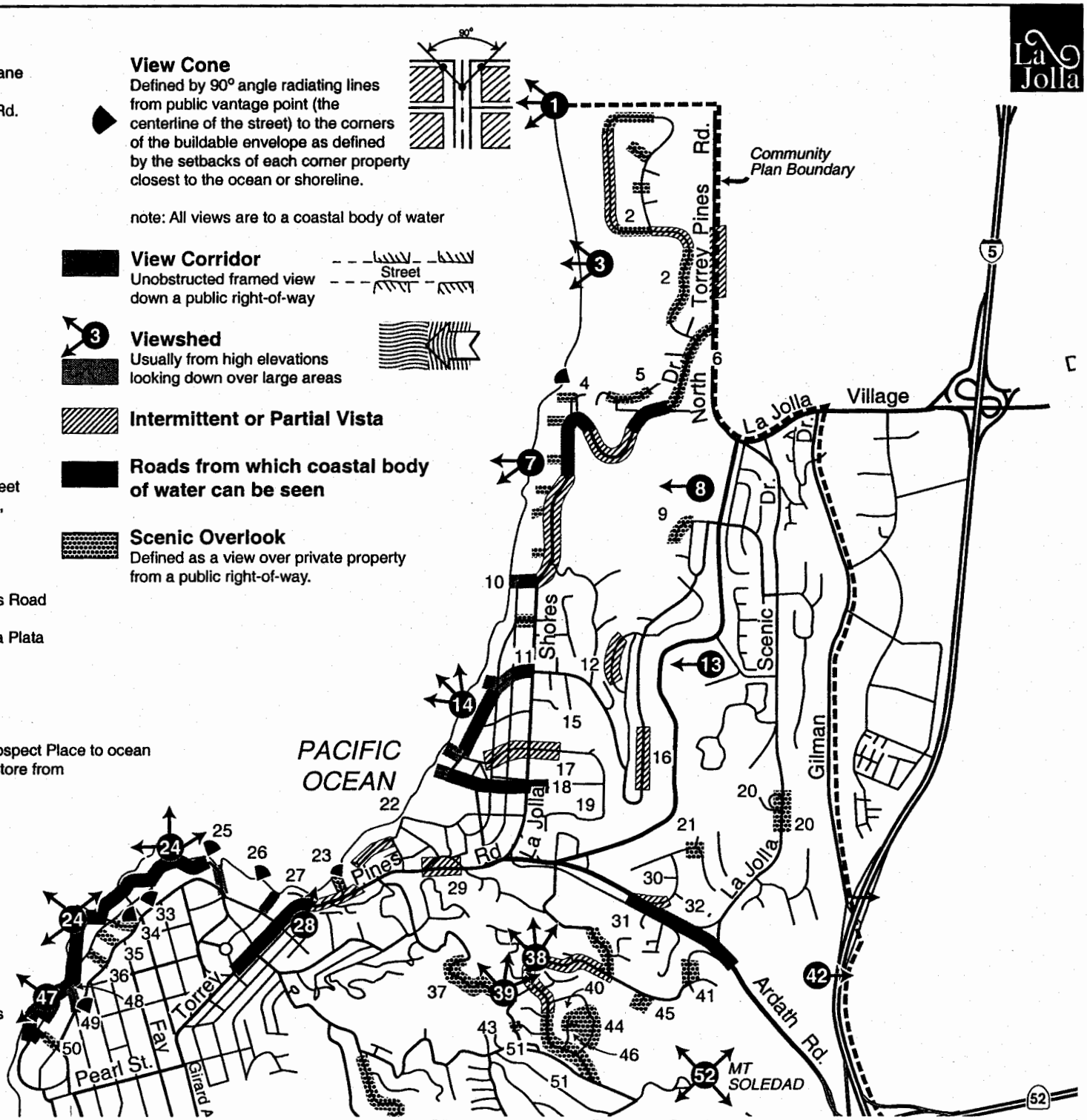
View Corridor
Unobstructed framed view down a public right-of-way

Viewshed
Usually from high elevations looking down over large areas

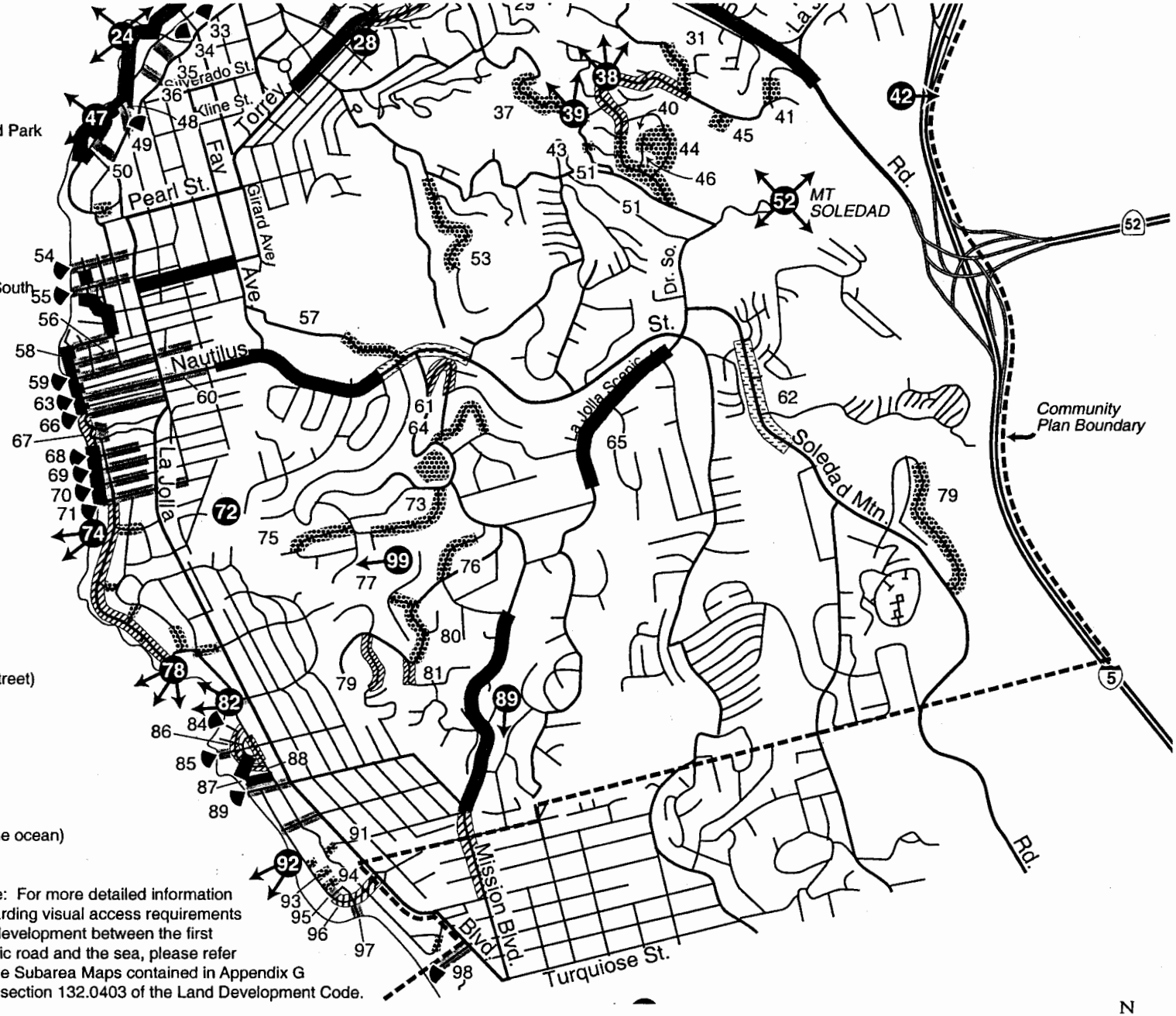
Intermittent or Partial Vista

Roads from which coastal body of water can be seen

Scenic Overlook
Defined as a view over private property from a public right-of-way.



52. Mount Soledad
53. Country Club Drive
54. Marine St. (Jones Beach)
55. Sea Lane
56. Belvedere Street
57. West Muirlands Drive
58. Neptune Place and La Jolla Strand Park
59. Westbourne Street
60. Nautilus Street
61. Muirlands Drive between Nautilus and La Jolla Mesa Drive
62. Soledad Mountain Road
63. Windandsea Park
64. El Camino del Teatro
65. Portions of La Jolla Scenic Drive South
66. Bonair Street
67. Plaza del Norte and Playa del Sur
68. Gravilla Street
69. Kolmar Street
70. Rosemont Street
71. Palomar Street
72. Fay Avenue Bike Path
73. Inspiration Drive
74. Hermosa Terrace Park
75. Newkirk Drive
76. Rodeo Drive
77. Via España
78. Camino de la Costa includes Cortez Place, Costa Place
79. Desert View Drive
80. La Jolla Rancho Road
81. Ravenswood Road
82. La Jolla Hermosa Park
83. La Jolla Mesa Drive (from Cottontail Lane to Skylark Street)
84. Moss Lane, off Dolphin Place
85. Bird Rock Avenue
86. Dolphin Place
87. Coral Lane
88. Chelsea Place
89. Forward Street
90. Midway Street
91. End of Colima Street (closest to the ocean)
92. Calumet Park
93. San Colla Street
94. Ricardo Place
95. Bandera Street
96. Sea Ridge Drive
97. Linda Way
98. Tourmaline Surfing Park
99. La Cañada Canyon



Note: For more detailed information regarding visual access requirements for development between the first public road and the sea, please refer to the Subarea Maps contained in Appendix G and section 132.0403 of the Land Development Code.

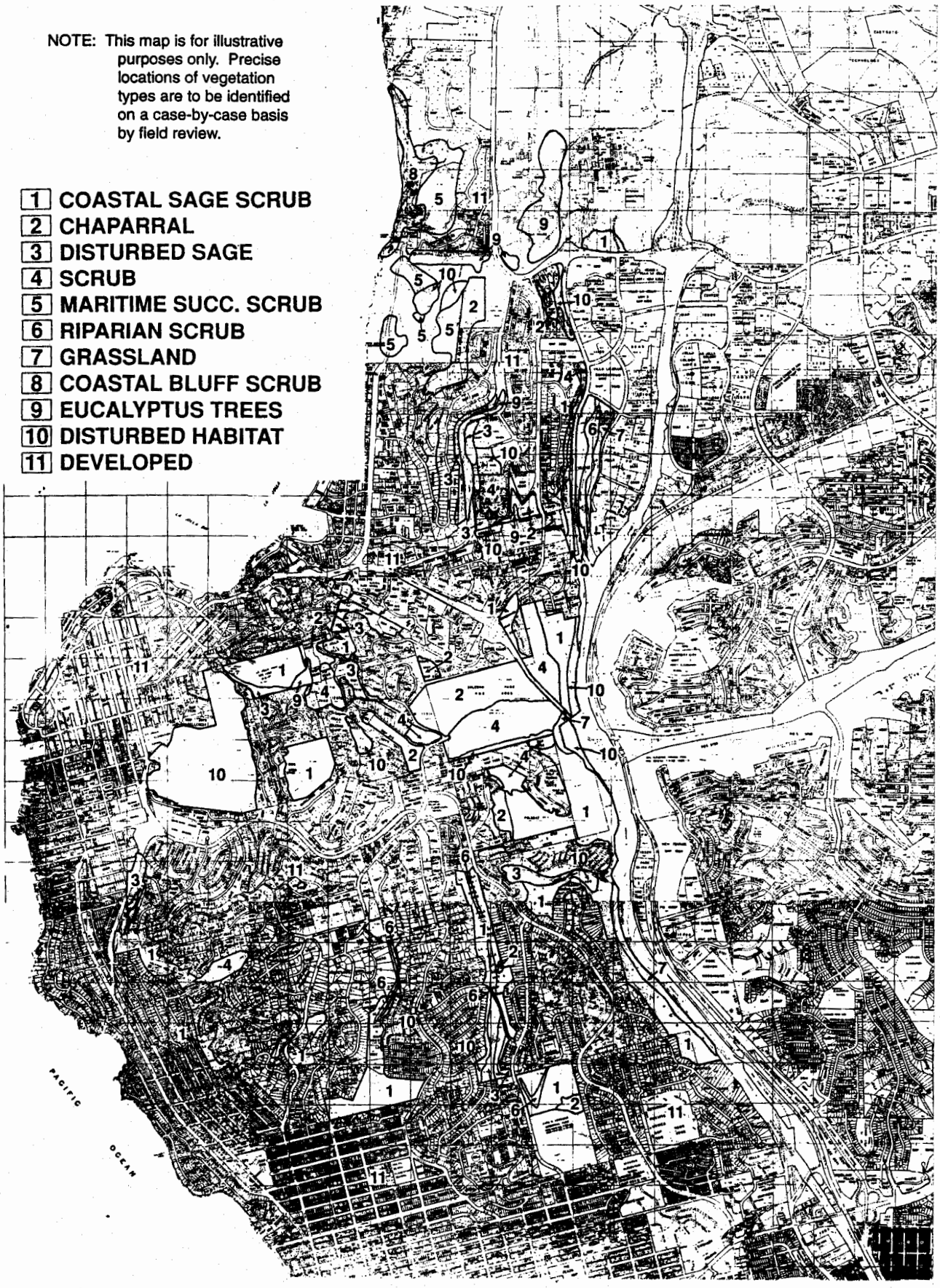
Identified Public Vantage Points

La Jolla Community Plan
City of San Diego · Planning Department

Figure 9

NOTE: This map is for illustrative purposes only. Precise locations of vegetation types are to be identified on a case-by-case basis by field review.

1 COASTAL SAGE SCRUB
2 CHAPARRAL
3 DISTURBED SAGE
4 SCRUB
5 MARITIME SUCC. SCRUB
6 RIPARIAN SCRUB
7 GRASSLAND
8 COASTAL BLUFF SCRUB
9 EUCALYPTUS TREES
10 DISTURBED HABITAT
11 DEVELOPED



Vegetation Types

N

POLICIES

1. **Open Space Preservation and Natural Resource Protection**

   a. The City should ensure, to the fullest extent possible, that sensitive resources such as coastal sage scrub and mixed chaparral that are located in designated, as well as dedicated, open space areas and open space easements will not be removed or disturbed.

   b. The City should limit public access in open space areas that contain sensitive resources to scientific or educational use. Access should be confined to designated trails or paths and no access should be approved which would result in the disruption of habitat areas.

   c. The City should undertake an environmental assessment analysis of individual developments proposed for lands containing coastal sage or chaparral vegetation, or on steep slopes in accordance with the requirements of the California Environmental Quality Act and the City of San Diego's Multiple Species Conservation Program Subarea Plan to determine the degree to which the proposed use will affect these sensitive resources. Information obtained as part of the master Environmental Assessment Study for La Jolla Shores, Muirlands and Mount Soledad (see Plan Recommendations, Natural Resources and Open Space System Element) should also be used to assist in this determination, where appropriate.

   d. Mitigation for biological impacts should, if possible, occur within the boundaries of the La Jolla community.

   e. Mitigation for biological impacts should, if possible, occur within the boundaries of the La Jolla community.

   f. The City should ensure the preservation of portions of private property that are partially or wholly designated as open space to the extent feasible.

   g. The City should, where appropriate, dedicate the Fay Avene open space area.

   h. The City should encourage the retention of significant trees and vegetation that are part of the established character of La Jolla.

   i. The City should review all City-owned designated open space for consideration as dedicated open space.

   j. The City should analyze for visual impact and ensure public review and comment for any structures proposed to be located in City parkland and open space. Regarding the proposed placement of cellular facilities in these areas, the Citywide Telecommunications Policy should be adhered to.

2. **Visual Resources**

   a. The City should ensure that public views from identified vantage points, to and from La Jolla's community landmarks and scenic vistas of the ocean, beach and bluff areas, hillsides and canyons are retained and enhanced for public use (see Figure 9 and Appendix G).

b. The City should ensure that public views to the ocean from the first public roadway adjacent to the ocean are preserved and enhanced, including visual access across private coastal properties at side yard setbacks.

c. The City should ensure that the scenic value and visual quality of Mount Soledad Park, La Jolla Heights Park and habitat linkages through steep slopes and canyons are protected from developments or improvements that would detract from the scenic quality and value of these resources.

3. **Shoreline Areas and Coastal Bluffs**

a. The City should preserve and protect the coastal bluffs, beaches and shoreline areas of La Jolla assuring that development occurs in a manner that protects these resources, encourages sensitive development, retains biodiversity and interconnected habitats and maximizes physical and visual public access to and along the shoreline.

Coastal bluffs are formed by constant wave action eroding the base of the cliffs, and causing the shoreline to move landward. This coastline retreat is rapid in some areas, slower in others, and can be greatly accelerated by human activities. To protect the natural beauty of the coastline while allowing the natural shoreline retreat process to continue, the City and the State aggressively regulate coastal development to prevent activities such as misdirected drainage from increasing natural erosion. Only appropriate erosion control measures that maintain the natural environment, yet allow for the effective drainage of surface water . Surface water drainage should not be allowed to drain over or near the bluff, but rather be directed towards the street or directed into subterranean drainage facilities with energy dissipating devices. Where street drainage systems erode bluffs, the drainage system should be redesigned to prevent bluff erosion.

In addition, development should be avoided in areas that will eventually be damaged or require extensive seawalls for protection. Public coastal access should be considered when evaluating redevelopment along the coast. The Environmentally Sensitive Lands development regulations for Sensitive Coastal Bluffs and Coastal Beaches govern development, coastal bluff repair, shoreline protective work and erosion control. These regulations assure that development occurs in a manner that protects these resources, encourages sensitive development, and maximizes physical and visual public access to and along the shoreline.

b. The City should maintain the shoreline areas such as Torrey Pines City Beach, Coast Walk, Emerald Cove, Wipeout Beach and Hospital Point, along with the areas of Scripps Park, Coast Boulevard Park, including Shell Beach and the Children's Pool, in order to benefit present and future residents and visitors to these areas (see Appendix G, Figures A through E).

c. Development on coastal bluffs should be set back sufficiently from the bluff edge so as not to impact the geology and visual quality of the bluff.

d. Accessory structures located within the bluff edge setback should be removed or relocated if determined that they pose a threat to bluff stability.

e. On coastal bluff property, when redevelopment of an existing previously conforming structure includes the demolition or removal of 50 percent or more of the exterior walls, require the entire structure to be brought into conformance with all development regulations pursuant to the Land Development Code, including bluff edge setback. The 50 percent removal is a cumulative total measured from March 17, 1990.

f. The City should establish incentives to encourage the location of new or redevelopment landward of the bluff edge setback line.

4. **Steep Hillsides**

a. The City should apply the Environmentally Sensitive Lands regulations to all new development on property in La Jolla having slopes with a natural gradient of 25 percent or greater and a minimum differential of 50 feet. The Environmentally Sensitive Lands regulations provide supplementary development regulations to underlying zones such as development encroachment limits for natural steep slopes, erosion control measures and compliance with design standards identified in the Steep Hillside Guidelines. These regulations to assure that development occurs in a manner that protects the natural and topographic character of the hillsides as well as to insure that development does not create soil erosion or contribute to slide damage and the silting of lower slopes.

b. The City should not issue a development permit for a project located on steep natural slopes in La Jolla, unless all the recommendations and conditions identified in this plan element are met.

c. The City should maintain the existing zone on slopes above 25 percent and should discourage the rezoning of these slopes to allow a higher residential density than what is currently allowed.

d. The City should protect natural vegetation, and habitat areas on steep slopes and natural drainage areas from impacts of new development on buildable portions of the lot.

5. **Public Access**

a. The City should develop a connected system of shoreline walkways that extend from La Jolla Shores Beach to Tourmaline Surfing Park in areas where feasible (see Figure 6).

b. The City should institute a comprehensive sign program along Prospect Street and La Jolla's coastline to identify existing public access points and enhance public safety along the coastal bluffs.

c. The City should maintain existing parking areas, public stairways, pathways and railings along the shoreline to preserve vertical access (to the beach and coast), to allow lateral access (along the shore), and to increase public safety at the beach and shoreline areas. No encroachment into the public right-of-way should be permitted within the Coastal Zone without a permit.

d. The City should ensure that new development does not restrict or prevent lateral vertical, or visual access (as identified in Figure 9 and Appendix G) to the beach on property that lies between the shoreline and first public roadway, or to and from recreational areas and designated

public open space easements. Further, in areas where physical vertical access to the shoreline does not exist within 500 feet of a private development project on the shoreline, consideration of a new accessway across private property should be analyzed.

6. **Prescriptive Rights**

Where development is proposed on a site where it clearly appears that potential prescriptive rights could exist, the City should ensure that the siting of the development does not interfere with or prejudice those rights. Potential prescriptive rights should be determined in accordance with the California Coastal Act and state law as further defined by the State of California Office of the Attorney General.

7. **Offers to Dedicate Public Easements**

The City should actively pursue the transfer to the City, or other appropriate agency, outstanding offers to dedicate public easements done in the context of previously- approved development permits during California Coastal Commission permit jurisdiction.

ACTION PLAN

IMPLEMENTATION	ADOPT WITH PLAN	TIMING WITHIN 5 YEARS	WITHIN 20 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Rezone all dedicated open space/park areas to OP-1-1 or OP-2-1 as appropriate.	•			Planning Department	City	Policies 1a & 1b Recommendations 1 & 2
Implement the City of San Diego's Multiple Species Conservation Program Subarea Plan.	•			Planning Department Dev. Services Dept	Cost recoverable through project review	Policy 1c Recommendation 1d
Prepare a Master Environmental Assessment & Data Base for parts of La Jolla.		•		Planning Department Dev. Services Dept	City	Policy 1c Recommendation 1b
Implement the Environmentally Sensitive Lands regulations and the coastal policies and recommendations of this plan during the permit review process.		On-Going		Planning Department Dev. Services Dept	Cost recoverable through project review	Policies 1c, 1e, 2d, & 4b Recommendations 1-5
Develop a comprehensive sign program to identify existing visual resources and public access points.		•		Planning Department Park and Recreation	City	Policies 2a, 2b, 3b, & 5b Recommendations 3b & 3m
Review new development for the potential of obtaining prescriptive rights.		On-Going		Planning Department Dev. Services Dept	Cost recovery though project review	Policy 6
Complete the transfer of California Coastal Commission offers to dedicate public easements to the City and/or other agencies.		In-Process		Real Estate Assets Department	City	Policy 7 Recommendation 3o
Dedicate the Fay Avenue open space area.		In-Process		Park and Recreation	City	Policy 1g Recommendation 2 g
Develop an appropriate OR zone and apply to portions of private property that are designated open space.		•		Planning Department Dev. Services Dept	City	Policy 2c Recommendation 1f

PLAN RECOMMENDATIONS

1. **Open Space Preservation and Natural Resource Protection**

   a. Limit encroachment of new development in sensitive resource areas by implementing the Environmentally Sensitive Lands regulations of the Land Development Code. These regulations establish encroachment limits for development on sensitive hillsides and biological areas that adequately preserve and protect resources while allowing a limited amount of development on private property and require preservation of sensitive areas not proposed for development.

   b. Prepare a master Environmental Assessment and Data Base for Mount Soledad, the Muirlands and La Jolla Shores. This Environmental Assessment would serve as a basic resource document containing an inventory and an analysis of all plant and animal habitat areas within the open space areas of the community as well as geological instability and seismic risk in these areas. This analysis would also address the cumulative impacts of potential development on these sensitive resources and habitat linkages.

   c. Place the future installation of utility lines, facilities and equipment underground in any open space areas where feasible and revegetate the disturbed areas with indigenous plants.

   d. Implement the City of San Diego's MSCP Subarea Plan which ensures a system of viable habitat linkages between the existing open space areas to the canyons and hillsides throughout La Jolla's open space system.

   e. Preserve sensitive resource areas to the maximum extent possible. Allow only limited development in these areas. Rezone open space areas on private property to an Open Space-Residential (OR) zone so that the open space can be preserved to the appropriate level while allowing limited development of the property.

   f. Apply Open Space-Conservation (OC) zone, as appropriate, to those areas intended for permanent conservation, through the development review process.

   g. Dedicate the City-owned portions of the Fay Avenue open space area. Where appropriate, acquire and dedicate those portions of the Fay Avenue open space area not owned by the City.

   h. Encourage retention of significant publicly-owned trees and vegetation, and of endangered species on both public and private land, in order to preserve community character.

2. **Visual Resources**

   a. Install utility lines and accessory facilities and equipment underground in dedicated parkland and in open space areas. Encourage new and existing development to locate cable, telephone and utility lines underground wherever feasible. Do not obstruct public views to Mount Soledad and to the ocean, as identified in Figure 9 and Appendix G, by overhead utility poles that intrude on the views to these natural features from public places.

b. Screen satellite antennas, air conditioning duct work and other service equipment from identified public view corridors.

c. Protect public views to the shoreline as well as to all designated open space areas and scenic resources from public vantage points as identified in Figure 9 and Appendix G (Coastal Access Subarea maps). Public views to the ocean along public streets are identified in Appendix G. Design and site proposed development that may affect an existing or potential public view to be protected, as identified in Figure 9 or in Appendix G, in such a manner as to preserve, enhance or restore the designated public view.

d. Implement the regulation of the building envelope to preserve public views through the height, setback and fence transparency regulation of the Land Development Code that limit the building profile and maximize view opportunities.

e. Where existing streets serve as public vantage points, as identified in Figure 9 and Appendix G, set back and terrace development on corner lots away from the street in order to preserve and enhance public views. Vigorously review variances for reduced sideyard and frontyard setbacks when development occurs adjacent to identified view corridors. Figure 9 and Appendix G list streets that provide identified public views to the ocean to be protected from visual obstruction.

f. Avoid the placement of sea walls, fences and gunite on bluffs, where feasible, in order to preserve the natural and scenic quality of shoreline bluffs. Where the use of such improvements is unavoidable, design and site the improvements to incorporate surrounding land form characteristics in order to blend the new with the existing.

g. Plant and maintain landscaping or vegetation so that it does not obstruct public views of coastal resources from identified public vantage points as identified in Figure 9.

h. Where new development is proposed on property that lies between the shoreline and the first public roadway, preserve, enhance or restore existing or potential view corridors within the side yard setback by adhering to setback regulations that cumulatively, with the adjacent property, form functional view corridors and prevent and appearance of the public right-of-way being walled off from the ocean.

i. Where new development is proposed adjacent to a park or open space, reduce the perceived bulk and scale of the proposed structure through articulation of the facades facing the park or open space land, and by the utilization of facade materials that blend with the landscape.

j. As viewed from identified scenic overlooks, minimize the impact of rooflines and landscaping on the viewshed over the property.

3. <u>Shoreline Areas</u>

a. Maintain existing facilities including streets, public easements, stairways, pathways and parking areas in order to provide adequate public access to the shoreline. Detailed maps and specific subarea recommendations are provided in Appendix G.

b. Establish a comprehensive sign program to help identify existing coastal access points, particularly those that are underutilized and to alert the public to potential safety hazards. Locate these coastal access signs at access entrances and along strategic points on major streets.

c. Continue to provide a park and beach maintenance program in coastline recreational areas in order to encourage use of coastal resources like La Jolla Shores Beach, Kellogg Park, Coast Boulevard Park and Ellen B. Scripps Park by residents and visitors to La Jolla.

d. Maintain coastline resource-based parks such as Tourmaline Surfing Park and La Jolla Strand Park, between Playa del Sur and Palomar Street, in order to preserve the scenic quality of these areas.

e. Maintain lateral access for public use of the beach along the 1000-foot beach front shoreline of La Jolla Shores Beach and Tennis Club below the mean high tide line (the beach area above the high tide line is owned by the Beach and Tennis Club).

f. Maintain the natural scenic character of existing coastal trails such as those at Coast Walk and Mira Monte Place. Maintain the right-of-way along Coast Walk between the existing footbridge at Park Row and Goldfish Point, for pedestrian use only.

g. Maintain the public walkway along the south side of the Marine Room restaurant, between Spindrift Drive and the beach, to provide vertical access to the shoreline at this location.

h. Maintain the established shoreline setback of structures along the beach such as the White Sands development opposite Marine Street Beach and La Jolla Shores Beach and Tennis Club adjacent to La Jolla Shores Beach to allow lateral access for public use along the shoreline.

i. Maintain all existing steps and paved access ramps to beach and shoreline parks, such as those at Marine Street Beach, Tourmaline Surfing Park and La Jolla Strand Park, in order to increase public safety and vertical access to these areas.

j. Designate the bluff faces adjacent to Coast Walk as an ecological reserve in order to help protect the integrity of the off-shore Underwater Park and Marine Reserve.

k. Provide and maintain park furnishing such as guard rails, benches, trash receptacles and signs at locations such as Forward Street, Linda Way, Calumet Park and Midway Street bluff top vista points.

l. Designate Charlotte Park as public open space.

m. Where possible, permanently identify existing shoreline access locations by signs using an appropriate symbol or arrow. Secure this symbol by embossing or engraving it into the sidewalk or curb.

n. Preserve and protect the La Jolla/La Jolla Shores Underwater Park and Marine Reserve from the impacts of new development and as described in Appendix I.

o. Actively pursue the transfer to the City or other appropriate agency outstanding offers to dedicate public easements done in the context of previously approved

development permits during California Coastal Commission permit jurisdiction.

p. Where new development is proposed on property that lies between the shoreline and the first public roadway, ensure an offer of dedication as a public easement of a vertical accessway of not less than 10 feet in width and running the full depth of the property provided that the need for such accessway has been identified within this community plan or that no such accessway exists within a lateral distance of 500 feet of the project site as identified in Appendix G. Figure 6 and Appendix G identify the location of accessways and public easements. Physical Access Subarea Maps A, D and G of Appendix G identify areas that should be analyzed to address potential physical access.

q. Where new development is proposed on property that lies between the shoreline and the first public roadway, offer for dedication as a public easement, lateral access along the beach.

r. Maintain landscaping on City-owned land and easements, and public rights-of-way, to preserve, enhance, or restore identified public physical and/or visual access to the ocean.

4. <u>Coastal Bluffs</u>

a. Prohibit coastal bluff development, on or beyond the bluff face, except for public stairways and ramps to provide access from the bluff top to the beach or to maintain bluff stability.

b. Set back new development on property containing a coastal bluff at least 40 feet from the bluff edge so as to not impact the geology and visual quality of the bluff. This setback may be reduced to not less than 25 feet if evidence is provided that indicates the site is stable enough to support the development at the proposed location. Do not allow a bluff edge setback less than 40 feet if erosion control measures exist on the site due to excessive erosion. When appropriate, development may include fencing to deter trespassing and protect fragile resources, and erosion control measures. These measures, such as sea walls and drainage conduits, are subject to the Environmentally Sensitive Lands regulations which will ensure that such measures do not alter the natural character of the bluff face, restrict public access, or encroach on public property. Do not allow erosion control measures on a site where development was approved with less than a 40 foot bluff edge setback, unless otherwise permitted in the Sensitive Coastal Bluff Regulations in the Land Development Code.

c. Require a geotechnical report for all bluff top development to document that the site is stable enough to support the proposed development in accordance with the Environmentally Sensitive Lands regulations.

d. Permit the placement of shoreline protective works, such as air-placed concrete, seawalls, revetments and parapets, only when required to save coastal-dependent uses or when there are not other feasible means to protect existing principal structures such as homes in danger of erosion from wave action. Do not allow the placement of such protective structures to encroach on any public areas unless engineering studies indicate that minimal encroachment may be necessary to avoid significant erosion conditions and that no other viable alternative exists.

e. Design new shoreline protective devices to be consistent in design, materials and in color with the existing natural environment.

f. Require indigenous, native and drought tolerant plants in all new developments and significant additions along coastal bluffs, to reduce the need for underground irrigation systems that contribute to the erosion of the bluff face due to water runoff over the bluff.

g. Direct roof and surface drainage away from the bluff towards the street or into special drainage facilities that have been equipped to divert water runoff from flowing over the bluff.

h. Improve existing street drainage outlets with energy dissipating devices or other similar measures in order to minimize erosion caused by quantity, velocity, or content of runoff.

i. Create a monitoring program to ensure compliance with this Plan's policies and recommendations related to bluff top drainage.

j. Require removal or relocation of accessory structures located within the bluff edge setback if it is determined, in conjunction with proposed development on the site, that such structures pose a threat to the bluff stability.

k. For structures located partially or entirely within the bluff edge setback, require all additions (at grade and at upper floors) to be located landward of the bluff edge setback line.

5. <u>Steep Hillsides</u>

In addition to the recommendations contained in the Residential Element of this plan and the requirements in the Land Development Code, including the Environmentally Sensitive Lands regulations and the Steep Hillside Guidelines of the Land Development Manual, the following hillside recommendations should be used as requirements in evaluating new development proposed on all properties containing slopes in La Jolla which equal or exceed 25 percent:

a. Design structures on slopes to adapt to existing hillside conditions. Avoid the use of standard prepared pads on slopes with grades above 25 percent. Creative architectural solutions in land preparation and selection of appropriate foundation types are encouraged. These solutions include open foundations, pier supports, split level, cascading level, cascading developments and similar techniques designed to minimize grading. Keep driveways, parking areas, tennis courts, swimming pools, and other accessory uses to a minimum, and locate them on more level portions of the site in slopes below 25 percent.

b. Undertake an environmental analysis for all structures proposed on hillsides containing sensitive biological resources in accordance with the requirements of the California Environmental Quality Act in order to determine the degree to which the proposed use will impact these resources. Protect environmentally sensitive habitats against disruption of habitat values to the greatest extent possible.

c. Design structures on hillsides with a 25 percent or greater slope in a manner that does not excessively alter the natural hillside conditions, thereby minimizing the need for cut and fill grading. Maintain the existing condition of hillsides during construction and restore steep slopes that are disturbed by development or by road construction

with native vegetation, where possible. Replant scarred slopes and graded areas with native vegetation. Revegetation should simulate pre-development conditions whenever possible in order to reclaim the natural habitat.

d. Utilize the structural quality of the soil to determine the type of construction proposed on hillsides. The stability of the hillside, both during and after construction, is important to the protection of adjacent properties as well as sensitive slopes and canyons which may surround the site. Retain topsoil which will be reused on the site.

e. Maintain the natural surface drainage system. This includes intermittent streams, creeks, gullies and rivulets, especially where such drainageways adjoin or traverse other properties. The way in which changes to the natural land form or its surface coverage affects the natural drainage system must be determined prior to project approval. Sensitive design and the control of runoff will help eliminate problems of erosion, landslides or damage to plant and animal life.

f. Limit the total amount of surface hardscape. The design of such site surfaces as structure foundations, driveways, patios, sidewalks and roads, should support, not alter, the natural system of drainage.

g. Retain existing vegetation and tree patterns where feasible, and incorporate such features into the overall landscaping of the site. Where new landscaping is required, the use of native vegetation and species that require minimal maintenance and watering should be used. Avoid the disturbance of native vegetation and associated habitats of the coastal sage and chaparral communities.

h. Minimize impacts to wildlife habitats, major rock formations, ridge lines, drainageways and known archaeological sites by placing structures in a manner that will not overwhelm hillside vegetation to the point where the natural character and form of the hillside is destroyed. The Environmental Assessment and Data Base, as recommended in the Natural Resources and Open Space Element, will be used as a resource document for determining the locations of these resources.

i. Design infill development on hillsides in relationship to existing topography and landscape features. Incorporating existing features into project design minimizes environmental destruction and results in development that harmonizes with the natural grade of the site.

j. Where the linkage between two areas of designated open space is provided by a slope or slopes of 25 percent grade or greater, such as the hillsides that lie between Soledad Open Space Park and La Jolla Heights Park, development will be sited in a manner that preserves that linkage.

k. Set back large residential structures from the top of slope of steep hillsides so that the design and site placement of a proposed project respect the existing natural landlord resources and steep hillside character of the site in accordance with the Environmentally Sensitive Lands regulations and the Steep Hillside Guidelines in the Land Development Manual. This is especially important for those locations that are

visible from natural open space systems, park lands and the seashore.

The reservation of the natural character of these areas depends upon minimizing visual intrusions.

l. Provide visual access to open space areas in all large developments that are proposed on hillsides. Public views of open space areas can be enhanced by providing roadway turnouts at scenic locations. Design walls and fences to accommodate existing public vistas, respecting the legitimate needs of privacy and public safety.

m. Limit public access in hillside areas that contain sensitive resources to scientific or educational use. Confine access to designated trails or paths. Do not allow access which would result in the disruption of habitat areas.

n. Where new development is located on a hillside with street frontage, locate parking on the street side portion of the site. On larger parcels, separate parking from the main structure. The technique will help reduce the amount of grading required on site.

o. Require public streets that are proposed on hillsides above 25 percent slope to be designed in a manner that would be consistent with citywide street widths and grade standards. For narrow, one-way public streets on hillsides, follow the natural contours of the slope in order to avoid excessive cut and fill, and to preserve the existing topography.

p. Wherever possible, cluster structures through Planned Development Permits to preserve the existing topography and conserve natural resources. Clustering permits appropriate densities while maintaining greater open space areas and hillsides. Site and design such structures to avoid adverse impacts to adjacent single dwelling unit residential neighborhoods. This would include use of appropriate setbacks and open space easements.

q. Where lot subdivisions are proposed on natural slopes, locate a portion of each created lot in an area of the hillside where the slope is less than 25 percent and limit structures to this portion.

r. Require lot divisions to have a portion of each created lot in natural slopes of less than 25 percent gradient. The portion of the lot to be in slopes of less than 25 percent gradient should be equal to or exceeding the area represented by the Floor Area Ratio for the zone in which the property is located. This requirement would not apply to parcels restricted to open space uses, either by dedication or transfer of title to the City or another responsible public agency. In the case of clustered developments obtained through a Planned Development Permit, allow lot divisions provided the development is located in the flattest portions of the site and is designed to harmonize with the natural features of the hillsides.

s. Locate developments, grading or land alterations (including private access roads) associated with subdivisions or development permits on existing slopes of less than 25 percent gradient, and harmonize the site design with the natural features of the hillsides. Develop specific criteria addressing the extent of development area and allowable encroachment into steep hillsides in order to preserve, to the maximum extent possible, natural steep hillsides, sensitive resources and wild life habitat and linkages.

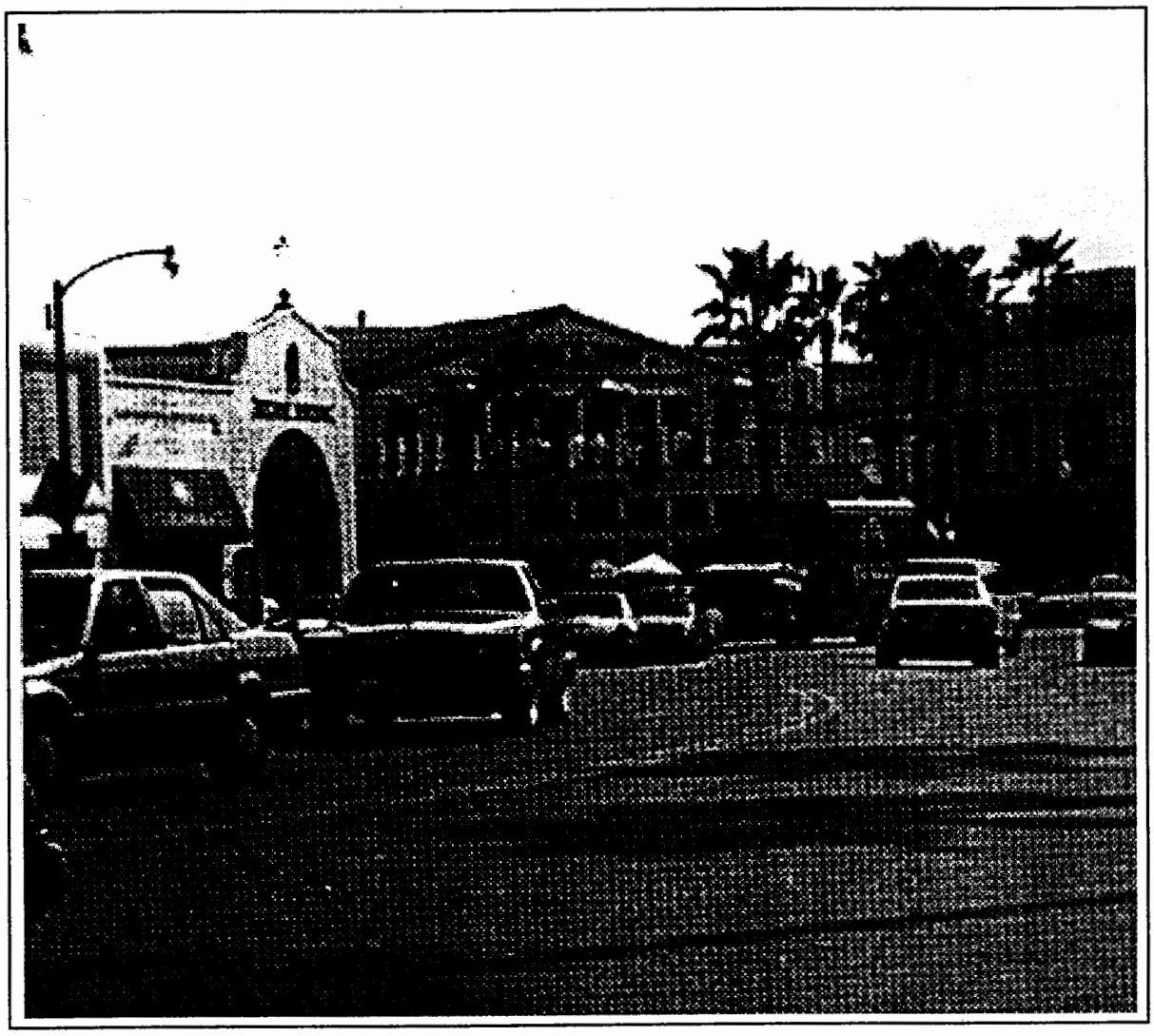
t. Preserve steep hillsides in their natural state and minimize encroachments into hillsides to the maximum extent possible. On existing legal lots with steep hillsides, encroachment into the steep hillside area should be limited in order to preserve portions of the hillside in a natural, undisturbed state while providing a usable development area. The trimming of vegetation as mandated by the City in order to meet Fire Code regulations is exempted from this encroachment limitation.

u. For any development requiring a brush management plan, require the brush management plan used to control slope erosion to be performed on private property only, not on City-owned land, in accordance with the landscape regulations and standards.

v. Preserve all steep natural hillsides which remain undeveloped on conditions of permit approval through dedication, a permanent open space easement or other means.

w. Where new development is proposed adjacent to a park or open space, reduce the perceived bulk and scale of the proposed structure through articulation of the facades facing the park or open space, and facade materials that blend with the landscape should be employed.

x. Create a monitoring program to ensure compliance with this plan's policies and recommendations related to hillside drainage.



TRANSPORTATION SYSTEM

TRANSPORTATION SYSTEM

GOALS:

- Provide an adequate circulation system to serve residents, visitors and employees to La Jolla's downtown commercial, recreational areas and community facilities by promoting the use of public transit and/or shuttle service as an alternative form of transportation within the community.

- Reduce traffic congestion in La Jolla by increasing the efficiency of public transit, by promoting safe and pleasant bicycle and pedestrian routes, and by providing physical and operational improvements to the existing circulation system.

- Improve the availability of public parking in those areas closest to the coastline as well as in the village core through a program of incentives (such as peripheral and central parking facilities, parking programs and improved transit).

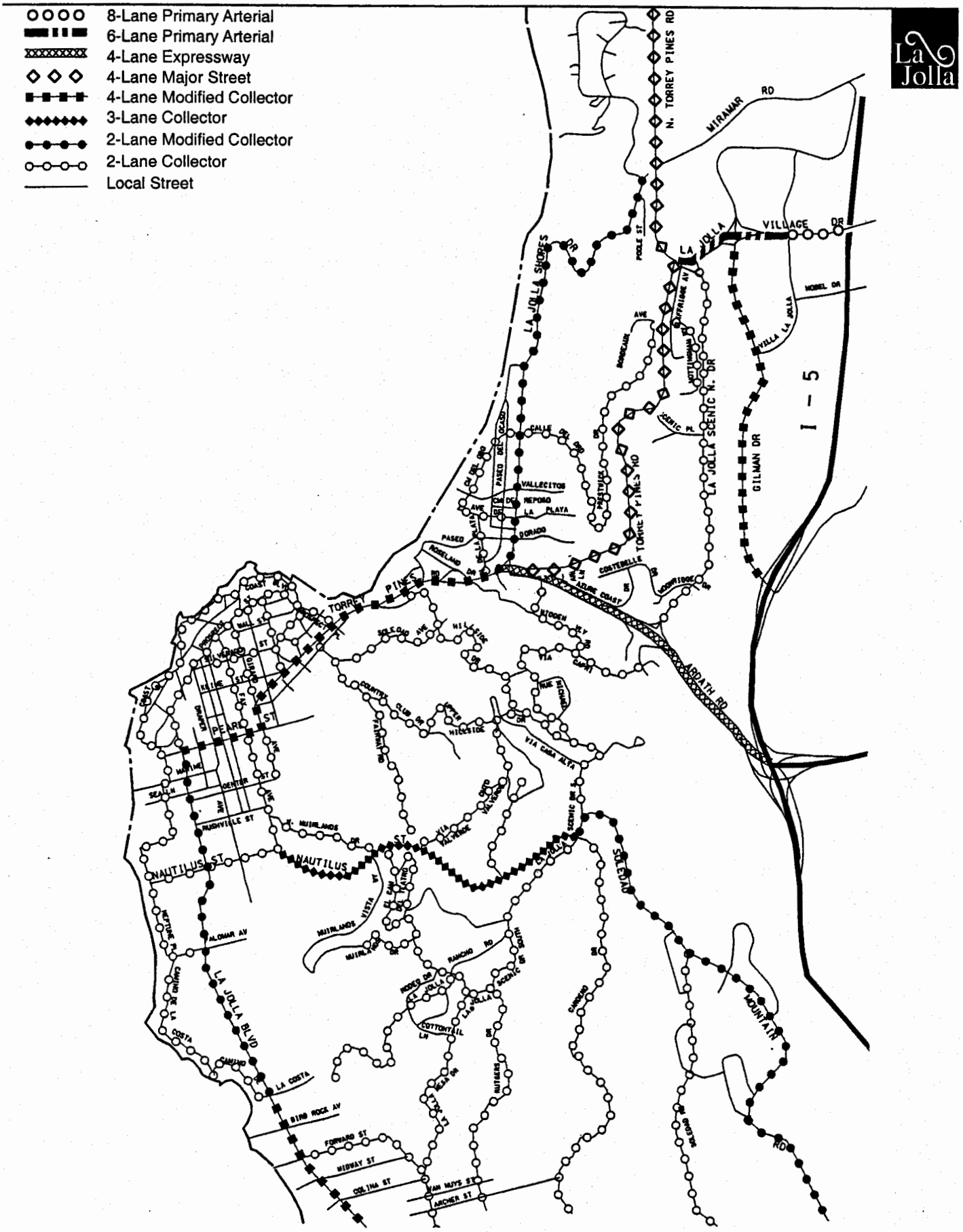
BACKGROUND

The circulation network of La Jolla is composed of major, collector and local streets arranged in a grid pattern within the village area and contoured on the slopes of the community to the east. Interstate 5 and State Highway 52 provide freeway access into La Jolla. The community-based circulation system is heavily used as a coastal access route on several key streets including La Jolla Shores Drive, Torrey Pines Road, Prospect Street and Coast Boulevard. Because of this, some streets carry large traffic volumes (see Figure 11).

The community is served by two public transit routes, 30 and 34/34A. Route 30 provides "express" service from downtown San Diego to Mira Mesa with stops through La Jolla, and Route 34/34A, which operates between Centre City and University Town Center, provides local bus service through the La Jolla community (see Figure 13).

La Jolla's bicycle system consists of a regional network of signed bike routes that connect La Jolla to adjacent communities and a local network that provides access within the community on selected neighborhood streets, and through La Jolla to the beach and shoreline areas (see Figure 14). The grid network of streets also serves the pedestrian in the community, providing the same choice of alternative routes for travel. Those streets that are most used by pedestrians are the commercial streets that contain a variety of retail uses and activities, and that exhibit a development pattern that is pedestrian-friendly, with buildings set close to the sidewalk, and some park benches. Examples of streets exhibiting these characteristics include Girard Avenue, Fay Avenue, Prospect Street and Avenida de la Playa.

In July 1993, a transportation study was completed in association with the 1995 *La Jolla Community Plan.* This Transportation Study indicated that a single intersection in La Jolla operates with substandard level of service as noted in Table 1. Level of Service (LOS) measures traffic congestion at intersections at peak hours of traffic flow.



Existing and Future Street Classifications

In short, a Level of Service of "A" describes unrestricted movement, whereas a Level of Service "F" describes highly restricted movement. A Level of Service "D" or better is considered acceptable by the *City of San Diego Progress Guide and General Plan.*

TABLE 1: LEVELS OF SERVICE

Intersection Location	Level Of Service
Torrey Pines Road/ La Jolla Shores Drive	F

The Transportation Study recognizes that there are economic and environmental constraints to achieving acceptable Levels of Service for the community's congested intersections, as well as public opposition to road widenings in general, as they could disrupt the community character. As a result, the study recommends the creation of a balanced multi-modal transportation system and roadway improvements that are practical and cost effective. Figure 12 identifies the amount of traffic projected over the next twenty years with the implementation of improvements as recommended in this plan.

POLICIES

1. The City should not widen existing streets or construct major roadways into La Jolla which would result in an increase in existing traffic volumes into the community. Improvements to La Jolla's street system should be made in a manner that facilitates traffic circulation without disruption of the community character or existing patterns of development.

2. The Metropolitan Transit Development Board should implement the "Transit First" network of projects to improve transit service. The Transit First network is a strategy for the future characterized by a rich network of high speed routes, 10-minute service frequency; extensive use of transit priority measures, walkable community designs, stations integrated into neighborhoods and customer focus in services and facilities. Improvements in La Jolla should include neighborhood shuttles and convenient linkages from La Jolla to other points in the region.

3. The City should promote the use of transit, and require bicycle and pedestrian related amenities in the design of commercial redevelopment projects that are processed with discretionary permits.

4. The City should consider a reduction in parking requirements for commercial projects that develop transit-oriented development standards and/or incorporate transportation demand management programs.

5. The City should improve bicycle transportation in the community to promote transportation alternatives.

6. Roadbed expansions (for bikeways) should not harm the geological stability of coastal bluffs or create a need for shoreline protection.

7. The City should explore traffic calming methods for the Bird Rock area of La Jolla Boulevard as well as other areas of La Jolla where traffic speed is needed to be reduced in order to enhance safety. These methods should include but not be limited to traffic signals and stop signs, together with identified pedestrian crosswalks, at appropriate locations and intervals along major roadways parallel to the shoreline, in order to facilitate safe pedestrian access to the shoreline.

8. The City should consider provision of public parking facilities and other parking incentives in the village area.

9. The City should require parking for all proposed projects that adequately addresses the increased demand on some areas of the Costal Zone.

ACTION PLAN

IMPLEMENTATION	ADOPT WITH PLAN	TIMING WITHIN 5 YEARS	WITHIN 20 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Implement circulation improvements with private development projects.	On-going			Planning Department Development Services Dept.	Cost Recoverable	Policies 1, 7 Recommendation 1
Develop a shuttle or feeder transit service to link with LRT.		•		MTDB	MTDB	Policy 2 Recommendation 2
Require projects processed under discretionary permits to design for transit, bicycle and pedestrian use.	On-going			Planning Dept. Development Services Dept.	Cost Recoverable	Policy 3 Recommendations 1e, 1h, 1j, 2b, 3
Consider reduction in parking regulations for projects employing transit-oriented development programs.		•		Planning, Transportation and Development Services Departments	N/A	Policies 4, 8, 9 Recommendation 4e
Improve the bikeway system as shown on Figure 14.	On-going			Transportation Dept., Traffic Engineering Division	City	Policies 5, 6 Recommendations 3a, 3c

PLAN RECOMMENDATIONS

The following recommendations are intended to relieve traffic congestion within the village area, pedestrian safety and enhance the overall de increase sign and appearance of public streets within La Jolla.

1. STREET IMPROVEMENT:

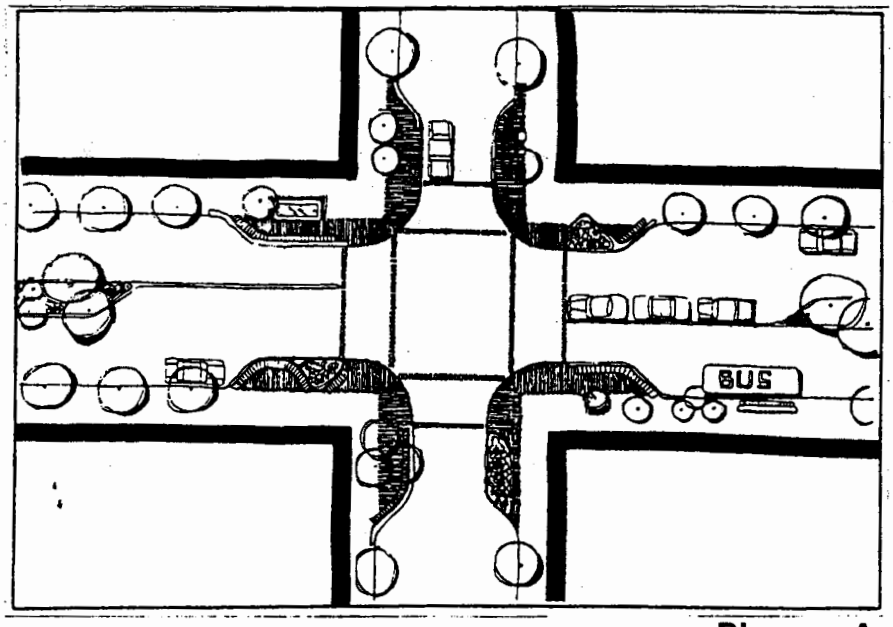
a. Improve the entryways into La Jolla with landscaping that does not obstruct identified public views and signs. Install median landscaping on such major streets as Ardath Road, La Jolla Mesa Drive, Soledad Mountain Road and La Jolla Boulevard, where feasible, in accordance with safe engineering practices. Identify locations along local streets such as La Jolla Scenic Drive South and Girard Avenue, where median landscaping would be appropriate in enhancing the appearance of these streets. Retain the existing landscaped medians at La Jolla Scenic Drive North and at North Torrey Pines Road.

b. Install landscaped traffic islands where feasible within the village area in order to help channel traffic through these areas and to improve the aesthetics of the street.

c. Widen the sidewalks at intersections such as Girard Avenue and Silverado Street without removing existing on-street parking in order to allow pedestrians a better opportunity to cross the street and to accommodate pedestrian related amenities such as bike racks, park benches and pedestrian-oriented landscaping and tree plantings (see Diagram A).

d. Provide decorative paving in crosswalk areas in the commercial districts.

e. Implement the streetscape design guidelines of the 1990 Vista Project. The Vista Project is a design master plan for the La Jolla village area that



Example of Girard and Silverado Avenues **Diagram A**

proposes coordinated street improvements such as decorative paving, sidewalk landscaping, street lighting and furniture recommendations for Silverado Street, Girard Avenue between Prospect Street and Pearl Street and Silverado Street. For improvements at "The Dip" area on Prospect Street between Girard Avenue and Herschel Avenue, do not involve elimination of any street parking, other than for operational requirements such as medians or fire access unless it is replaced.

f. Provide promenade improvements such as street furniture, kiosks, planters, directional signs, sculptures and fountains that are consistent with the character of the commercial area.

g. Review and periodically update traffic signal timing and coordination to ensure maximum efficiency of traffic flow in the community.

h. With the exception of ramps for the disabled, curb cuts and drive-throughs are not recommended on pedestrian-oriented streets, such as Prospect Street, Girard Avenue and Wall Street.

i. Accommodate traffic levels that are projected to occur at build-out of the community.

The following intersection improvement has been approved by City Council:
Reconfiguration of the Torrey Pines Road, Ardath Road, La Jolla Shores Drive and Hidden Valley Road intersection.

j. Improve signs identifying bicycle and pedestrian routes to facilitate public access to the coast.

k. Consider one-way couplets as a method to improve vehicular traffic flow.

2. **TRANSIT:**

a. MTDB should evaluate a shuttle bus system that would provide service to central La Jolla from peripheral parking areas and the proposed LRT line within the Interstate 5 corridor.

b. Require commercial redevelopment along transit routes to provide landscaping and passenger waiting areas at transit stops within the public right-of-way. Consider and maintain attractive kiosks at key pedestrian nodes and transit waiting areas with input on the design of these kiosks and transit waiting areas from the community planning group.

c. Encourage shuttle service through La Jolla to the beach and recreational areas in order to help relieve traffic congestion in the village and public recreational areas.

3. **BIKEWAYS:**

a. Implement the City's Bicycle Master Plan that provides user friendly, safe and continuous bicycle access throughout La Jolla, for both leisure and work-oriented trips. Develop a coordinated system of bikeways linking important destinations, such as commercial areas, transit stops, employment centers, schools, other community facilities, and adjacent communities. La Jolla's bikeway system is shown on Figure 14.

Bikeway standards are shown in Figure 15.

b. Ensure that commercial redevelopment projects provide an appropriate number of bicycle racks, lockers and other storage facilities for users of these commercial services.

c. Design bikeways so that they do not harm the geological stability of coastal bluffs or create a need for shoreline protection.

4. **PARKING:**

a. Pursue programs with the University of California, San Diego, to reduce the impacts of on-street parking by students and staff in the residential areas of the community that surround the University, provided however, that elimination of street parking (through red-curbing or other means) that is available for beach access will not be permitted, other than for operational requirements such as medians or fire access, unless it is replaced.

b. Implement a comprehensive coastal access parking plan for the village area that will relieve the impacts of office parking in residential areas, encourage the retention of all on-street parking, and encourage use of existing parking structures and surface lots within the commercial area.

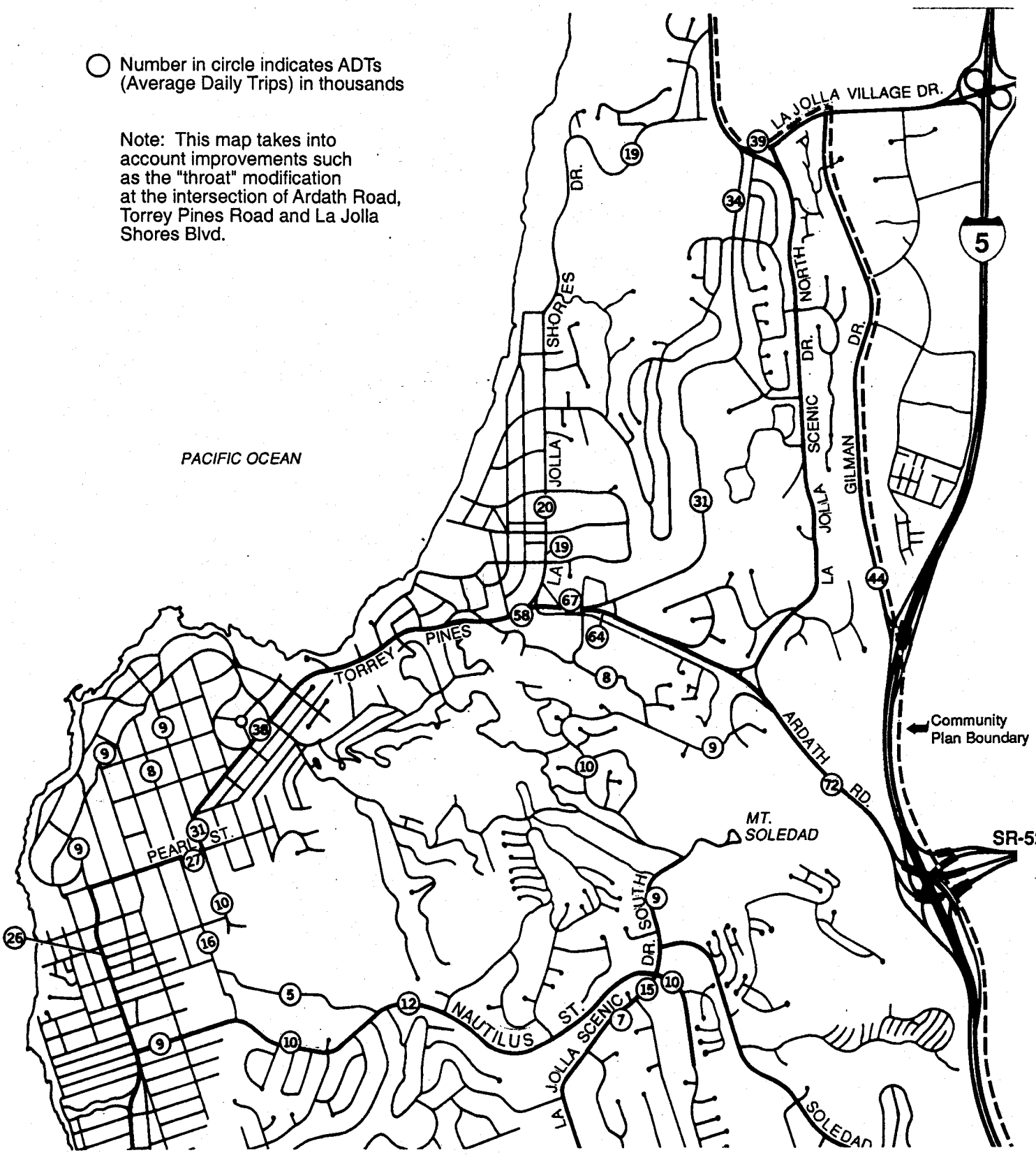
c. Locate surface parking areas at the rear of buildings, with ingress and egress from the alley. Surface parking areas should be screened from view by using trees, shrubs or walls appropriate to the character of the area.

d. Provide public off-street parking facilities, as appropriate, and review all available options for implementing these facilities, including in-lieu parking fees, parking assessment districts and other forms of public financing, in order to accommodate existing (and future) parking deficiencies in the central commercial and the La Jolla Cove areas.

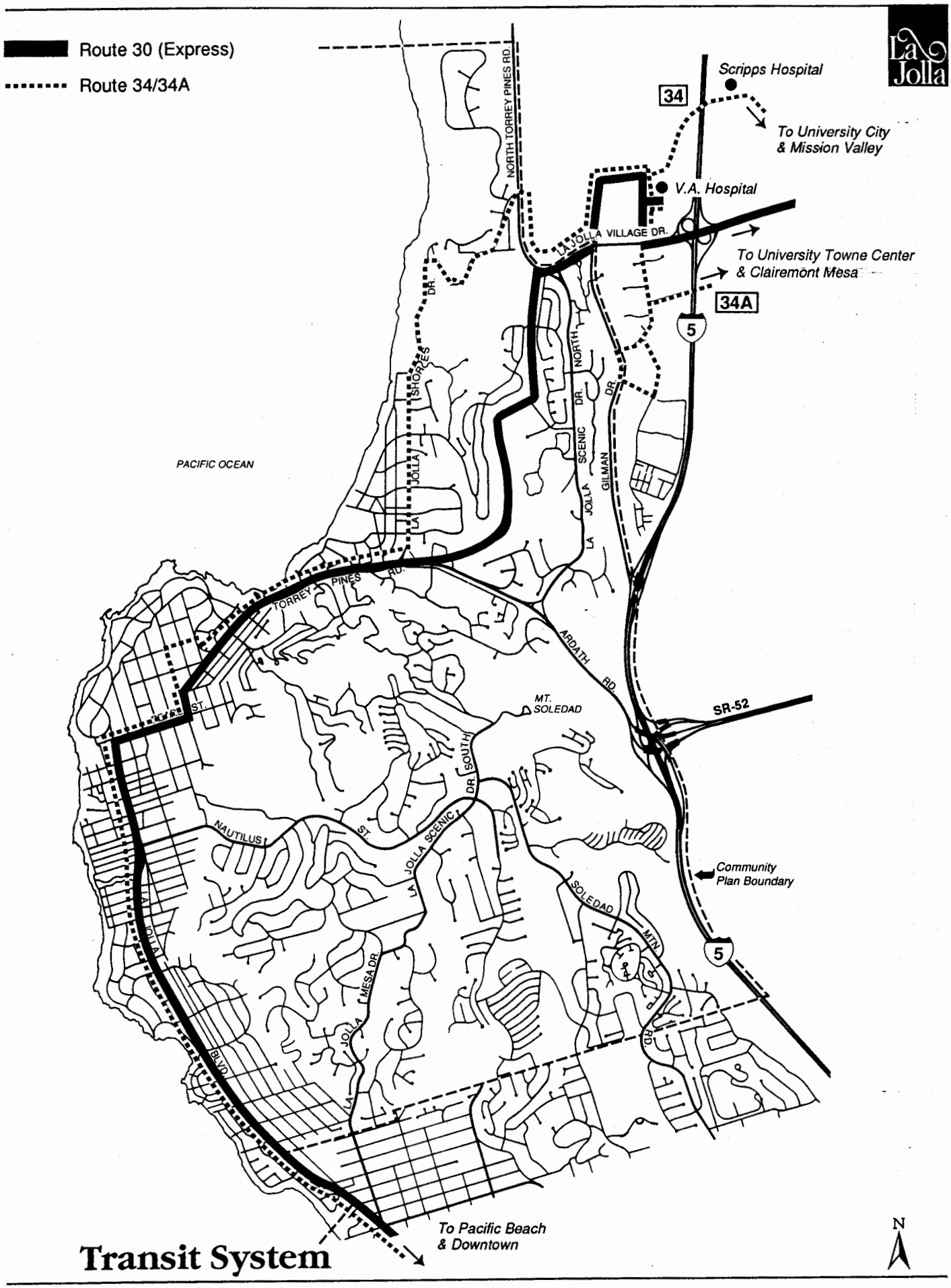
Where new public parking structures are developed, employ uses such as retail or office on the street-facing ground floor of the structure in order to maintain the pedestrian orientation of the sidewalk. If the site has no alley access, vehicle access may occur on the street-facing facade. At the upper levels of the street-facing facade of any parking structure, provide a facade that presents an enclosed face, similar to that for office use.

In a 2002 Visitor-Oriented Parking Facilities Study prepared for the City, potential parking lot/structure sites were identified and are shown in Appendix K. These identified sites are not limited to development as parking facilities.

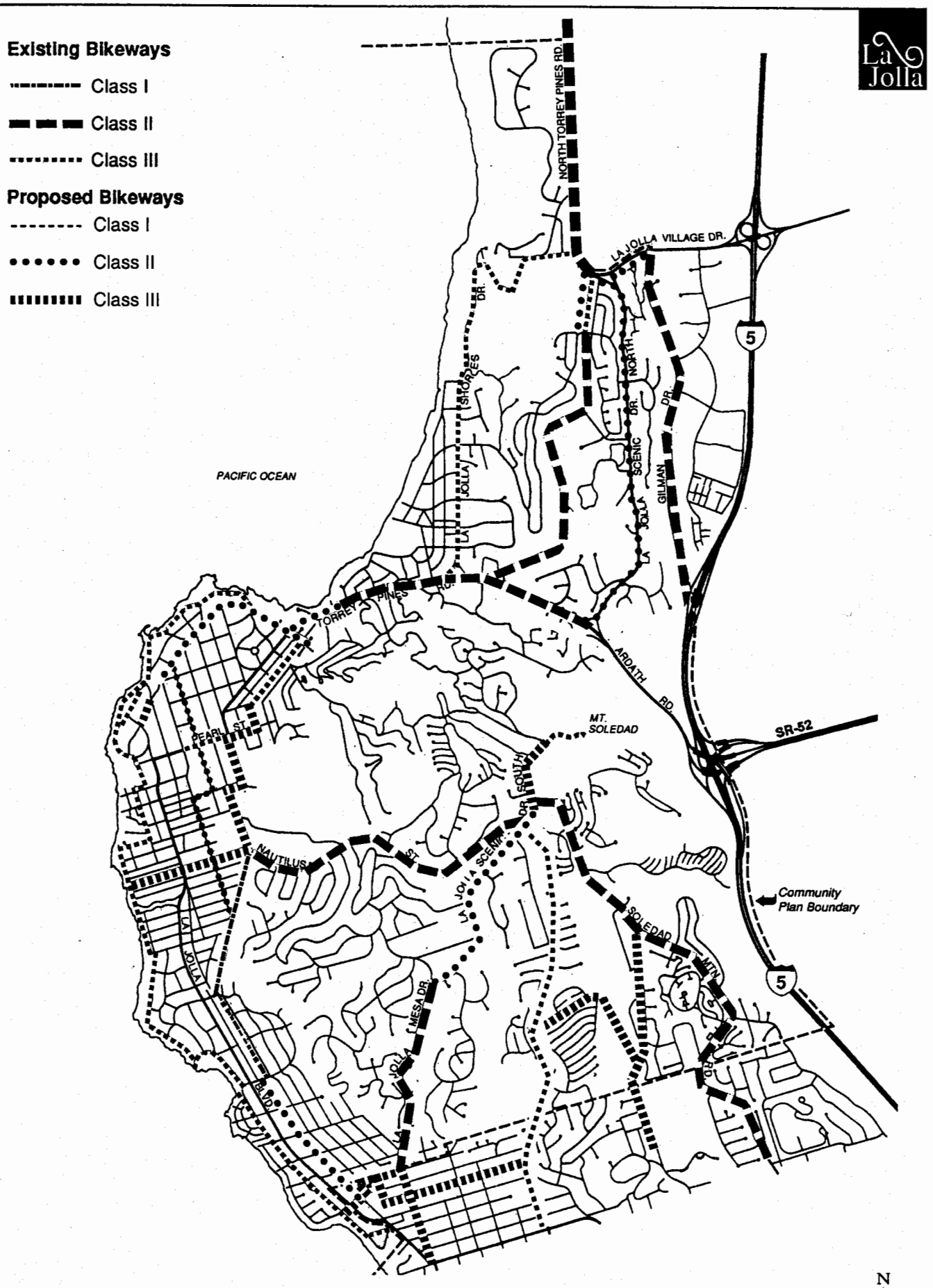
e. Require that all proposed development provide adequate parking per the Coastal Parking regulations of the Land Development Code. This required parking should take into account the additional parking needs of Beach Impact Areas, as well as the required prohibition of curb cuts where there is alley access, in order to retain and enhance publicly-accessible street parking.



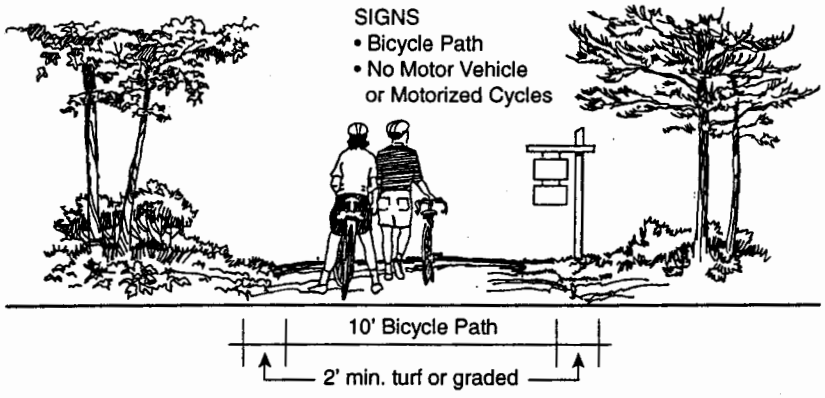
Future (Buildout) Summer Weekday Traffic Volumes



Transit System

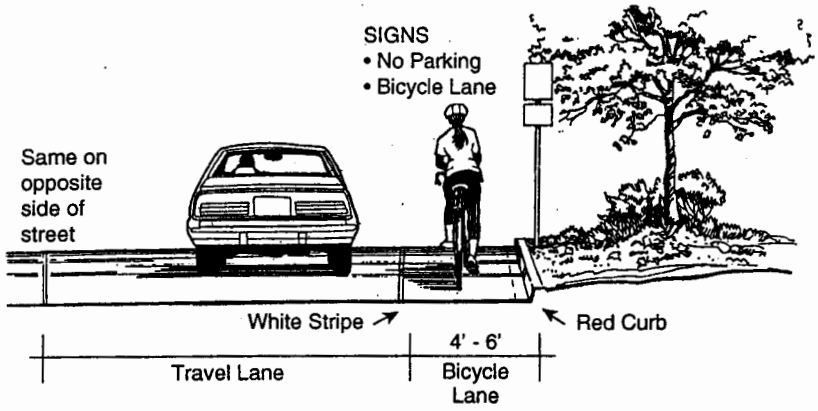


Existing & Proposed Bikeways



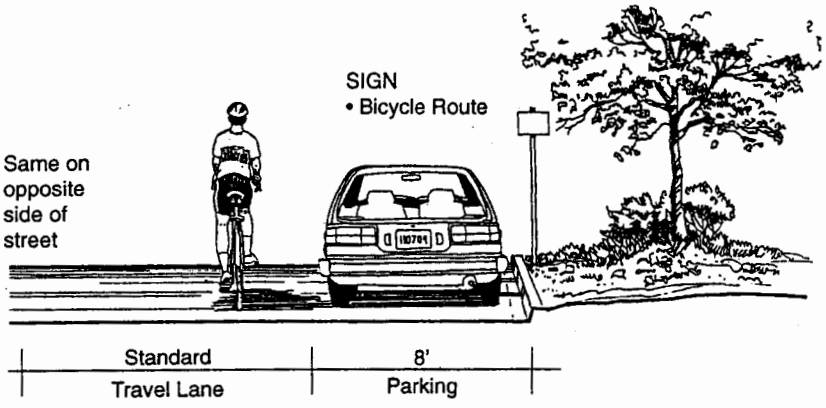
CLASS I
(Typical location – open space)

Bicycle Path
A completely separate right-of-way for the exclusive use of non-motorized vehicles.



CLASS II
(Typical location – major street)

Bicycle Lane
A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement marking.



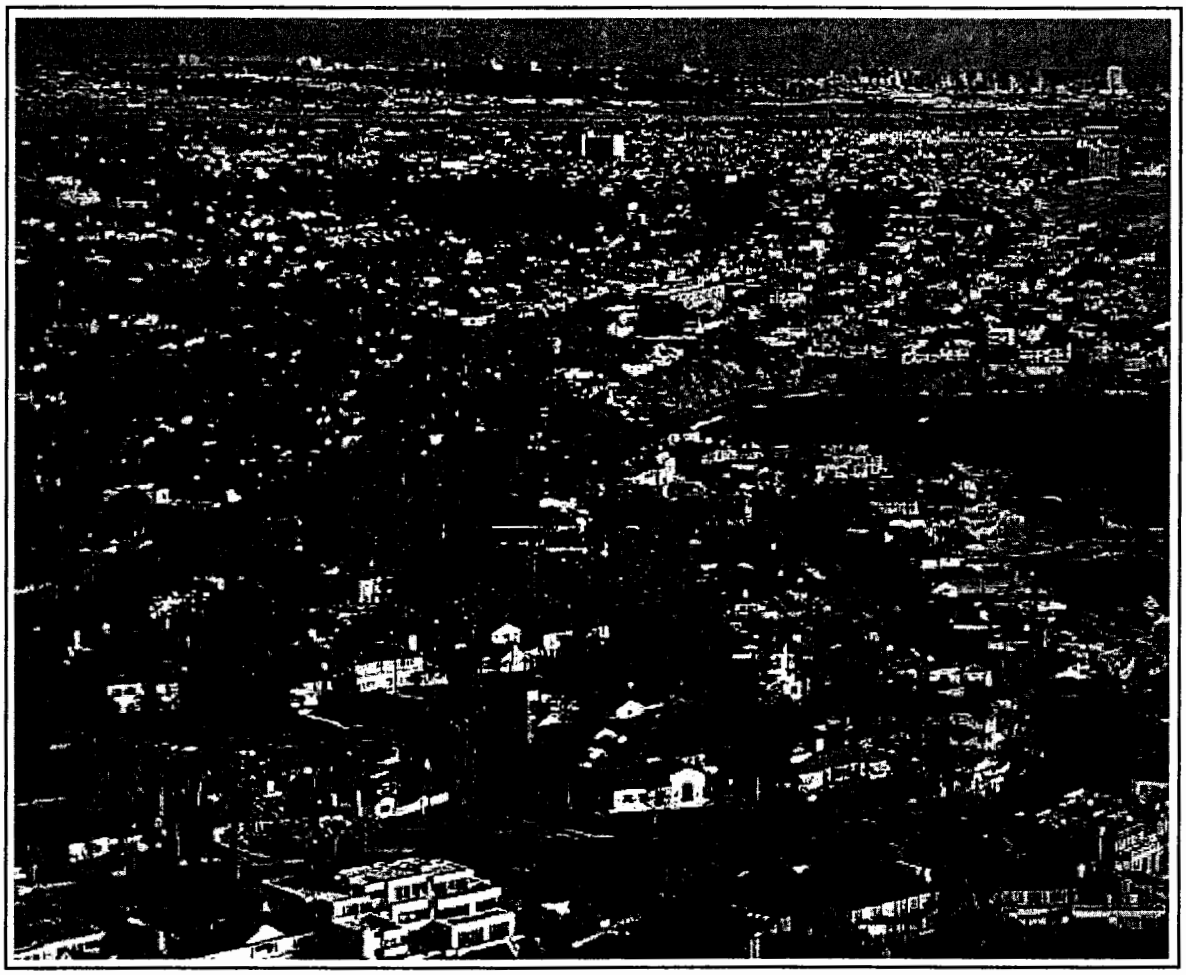
CLASS III
(Typical location – neighborhood street)

Bicycle Route
A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated on this page are subject to change.

Bikeway Standards

N



RESIDENTIAL LAND USE

Residential Designations
Community Character
Hillside Development
Development Near Coastal Bluffs
Geologically Unstable Risk Areas
Balanced Communities

RESIDENTIAL LAND USE

GOALS:

- Provide a high quality residential environment in La Jolla that respects its relationship to the sea, to hillsides and to open space.
- Promote the development of a variety of housing types and styles in La Jolla.
- Introduce opportunities for the production of more affordable housing within La Jolla to meet the housing needs of all income levels.
- Maintain the character of La Jolla's residential areas by ensuring that redevelopment occurs in a manner that protects natural features, preserves existing streetscape themes and allows a harmonious visual relationship to exist between the bulk and scale of new and older structures.

BACKGROUND

La Jolla, firmly established as a residential community, is virtually a built-out community with over 15,025 total housing units. Of this total, approximately 71 percent or 10,733 are single dwelling units and 29 percent or 4,286 are multiple dwelling units (SANDAG Population and Housing Estimates for January 1, 2000).

There are very few vacant parcels remaining in La Jolla where construction of single-family homes can occur. All of the available vacant parcels are isolated single lots that are expected to develop at the density permitted by the existing zone.

Based on the future development of these single dwelling unit lots and on the present residential zoning designations in the community, La Jolla can anticipate having a total of approximately 15,228 dwelling units by the year 2020 (SANDAG 2020 Cities/County Forecast).

Prior to the adoption of Proposition D in 1972 and the La Jolla Planned District Ordinance in 1988, multiple dwelling unit development in La Jolla was built to accommodate a range of densities, some much higher than 45 dwelling units per acre, which is the highest residential designation in this plan. Many of these higher density structures were built on or near major streets, such as North Torrey Pines Road and Prospect Street, or along transit corridors, such as La Jolla Boulevard.

The bulk and scale of these high-rise multiple dwelling units, such as 939 Coast Boulevard and The Seville, created adverse impacts on the overall character of the community as well as providing an increased level of traffic on major streets and a deterioration of the visual quality of the community.

However, since the adoption of both Proposition D, which established a 30- foot height limit, and the La Jolla Planned District Ordinance, which set development standards for residential and commercial projects within specific zones of La Jolla, the scale of more recent multiple dwelling unit construction is more in harmony with the traditional themes of the community. The use of facade articulation, the placement of driveways underground or along the alleyway for vehicular access rather than from the street, as well as landscaping of

interior yards, has helped to make multiple dwelling unit development more consistent with the character of La Jolla. The definition of height, changed in 2000, should also help to reinforce community themes regarding the bulk and scale of multiple dwelling unit development. The Residential Land Use Element of this plan addresses the following issues: Community Character, Development Near Coastal Bluffs, Seismic Risk Areas and Balanced Communities.

Community Character

Single dwelling unit residential development in La Jolla covers a spectrum of densities and architectural styles and expressions. One of the more critical issues associated with single dwelling unit development is the relationship between the bulk and scale of infill development to existing single dwelling units. New construction of single dwelling unit homes have tended to be larger in size than the traditional development in some neighborhoods.

In La Jolla Shores, bulk and scale for single dwelling unit and multiple dwelling unit redevelopment has been subject to the La Jolla Shores Planned District Ordinance which was adopted by City Council in 1974. The La Jolla Shores Planned District Ordinance addresses the use, and density of structures that are located within the boundary of the La Jolla Shores Planned District Area.

In some areas of La Jolla, certain features that contribute to community character are quite evident. However, in many areas, residential diversity is emphasized more than a uniform theme or development pattern.

A 2002 historic survey will identify individual structures that are potentially eligible for historic designation, and may identify certain areas as historic districts.

Common development patterns or streetscape themes that reoccur within the public domain or right-of-way of a particular block or occur throughout the entire neighborhood can be identified. These features help to contribute to a neighborhood's sense of identity and place within the community. Neighborhoods do not have static or clearly defined boundaries. Elements of character blend from one area to another, and it is this association of varying elements which create neighborhood character. Public amenities such as sidewalks, curb side vegetation, street furniture, fences or walls should be considered important elements to neighborhood character.

The plan recommendations that are contained in this element identify areas of common neighborhood themes.

Hillside Development

Hillside development criteria for all development, including residential, is located in the Natural Resources and Open Space System Element. All residential projects are subject to these policies and recommendations.

Development Near Coastal Bluffs

The shoreline bluffs are one of the community's most beautiful scenic resources and offer magnificent vistas of the ocean and the coastline of La Jolla. The views provided by these coastal bluffs continue to offer a tremendous incentive for residential development along the bluff top. Studies, however, have indicated that certain bluffs are susceptible to periodic erosion and are unstable. Seawalls, revetments and parapets which have been constructed in some cases to protect private homes and property may eventually become structurally unstable.

Thus, the coastal bluff regulations that are contained in the Environmentally Sensitive Lands regulations of the Land Development Code are intended to guide the placement of these seawalls, revetments, parapets and residential structures in order to prevent structural damage to existing principal structures, minimize erosion of the bluff face and maintain lateral public access along the coast.

Geologically Unstable Risk Areas

The City of San Diego Seismic Safety Study (1995) identified areas in La Jolla where seismic activity can present risks to the stability of residential structures that are located along earthquake fault lines. The study also indicated that there are areas where a relatively high potential for landslides exists in La Jolla. Those areas are shown in Figure 5.

There are five geological fault trace lines identified in La Jolla: The Rose Canyon Fault, which parallels Ardath Road and extends through Mount Soledad; the Scripps; Country Club; Muirlands; and, the Mount Soledad Faults, which all extend in a northwest to southeast direction within the central portion of the community. All of these fault lines, with the exception of the Rose Canyon Fault, were identified in the seismic safety study as having a "moderate" or "variable" risk rating and were not classified as "active" fault lines. The Rose Canyon Fault has been rated as a "high" geotechnical risk, according to the seismic safety study, indicating that significant ground failure could happen should an earthquake occur along this fault line. Due to a history of seismic movement, the seismic safety study has classified this fault and as an "active" trace line.

Where fault lines have been identified as "active", the City restricts the issuance of residential building permits within a 100-foot buffer of the fault line until a geological study has identified the condition of the subsurface rock layers as well as the risks and constraints associated with construction within this buffer zone. This restriction would apply in the case of development along the Rose Canyon Fault.

Balanced Communities

It is the policy of the City of San Diego to promote economically and racially balanced communities. As of the 1990 Census, La Jolla was not considered a balanced community. Very high property values in La Jolla have precluded private construction of low or moderate income housing. In order to provide opportunities for affordable housing in communities such as La Jolla, the FY1999-FY2004 Housing Element of the General Plan recommends policies and programs to address the issue of balanced community housing assistance needs of low and moderate income families, the City will develop and adopt appropriate policies and programs so that all communities contribute toward meeting of the City's housing goals.

According to SANDAG's 2020 Regional Growth Forecast, La Jolla has approximately 3,500 retail trade jobs. Most of these jobs are low paying. The occupants of these jobs should have an opportunity to live in the community in which they work because they contribute to the quality of life in La Jolla by helping to provide a necessary service and, by living in proximity to work, these low-wage workers can contribute toward reducing traffic congestion and the improvement of regional air quality. Given that La Jolla has a significant number of retail job opportunities, an increase in residential density for affordable housing is desirable in order to provide an opportunity for these employees to live in the same community in which they work.

Assistance towards this goal may include, but is not limited to, new construction, acquisition

of existing housing units for conversion to low income occupancy, rental assistance programs and a variety of regulatory tools and incentives. Initial strategies to meet the housing assistance needs for La Jolla are listed under the Plan Recommendations of this element.

POLICIES

1. Designation of Residential Densities

Maintain the existing residential character of La Jolla's neighborhoods by encouraging buildout of residential areas at the plan density.

2. Community Character

In order to promote development compatible with the existing residential scale:

a. The City should apply the development recommendations that are contained in this plan to all properties in La Jolla in order avoid extreme and intrusive changes to the residential scale of La Jolla's neighborhoods and to promote good design and harmony within the visual relationships and transitions between new and older structures.

b. The City should ensure that new residential development within La Jolla complies with the landscape and streetscape guidelines that are identified in this element and in Appendix E of this plan.

c. The City should ensure that residential development within La Jolla complies with the landscape and streetscape recommendations that are identified in this element as well as the policies and recommendations contained within the Visual Resources section of the Natural Resources and Open Space System Element of this plan.

3. Development Near Coastal Bluffs

a. The City should ensure that residential projects along the coastal bluff maintain sideyard setbacks as established by the underlying zone and other applicable regulations in the Land Development Code in order to form view corridors and to prevent a walled-off appearance from the street to the ocean.

b. The City should ensure that bluff stability is a foremost consideration in site design. New development on or near the coastal bluff will be designed in a manner that will protect the bluff from erosion.

4. Geologically Unstable Areas

The City should require that all residential structures proposed in specific geologic hazard zones as identified on the geologic hazard maps referenced by the Seismic Safety Element of the *City of San Diego Progress Guide and General Plan* provide a geological reconnaissance report. All geological studies should be prepared in accordance with the City's *Technical Guidelines for Geotechnical Reports* manual which is located in the Development Services department.

5. Balanced Communities

a. The City should promote opportunities for the development of affordable housing by allowing a density bonus, provided that this extra density be allowed only for projects certified by the Housing Commission. To qualify, a portion of the additional units would need to be restricted as affordable housing to "low-income, " or "very low-income" persons under applicable state statutory standards for the affordable housing density bonus and implementing City regulations.

b. The City should pursue replacement of demolished affordable housing units within the community in order to maintain affordable housing units that exist in La Jolla, consistent with the locational priorities stated in the Coastal Overlay Zone Affordable Housing Replacement regulations.

c. The City should encourage the use of affordable housing programs administered by the Housing Commission to promote the development of affordable housing. These programs include both land use and financial incentives.

d. The City should seek to locate higher density housing principally along transit corridors and in proximity to emerging lower income employment opportunities.

e. The City should provide incentives for mixed use development which include housing, retail, and office uses at transit nodes and other high intensity location as appropriate.

f. The City should develop a variety of regulatory tools and incentives to encourage the retention and use of designated historic resources for affordable housing.

6. <u>Visual Resources and Public Access</u>

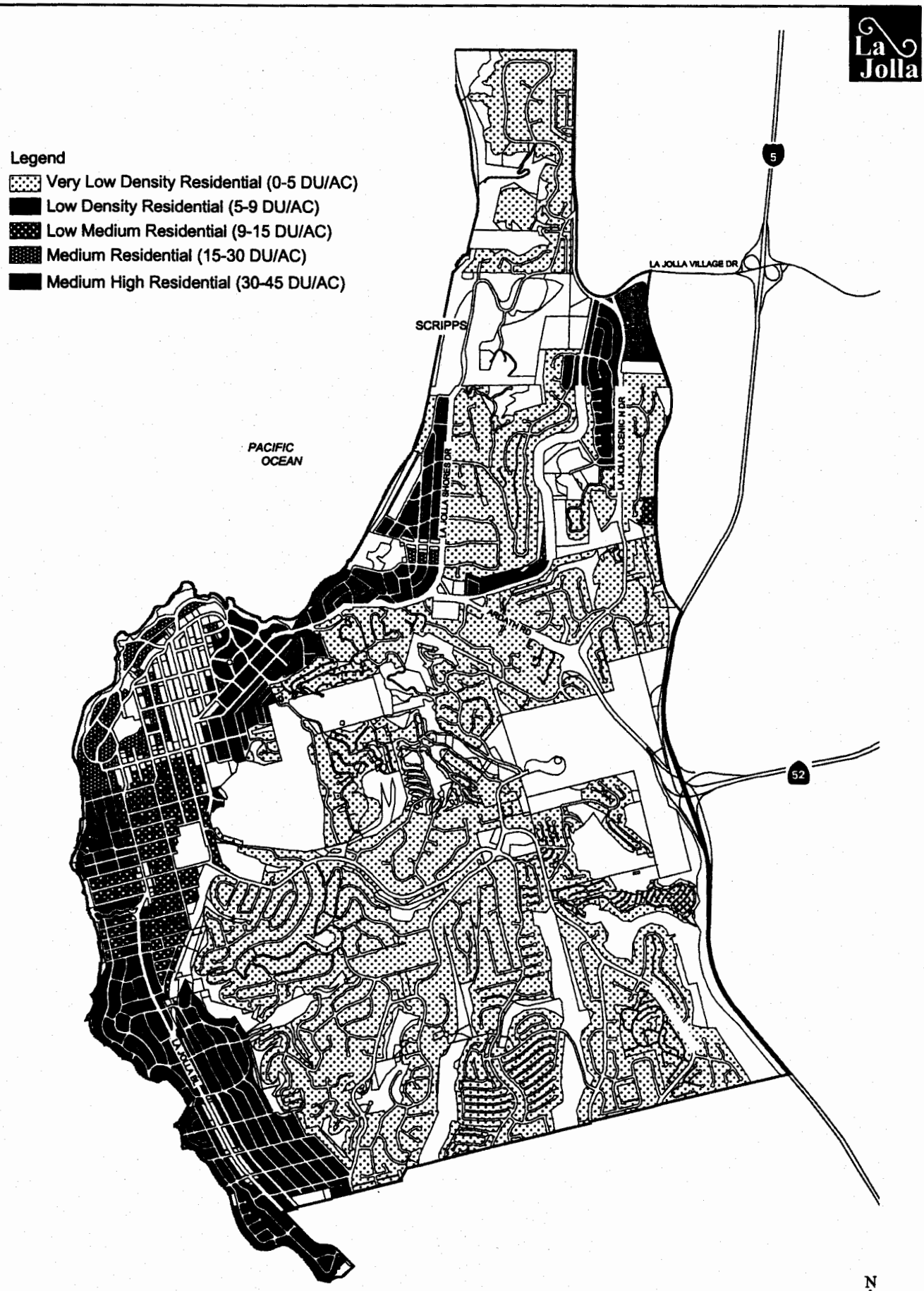
a. All development and redevelopment projects should be subject to the policies and recommendations outlined under the Visual Resources, Coastal Bluffs, and Public and Shoreline Access Sections of the Natural Resources and Open Space System Element.

b. All unauthorized encroachments into the public right-of-way should be removed or an Encroachment Removal Agreement (ERA) should be obtained.

c. The City should analyze for visual impact and ensure public review and comment for any telecommunications structures proposed to be located in residential areas. Regarding the proposed placement of cellular facilities in these areas, the Citywide Telecommunications Policy should be adhered to.

7. <u>Energy Efficiency</u>

The City should encourage and promote energy efficient building design/orientation as well as appliances and technology.



Residential Densities

ACTION PLAN

IMPLEMENTATION	ADOPT WITH PLAN	TIMING WITHIN 5 YEARS	WITHIN 20 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Rezone portions of the West Muirlands single dwelling unit areas from RS-1-5 TO RS-1-4 and other areas as applicable.	•			Planning Department Planning Commission City Council	City	Policy 1
Require that new projects developed under discretionary review comply with the landscape and streetscape guidelines identified in this plan.		On-going		Development Services Department	Cost Recoverable Appendix E	Policy 2
Implement the ESL regulations, Sensitive Coastal Overlay Zones and other Coastal Zone requirements of this plan, during permit project review.		On-going		Development Services Department	Cost Recoverable	Policies 2, 3, 4, 6 Recommendations 2, 3, 4 & 6
Designate as low density residential the City-owned designated open space parcel at the intersection of La Jolla Village Dr., La Jolla Scenic Way, and La Jolla Scenic Drive North.	•			Planning Department Planning Commission City Council	City	Policies 1 & 2
Designate the five center properties on the north side of Cave Street(to the alley) between Ivanhoe St and Prospect Street Medium Density Residential. Rezone the easternmost of these properties from Zone 1 (PDO) to RM-3-7.	•			Planning Department Planning Commission City Council	City	Policy 1
Update PDOs to implement community character recommendations.		•		Development Services Department Planning Department	City, Grant	Policies 2a-c Recommendations 2a-f

PLAN RECOMMENDATIONS

1. Residential Densities

The plan has assigned a variety of residential densities throughout the community. Ensure that proposed new development is constructed withing the density range identified for the project site on the Residential Densities map and as described below.

Very Low Density: 0-5 dwelling units per net residential acre (excluding right-of-way and utility easements). This density range is characterized by large, single dwelling unit, estate homes built on 10,000 to 40,000 square-foot parcels with steep slopes and/or open space areas. This type of development is appropriate for the bluff top areas of La Jolla Farms, the Muirlands and portions of the Planned Residential Development areas of La Jolla Alta along Mount Soledad Road. The RS-1-4, RS-1-2 and the RS-1-1 zones implement this designation.

In order to preserve the existing bulk, scale and existing development pattern of single dwelling unit homes in the southeast corner of West Muirlands Drive and Nautilus Street of the Muirlands area, rezone approximately 8 acres from RS-1-5 to RS-1-4 which is consistent with the average lot size in this neighborhood of 14,000 square feet.

Low Density: 5-9 dwelling units per net residential acre. This range is characterized by single dwelling unit residential homes on 5,000 - 7,000 square foot lots. Approximately 20 percent of the community planning area is developed through this category which is implemented through the RS-1-7 zone.

Low-medium Density: 9-15 dwelling units per net residential acre. This low-medium density range will allow for multiple dwelling unit development in the form of townhomes and low-scale apartments that are found in portions of the Windansea area. The RM-1-1 zone is proposed to implement this designation.

Medium Density: 15-30 dwelling units per net residential acre. This density range is characterized by medium density condominiums and apartments and is implemented through the RM-2-5 zone.

Increased density in Zone 5 of the La Jolla Planned District Ordiance (PDO): Residential development or redevelopment in Zone 5, normally limited to 30 dwelling units per acre, may be allowed up to a maximum of 45 dwelling units per acre if all applicable Special Use Permit requirements of Section 103.1208 of the La Jolla PDO are complied with.

Medium High Density: 30-45 dwelling units per net residential acre. This density is characterized by higher density condominiums and apartments and is implemented through the RM-3-7 zone.

2. Community Character

a. In order to maintain and enhance the existing neighborhood character and ambiance, and to promote good design and visual harmony in the transitions between new and existing structures, preserve the following elements:

   1) Bulk and scale - with regard to surrounding structures or land form conditions as viewed from the public right-of-way and from parks and open space;

2) Street landscape - with regard to size and shape or generalized type of planting materials;
3) Hardscapes - with regard to pavement types, patterns or lack of patterns, colors, widths, colors and contours;
4) Street fixtures - with regard to type, size and location (street light fixtures, benches, street signage);
5) Site fixtures - with regard to height, type, material and location (fences, walls, retaining walls, curb cuts and driveways);
6) Curbs, gutters and street pavements -with regard to types and materials; and
7) Public physical and visual access as identified in Figure 9 and Appendix G.

b. In order to regulate the scale of new development, apply development regulations to all residential properties in La Jolla that proportionally relate the building envelope to the existing lot dimensions. Apply minimum side and rear yard setback requirements that separate structures from adjacent properties in order to prevent a wall effect along the street face as viewed from the public right-of-way. Side yard setbacks should be incrementally increased for wider lots.

c. In order to promote transitions in scale between new and older structures, create visual relief through the use of diagonal or off-setting planes, building articulation, roofline treatment and variations within front yard setback requirements.

d. For large lots in single dwelling unit areas, apply development regulations that will limit the perceived bulk and scale differences relative to surrounding lots. Apply a sliding scale for floor area ratios that will decrease building scale as the lot size increases.

e. In order to address transitions between the bulk and scale of new and older development in residential areas, maintain the existing 30-foot height limit of the single dwelling unit zones and Proposition D. Structures with front and side yard facades that exceed one story should slope or step back additional stories, up to the 30-foot height limit, in order to allow flexibility while maintaining the integrity of the streetscape and providing adequate amounts of light and air.

f. Review and revise applicable Planned District Ordinance (PDO) residential regulations to implement the community character recommendations in this Plan.

3. <u>Development Near Coastal Bluffs</u>

a. Prohibit coastal bluff development on or beyond the bluff face, except for public stairways and ramps to provide access from the bluff top to the beach as identified in Appendix G or to maintain bluff stability. Other permitted coastal development would include fencing to deter trespassing and protect fragile resources, and erosion control measures, such as seawalls and drainage conduits, provided that such measures do not alter the natural character of the bluff face, restrict public access, or encroach on public property without an approved encroachment permit.

b. Require a geotechnical report for all bluff top development to document

that the site is stable enough to support the proposed development.

c. Permit the placement of shoreline protective works, such as seawalls, revetments and parapets, only when required to save coastal-dependent uses or when there are no other feasible means to protect existing principal structures, such as homes in danger of erosion from wave action, and when designed to eliminate or mitigate adverse impacts on shoreline sand supply.

d. Prohibit the encroachment of protective structures into any public areas unless engineering studies indicate that minimal encroachment may be necessary to avoid significant erosion conditions and that no other viable alternative exists.

e. Assure that new shoreline protective devices are consistent in design, materials and in color with the existing natural environment.

f. Require indigenous, native and drought tolerant plants in all new developments and significant additions along coastal bluffs, to reduce the need for underground irrigation systems that contribute to the erosion of the bluff face due to water runoff over the bluff.

g. Direct roof and hardscape drainage away from the bluff toward the street.

h. Improve existing street drainage outlets with energy dissipating devices or other similar measures in order to minimize erosion caused by quantity, velocity or content of runoff.

i. Prohibit excavation, grading, or deposit of any materials on the beach or the face of the bluff and prohibit the use of sandy beach for the interim storage of construction materials and equipment, except for permitted shoreline protective devices.

j. As a condition of new development, require a waiver of liability against the public and any governmental agency for liability due to damage from storm waves to real property associated with the improvement which should be recorded as a deed restriction against the property.

4. <u>Geologically Unstable Areas</u>

Prepare all geological studies in accordance with the City's Development Services' *Technical Guidelines for Geotechnical Reports* which require an evaluation of the site by state certified geologist and engineer to ensure the safety of development on the site.

5. <u>Balanced Communities</u>

In order to provide opportunities for affordable and balanced housing in La Jolla, this plan recommends the following:

a. Support higher densities along transit corridors and adjacent to pockets of service sector employment to encourage affordable housing opportunities.

b. Enforce and implement the Coastal Zone Affordable Housing Replacement Program to facilitate replacement of existing affordable housing units, emphasizing the primary goal of retention of existing affordable housing units on site or within La Jolla. The Program mandates the replacement of affordable housing within or nearby

the Coastal Zone when a threshold number of affordable housing units are demolished or converted to a non-residential use.

c. Utilize the Affordable Housing Density Bonus Program to provide an opportunity for affordable housing and to help implement the Coastal Housing Replacement Program. This bonus in density is intended to materially assist the housing building industry in providing adequate and affordable shelter for all economic segments of the community.

d. City-owned sites adjacent to the publicly-owned Fay Avenue Right-of-Way were identified in the 1980 Fay Avenue Precise Plan as affordable housing for low-to moderate-income families. The Housing Commission and Planning Department will continue to work with the community planning group to promote the development of affordable housing within this area and the community at large. The San Diego Housing Commission will continue to work with private and non-entities to provide affordable housing through the use of local housing assistance programs administered by the Commission in order to meet the affordable housing needs of La Jolla.

e. Develop a variety of regulatory tools and incentives to encourage the retention and use of designated historic resources as affordable housing. These include, but are not limited to historic Conditional Use Permits available through the City, as well as Section 8 subsidies and write-downs available through the Housing Commission.

f. Encourage utilization of the following regulatory tools to provide for more affordable and balanced housing on La Jolla:

- **Multifamily Bond Program:** This program provides low interest loans to property owners of multiple dwelling unit housing through the sale of bonds. In exchange for the loans, the owners would be required to rent 20 percent of the multiple dwelling unit housing units to households earning no more than 50 percent of the median area income (MAI) or 10 percent of the units to households at 50 percent MAI, with an additional 30 percent of the units at 60 percent MAI, for the longer of 15 years or the period during which the bonds are outstanding.

- **Section 8 Rental Assistance Program:** This program offers vouchers to economically disadvantaged households who use these vouchers to rent privately-owned apartments. Households who qualify for this program pay approximately 30 percent of their gross monthly income for rent, including utilities, and the Federal Government pays the balance to the property owners.

- **Senior CUP Program:** This Conditional Use Permit program provides a density bonus of up to 50 percent to property owners who agree to rent all of the units to senior citizens.

6. Visual Resources and Public Access

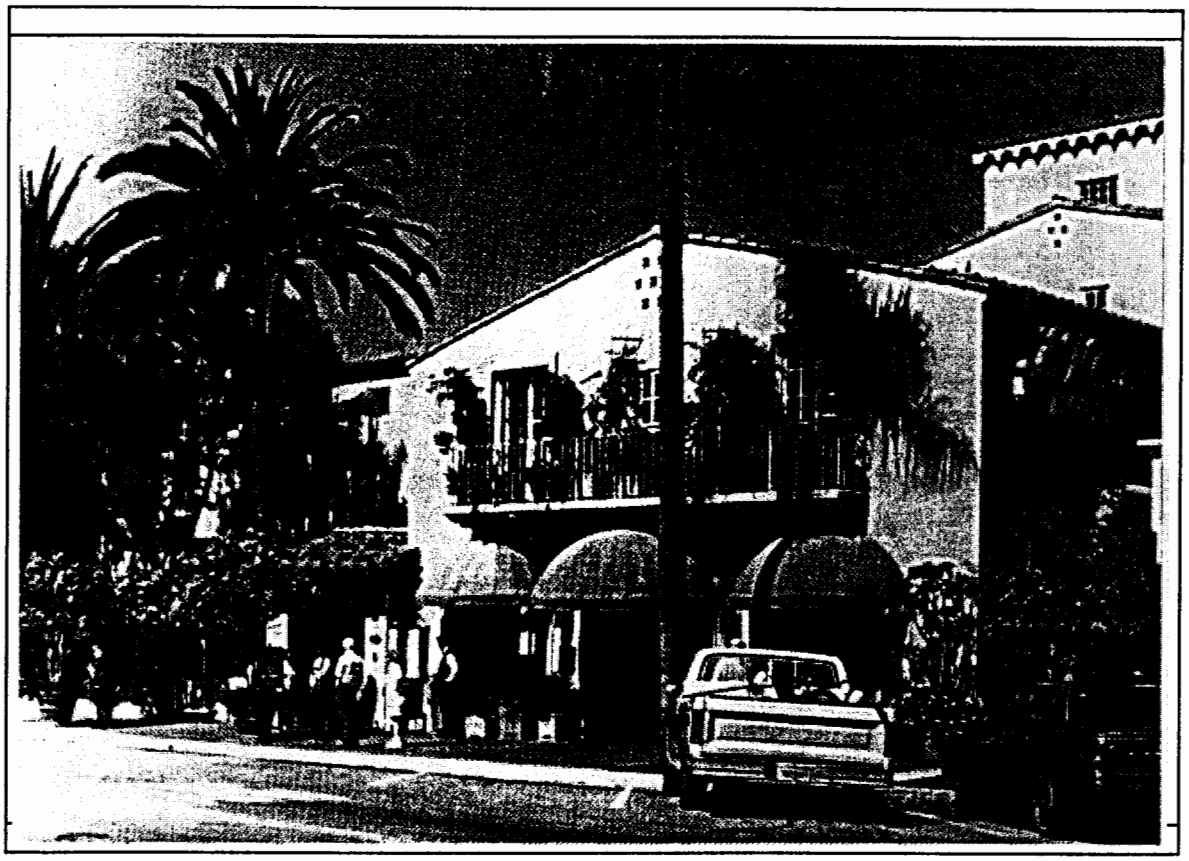
Residential projects proposed along identified public view areas, as listed in Figure 9 and Appendix G, are subject to the Visual Resources and Public Access policies and recommendations that are contained in the Natural Resource and Open Space System Element.

7. **Energy Efficiency**

a. For all residential projects, consider the structures site design and solar orientation in order to maximize energy efficiency.

b. For all multi-family residential projects, make available information on energy efficient appliances and technology in its marketing materials and within its sales office.

c. For all multi-family residential projects, either provide, or offer as an option, alternative energy technologies to be incorporated into the residences during construction. Identify the provision of, or option for, the alternative energy in the marketing materials.



COMMERCIAL LAND USE

Commerical Designations
Commerclal Development Guidelines
Commerclal Area Recommendations

COMMERCIAL LAND USE ELEMENT

GOALS:

- Maintain a diversified, yet balanced land use pattern which includes providing adequate levels of commercial retail services, residential development and cultural opportunities within existing commercial areas, while limiting additional office use within commercially designated districts.

- Revitalize commercial retail areas to strengthen, reinforce and unify existing retail districts within La Jolla.

- Promote pedestrian-oriented features to improve pedestrian safety, access and ease of movement through all the commercial areas.

- Promote mixed-use residential and commercial development along transit corridors such as the commercial areas of La Jolla Boulevard, in order to encourage affordable housing opportunities, particularly within the Bird Rock retail area and in the Windansea area on La Jolla Boulevard centered on Nautilus Street.

BACKGROUND

Over 150 acres of total net land in La Jolla is used for commercial purposes, representing about 4 million square feet of commercial space. The commercial core of La Jolla is known as the "village" or "downtown." This area is the prime business, office and retail commercial center of the community. The village area, generally bounded by Prospect Street, Torrey Pines Road, La Jolla Boulevard and Pearl Street, contains such uses as specialty shops, hotel and motel services, restaurants and corporate offices. The area also serves as the cultural and heritage center of the community and includes significant community landmarks such as the La Jolla Recreation Center, the La Jolla Woman's Club, the Atheneum, the San Diego Museum of Contemporary Art as well as other historically designated structures. In addition, the village area contains both public and private schools, churches and recreation areas, such as Ellen B. Scripps Park and La Jolla Cove which are located along Coast Boulevard. Some residential uses are also located within the village area, including single dwelling unit homes and multiple dwelling units.

All of the commercial areas, and some of the non-commercial areas, in the community are covered by a planned district ordinance which contains special regulations pertaining to property development and permitted uses. The development regulations for the village area and neighborhood retail areas are contained in the La Jolla Planned District Ordinance, which was adopted by City Council in 1983. The La Jolla Shores Planned District Ordinance, adopted in 1974, governs both commercial and residential property development in the La Jolla Shores area.

The overall purpose of both the La Jolla and La Jolla Shores Planned District Ordinances has been to maintain a balanced land use pattern within commercially designated areas, to protect scenic vistas of the ocean, shoreline and hillside areas, and to beautify the overall streetscape of commercial streets and retail corridors.

POLICIES

1. The City should seek to strengthen the existing commercial districts by requiring pedestrian-related amenities with development, such as plazas and courtyards, by limiting office-commercial uses to the existing office-commercial areas identified in this plan, and by prohibiting the encroachment of new commercial uses into existing residential neighborhoods.

2. The City should encourage small lot development consistent with the traditional rhythm and spacing of buildings along major retail-oriented streets.

3. The City should preserve and enhance, where possible, ocean views and other scenic vistas in commercially designated areas by maintaining the established 30-foot height limit and by establishing setback requirements and public view corridors along the right-of-way to these visual resources.

4. The City should develop transit-supported commercial uses along existing transit corridors such as La Jolla Boulevard to reduce traffic congestion and parking space needs within the neighborhood retail and the village commercial districts.

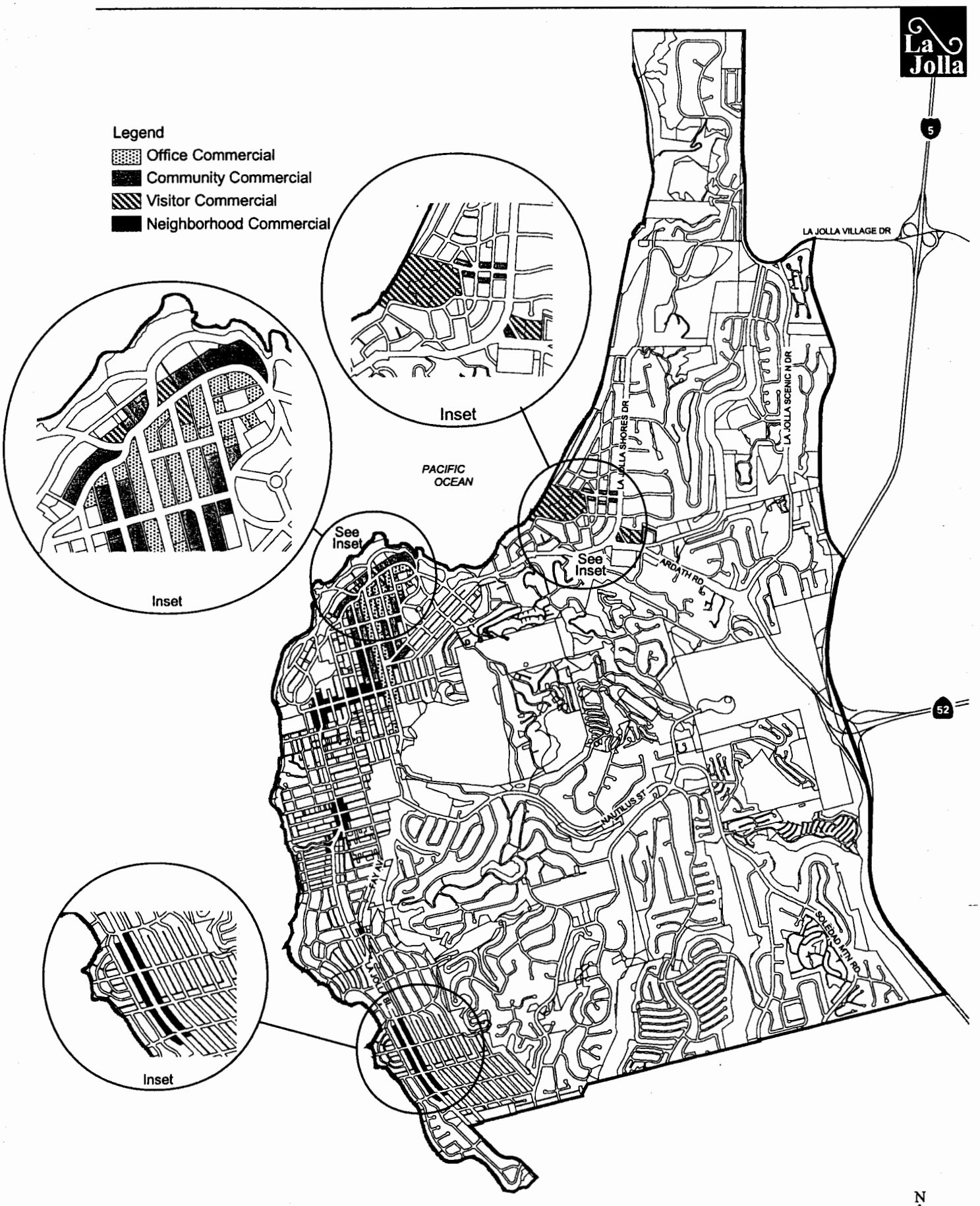
5. The City should provide opportunities to develop affordable housing in order to meet a variety of housing needs within La Jolla's neighborhood mixed-use districts, by allowing a residential density bonus 25 percent above and beyond that allowed by the base zone, provided that, in return for the density bonus, the applicant be required to set aside a portion of the units as affordable to "low-income" or "very low income" persons pursuant to the State Affordable Housing density bonus statute and implementing City regulations.

6. The City should seek to promote the pedestrian orientation of the office-commercial areas of downtown La Jolla.

7. The City should promote mixed-use development in all commercial areas of the community.

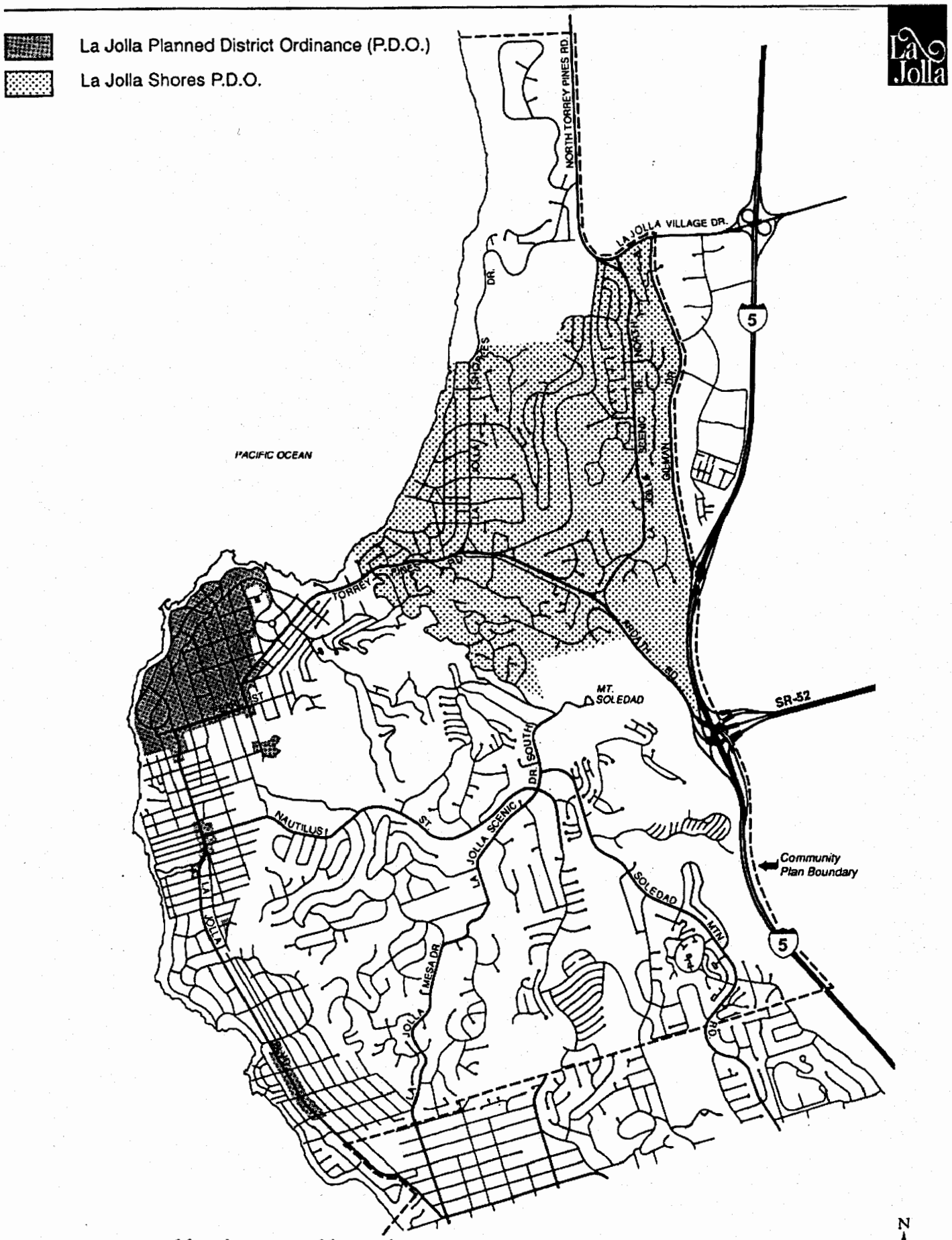
8. The City should encourage and promote energy-efficiency appliances and technology.

9. The City should analyze for visual impact and ensure public review and comment for any telecommunications structures proposed to be located in commercial areas. Regarding the proposed placement of cellular facilities in these areas, the Citywide Telecommunications Policy should be adhered to.



Commercial Designations

Figure 17



La Jolla/La Jolla Shores P.D.O. Areas

ACTION PLAN

IMPLEMENTATION	ADOPT WITH	TIMING WITHIN 5 YEARS	WITHIN 20 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Require that new projects developed under discretionary review employ transit-oriented and pedestrian oriented criteria of this plan.		On-Going		Planning Department	City	Policies 1, 2, & 4
Develop a streetscape theme and consider a Maintenance Assessment District or a Property-based Business Improvement District to enhance and beautify all commercial areas.		•		Planning, Engineering and Capital Improvement, Development Services and Park & Recreation Departments	City	Policy 3
Designate the three properties on the northwest corner of Cave Street and Prospect Street Office Commercial.	•			Planning Department Planning Commission City Council	City	Policies 2 & 6
Designate as Neighborhood Commercial the La Jolla Boulevard property at the southeast corner of Camino de La Costa as well as the adjacent property to the South. Rezone the southerly property from CC to LJ-4 (La Jolla PDO Zone 4).	•			Planning Department Planning Commission City Council	City	Policies 2 & 4

PLAN RECOMMENDATIONS

1. Commercial Designations

Within La Jolla, four commercial designations implement the goals and policies of this community plan. These designations and the areas to which they are applied are shown below and in Figure 17 as follows:

Office Commercial includes uses such as business and professional offices, banks, financial services and hotels.

- Village area

Visitor Commercial includes uses such as hotels, motels, specialty shops and restaurants.

- Village area -Prospect Street (between Cave Street and Eads Avenue)

Neighborhood Commercial includes uses such as convenience stores, florists, restaurants, specialty stores and professional offices.

- Bird Rock
- Pearl Street
- Nautilus Street and La Jolla Boulevard intersection (between Westbourne Street and Gravilla Street)

Community Commercial includes uses such as apparel stores, banks, medical offices and dental services.

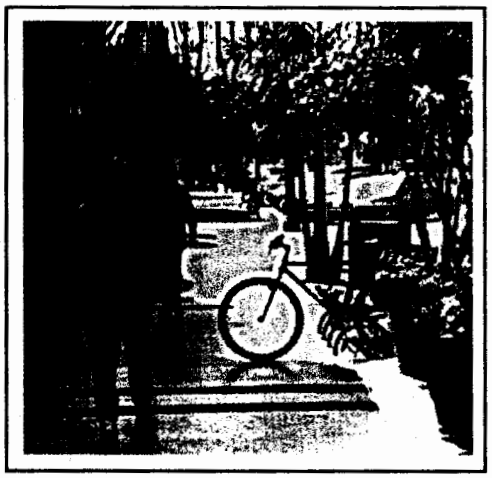
- Village area
- Avenida de la Playa in La Jolla Shores (which is regulated by the La Jolla Shores Planned District Ordinance). Specific recommendations for the various commercial areas are detailed in the following section.

2. Commercial Development Recommendations

(applicable to all commercial areas in La Jolla)

a. Avoid abrupt transitions in scale between commercial buildings and adjacent residential areas. Utilize transitions in bulk and scale to create visual interest and create a sense of enclosure for pedestrians; gradual transitions in scale between commercial and residential uses are preferred. Design larger structures in a manner that reduces actual or apparent bulk with the use of building articulation. Provide landscaping to add texture to blank walls, soften edges and provide a sense of pedestrian scale.

b. Incorporate open areas such as plazas, courtyards, tables or bench areas with shade trees or overhead trellises into the design of new commercial projects.



c. Provide pedestrian paths and activity areas with benches, tables and decorative sidewalk treatment. Enhance large, unbroken open areas of concrete with pattern paving or landscaping in order to break up monotonous areas. Decorative paving should also be used to identify safe crossing areas for pedestrians at major street intersections.

d. Unify the streetscape system by providing an overall landscaping and streetscape master plan for commercially designated areas in accordance with tree specifications and planting guidelines contained in the citywide landscape regulations and standards. Use curb side planting and street trees along major streets to separate pedestrian from parked vehicles.

e. Provide and maintain attractive kiosks with street trees at key pedestrian nodes and transit waiting areas, within the village area.

f. Landscape or screen off-street parking areas and large parking structures that are visible from the public right-of-way.

g. Where feasible, locate customer parking at the rear of commercial buildings with ingress and egress from the alley. Avoid curb cuts in pedestrian-oriented streets such as Prospect Street, Girard Avenue and Wall Street. Provide parking in accordance with regulations contained in the Land Development Code.

h. Screen storage and loading areas that are visible from the public right-of-way with buffers such as attractive fencing and landscaping. Also screen or landscape mechanical equipment from public view.

i. Enhance the character of commercial on-site signs in order to help unify the architectural theme of commercial projects.

j. Apply the policies and plan recommendations of the Visual Resources and Public Access sections contained in the Natural Resources and Open Space Element of the plan, and the regulations of the La Jolla and La Jolla Shores Planned District Ordinances which are incorporated herein by reference.

k. Promote mixed-use development in the commercial areas of the community.

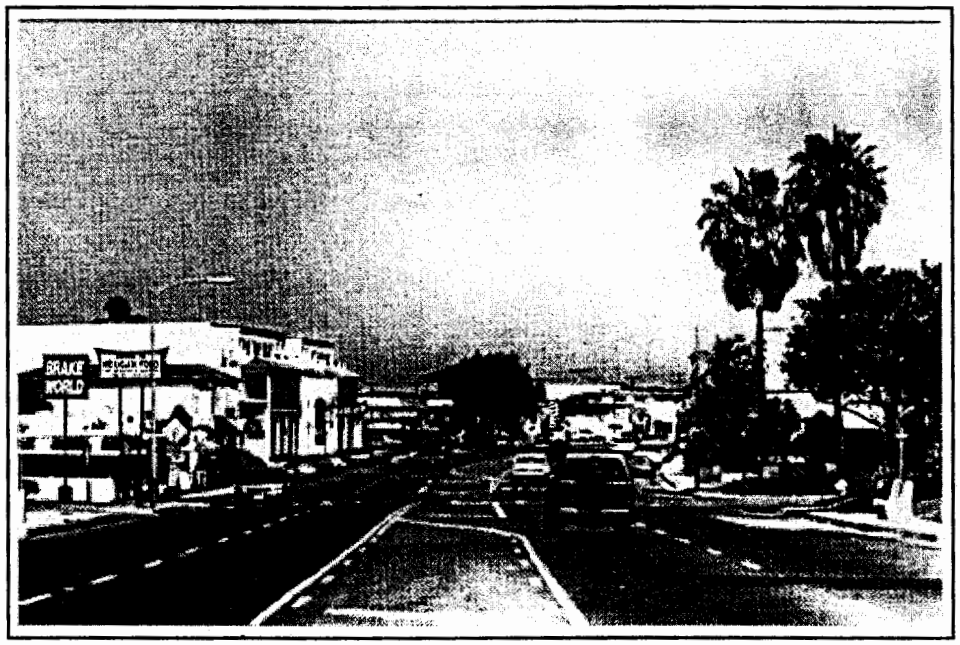
l. For the residential portion of all mixed-use projects, make available information on energy efficient appliances and technology in marketing materials and within sales offices in order to promote energy savings.

m. For mixed-use projects, either provide, or offer as an option, alternative energy technologies to be incorporated into the residences during construction in order to promote energy savings. Identify the provision of, or option for, alternative energy in the marketing materials.

Area Recommendations

Bird Rock - Neighborhood Commercial

Due to its proximity to the community of Pacific Beach, this district is considered to be the gateway into La Jolla from the south, and should be developed in a traditional boulevard manner with street trees and median landscaping, where feasible, within the public right-of-way.



1. Redevelop structures within this retail district to include mixed-use residential/commercial development in order to provide opportunities for more affordable housing in La Jolla.

2. Maintain consistency with the La Jolla Commercial and Industrial Sign Control District of the citywide sign regulations for all commercial signs.

3. Enhance sidewalk with decorative or uniform paving to enhance streetscape.

4. Install street median or island landscaping near the boundary between the La Jolla and Pacific Beach communities.

5. Provide decorative lighting, street trees, benches and other pedestrian amenities to create a stronger pedestrian-oriented image to this commercial district.

Nautilus Street and La Jolla Boulevard - Neighborhood Commercial

Support the commercial properties that surround this district by enhancing pedestrian amenities such as sidewalk treatments, curb side landscaping or decorative awnings which would tend to strengthen and unify this retail corridor.

1. Enhance sidewalk area with decorative paving.

2. Install street trees and benches along the sidewalk.

3. Provide transit shelters consistent with the La Jolla Planned District Ordinance design criteria at pedestrian waiting areas for transit users.

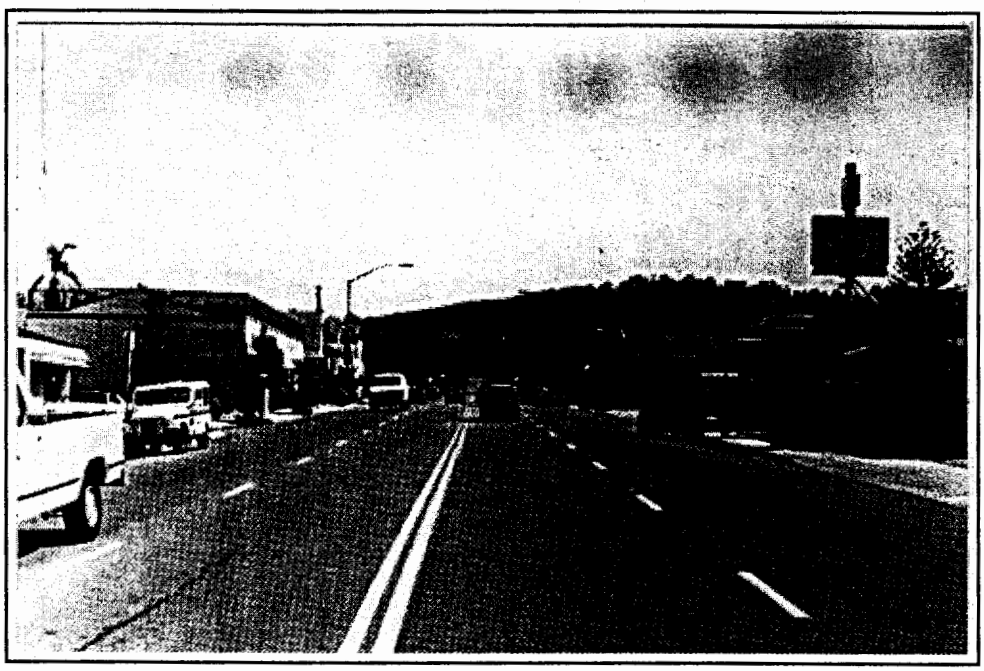
4. Maintain consistency with the La Jolla Commercial and Industrial Sign Control District of the citywide sign regulations in order to foster a stronger commercial sign image within this district.

5. Permit the redevelopment of structures within this retail district to include mixed-use residential/commercial development.

6. Provide decorative lighting to increase public safety and visibility at night.

Pearl Street - Neighborhood Commercial

The Pearl Street corridor is primarily auto-oriented, which brings vehicular traffic into the area through the residential neighborhood that is located south of this retail district as well as from other adjacent areas. Pedestrian-related amenities should be improved to strengthen this area's image as a neighborhood serving commercial center. The streetscape recommendations provided in Appendix E propose an appropriate curbside landscaping plan that will mitigate the asphalt and concrete image of the streetscape of this district.



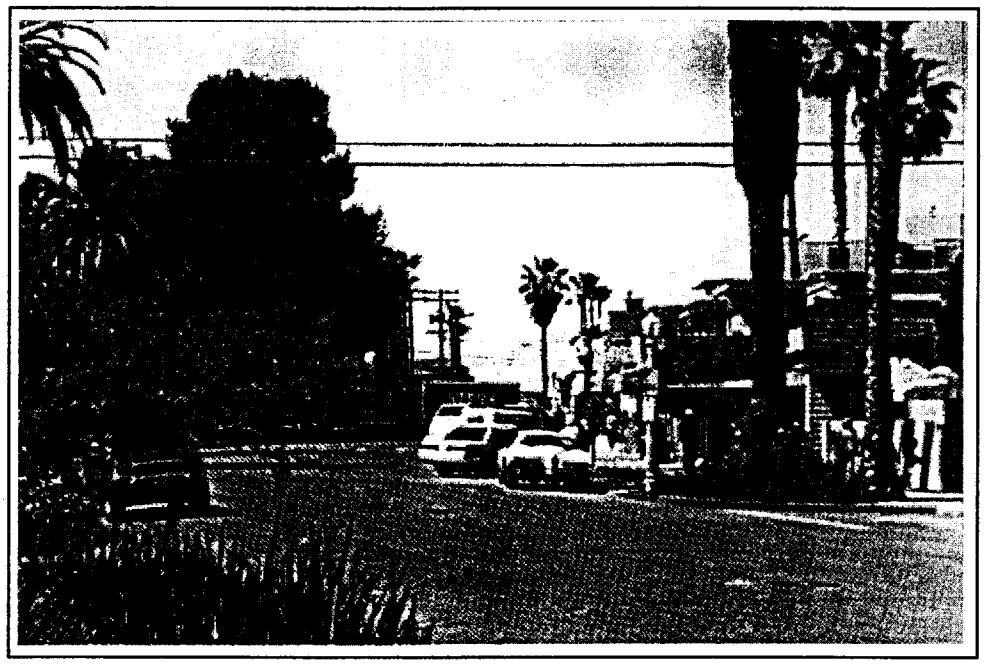
1. Install appropriate curb side landscaping as identified in Appendix E.

2. Control excessive signage and establish unified design themes through the Planned District Ordinance sign plans and the La Jolla Commercial and Industrial Sign Control District.

3. Provide decorative lighting to increase public safety and visibility at night and create a stronger image and pedestrian-orientation for this commercial district.

Avenida de la Playa - Community Commercial

The commercial structures that exist along this 4-block commercial district have generally maintained their original building scale and pedestrian orientation despite development pressures to expand over the years. Improvements within this district should focus on pedestrian-related amenities such as sidewalk surface treatments and street trees to reinforce the pedestrian environment. Open areas, like Laureate (Mata) Park, will continue to be maintained by the City.



1. Provide uniform sidewalk surface treatment along this 4-block corridor.

2. Retain small scale establishments and install street trees to provide shade and enhance pedestrian environment.

3. Maintain open areas, such as Laureate (Mata) Park, and continue to allow sidewalk cafes with appropriate permits within this corridor.

4. The painted traffic island at the intersection of El Paseo Grande and Avenida de la Playa should be improved with curbs and landscaping in accordance with Appendix E.

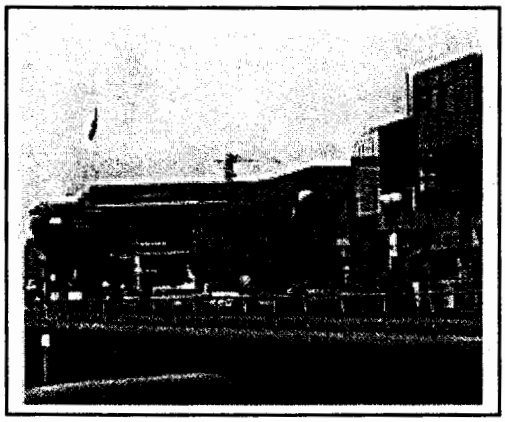
Village Area - Office Commercial and Visitor Commercial

Focus future commercial office development within this community in the Office Commercial areas of the village. Encourage the continuation of small lot commercial retail development along the major retail-oriented streets, such as Girard Avenue, Wall Street, Herschel Avenue, Fay Avenue, Silverado Street, and Prospect Street.

The Visitor Commercial uses that are located along Prospect Street provide a high degree of pedestrian activity to this area partly because of its proximity to La Jolla's coastal activity areas such as Ellen B. Scripps Park and La Jolla Cove. Develop new commercial uses within the Visitor Commercial areas of the village in a manner that preserves view corridors to the ocean from public vantage points. Design buildings along this area in a manner that provides setbacks from corner lots and provides open areas and view corridors to the ocean. Locate refuse collection and loading areas where public view corridors and sidewalk access will not be obstructed.

The following recommendations, based on the Vista Project, are intended to promote appropriately scaled improvements at key intersections with La Jolla's commercial core to foster and reinforce the village character of La Jolla's downtown area.

Prospect Street (between Girard Avenue and Herschel Avenue) - Office Commercial and Visitor Commercial



1. No parking should be eliminated along the upper portion of Prospect Street other than for operational requirements such as medians or fire access, unless it is replaced within the immediate area. Maintain through traffic in both directions along the lower portion of Prospect Street. Explore opportunities for a below-grade parking structure on Prospect Street between Girard Avenue and Herschel Avenue.

2. Relocate on-street parking spaces from the southeast side of Prospect Street to the north side of the street.

3. Create a 15-30 foot wide pedestrian promenade with outdoor cafes and seating areas using the space that was vacated by the traffic and parking lanes.

4. Create an overlook to the ocean across Ellen B. Scripps Park.

5. Replace existing retaining wall with a sloped garden.

Girard Avenue and Silverado Street - Office Commercial

1. Install decorative paving within the public sidewalk right-of-way.

2. Reinforce the existing pattern of major street trees along Girard Avenue.

3. Add park benches and curbside plants along the sidewalk to separate pedestrians from parked cars.

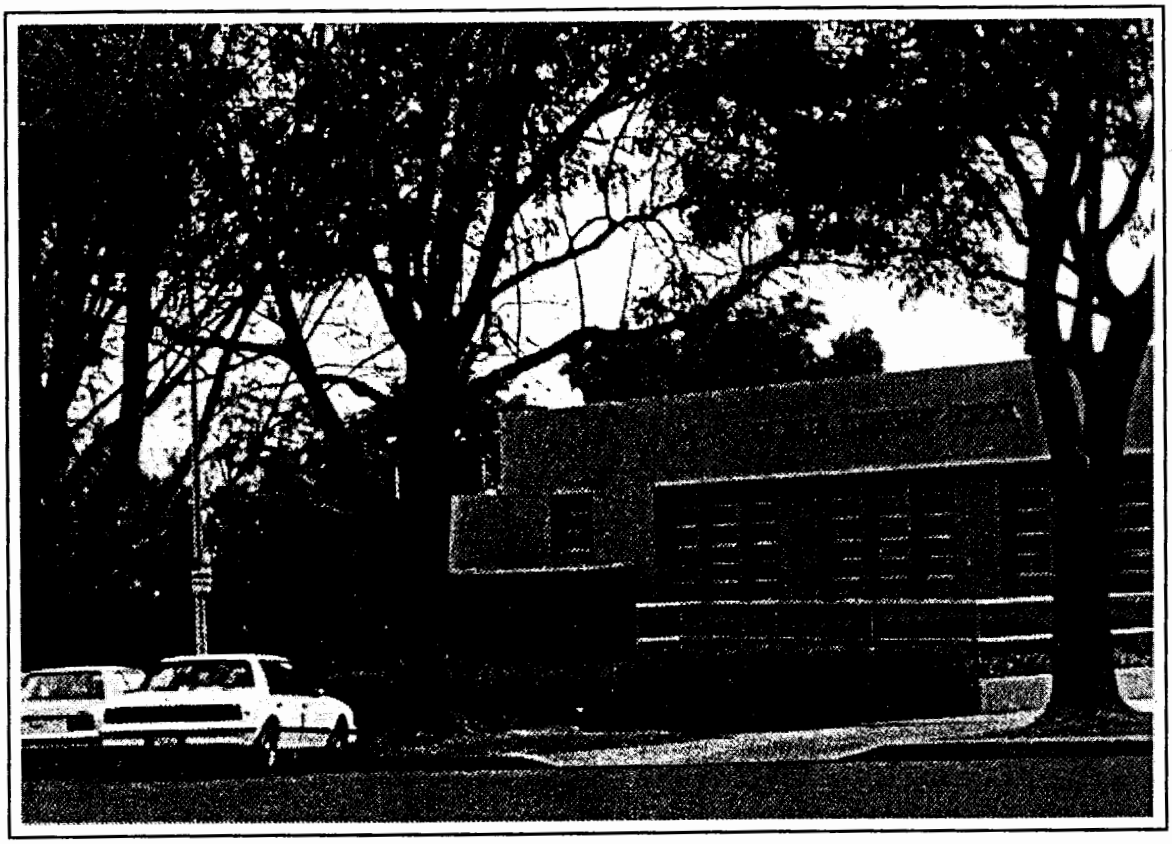
4. Enhance identification of pedestrian crosswalks with patterned paving.

5. Enhance the sidewalk areas at all four corners of this intersection with landscaping, street trees, and park benches.

6. Provide decorative lighting in order to create a stronger image and character to this commercial district.

Fay Avenue and Silverado Street - Office Commercial

1. Improve street lighting by adding more light fixtures at consistent intervals.
2. Add benches and curb-side plants.
3. Use a variety of street trees along the public right-of-way to reinforce the village image.



COMMUNITY FACILITIES, PARKS AND SERVICES

Schools
Libraries
Public Parks
Community Services

COMMUNITY FACILITIES, PARKS AND SERVICES

GOALS:

- Provide adequate park and recreational facilities, libraries, schools, fire and police protection and parking to meet the needs of community residents and visitors, including children, families and the elderly (see Appendix A).

- Encourage the maximum use of all existing community facilities, in particular, the public parks, beaches, recreational areas, bikeways, museums and public schools in order to enhance the recreational opportunities for all visitors and residents of La Jolla.

- Ensure that all new and existing public facilities such as fire stations, water reservoirs and neighborhood parks are designed and developed in a manner that will not contribute to any adverse impacts to the environmentally sensitive areas of La Jolla.

BACKGROUND

Public Schools

Public school students in La Jolla are served by three elementary schools (Bird Rock, La Jolla and Torrey Pines), one middle school (Muirlands) and one senior high school (La Jolla).

Two elementary schools, Decatur and Scripps, have been closed due to a pattern of declining enrollment in the area. The San Diego Unified School District has leased these schools as private schools until such time as increasing enrollments would dictate their use as public schools. A portion of the Decatur School has been leased to the Park and Recreation Department for park purposes.

Three public school sites in La Jolla (Bird Rock Elementary , Muirlands Middle School and La Jolla High School) have a joint use agreement which allow portions of the school to be used after school hours and on weekends. A variety of adult school classes have been offered by the Community College District at La Jolla High School after school hours.

The playground, ballfield and recreational areas of La Jolla Elementary (2.3-acre neighborhood park), La Jolla High School (tennis courts) and Bird Rock Elementary School (1.5-acre dedicated park) are available to the community as additional population-based park sites.

Private Schools

Private schools that operate within La Jolla include: The Bishop's School, located on Cuvier Street and Prospect Street; the Stella Maris Academy, located at Kline Street and Ivanhoe Street; La Jolla Preschool Academy; the Springall La Jolla Preschool Academy; and the All Hallows School which is located at the intersection of Nautilus Street, La Jolla Scenic Drive South and Soledad Mountain Road. Other private schools operating within the community include the Evans School at Nautilus Street and La Jolla Scenic Drive South, the Strongly-Oriented for Action (SOFA) School, the Montessori Schools and the Gillespie School which are located in the village area. There is no anticipated change in the current status or operation of these schools over the next five-ten years.

Libraries

The Florence Riford La Jolla Branch Library was opened in 1989 and has grown since that time to seventh in circulation within the City's 32 branch library system. The library, located on Draper Avenue, north of Pearl Street, has a floor area of approximately 10,000 square feet and contains a meeting room and an informational resource facility. Land has been acquired adjoining this branch for library use. As patron use of the library facility has continued to increase, additional library space is planned for this adjacent site in order to accommodate this demand.

The original public library in La Jolla was located at Wall Street and Girard Avenue and was moved in the 1920s to Draper Street. A new library was constructed on the Wall Street/Girard Avenue site. When the Riford branch library was constructed in 1989 the use of the Wall Street and Girard Avenue site as a public library was discontinued. The library structure located next to the Atheneum still remains and contributes to the overall historic quality of the village area.

Resource and Population-Based Parks

The City of San Diego Progress Guide and General Plan, Recreation Element, addresses the guidelines and standards that apply to population-based and resource-based parks:

> "Neighborhood parks should serve a population of 3,500 to 5,000 persons within a one-half mile radius.
>
> Neighborhood parks should contain five (5) usable acres if adjacent to an elementary school and ten (10) usable acres when not so located.
>
> Community parks and recreation facilities should serve 18,000 to 25,000 persons within a one-and one-half (1½) mile radius. They should contain thirteen (13) usable acres if adjacent to a junior high school and twenty (20) usable acres when not so located. Resource-based parks within a community should comprise approximately 16 acres for each 1000 residents."

The forecast population for La Jolla is expected to reach 32,558 in the year 2020. According to the General Plan standards for population-based parks, 78.41 usable acres are required to serve the La Jolla community. Presently, there are only 60.02 usable acres of population-based parks and school adjacency credits in La Jolla. A shortfall of 18.39 usable acres are expected by the year 2020 and the *La Jolla Public Facilities Financing Plan* identifies those needs. (SANDAG 2020 Cities/ County Forecast, Alternative 1)

The La Jolla community presently contains 6362.61 acres of resource-based parks which are identified in Appendix F. The 5,977 acre San Diego-La Jolla Underwater Park was established at the desires of the community to protect this unique ecological resource.

Fay Avenue Right-of-Way and Bike Path

The 1976 *La Jolla Community Plan* recommended that a plan be developed to enhance the existing Fay Avenue Bike Path. The Fay Avenue Bike Path is a varying width right-of-way between Nautilus Street and Mira Monte. The Fay Avenue right-of-way is a 24-acre linear area beginning at Genter Street to the north and ending at the intersection of Mira Monte and La Jolla Boulevard. Immediately east of the bike path are steep, sensitive slopes that contain native vegetation. These slopes are protected by the Environmentally Sensitive Lands regulations of the Land Development Code regulations. The Fay Avenue Plan, which was adopted by

the City Council in 1980, contains the following recommendations which this plan incorporates:

- Develop Fay Avenue Right-of-Way as a paved recreational and pedestrian walkway.
- Develop neighborhood recreational areas in the corridor.
- Retain the right-of-way primarily as an open area and retain significant portions of the adjacent slopes and hillsides in a natural, undisturbed state.
- Maintain the affordable housing units along the Fay Avenue Right-of-Way and/or redevelop them to the maximum allowable density.

Since the adoption of the Fay Avenue Plan, the following improvements have taken place along this corridor:

- Two mini-parks (Starkey and Via del Norte) have been developed; and
- Four City-owned single dwelling unit homes are managed as affordable housing by the San Diego Housing Commission.

Fire Protection

La Jolla is served by Fire Station #9, located at Torrey Pines Road and Ardath Lane; Fire Station #13 at Fay Avenue and Nautilus Street; Fire Station #16, located at Via Casa Alta on Mount Soledad; and Fire Station #21, located on Mission Boulevard and Grand Avenue in Pacific Beach. Fire Station #9 provides protection to the La Jolla Shores portion of the community while Fire Station #13 provides service to the village and Muirlands area. Fire Stations #16 and #21 protect the Mount Soledad and La Jolla Alta areas.

Water Utilities

Two major water lines run in a north-south direction through the community. One line extends from La Jolla Shores southward to Pacific Beach under La Jolla Shores Drive and La Jolla Boulevard. The other line is located under Electric Avenue. In addition to these two lines, trunk line service is also extended along the east side of Mount Soledad which provides direct line service to the Bayview and Kearny Mesa pipelines. Along the north side of Mount Soledad, trunk line service also extends to the Soledad Valley and to the Miramar pipelines. All of these pipelines provide water to the community from the Alvarado Filtration plant.

Sewer Utilities

Sewer service is provided by a major trunk line from La Jolla Shores south to Pacific Beach along La Jolla Shores Drive and La Jolla Boulevard and another line running along Electric Avenue. Branches to these lines are constructed as needed in order to meet local demand.

Nonpoint Source Pollution Runoff

The City of San Diego recognizes the impacts of nonpoint source pollution runoff on coastal waters. Urban runoff is a leading cause of water quality impairment in the San Diego region. As runoff flows over urban areas, it picks up harmful pollutants such as pathogens, sediment, fertilizers, pesticides, heavy metals, and petroleum products. These pollutants are conveyed into streams, lakes, bays and the ocean without treatment. The City's approach to effectively reducing pollutants in urban runoff involves the application of a combination of pollution prevention, source control, and treatment control Best Management Practices (BMPs). The *City of San Diego Progress Guide and General Plan* will be amended to incorporate policies and

principles designed to safeguard water resources for future generations.

Police Protection

Police protection in La Jolla is provided by the Northern Area Division of the San Diego Police Department, located at the Eastgate Mall. The security of residential and commercial areas continues to be enhanced by private surveillance equipment and police protection.

Postal Service

La Jolla is served by a post office facility at Wall Street and Ivanhoe Street, and the mail distribution center is located on Silver Street, west of Eads Avenue.

POLICIES

1. The City should continue to work with the San Diego Unified School District to utilize schools in La Jolla to their fullest extent possible through the provision of after-hour activities, such as adult education, child care, group meetings and community recreational activities.

2. The City should work with the San Diego Unified School District to identify opportunities for utilizing school properties for providing additional recreational facilities to meet community needs including the acquisition or lease of surplus school sites for park development.

3. The City should identify and pursue sites within the community where expansion of parks, open space and services would be possible, including any available Federal, State, County and City-owned lands within the community.

4. The City should review all proposals for the construction or redevelopment of public facilities to ensure conformance with the Facilities Financing Plan, and the goals and recommendations of this plan.

5. The City should maintain the existing population-based and resource-based parks such as Kellogg Park, Coast Boulevard Park and Ellen B. Scripps Park in their present state in order to retain the natural topography of these areas for present and future residents and visitors to these parks.

6. The City should maintain the Fay Avenue Bike Path as a bike and pedestrian pathway in City ownership, restrict motorized vehicle use and continue to provide park maintenance along this corridor.

7. The City should not lease nor sell City-owned sites for private development until the Planning Department, the Park and Recreation Department, the Housing Commission and the community have analyzed the potential for these sites to meet the recreational needs of the community or the provision of affordable housing in the Fay Avenue right-of-way as identified in Figure 20 of this plan.

8. The City should ensure that proposed and existing projects adhere to the City Storm Water Management and Discharge Control Ordinance in order to control non-storm water discharges, eliminate discharge from spills, dumping or disposal of materials other than storm water, and reduce pollution in urban storm water to the maximum extent possible.

The City should ensure that proposed development adhere to the City's Drainage Regulation in order to limit water quality impacts to minimize flooding hazards while minimizing the need for flood control facilities, to reduce impacts to environmentally sensitive land, and to implement federal and state regulations.

The City should maintain storm drains and continue education, enforcement and Best Management Practices and programs to address nonpoint source pollution runoff and its effect on water quality in order to ensure the preservation of local water resources.

The Municipal Stormwater Permit should include enhanced BMPs designed to prevent and control nonpoint source pollution. The adoption of new General Plan policies and implementation of a full range of BMPs will ensure the preservation of local water resources for future generations.

9. The City should limit concessions in parks to those that support the intended parkland use and those that do not conflict with the free and open parkland use for those parks where concessions are not prohibited. Prior to entering into a contract with a concessionaire, the City should obtain a recommendation from the recognized community group regarding the proposed concession.

10. The City should analyze for visual impact and ensure public review and comment for any telecommunications structures proposed to be located in City parkland and open space as well as in community facilities structures. Regarding the proposed placement of cellular facilities in these areas, the Citywide Telecommunications Policy should be adhered to.

LEGEND

Schools

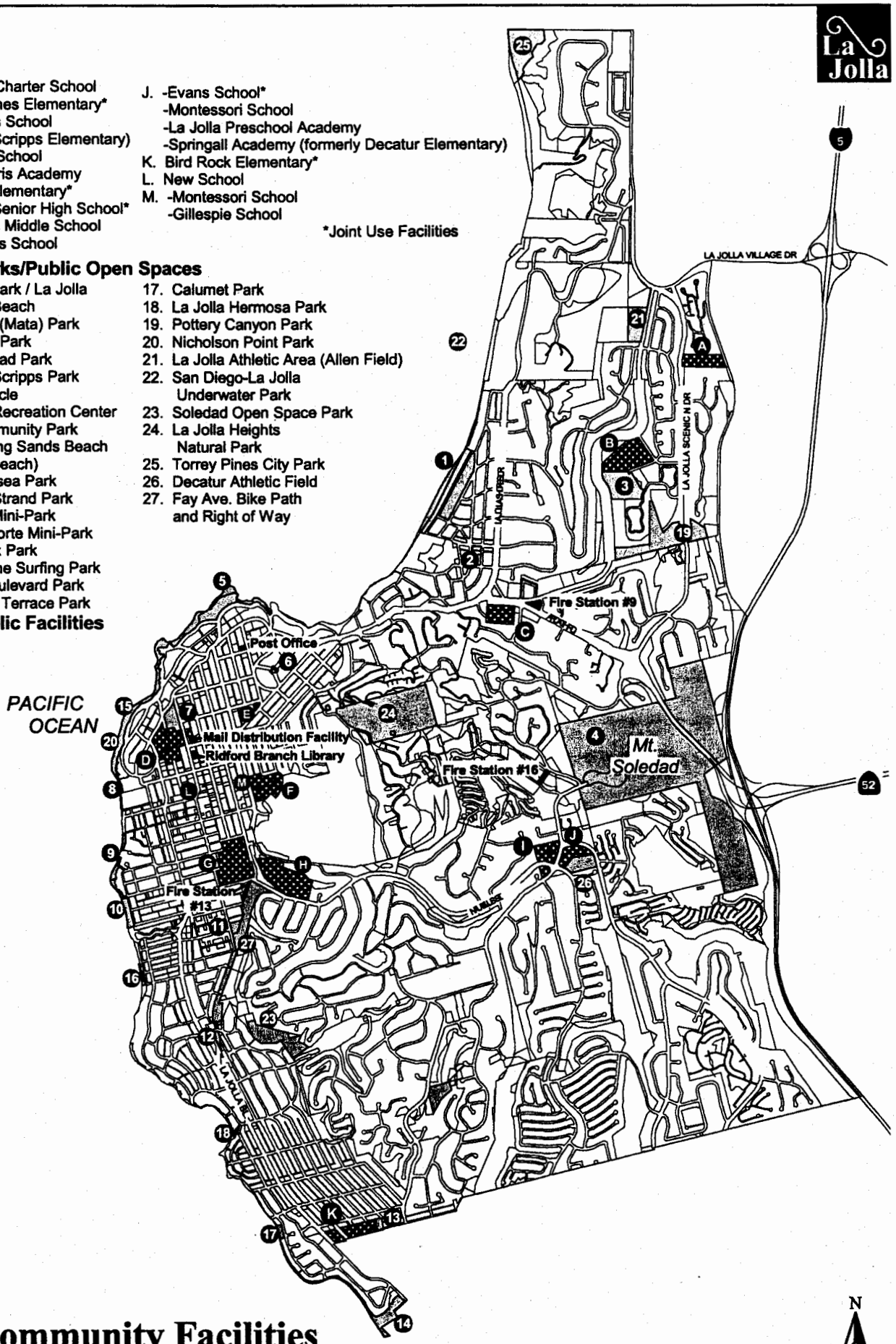
A. Explorer Charter School
B. Torrey Pines Elementary*
C. Children's School (formerly Scripps Elementary)
D. Bishop's School
E. Stella Maris Academy
F. La Jolla Elementary*
G. La Jolla Senior High School*
H. Muirlands Middle School
I. All Hallows School
J. -Evans School*
-Montessori School
-La Jolla Preschool Academy
-Springall Academy (formerly Decatur Elementary)
K. Bird Rock Elementary*
L. New School
M. -Montessori School
-Gillespie School

*Joint Use Facilities

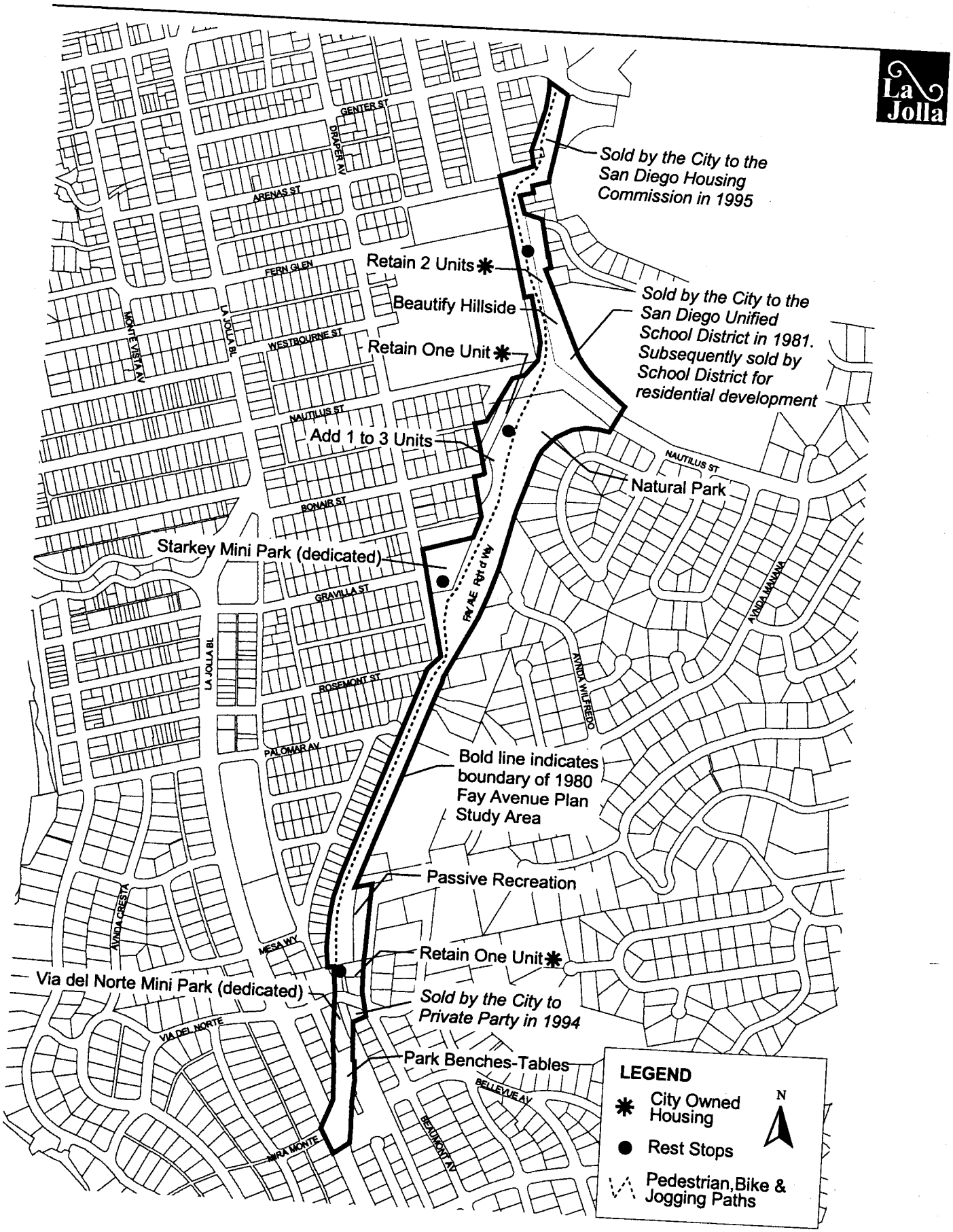
Public Parks/Public Open Spaces

1. Kellogg Park / La Jolla Shores Beach
2. Laureate (Mata) Park
3. Cliffridge Park
4. Mt. Soledad Park
5. Ellen B. Scripps Park
6. Union Circle
7. La Jolla Recreation Center and Community Park
8. Whispering Sands Beach (Jones Beach)
9. Windandsea Park
10. La Jolla Strand Park
11. Starkey Mini-Park
12. Via del Norte Mini-Park
13. Bird Rock Park
14. Tourmaline Surfing Park
15. Coast Boulevard Park
16. Hermosa Terrace Park
17. Calumet Park
18. La Jolla Hermosa Park
19. Pottery Canyon Park
20. Nicholson Point Park
21. La Jolla Athletic Area (Allen Field)
22. San Diego-La Jolla Underwater Park
23. Soledad Open Space Park
24. La Jolla Heights Natural Park
25. Torrey Pines City Park
26. Decatur Athletic Field
27. Fay Ave. Bike Path and Right of Way

Other Public Facilities



Community Facilities



Fay Avenue Plan Recommendations

ACTION PLAN

IMPLEMENTATION	ADOPT WITH PLAN	TIMING WITHIN 5 YEARS	WITHIN 20 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Pursue acquisition or lease of the Decatur Elementary School and other school sites for park use.		•		Park and Recreation Department	FBA	Policies 1 & 2 Recommendation 1
Pursue joint use of school facilities.		•		Park and Recreation Department	N/A	Policies 1, 3 & 4 Recommendation 2
Pursue land acquisition for the construction of a new fire station to increase the level of service to Pacific Beach, Mission Beach and La Jolla.	•			Engineering and Capital Projects	City	Policy 4
Maintain the existing population and resource-based parks. Rezone La Jolla Heights Park from RS-1-1 OP-1-1.	•			Park and Recreation and Planning Departments Planning Commission City Council	City	Policy 5
Maintain the existing R.O.W. width along the Fay Avenue bike path from Nautilus to Camino de la Costa and remove private encroachments along path.	•			Park and Recreation Department and/or Engineering and Capital Projects, and Real Estate Assets Departments Planning Commission, City Council	City	Policy 6 Recommendation 5
Dedicate the Fay Avenue Knoll adjacent to the intersection of Fay Avenue and Nautilus open space.				Park and Recreation Department	City	Policy 6 Recommendation 5
Rezone City-owned land along Fay Avenue from Nautilus Street to Via del Norte from RS-1-7 and RS-1-5 to RS-1-1.	•	In-Process		Park and Rec. Dept. and Planning Dept and/or Engineering and Capital Projects and Real Estate Assets Departments Planning Commission City Council	City	Policy 6 Recommendation 5
Rezone Starkey and Via del Norte mini-parks from RM-1-1 to OP-1-1.	•			Park and Rec. Dept. and Planning Dept and/or Engineering and Capital Projects and Real Estate Assets Departments Planning Commission City Council	City	Policy 6 Recommendation 6

PLAN RECOMMENDATIONS

1. School sites that are declared surplus by the School District should, if not retained for school related uses be pursued by the City for acquisition or lease for open space/park use rather than redevelopment as the alternative land use. If redeveloped for residential use, develop the property in conformance with the alternative land use designations identified in Table 2 below.

2. Continue to monitor cooperative agreements with the San Diego Unified School District to maintain these sites as parks and open space joint use with school facilities and to ensure safe, convenient access to park and school facilities.

3. Construct an additional fire station (Fire Station #48) at Garnet and Mission Bay Drive in order to increase the level of service to portions of La Jolla's residential and neighborhood retail areas. Construct a permanent fire station at Nautilus and Fay Avenue (Fire Station #13) to replace the current temporary facility.

4. Renovate Fire Station #21 at Mission Boulevard and Grand Avenue to meet the increasing service needs of Pacific Beach, Mission Beach and La Jolla communities.

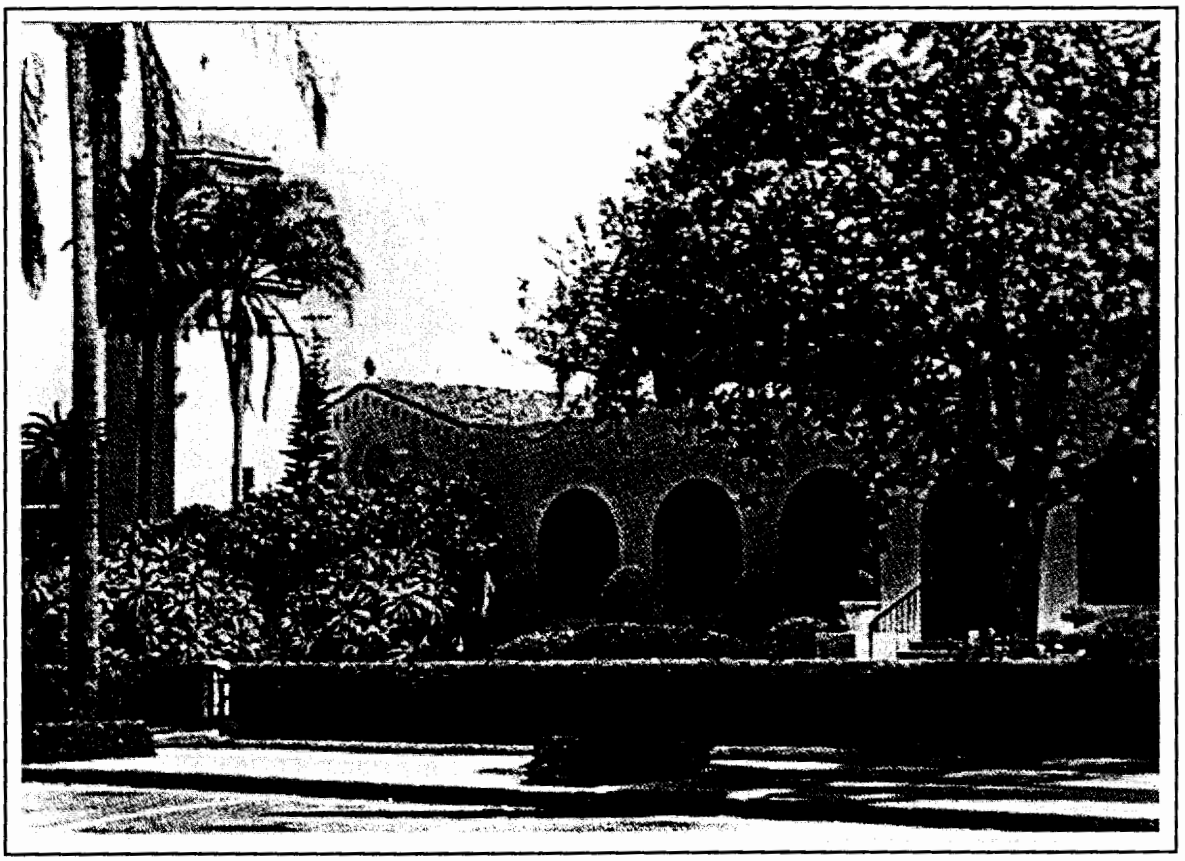
5. Designate the Fay Avenue right-of-way from Nautilus Street to Camino de la Costa as public open space and restrict the use of the Fay Avenue bike path to pedestrians, bicycles and non-motorized vehicles as well as continuing to provide park maintenance to Starkey and Via del Norte mini-parks along this corridor in order to increase public use, enjoyment and safety along this site. Dedicate as open space the Knoll area of the Fay Avenue right-of-way at the intersection of Fay Avenue and Nautilus Street.

6. Maintain Starkey and Via del Norte mini-parks as designated population-based parks.

7. Maintain storm drains and continue educational, enforcement and Best Management Practices and programs to address nonpoint source pollution runoff and its effect on water quality. Adhere to the City Storm Water Management and Discharge Control Ordinance and Drainage Regulations which ensure the control of non-storm water discharges, eliminate discharge from spills or dumping, reduce pollutants, minimize flooding hazards and minimize impacts to environmentally sensitive land and the ocean in order to implement federal and state regulations.

TABLE 2: ALTERNATIVE LAND USE DESIGNATIONS FOR PUBLIC SCHOOL SITES

School Sites	Current Land Use Designations For School Sites	Alternative Land Use Designations
La Jolla High School	School	City Park/Open Space or Low Density Residential (5-9 dwelling units per acre)
Muirlands Middle School	School	City Park/Open Space or Low Density Residential (5-9 dwelling units per acre)
Bird Rock Elementary	School	City Park/Open Space or Low Density Residential (5-9 dwelling units per acre)
La Jolla Elementary	School	City Park/Open Space or Low Density Residential (5-9 dwelling units per acre)
Torrey Pines Elementary	School	City Park/Open Space or Very Low Density Residential (0-5 dwelling units per acre)
Scripps Elementary (closed - currently leased by Children's School)	School	City Park/Open Space or Very Low Density Residential (0-5 dwelling units per acre)
Decatur Elementary (closed - currently leased by Springall Academy	School	City Park/Open Space or Low Density Residential (5-9 dwelling units per acre)



HERITAGE RESOURCES

HERITAGE RESOURCES

GOAL:

Preserve the heritage of La Jolla by identifying structures or natural features within the community that are important local landmarks or that hold community-wide significance and by designating them as historic sites.

BACKGROUND

La Jolla is fortunate to have a number of archaeological sites, resources and historically significant buildings. The historic structures and sites are important community landmarks and convey a sense of history, identity and place to the community and to its residents.

Archaeological sites are also an important heritage resource. Artifacts obtained from local archeological sites serve as the thread of cultural awareness from our time back to the earliest human settlements. Nomadic Indians camped along the shores of La Jolla until the coming of the Spanish soldiers and padres, whereby they became sedentary as part of the Mission Indian complex. There is evidence of the history of their occupation through early burials and other artifact remains.

In 1886, the land in the community was first subdivided, and in 1887, lots were sold. This is considered the beginning of urban La Jolla. The first industry began at the turn of the century, capitalizing on tourism. Much of La Jolla's development through the years is attributed to the influence of tourism. La Jolla has retained its special community image and attraction to visitors through its diversified architecture, street design and protection of its scenic shoreline.

In recognition of the diversified architecture and the importance of preserving the community's heritage, 42 sites have been officially registered as historic by the City's Historical Resources Board as of the publication of this plan. There are numerous other potentially significant heritage resources and archeological sites within the community. There is currently underway a survey of potential historic sites and cultural landscapes in La Jolla.

The Cultural Complex, identified in Figure 21, includes a unique assembly of cultural uses representing the distinct architectural, educational and historical heritage of La Jolla. Structures that are within this area include the Museum of Contemporary Art (the original Scripps House and Gardens), Coles Bookstore, the Bishops School, the Scripps Clinic (converted to residential), the La Jolla Recreation Center, the La Jolla Woman's Club and the George Kautz house and Dolly's house. The original Scripps Gardens on Coast Boulevard, purportedly designed by Kate Sessions in 1900, was the first formal garden in La Jolla. The Cultural Complex is implemented in part by the "Cultural Zone" of the La Jolla Planned District. However, there are residential properties in this area that have been zoned to allow residential development at a maximum of 29 dwelling units per acre. The Cultural Complex and the Cultural Zone of the Planned District Ordinance are not currently co-terminus. The Cultural Zone of the Planned District Ordinance is intended to provide that the highest land use priority be reserved for these cultural uses. The design standards are intended to maintain the area's unique architecture appearance and scale.

Some of the structures that were built prior to 1920, such as the La Jolla Woman's Club (1913), located on Draper Avenue and the La Jolla Community Center (1914), located on Prospect Street, are still used for community meetings and social functions. These historically designated structures, as well as other historic buildings within the community, are essential to the character of the village area. Historic structures have established an architectural theme and maintained a sense of neighborhood scale within this district and throughout the community.

POLICIES

1. The City should protect sites of significant archaeological, architectural and historical value within the residential and commercial areas of La Jolla for their scientific, education and heritage values.

2. The City, in cooperation with the Historical Resources Board and the community, should conduct a survey of historic and architecturally significant sites that are eligible for historic designation. This survey should be updated on a periodic basis per the Secretary of Interior Standards.

3. The City should encourage the adaptive reuse of historic structures to encourage their retention in order to preserve the structural integrity, usefulness and potential historic value of these buildings. Relocation of a historic structure to another site within the community should be utilized only after all other means to retain the structure on the original site have been exhausted, and the action has been deemed to meet the Secretary of Interior Standards criteria.

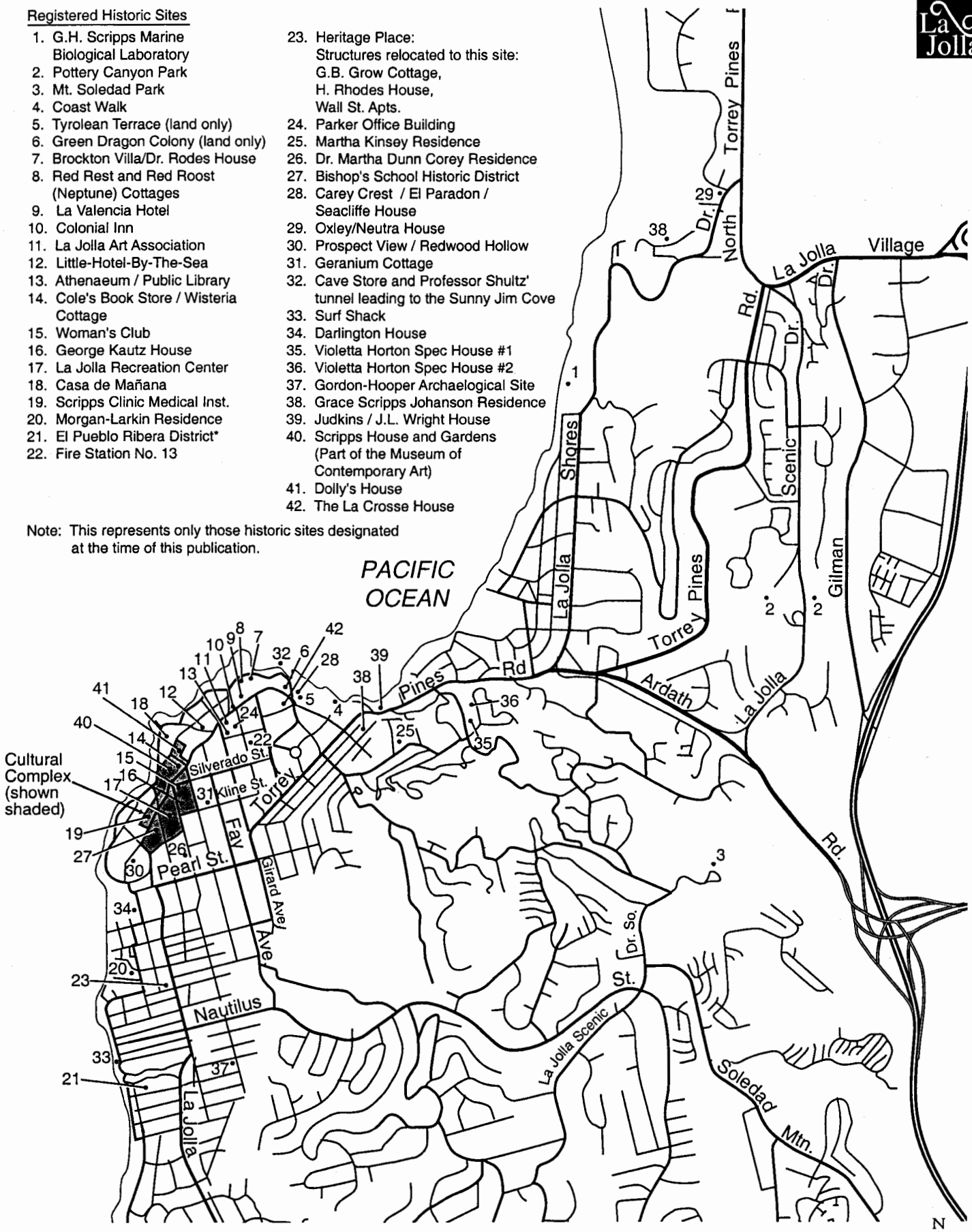
4. The City should ensure that sensitive paleontological resources in La Jolla are preserved through the recovery of significant fossils identified during the environmental review process. This work should be performed in accordance with the Secretary of Interior's Standards and Historical Resources Board policies and procedures.

5. In the context of the La Jolla Planned District Ordinance update, the City should consider changing the boundary of the Cultural Zone of the Planned District Ordinance in order to achieve a co-terminus boundary with the Cultural Complex of the community plan. If appropriate, the boundary of the Cultural Complex should also be adjusted at that time.

Registered Historic Sites

1. G.H. Scripps Marine Biological Laboratory
2. Pottery Canyon Park
3. Mt. Soledad Park
4. Coast Walk
5. Tyrolean Terrace (land only)
6. Green Dragon Colony (land only)
7. Brockton Villa/Dr. Rodes House
8. Red Rest and Red Roost (Neptune) Cottages
9. La Valencia Hotel
10. Colonial Inn
11. La Jolla Art Association
12. Little-Hotel-By-The-Sea
13. Athenaeum / Public Library
14. Cole's Book Store / Wisteria Cottage
15. Woman's Club
16. George Kautz House
17. La Jolla Recreation Center
18. Casa de Mañana
19. Scripps Clinic Medical Inst.
20. Morgan-Larkin Residence
21. El Pueblo Ribera District*
22. Fire Station No. 13
23. Heritage Place: Structures relocated to this site: G.B. Grow Cottage, H. Rhodes House, Wall St. Apts.
24. Parker Office Building
25. Martha Kinsey Residence
26. Dr. Martha Dunn Corey Residence
27. Bishop's School Historic District
28. Carey Crest / El Paradon / Seacliffe House
29. Oxley/Neutra House
30. Prospect View / Redwood Hollow
31. Geranium Cottage
32. Cave Store and Professor Shultz' tunnel leading to the Sunny Jim Cove
33. Surf Shack
34. Darlington House
35. Violetta Horton Spec House #1
36. Violetta Horton Spec House #2
37. Gordon-Hooper Archaelogical Site
38. Grace Scripps Johanson Residence
39. Judkins / J.L. Wright House
40. Scripps House and Gardens (Part of the Museum of Contemporary Art)
41. Dolly's House
42. The La Crosse House

Note: This represents only those historic sites designated at the time of this publication.



Heritage Resources

ACTION PLAN

IMPLEMENTATION	ADOPT WITH PLAN	TIMING WITHIN 5 YEARS	WITHIN 20 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Identify sites and cultural landscapes of eligible significant historic value within the community.		On-going		Planning Department	Community Development Block Grant (CDBG) & State	Policies 1 & 2 Recommendation 2
Implement a comprehensive Historic Preservation Package in order to preserve historic resources.		•		Historical Resources Board City Council	City	Policy 3 Recommendations 1-5
Require the preservation of significant cultural and paleontological resources during the permit review process.		On-going		Planning and Development Services Departments	Cost Recoverable through Project review	Policies 1 & 4 Recommendation 4
Consider changing the boundary of the Cultural Zone of the La Jolla Planned District Ordinance in order to make it correspond with the Cultural Complex of the Community Plan.		•		Historical Resources Board, Planning, and Development Services Departments	City	Policy 5

PLAN RECOMMENDATIONS

1. Preserve all designated historic sites in La Jolla. Maintain the existing cultural zone designation within the La Jolla Planned District in order to retain those structures and sites of designated architectural and historic value.

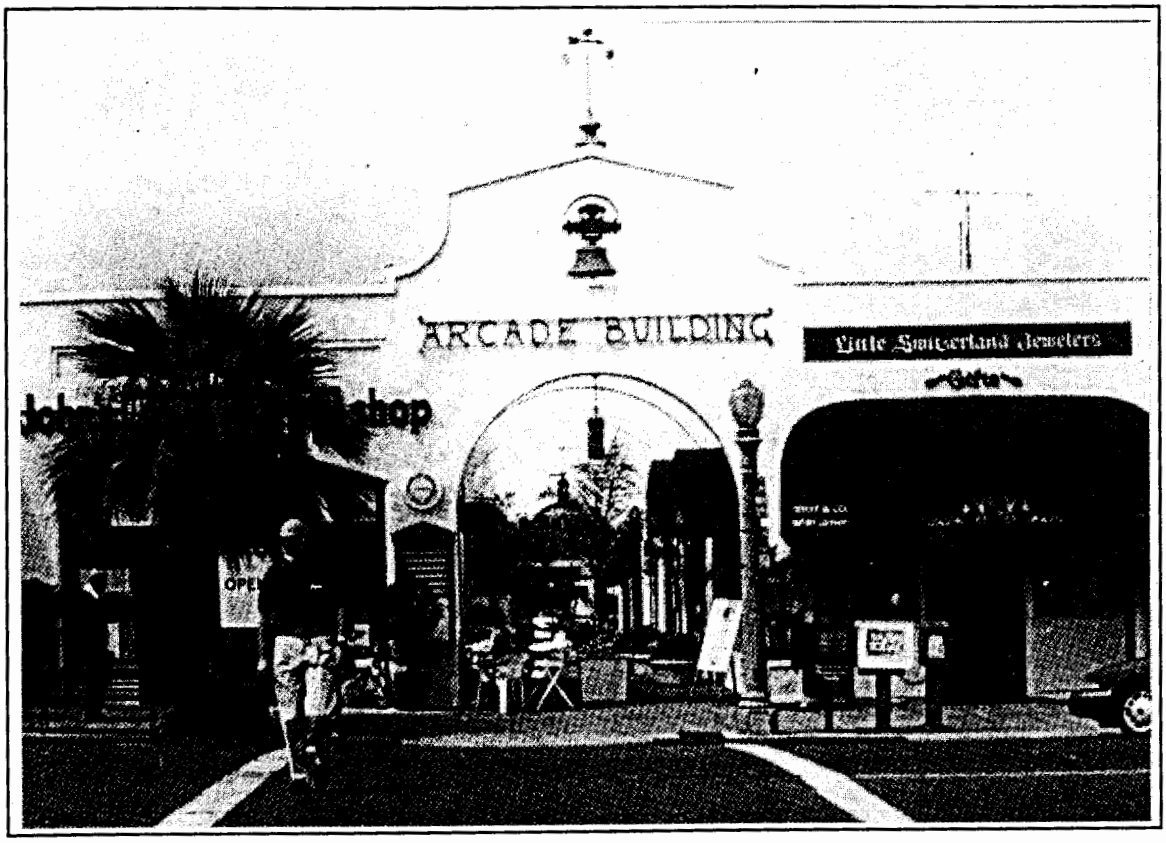
2. Pursue local historic designation of significant historic resources as recommended in Figure 21, through preliminary historic surveys. The surveys identify those sites that should be saved in their present location, those that should be saved but moved to another location; and those that could simply be photographed and documented prior to demolition.

3. In addition to the "Mills Act" property tax reduction for historically designated properties, provide additional incentives to encourage designation of significant historic properties such as other historic tax credits, facade easements and permit fee waivers in order to stimulate private conservation of these sites.

4. Evaluate potentially significant cultural or paleontological sites as part of a discretionary and/or environmental review process. Project review should address the nature of the resource and compatibility of the project design with the resource, avoiding disturbance of the significant sites.

5. Initiate a program to identify significant community landmarks with plaques to reinforce the community's image. Work with community organizations to prepare walking tours and brochures that would highlight the historic resources.

6. Facilitate the adaptive reuse of the Red Rest and Red Roost cottages. With the cooperation and consent of the property owner, consider acquisition of this site in order to preserve the cottages as historic resources.



APPENDICES

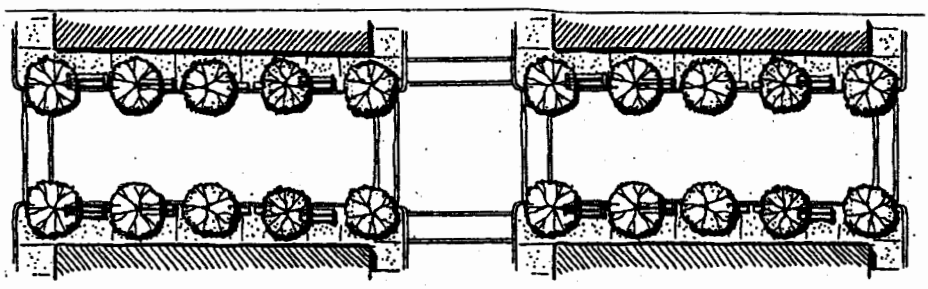
APPENDIX E

STREETSCAPE GUIDELINES

The physical elements found in a streetscape all serve a purpose; one finds benches, newsstands, trash containers, street lamps, post boxes, and trees. Street trees serve a particular function, both quantitative and aesthetic. The functional benefits for including trees along a street are to reduce the heat gain effect of paving, provide fresh air, shade pedestrians, provide clarity and unity in the streetscape. Trees with wide canopies do this best. The aesthetic benefits of street trees provide a unifying element, linearity, and provide continuity to the visual character of the street.

The streetscape in the village area is perceived from the pedestrian's view, either from walking or driving down the street. In order to provide a unifying element, street trees, street furniture and landscaping should be designed and implemented with the whole view of the streetscape in mind, not project by project. In reality though, the implementation of a streetscape program is often by individual project. The following terms relate to the choice of street trees and the perception of the streetscape:

Major Tree Species -These are species of trees that form the dominant character of the street. Although there may be other minor plants along a street, these do not form the dominant visual element. It is the dominant species that typifies the character of the street. New tree plantings should use this species to unify the street or, when not possible due to site conditions, the alternate tree or accent tree should be used.



Alternate Species -These are species of trees that are considered appropriate for the site, due to view corridors, orientation of the street to views, micro-climate conditions, or slopes. New planting should use these species when conditions for the major tree species cannot be achieved, or when there is a need to separate the dominant species for disease prevention purposes.

Accent Tree -This choice of tree is a flowering tree that may be used on the street to compliment the major tree theme while allowing for an appropriate variety.

The following guidelines establish the streetscape street tree theme for the public right-of-way for the length of the street noted. Designated street furniture on all these streets includes the seashell and seahorse style metal benches; and lamps, similar to those manufactured by Western Lighting Standards, 18060 Mt. Washington, Fountain Valley, CA 92078.

La Jolla Village Street Tree Plan - Tree List

Street	Major Tree Theme	Alternate Tree	Accent (flowering)
Ⓒ Coast Boulevard	Washingtonia robusta (Mexican Fan Palm)	Arecastrum romanzoffianum (Queen Palm)	Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓔ Eads Avenue	Magnolia grandiflora (Majestic Beauty & other approved varieties)	Eucalyptus ficifolia (Red-flowering Gum)	Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓕ Fay Avenue (from Prospect St. to Pearl St.)	Podocarpus gracilior (Fern Pine) Washingtonia robusta (Mexican Fan Palm)	Quercus ilex (Cork Oak) Eucalyptus species*	Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓖ Girard Avenue (see map for location)	Archontophoenix romanzoffianum (Queen Palm) Podocarpus gracilior (Fern Pine) Washingtonia robusta (Mexican Fan Palm)	Eucalyptus species*	Brahea edulis (Gudalupe Fan Palm) Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓗ Herschel Avenue (from Prospect St. to Torrey Pines)	Magnolia grandiflora (Majestic Beauty & other approved varieties)	Eucalyptus ficifolia (Red-flowering Gum)	Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓘ Ivanhoe Avenue (from Prospect St. to Torrey Pines)	Podocarpus gracilior (Fern Pine)	Quercus ilex (Cork Oak) Eucalyptus species*	Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓚ Kline (from Draper St. to Ivanhoe Ave.)	Ulmus parifolia (Chinese Elm)	Metrocideros excelsa (New Zealand Christmas)	Bauhinia blakeana (Orchid Tree)
Ⓟ₁ Pearl Street (from La Jolla Blvd. to Herschel Ave.)	Archontophoenix romanzoffianum (Queen Palm) Jacaranda mimosifolia (Jacaranda)	Metrocideros excelsa (New Zealand Christmas Tree)	Bauhinia blakeana (Orchid Tree)
Ⓟ₁ Prospect Street (from Cave St. to Draper St.)	Archontophoenix romanzoffianum (Queen Palm) Washingtonia robusta (Mexican Fan Palm)	Ficus species (in boxes)*	Koelreuteria bipinnata (Chinese Flame Tree)
Ⓟ₂ Prospect Street (from Draper St. to La Jolla Blvd.)	Palm species* (Date & Washington Palm)	———	Koelreuteria bipinnata (Chinese Flame Tree)
Ⓢ Silverado Street	Ulmus Parifolia (Chinese Elm)	Metrocideros excelsa (New Zealand Christmas Tree)	Bauhinia blakeana (Orchid Tree)
Ⓦ Wall Street (from Girard St. to Ivanhoe Ave.)	Podocarpus gracilior Eucalyptus species*	Metrocideros excelsa (New Zealand Christmas Tree	Bauhinia blakeana (Orchid Tree)

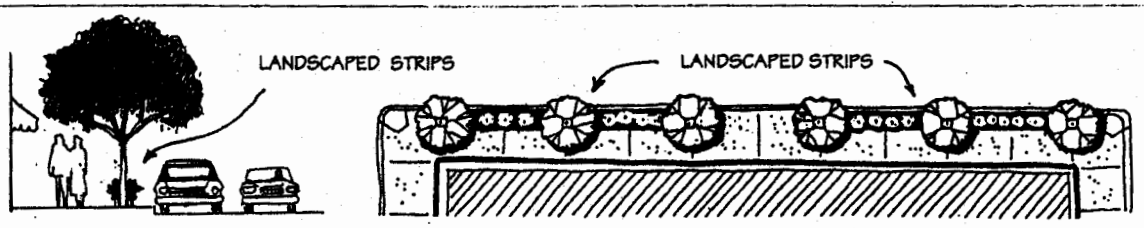
*Special installation conditions/techniques may be required by Development Services and Park & Recreation Departments.

In addition to giving the streetscape a unified character through the landscaping, the street furniture should also be coordinated.

General Guidelines for Village Area

Pedestrian Movement

- Separate sidewalks from the street by using landscape strips to buffer pedestrians from the vehicles.



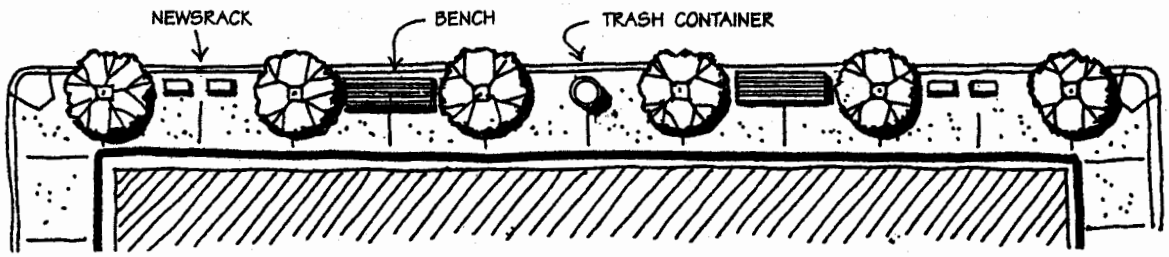
- Encroachment on pedestrian walkways should not be granted routinely.

- Identify with signage narrow and underutilized public walkways that are located between commercial structures in order to increase pedestrian use of these paths, particularly those paths that connect Prospect Street with Coast Walk along Ellen B. Scripps Park.

- Minimize the need for curb cuts across the sidewalk in order to reduce potential conflicts between pedestrian and vehicle. Where such conflicts exist, the visual continuity of the pedestrian pathway can be maintained by continuing the pavement pattern across the driveway.

Street Furniture

- Street furniture should be organized along a street to complement the activities and pedestrian flows and should not be obstructive to pedestrian paths. Street furniture should also be grouped between street trees and not hinder the rhythm of tree planting. Well placed, these elements complement the overall character.



- Arrange sidewalk benches parallel to the street, facing the shops. Benches should be located adjacent to the curb, leaving 8 feet for the pedestrian path.

- Retail signs should fit into the overall scale of the street and not be overbearing, loud or overstated. Posters in windows should be equally sensitive to the scale of the street.

- Light standards should be uniform and designed to be unobtrusive. Bollard-type lighting is suitable for narrow pedestrian pathways between structures.

Alley

- Alleys and lanes are important thoroughfares in the village. However, they should not look like streets, but should have their own character. Alleys are narrower than streets, generally having only twenty feet of right-of-way. Many sections throughout the village have only this much, while some have included additional setbacks for parking ease. More than this is unnecessary. The special character that alleys afford in the village is an intimate scale for pedestrians. These areas should be encouraged to develop with commercial frontages, residential entrances and continue to serve as the primary parking for many parcels. They should not have the same landscaping requirements that the street fronts have.

Vehicle and Pedestrian

- Torrey Pines Road, Pearl Street and La Jolla Boulevard, from Prospect Place to Turquoise Street present an obstacle to pedestrian movement. In order to increase pedestrian activity along these streets, enforce the speed of traffic particularly along La Jolla Boulevard and Torrey Pines Road. Install crosswalks at key intersections along this thoroughfare, thereby encouraging pedestrian movement from one side of the street to the other.

Girard Avenue and Prospect Street

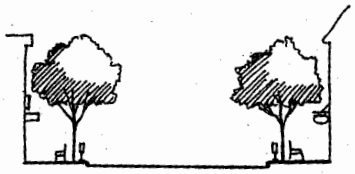
- The retail district along Girard Avenue between Prospect and Genter is conducive to pedestrian use. Maintain the pedestrian scale and retail continuity along this street. Long uninterrupted walls (20 feet or longer) are not conducive to pedestrian continuity and should be enhanced either with landscaping, benches and/or windows through to the interiors of these commercial spaces to animate the space and draw pedestrians into these spaces.

Wall Street

- The importance of Wall Street in the pedestrian circulation of the village should be maintained. Existing specimen street trees in front of the Post Office and the Atheneum should be maintained and replaced when necessary.

Fay Avenue

- Commercial redevelopment should provide mid-block pedestrian linkage at the Girard and Torrey Pines intersection west through to Fay Avenue as noted on the map, preserving the existing pedestrian right-of-way easement. Commercial development should provide parking accessing from the alley.



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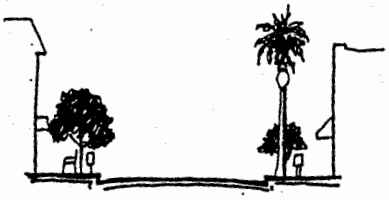
STREET TREES WITH WIDE CANOPY PROVIDE SHADING AND FRAME THE STREET



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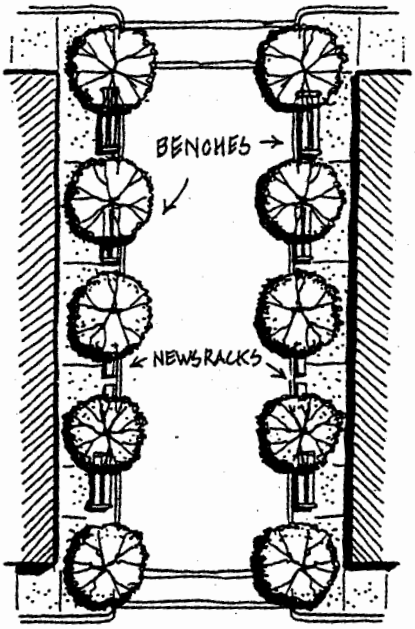
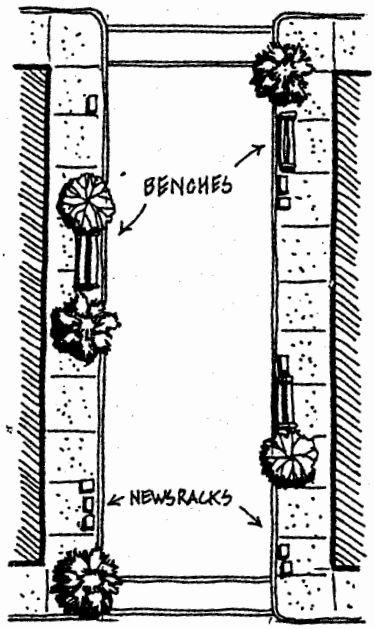
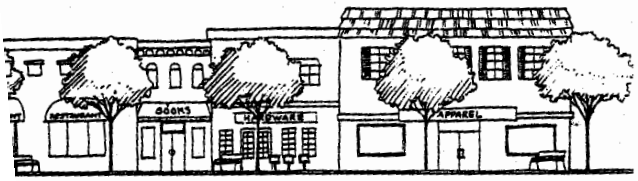
RANDOMLY PLACED LANDSCAPING AND STREET FURNITURE ADDS TO A CHAOTIC IMAGE

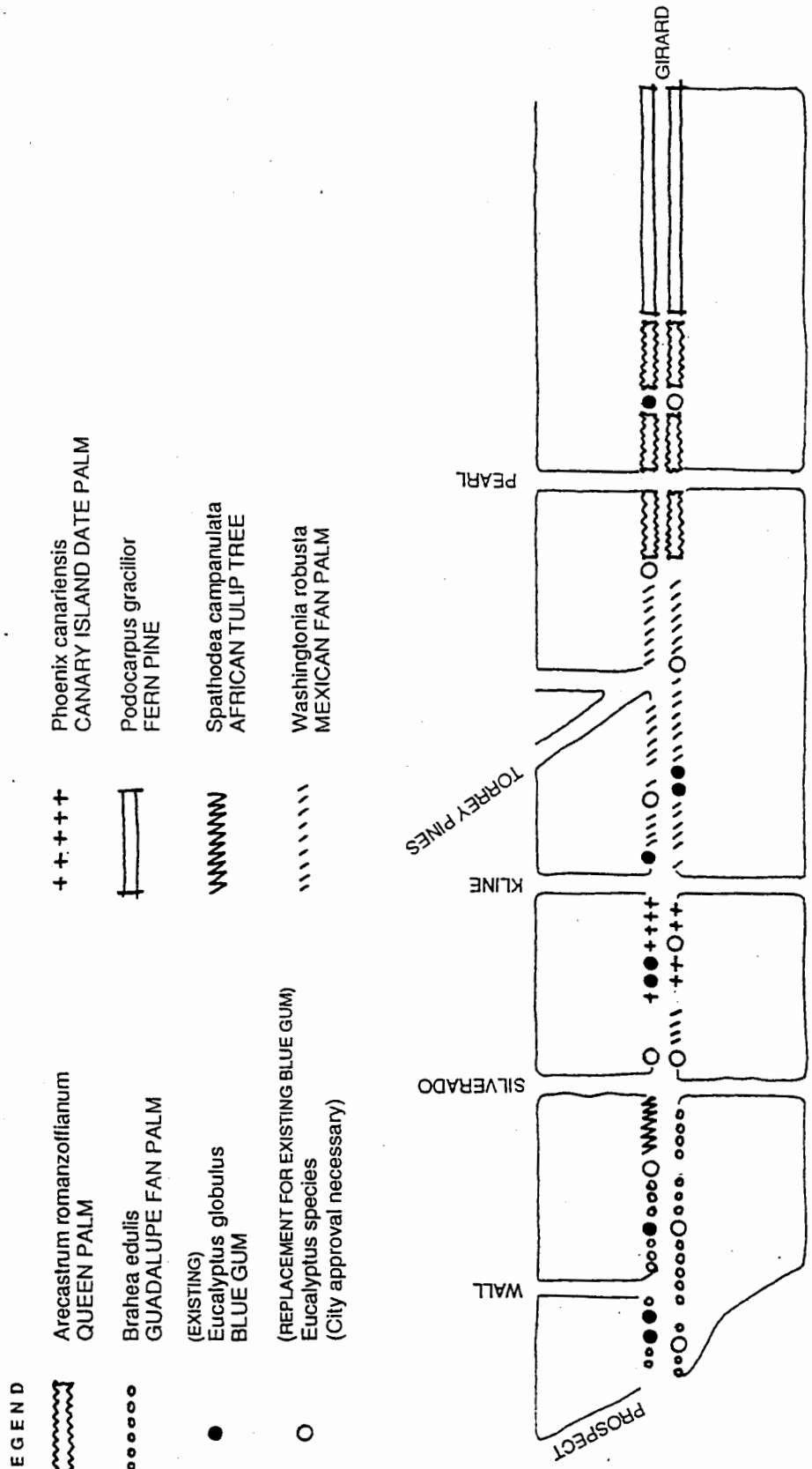


UNIFORM LANDSCAPING PROVIDES RHYTHM

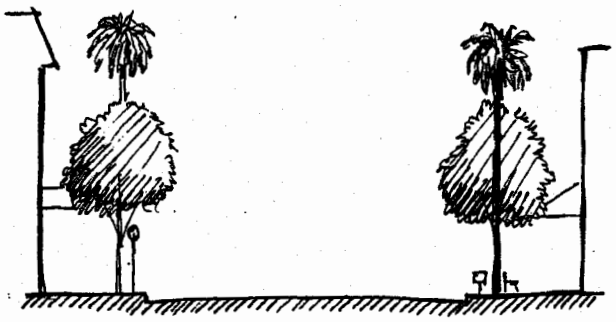


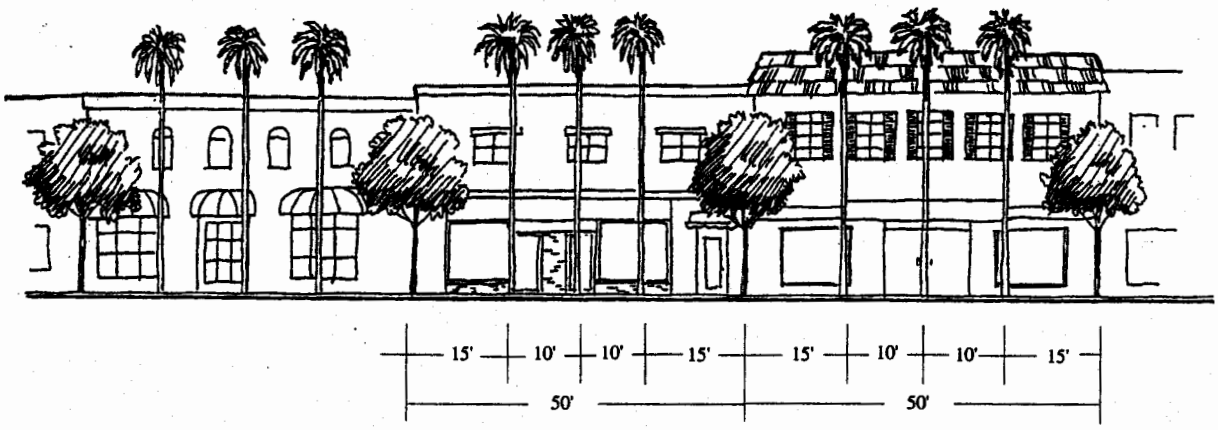
NON UNIFORM LANDSCAPING BREAKS RHYTHM





La Jolla Village Street Tree Plan - Girard Avenue





Girard Avenue Street Tree Plan

Residential Street Tree Districts

A Residential Street Tree District Plan has been developed to maintain, enhance, and establish streetscape concepts for residential areas which foster individual characteristics which supplement the overall community concept. These districts consider the unique environment, ocean front, (first exposure) middle ground (higher elevation) and hillside (viewshed). Streetscapes for residential streets should be characterized by the following:

— Unifying landscaping pattern along the curbside or in the public right-of-way, including street tree type and location;

— a common pattern of front setbacks;

— garage access from the alleyway rather than along the street front whenever possible;

— street width and contour.

Community Corridors

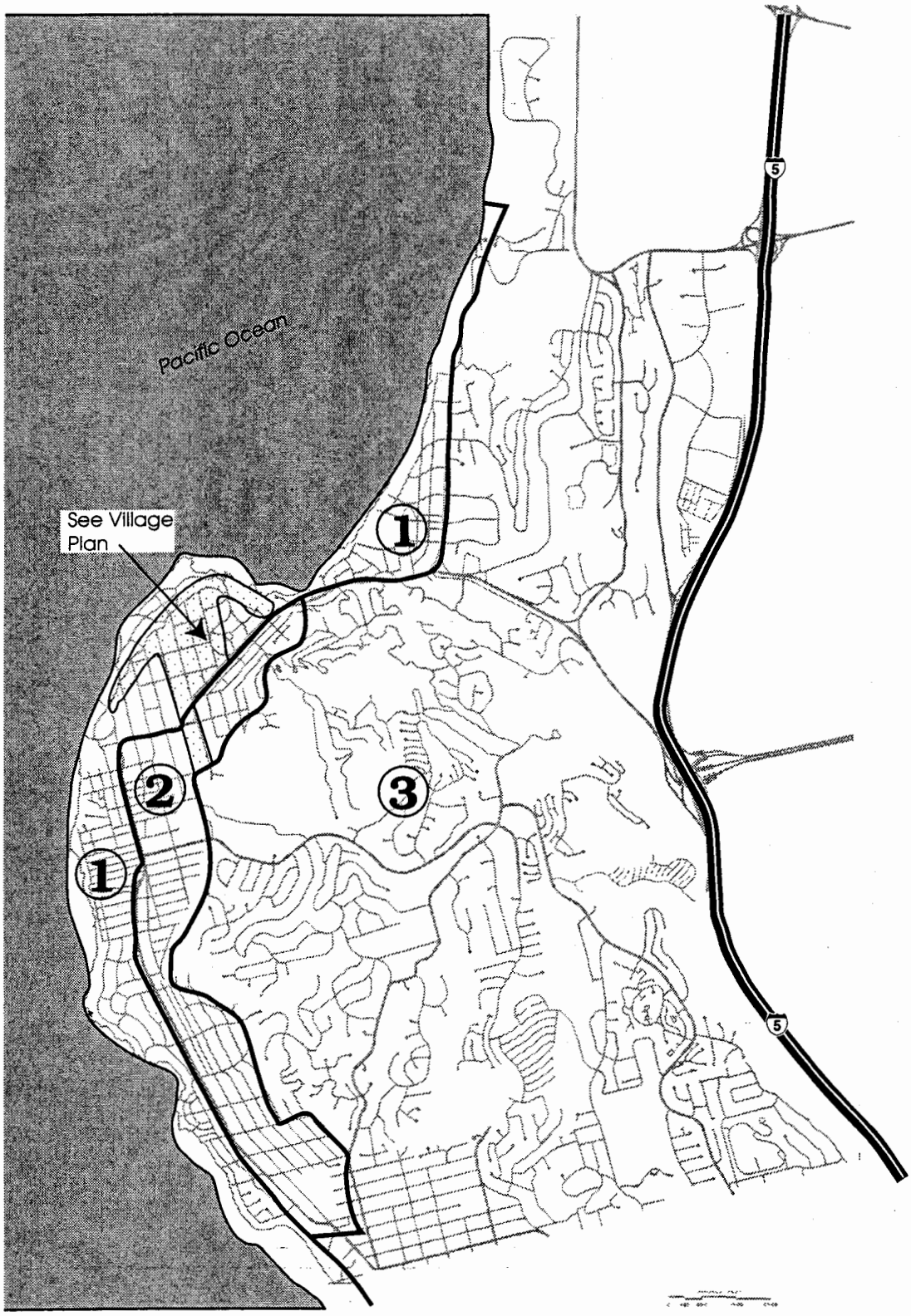
The community corridor street tree plan is included to enhance and establish individualized streetscape concepts for other major thoroughfares in the community. These streetscapes act as linear gateways to the community and contain some significant commercial areas. These streets include La Jolla Boulevard, Torrey Pines Road, Ardath Road, Nautilus, Soledad Mountain Road, etc.

In addition to giving the streetscape a unified character through the landscaping, the street furniture should also be coordinated.

La Jolla Residential Street Tree Districts -Tree List

District Street Trees	Tree Districts 1	2	3	*	Comments
Archontophoenix cunninghamiana (King Palm)	•	•	•		
Arecastrum romanzoffianum (Queen Palm)	•	•	•		
Bauhinia blakeana (Orchid Tree)	•	•			
Cassia leptophylla (Gold Medallion)	•	•			
Ceratonia siliqua (Carob)			•	*	
Eucalyptus ficifolia (Red-flowering Gum)		•	•		
Eucalyptus nicholii (Nichols's Willow)		•	•	*	
Eucalyptus sideroxylon (Red and Pink Ironbark)		•	•	*	
Eucalyptus torquata (Coral Gum)		•	•	*	
Ginko biloba (Maidenhair Tree)		•	•		
Jacaranda mimosi/olia (Jacaranda)	•	•	•		
Koelreuleria bipinala (Chinese Flame Tree)		•			
Liquidambar styraciflua (Liquidambar)		•	•		
Magnolia grandiflora (Majestic Beauty and other approved varieties)		•	•	*	
Melaleuca quinquenervia (Cajeput Tree)	•	•	•		
Metrosideros excelsus (New Zealand Christmas Tree)	•	•			
Olea europaea (Olive Tree -fruitless species only)			•	*	
Palm Species	•	•	•	*	
Pinus canariensis (Canary Island Pine)		•	•		
Pinus torreyana (Torrey Pine)		•	•	*	
Pittosprorum undulatum (Victorian Box)			•		
Platanus acerifolia (London Plane Tree)		•	•		
Podocarpus gracilior (Fern Pine)		•			
Quercus ilex (Holly Oak)		•	•		
Quercus suber (Cork Oak)		•	•		
Rhus lancea (African Sumac)		•	•		
Spathodea campanulata (African Tulip Tree)		•	•		
Tabebuia avellanedae (Trumpet Tree)	•	•			
Tipuana tipu (Tipu Tree)		•	•		
Trislania conferla (Brisbane Box)	•	•	•		
Ulmus parvifolia (Chinese Elm)		•	•		
Umbellularia californica (California Bay)			•		
Washingtonia robusta (Mexican Fan Palm)	•	•			

* Special installation conditions/techniques may be required by Development Services and Park & Recreation Departments.
NOTE: Existing "Significant Trees" (specimens) should be retained and protected (including modifying adjacent pavement) and replaced if no other possible alternative exists.



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Residential Street Tree Districts

La Jolla Community Corridor Street Tree Plan - Tree List

Major Thoroughfares	Major Tree Theme	Alternate Tree
Ardath	Phoenix Canary ansis (Canary Island Date Palm) *	Pinus torreyana (Torrey Pine - medians only)*
Fanuel/Cardena	Pine species* Eucalyptus species* Magnolia grandiflora (Majestic Beauty)*	Palm species*
Fay (south of Pearl)	Podocarpus gracilior (Fern Pine) Quercus suber (Cork Oak)	Arecastrum romanzoffianum (Queen Palm) Eucalyptus species*
Gilman	Pinus torreyana (Torrey Pine)* Platanus acerifolia (London Plane Tree)	Palm species* Eucalyptus species*
Hidden Valley Road	Cassia leptophylla (Gold Medallion)	Jacaranda mimosifolia (Jacaranda)
La Jolla Scenic	Pinus torreyana (Torrey Pine)*	Pinus Pinea (Italian Stone Pines)
La Jolla Shores Drive (south of Scripps)	Pinus Pinea (Italian Stone Pine) Washington robusta (Mexican Fan Palm)	Magnolia grandiflora (Majestic Beauty)*
La Jolla Shores Drive (north of Scripps)	Eucalyptus species*	— — —
La Jolla Boulevard	Pinus Pinea (Italian Stone Pines - residential only) Washington robusta (Mexican Fan Palm)	Jacaranda mimosifolia (Jacaranda)
La Jolla Mesa Drive	Casia leptophylla (Gold Medallion) Pinus canarieansis (Canary Island Pine)	Eucalyptus species* Liquidambar styraciflua (Liquidambar) Palm species*
Nautilus	Pinus torreyana (Torrey Pine -east of Muirlands)* Arecastrum romanzoffianum (Queen Palm - west of Muirlands)	Pine species (east of Muirlands)*
Soledad Mt. Road	Podocarpus gracilior (Fern Pine)	Jacarandamimosifolia (Jacaranda) Pinus torreyana (Torrey Pine - in medians)*
Torrey Pines Road	Arecastrum romanzoffianum (Queen Palm) Washington robusta (Mexican Fan Palm)	Eucalyptyus species* Pinus torreyana (Torrey Pine - in medians)*
Via Capri	Casia leptophylla (Gold Medallion) Palm species*	Jacaranda mimosifolia (Jacaranda) Metrosideros excelsus (New Zealand Christmas Tree) Pine species*
Villa La Jolla	Platanus acerifolia (London Plane Tree)	Eucalyptus species* Palm species*

* Special installation conditions/techniques may be required by Development Services and Park & Recreation Departments.
NOTE: Existing "Significant Trees" (specimens) should be retained and protected (including modifying adjacent pavement) and replaced if no other possible alternative exists.

La Jolla Community Street Tree Plan - General Notes

1. Size of street trees to be per citywide landscape regulations and standards (calculated by street frontage of each property and in no case less than a twenty four inch box) or unless otherwise noted in applicable Planned District Ordinances.

2. Palms should be a minimum of 8 feet (brown trunk) in height.
   Vines - (*Wisteria Sinensis)* may be used in conjunction with Palm Trees with approval of Development Services Director.

3. Tree grates should be American Disabilities Act approved where necessary to provide required clear path.

4. Flexibility of tree placement to facilitate commercial visibility may be approved by the Development Services Director.

5. Pruning of trees should comply with the standards of the National Arborist Association according to Class I Fine Pruning.

6. All plant material should be installed per the standards of the applicable landscape regulations and standards.

7. On all streets where R.O.W. is less than 10 feet, street trees may be located on private property.

8. All species of eucalyptus, pines, palms, etc. not specifically identified require approval of Development Services, and Park and Recreation Departments.

9. Community Corridor - Commercial corridors may utilize the following:
   Small trees/tree form shrubs, vertical accent, tropical or flowering at rear of R.O.W. or on private property (where R.O.W. is less than 10 *feet).*

APPENDIX F

POPULATION-BASED PARKS AND OPEN SPACE

Population-Based Park Inventory

The City's General Plan addresses population-based parks, which include community, neighborhood, resource-based and other (such as mini or pocket) parks. These parks and open space are administered and maintained by the Park and Recreation Department unless otherwise noted. The following facilities comprise the City's inventory of these population-based parks:

Population-Based Parks/Joint Use Leases	Total Acres	Useable Acres
Bird Rock Elementary (Joint-Use)	1.50	1.50
*Bird Rock Park	0.95	0.76
School Adj.Credit	5.00	5.00
*Cliffridge Park	10.90	10.07
School Adj.Credit	5.00	5.00
Decatur Elementary (Joint-Use)	1.12	1.12
Serves as Neighborhood Park		
*Ellen Browning Scripps Park	5.60	3.80
Serves as Neighborhood Park		
*Kellogg Park	9.12	9.12
*La Jolla Athletic Area (Allen Field)	6.41	5.75
*La Jolla Community Park	3.83	3.43
School Adj.Credit	7.00	7.00
La Jolla Elementary (Joint-Use)	2.31	2.31
Serves as Neighborhood Park		
La Jolla High School (Joint-Use)	0.90	0.50
*Laureate (Mata) Mini-Park	0.81	0.81
*Starkey Mini-Park	1.31	1.00
Torrey Pines Elementary (Joint-Use)	2.50	2.50
Union Place Circle	0.10	0.10
*Via del Norte Mini-Park	0.39	0.25
	64.75	60.02

Resource-Based Parks (R) and Public Open Space (O/S)	Total Acres
*Calumet Park (R)	0.70
Charlotte Park (R)	0.15
Coast Boulevard Park (R)	4.55
*Ellen Browning Scripps (R)	1.80
*Hermosa Terrace Park (R)	0.92
*La Jolla Heights Natural Park (O/S)	42.64
*La Jolla Hermosa Park (R)	0.32
*La Jolla Shores Beach (R)	6.30
*La Jolla Strand Park (R)	0.90
Ludington Heights Park # 1 (O/S)	0.04
Ludington Heights Park # 2 (O/S)	0.05
Marine Street Beach (Jones Beach & Whispering Sands Beach)	1.04
*Mount Soledad Natural Park (O/S)	277.10
*Nicholson's Point Park (R)	1.04
*Pottery Canyon Park (O/S)	18.28
*San Diego-La Jolla Underwater Park (R)	5,977.00
*Soledad Open Space Park (O/S)	10.05
*Torrey Pines City Park (R)	12.39
*Tourmaline Surfing Park (R) (La Jolla share)	4.41
*Windansea Park (R)	2.93
	6,362.61

Not included in the inventory above

Administered and maintained by the Transportation Department: Fay Avenue Right-of-way.

* - Dedicated by Charter Section 55 of the San Diego Land Development Code

APPENDIX G

COASTAL ACCESS SUBAREA MAPS

The following section includes a detailed description for each existing or potential shoreline access site within La Jolla (including La Jolla Shores).

SUBAREA A: LA JOLLA FARMS

Shoreline Access:

a. Torrey Pines City Park. A 12.39 acre portion of the park within the La Jolla Farms area contains the mouth of Box Canyon. Several trails feed into Box Canyon, a unique, remote beach area, from public and private parcels on La Jolla Farms Road.

b. The northwestern-most lot of the La Jolla Farms subdivision provides the entrance of a beach access trail which winds through Box Canyon to the only portion of Torrey Pines Beach still within City ownership. The lot has been developed and some on street parking is available.

c. A dedicated vertical easement between Torrey Pines Road and La Jolla Farms Road, which was required by the Coastal Commission, has been assumed by UCSD due to student traffic issues.

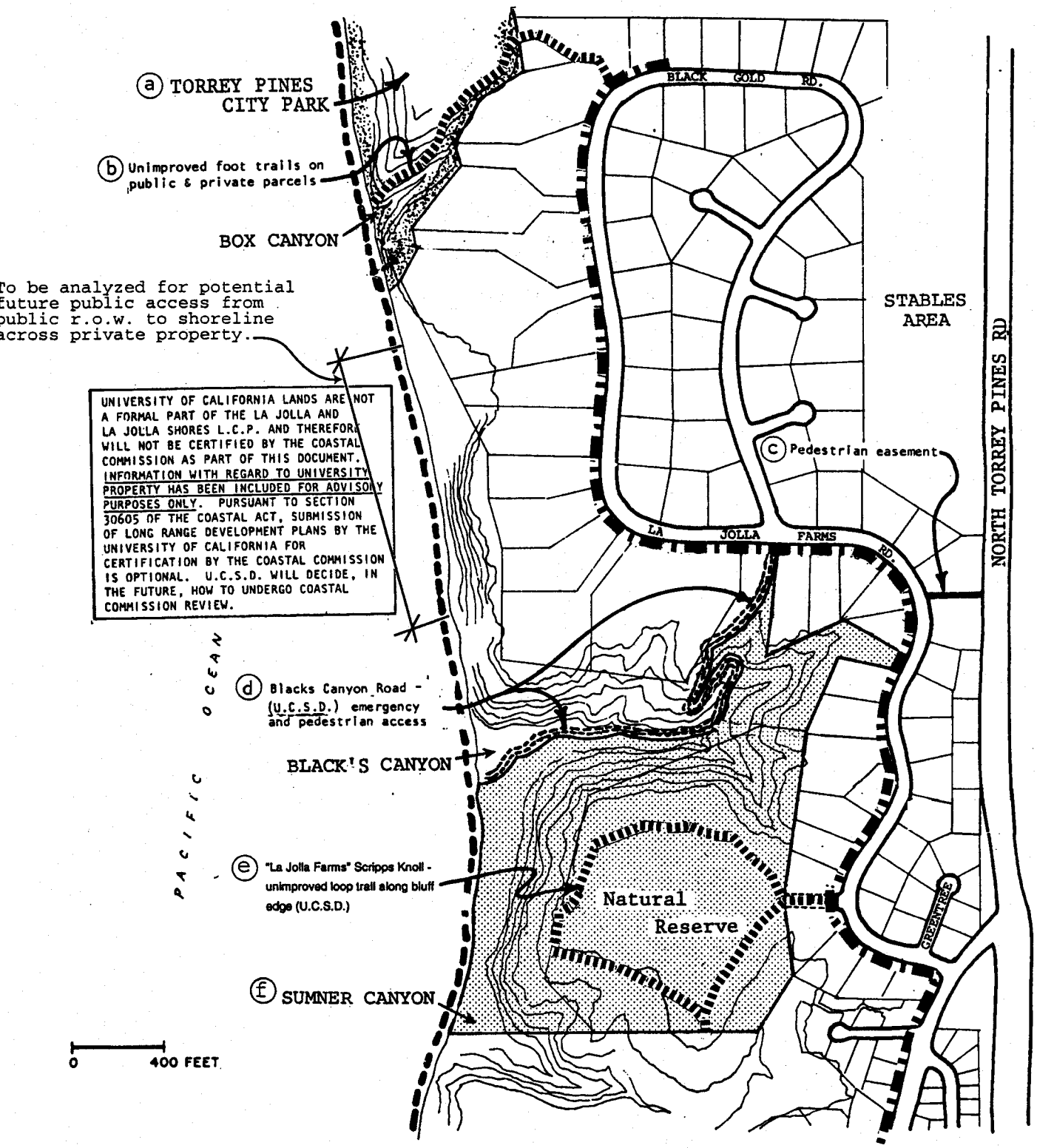
The descriptions which follow (sites d through f) pertain to property owned in whole or in part by the University of California.

d. Sumner (Black's) Canyon Road. Controlled access road owned and maintained by the University of California. The road provides the only access to Torrey Pines City Beach for lifeguards and beach maintenance crews. The entryway is located near the intersection of La Jolla Farms Road and Black Gold Road. A small parking lot is located at the shoreline terminus, however, the road and parking lot is not adequate for general public use. Vehicular access is presently restricted. The road, however, is utilized by the public for pedestrian access. This site represents the most heavily used beach accessway in the La Jolla Farms area.

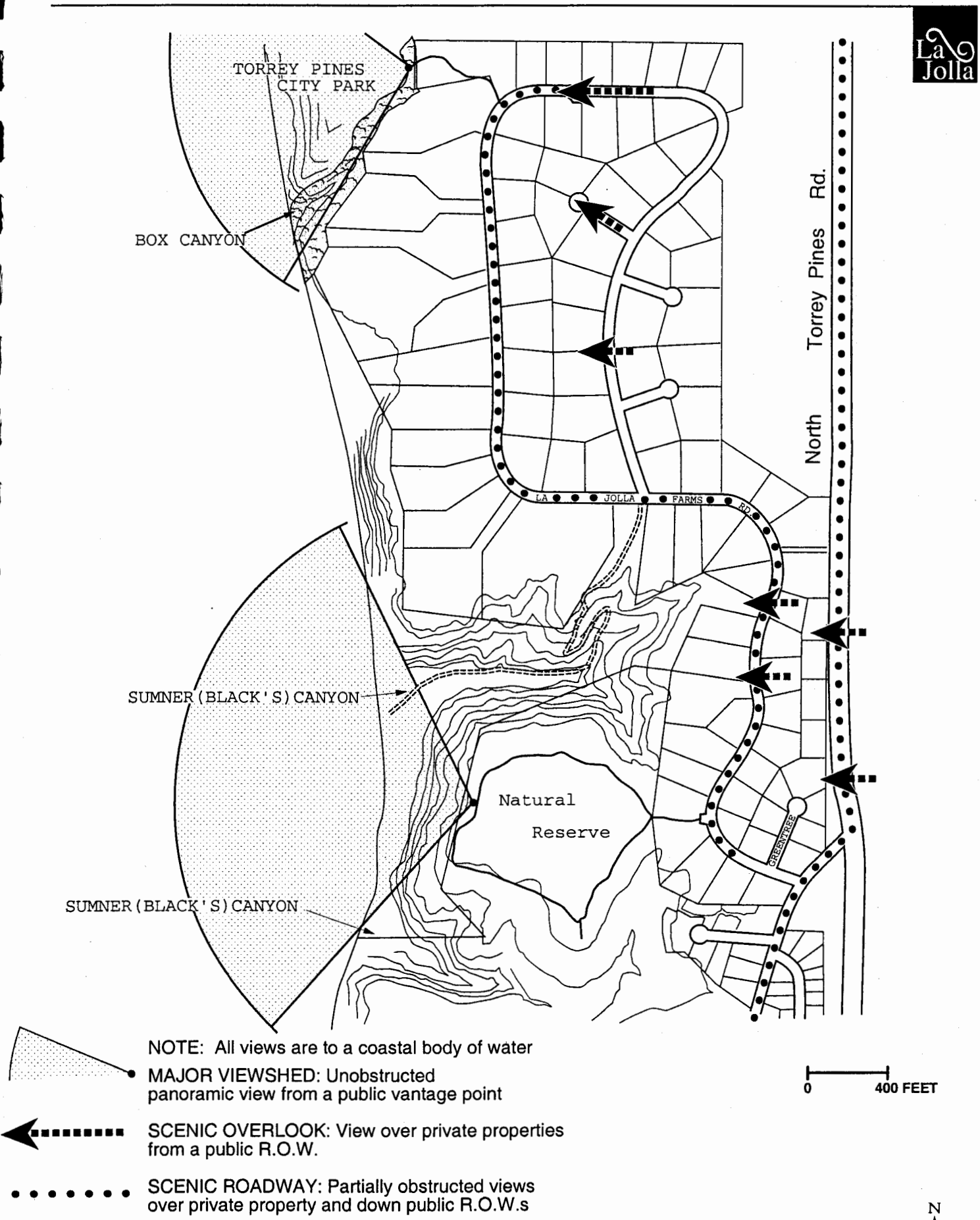
e. Vista point with splinter trail between Black's Canyon Road (above) and La Jolla Farms Road. Restore the previously-existing trail that traversed two private parcels along the west side of la Jolla Farms Road, and that provided a shortcut to Black's Canyon Road.

f. Scripps "La Jolla Farms" Knoll. The "Knoll" is an approximately 15-acre bluff top area topographically defined by steep canyons to the north and south. The site is part of a larger 25.5-acre parcel owned by the University of California. The entire parcel, which includes the associated northerly canyon, is part of the University's Natural Land and Water Reserve System, and has been designated as a natural Reserve. Archaeological resources are also present on the parcel. An unimproved loop trail along the perimeter of the bluffs is accessible to pedestrians via a street reservation off of La Jolla Farms Road. The trail has been used by the public to enjoy the scenic ocean vistas and pristine nature of the bluff and canyons.

g. Sumner Canyon. Sumner Canyon is an environmentally sensitive habitat area. In recognition of the area's unique assemblage of coastal plants, the University of California has placed its portion of the canyon in the University Natural Land and Water Reserves System. Private owners of the remainder of the canyon have placed their portion under similar protection.



Subarea A: La Jolla Farms - Physical Access



Subarea A: La Jolla Farms - Visual Access

SUBAREA B: SCRIPPS

Shoreline Access:

a. Bluff top easement at the end of La Jolla Shores Lane. Required by Coastal Commission as a condition of development. An offer of dedication has been accepted by The City of San Diego. Provides scenic vista of ocean and shoreline, but not physical access. No off-street parking is available.

The descriptions which follow (sites b through g) pertain to property owned in whole or in part by the University of California.

b. Scripps Institution of Oceanography (University of California). The Scripps campus and research center occupies the entire area between La Jolla Shores Drive and the seaward bluffs. Approximately 2,000 linear feet of beach below the bluffs are owned by the University of California.

c. Concrete ramp just north of Scripps Pier. Provides beach access at the end of Discovery Way. A scenic bluff top viewing area required by the Coastal Commission is located north of the pier in front of the biology building. The pier is not open to the public.

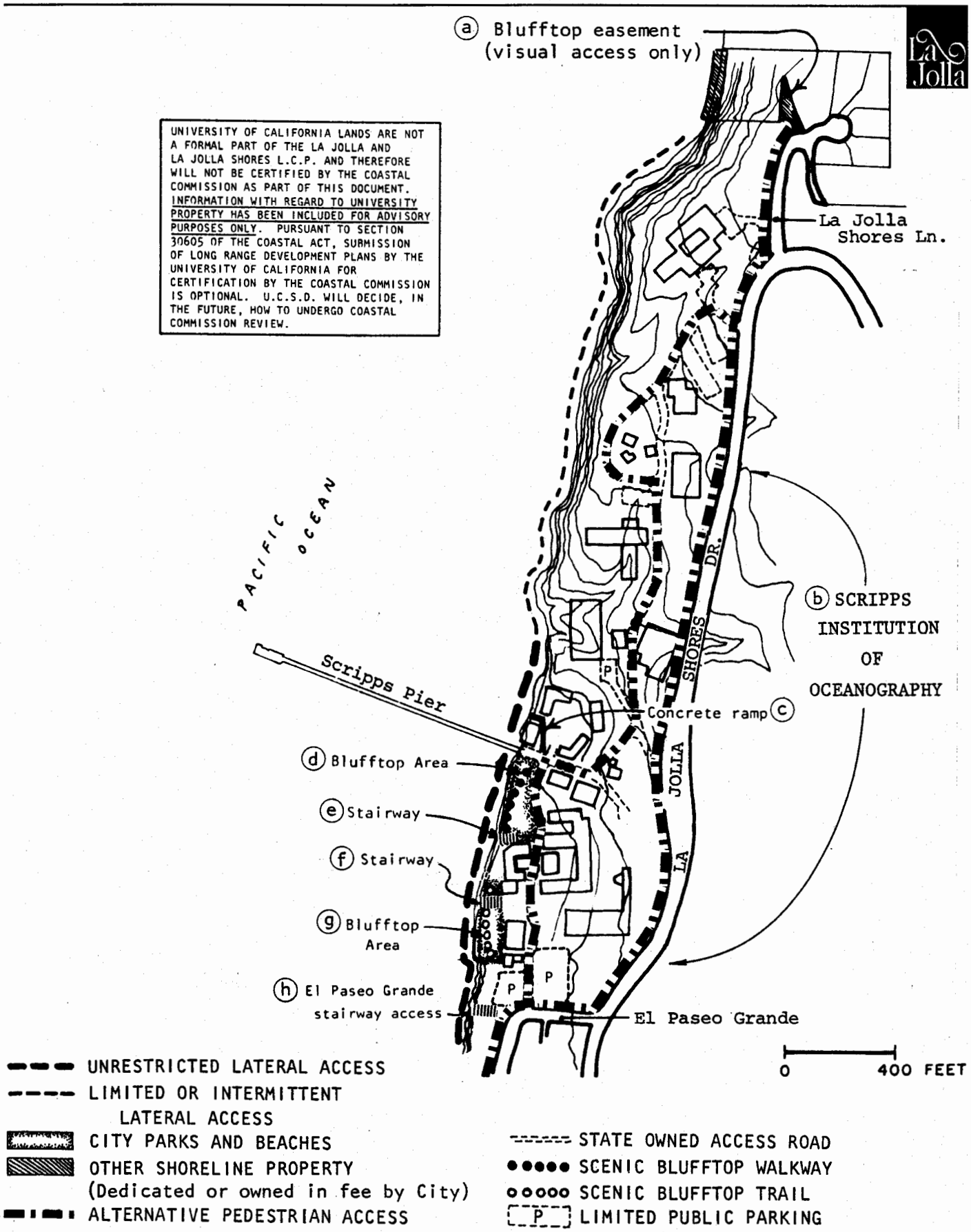
d. Bluff top area and walkway between pier and Scripps Building. Provides scenic ocean vistas.

e. Wood and concrete stairway just north of Scripps Building. Provides pedestrian access down bluff to sand beach below.

f. Concrete stairway to beach just south of Administration Building.

g. Bluff top area and pathway south of Administration Building. Provides access to stairway (f) from Discovery Way.

h. El Paseo Grande. A paved walk extends from the bend of El Paseo Grande to the bluff edge. A concrete stairway provides pedestrian access to the sandy beach below. Off-street parking is available to nearby Scripps.

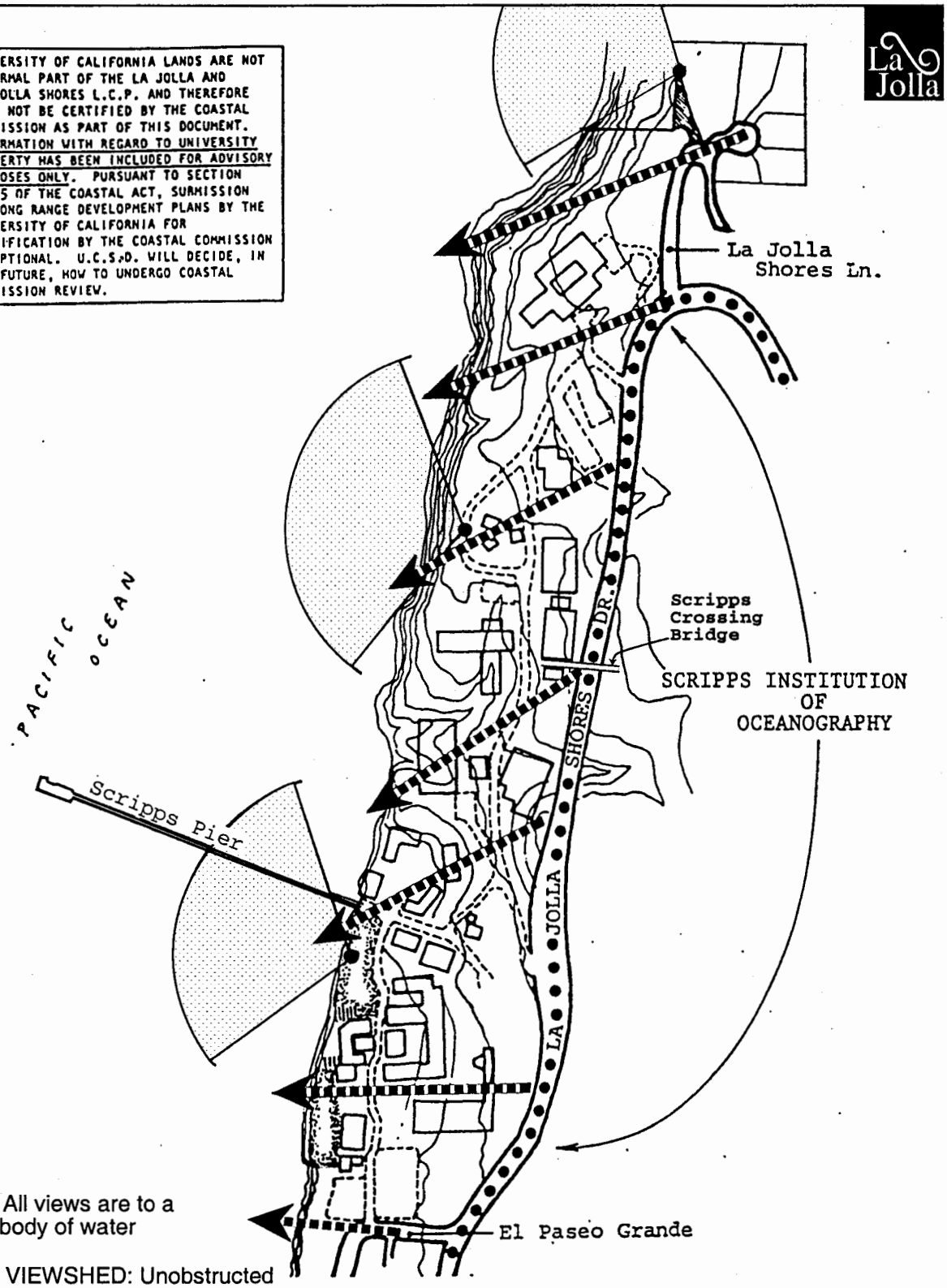


Subarea B: Scripps - Physical Access

La Jolla Community Plan
City of San Diego • Planning Department

Figure B

UNIVERSITY OF CALIFORNIA LANDS ARE NOT A FORMAL PART OF THE LA JOLLA AND LA JOLLA SHORES L.C.P. AND THEREFORE WILL NOT BE CERTIFIED BY THE COASTAL COMMISSION AS PART OF THIS DOCUMENT. INFORMATION WITH REGARD TO UNIVERSITY PROPERTY HAS BEEN INCLUDED FOR ADVISORY PURPOSES ONLY. PURSUANT TO SECTION 30605 OF THE COASTAL ACT, SUBMISSION OF LONG RANGE DEVELOPMENT PLANS BY THE UNIVERSITY OF CALIFORNIA FOR CERTIFICATION BY THE COASTAL COMMISSION IS OPTIONAL. U.C.S.D. WILL DECIDE, IN THE FUTURE, HOW TO UNDERGO COASTAL COMMISSION REVIEW.



NOTE: All views are to a coastal body of water

MAJOR VIEWSHED: Unobstructed panoramic view from a public vantage point

SCENIC OVERLOOK: View over private properties from a public R.O.W.

SCENIC ROADWAY: Partially obstructed views over private properties and down public R.O.W.s

Subarea B: Scripps - Visual Access

N

SUBAREA C: LA JOLLA SHORES

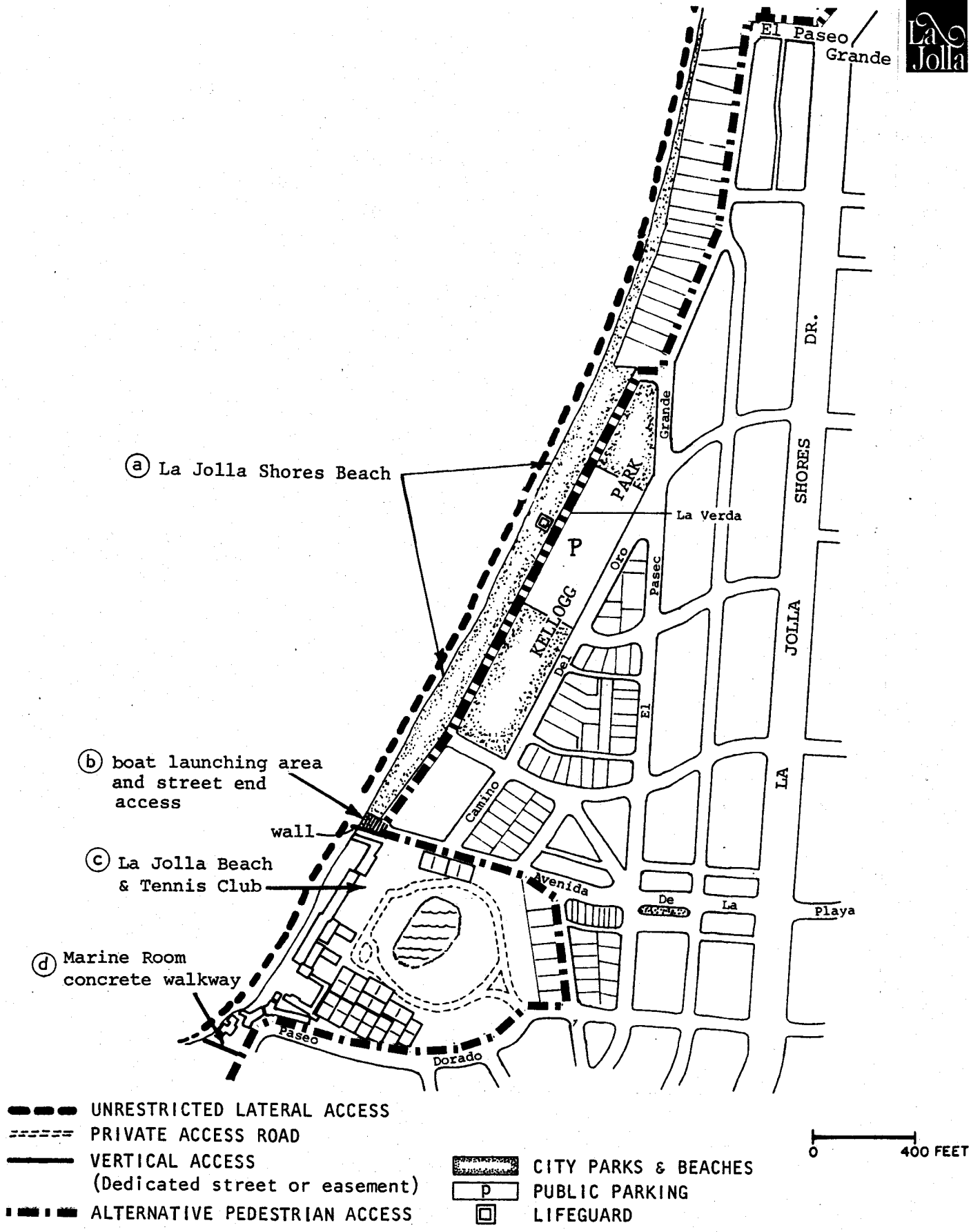
Shoreline Access:

a. La Jolla Shores Beach and Kellogg Park. The beach and adjacent park comprise 15.42 acres of land between Calle Opima and Vallecitos Avenue. The area is a major recreational resource and is utilized intensively by visitors throughout the region. The existing parking lot, containing 365 spaces is the largest shoreline parking lot in La Jolla, but is presently inadequate. Local residents are concerned that beach usage has reached a saturation point and that additional support facilities would only worsen the situation. Beach traffic is a major contributor toward congestion in the La Jolla Shores community. A concrete walkway and seawall separates the beach from Kellogg Park. Vertical and lateral access are generally unrestricted.

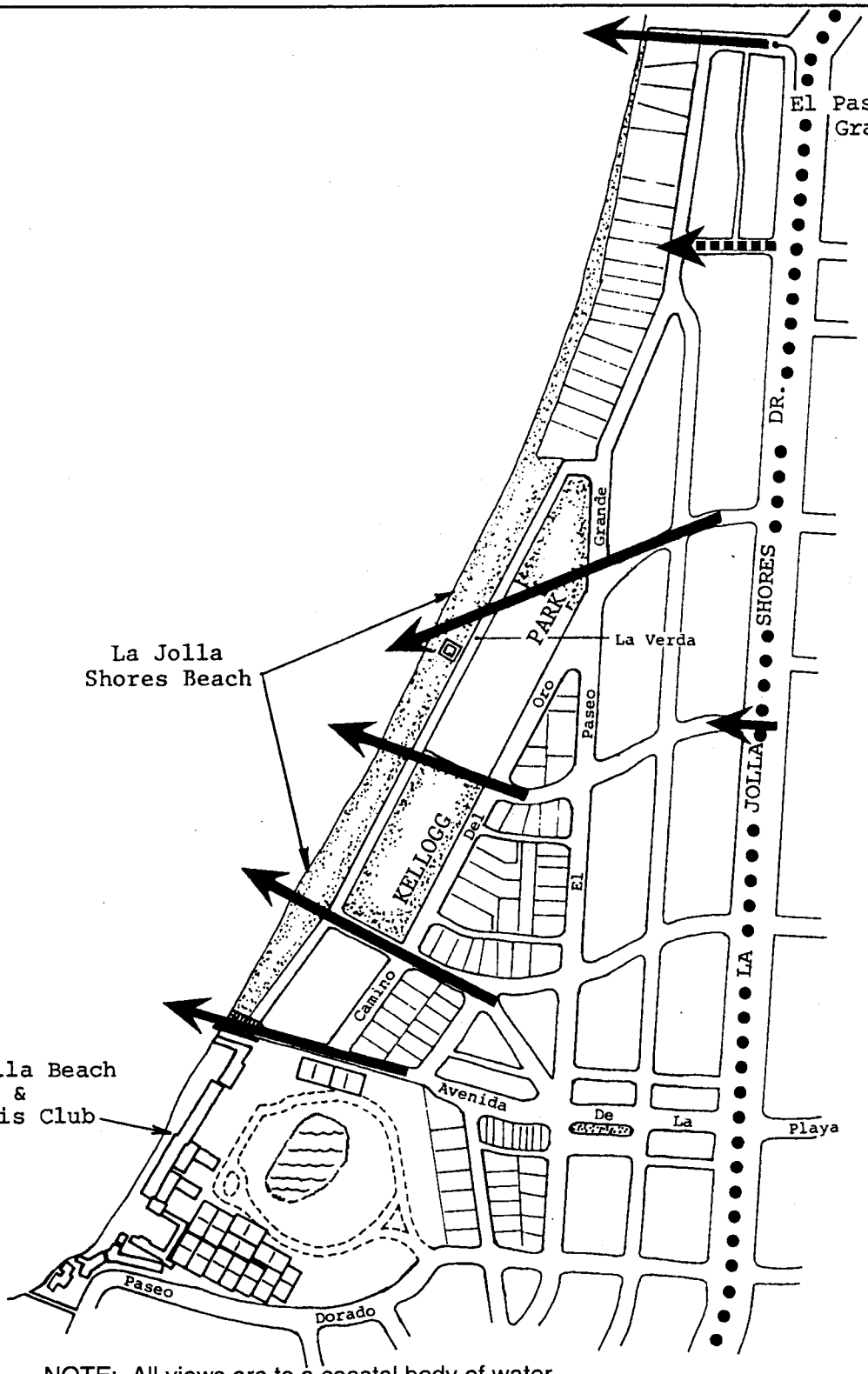
b. Boat Launching Area. A section of La Jolla Shores Beach at the end of Avenida de la Playa is designated by ordinance as a boat launching area. No other areas in La Jolla have level ocean access. Very limited trailer storage capacity is available. The end of the dedicated street also provides vertical access for beach users.

c. La Jolla Beach and Tennis Club. The Beach and Tennis Club occupies approximately 1,000 feet of beach front shoreline south of Avenida de la Playa. Continuous lateral access is available on beach areas below the mean high tide line. The beach area above the mean high tide line is under private ownership. Modes-scaled signs to deter trespassing on private property may be posted by the La Jolla Beach and Tennis Club and, if posted, should include information identifying the rights and limitations of public access.

d. Marine Room Walkway. A narrow concrete walkway along the south side of the Marine Room Restaurant provides vertical access between Spindrift Drive and the beach. The easement has been dedicated.



Subarea C: La Jolla Shores - Physical Access



NOTE: All views are to a coastal body of water

VIEW CORRIDOR: Unobstructed framed view down a public R.O.W.

SCENIC OVERLOOK: View over private properties from a public R.O.W.

SCENIC ROADWAY: Partially obstructed views over private properties and down public R.O.W.s

0 400 FEET

N

Subarea C: La Jolla Shores - Visual Access

Figure C

SUBAREA D: COAST WALK

Shoreline Access:

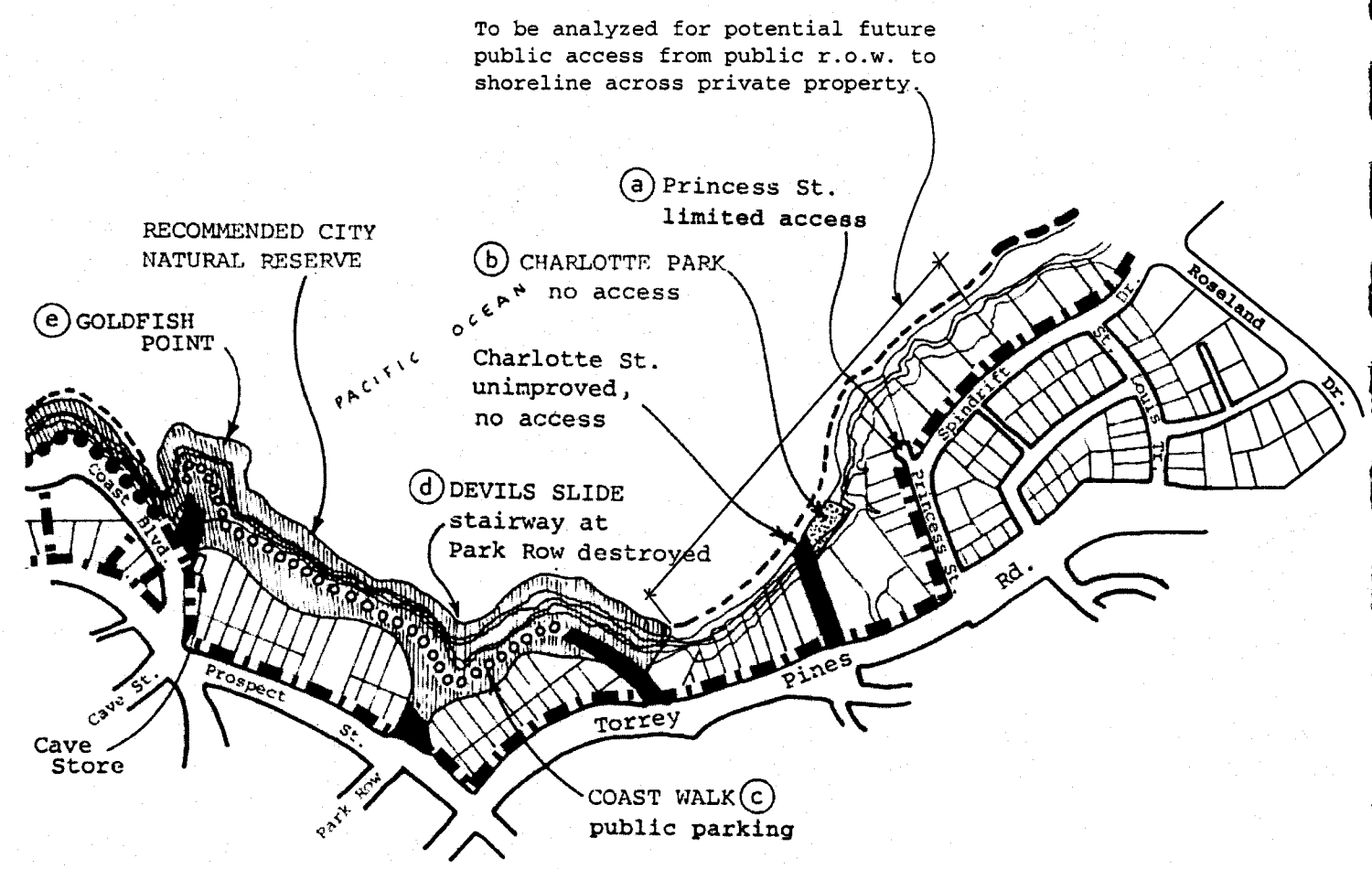
a. Princess Street. As a condition of a permit to build a single-family house, the State Coastal Commission required the owner of the bluff top lot to dedicate a five foot-wide vertical easement along one side of the property from the Princess Street cul-de-sac to the shoreline. This easement has access only for emergency lifeguard rescue.

b. Charlotte Park. Dedicated unimproved vista point. Neither Charlotte Park nor Charlotte Street are accessible at the present time. Opportunities to link Charlotte Street with Coast Walk have been lost due to bluff erosion. Charlotte Street is a 50-foot-wide dedicated "paper street" running vertically from Torrey Pines Road to the bluff edge. The street has never been improved and is presently fenced and overgrown with vegetation. An old cottage built in the 1920s encroaches several feet into the west side of the street easement and will apparently remain for some time. Retain as open space.

c. Coast Walk. Dedicated and historically-designated right-of-way off Torrey Pines Road. Within the right-of-way is a continuous bluff top trail and scenic overlook with public parking. Points of access to the trail include Coast Walk Boulevard, Park Row (street end), and Cave Street (near Goldfish Point). Bluffs adjacent to the walk are extremely steep and fragile. No vertical access to the shoreline exists along the trail except at the Goldfish point terminus.

d. Devils Slide. Devils Slide is a steep bluff section along Coastal Walk below the foot of Park Row. Access has historically been provided to this point utilizing a stairway down the bluff face. The last stairway was burned out in the early 1960s and has never been replaced. High maintenance costs and the need to limit access to the ecological reserve have been cited as reasons not to rebuild the access. The unimproved site is still used by some individuals to climb down the bluff, although it is very hazardous.

e. Goldfish Point. Rocky headland area within the Coast Walk right-of-way. A natural pedestrian trail provides vertical access to the tip of the point. A nearby historic structure, the Cave Store (on Cave Street) contains the entrance to a tunnel which leads to a sea cave below the bluffs. A fee is charged for the use of the tunnel.

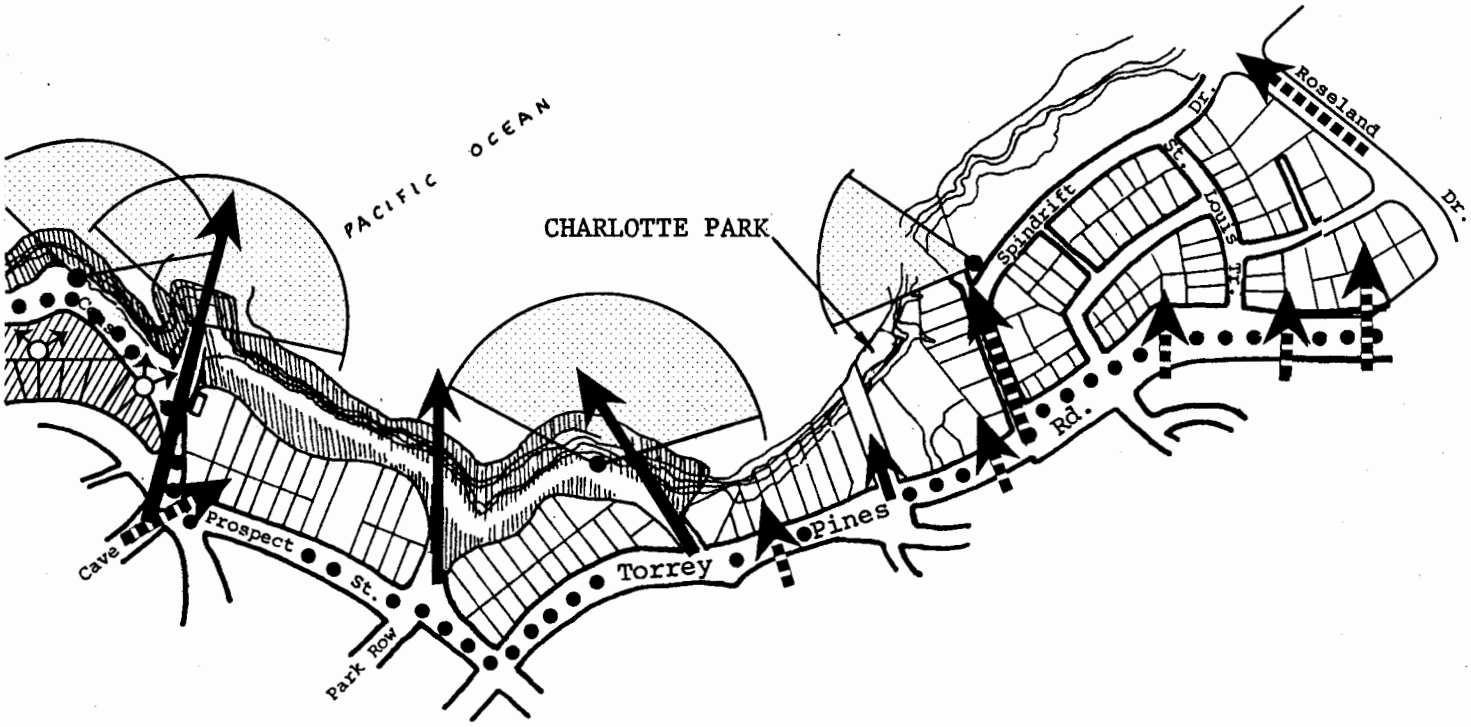


CITY PARKS & BEACHES
SCENIC BLUFFTOP TRAIL
LIMITED OR INTERMITTENT LATERAL ACCESS
SCENIC BLUFFTOP WALKWAY
OTHER SHORELINE PROPERTY (Dedicated or owned in fee by City)
VERTICAL ACCESS (Dedicated street or easement)
UNRESTRICTED LATERAL ACCESS
ALTERNATIVE PEDESTRIAN ACCESS

0 400 FEET

Subarea D: Coast Walk - Physical Access

N



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SCENIC ROADWAY: Partially obstructed views over private properties and down public R.O.W.s

QUASI-PUBLIC VISTA on commercial properties

HIGH POTENTIAL for visual access in commercial development

0 400 FEET

N

Subarea D: Coast Walk - Visual Access

Figure D

SUBAREA E: COAST BOULEVARD

Shoreline Access:

a. La Jolla Cove. Small (.4-acre) pocket beach at the north end of Ellen Scripps Park. Concrete stairways provide access down bluff. Heavily used. The Cove and adjacent bluffs are an important visual and historical resource. Site of the La Jolla Roughwater Swim.

b. Ellen Scripps Park. Dedicated 5.6-acre bluff top park. The park is a major recreational focal point for visitors to La Jolla. A scenic walkway along the bluff edge provides outstanding coastal views. A ramp down the bluff provides access to Boomer Beach. Heavily utilized. No off-street parking.

c. Shell Beach. Small pocket beach south of Ellen Scripps Park. Stairway has been damaged.

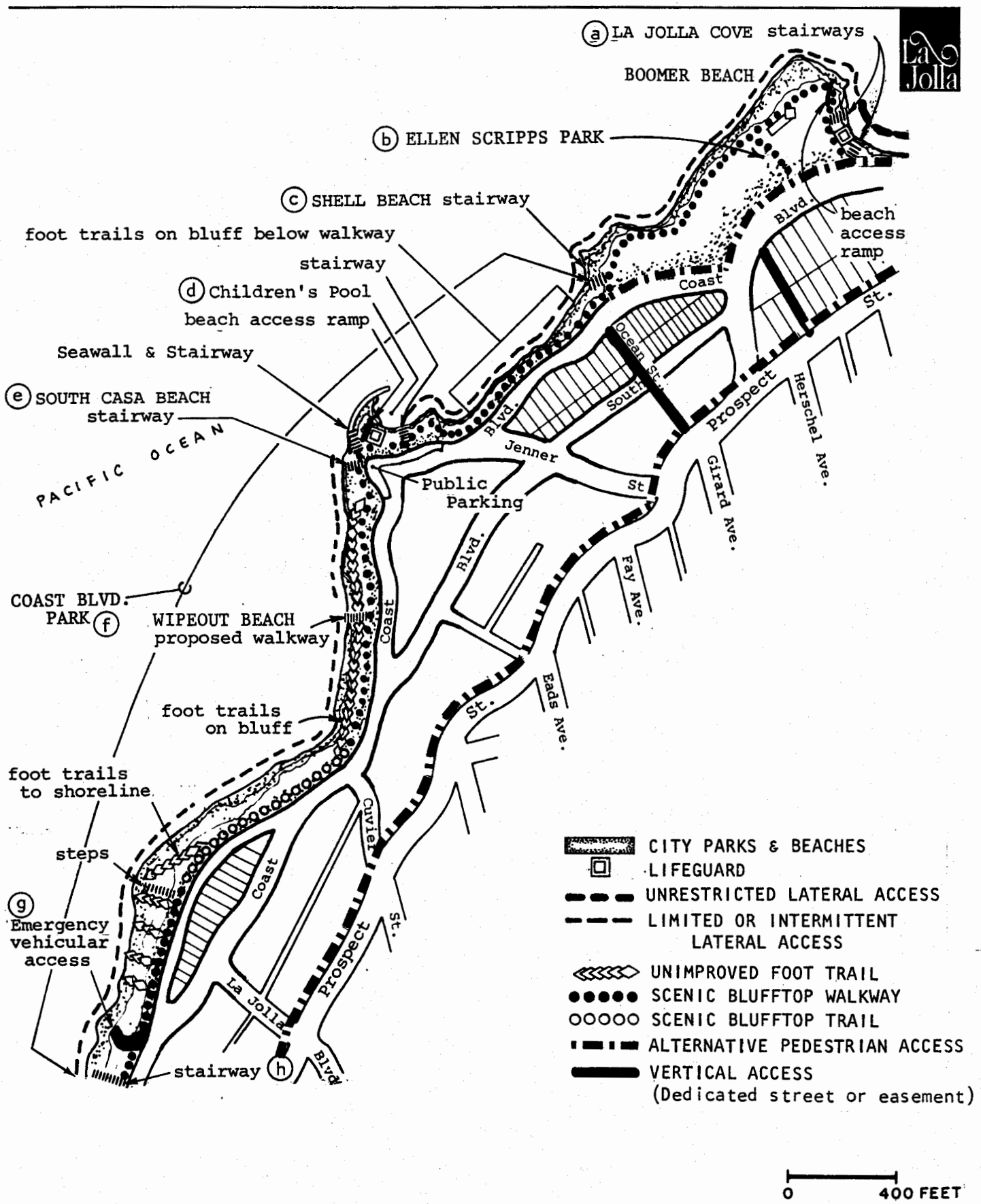
d. Children's Pool. Small (.7-acre) artificial pocket beach held in place by seawall. Lifeguard facilities. Stairway access down bluff. Heavily utilized.

e. South Casa Beach. Small pocket beach accessible by concrete stairway. Part of Coastal Boulevard Park.

f. Coast Boulevard Park. Dedicated 4.55-acre shoreline park between the stairway at Ocean Street and the stairway south of La Jolla Boulevard. Several unimproved trails provide access down gentle bluffs and vegetation dunes. Moderate-to-heavy use. No off-street parking.

g. Vehicular access. Graded area near intersection of South Coast Boulevard and Coast Boulevard provide beach access for emergency vehicles.

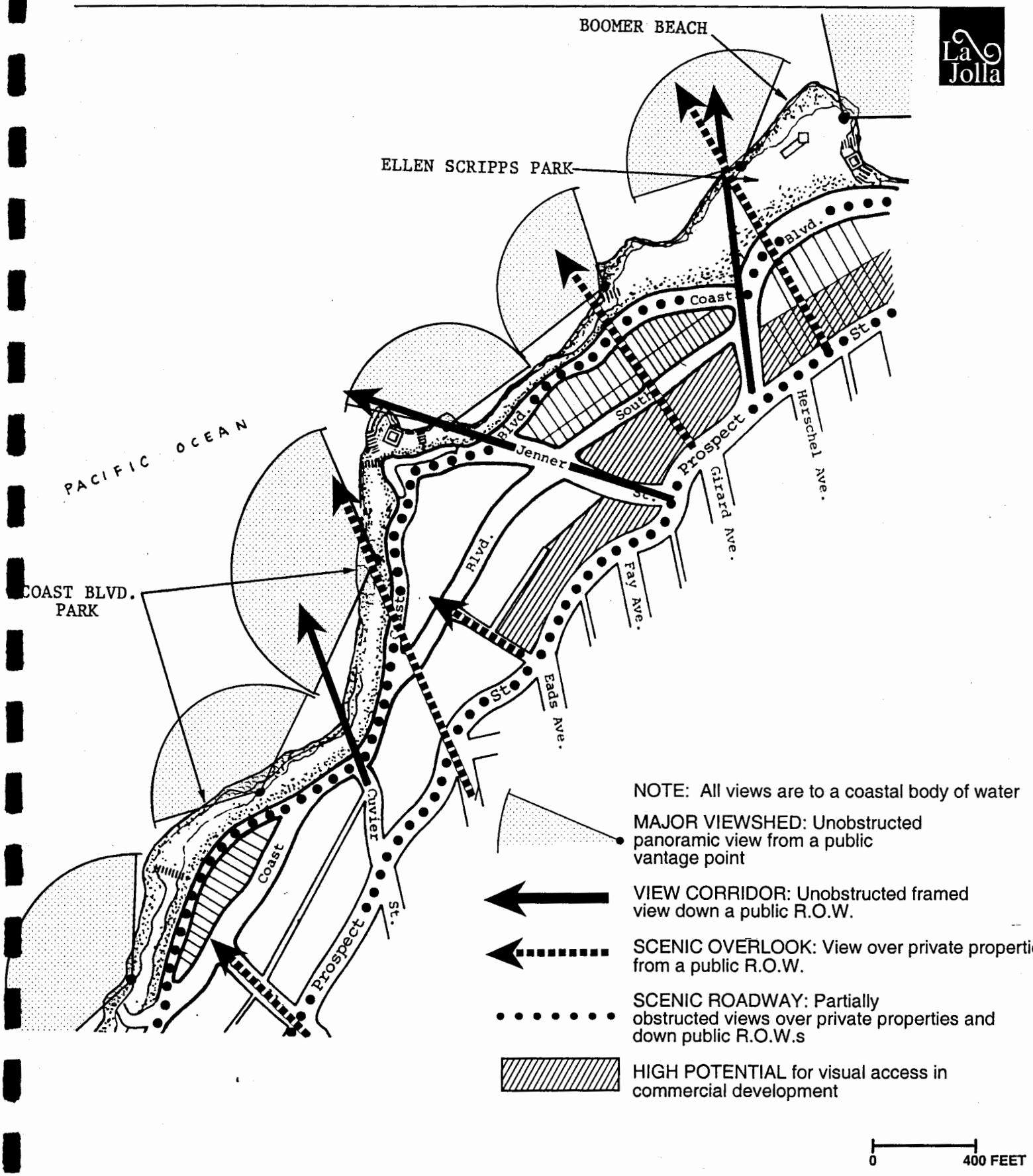
h. Concrete stairway next to pump station. Provides pedestrian access to adjacent pocket beach and north end of Nicolson's Point Park.



Subarea E: Coast Boulevard - Physical Access

La Jolla Community Plan
City of San Diego • Planning Department

Figure E



Subarea E: Coast Boulevard - Visual Access

SUBAREA F: WINDANSEA

Shoreline Access:

a. Nicholson Point Park (a.k.a. Whale View Point). 1.04-acre shoreline park, south of Coast Boulevard and Ravina Street. Natural rock formations and pocket beaches afford recreational use during low tides. Important as lateral accessway between Coast Boulevard Park and Marine Street Beach. Establishes limit to seaward encroachment from adjacent residential development.

b. 100 South Coast Boulevard. A paved dedicated walkway along the north side of the 100 South Coast condominium development provides access from South Coast Boulevard to Nicholson's Point Park. Required by Coastal Commission. A wood and concrete stairway at the end of the walkway facilitates access down the bluff to the rock area below.

c. Whispering Sands (Jones Beach). Public and private beach (above the mean high tide line) seaward of the White Sands development. Provides lateral access between Nicholson's Point Park and Marine Street Beach.

d. Vista Del Mar. Dedicated street end. Paved walk on north side of street leads to sandy beach area (Marine Street Beach).

e. Marine Street. Dedicated street end. Concrete stairway at end of street leads to Marine Street Beach. Heavily used. Good access from La Jolla Boulevard.

f. Sea Lane. Dedicated street end. Provides emergency and maintenance access for vehicles. Steps at end of sidewalk provide pedestrian access to Marine Street Beach.

g. Vista de la Playa. Dedicated concrete walk at end of cul-de-sac provides access to beach. Primarily neighborhood use. The access is presently obscured by a large hedge.

h. Fern Glen and Neptune Place. Dedicated easement provides maintenance road and pedestrian access to beach. The easement entrance forms part of the driveway to the adjacent residence. Gate across easement discourages pedestrian use.

i. Windansea Park. Designated, 2.94-acre shoreline park between Westbourne Street and Bonair Street. The park includes the historically-designated "Surf Shack" and is known for surfboard riding. The park's unique pattern of rock formations and pocket beaches attracts visitors from throughout the region. An unimproved bluff top trail provides scenic vistas and additional lateral access. A small parking lot, accessible from Neptune Place, is located between Nautilus Street and Bonair Street. Individual vertical accessways are described below.

j. Stairway at foot of Westbourne Street.

k. Wooden stairway at the foot of Nautilus Street. Provides access from parking lot to beach.

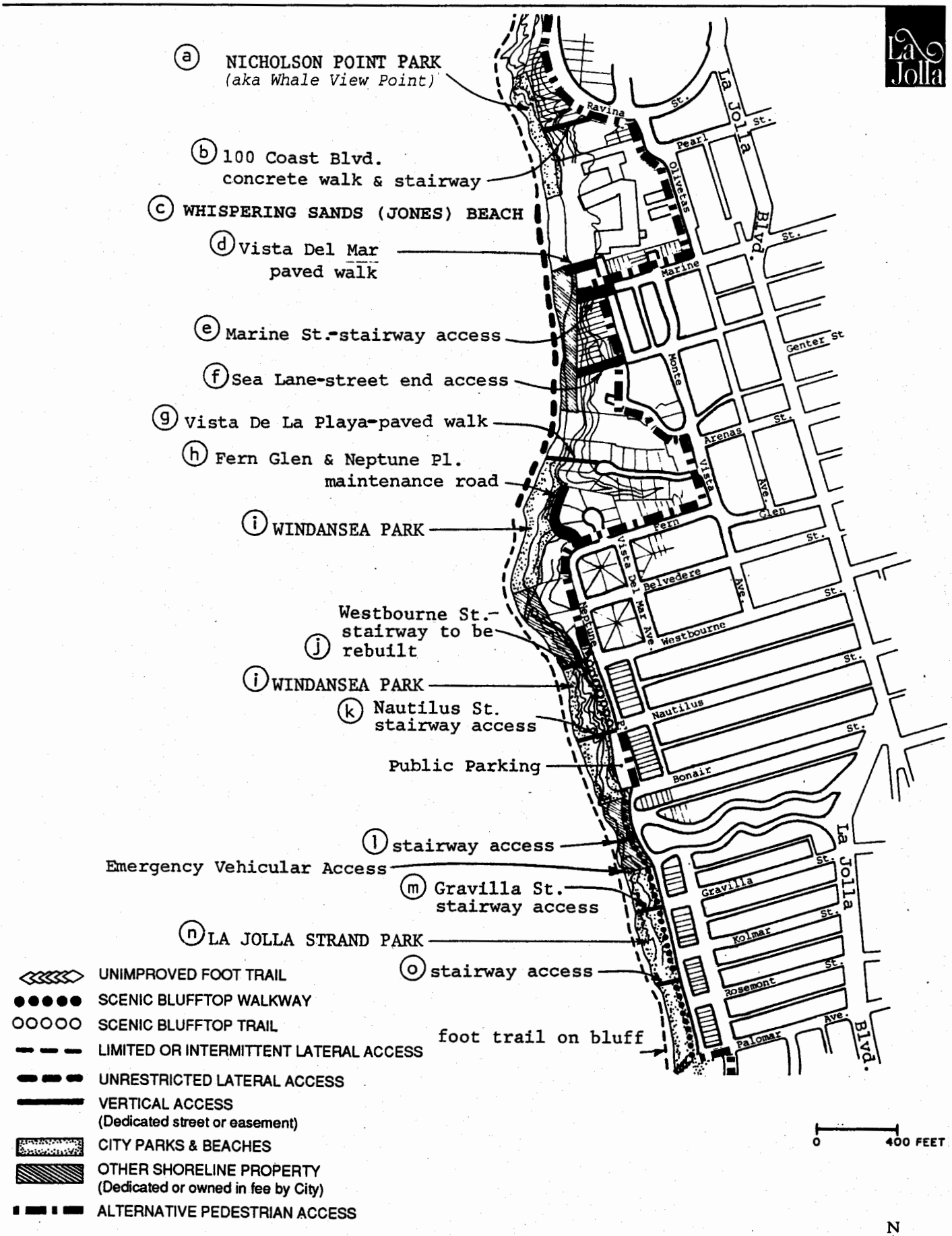
l. Wooden stairway between Playa del Norte and Playa del Sur. Provides access down bluff to City-owned Beach.

m. Concrete stairway at foot of Gravilla Street. Provides access down bluff to La Jolla Strand Park.

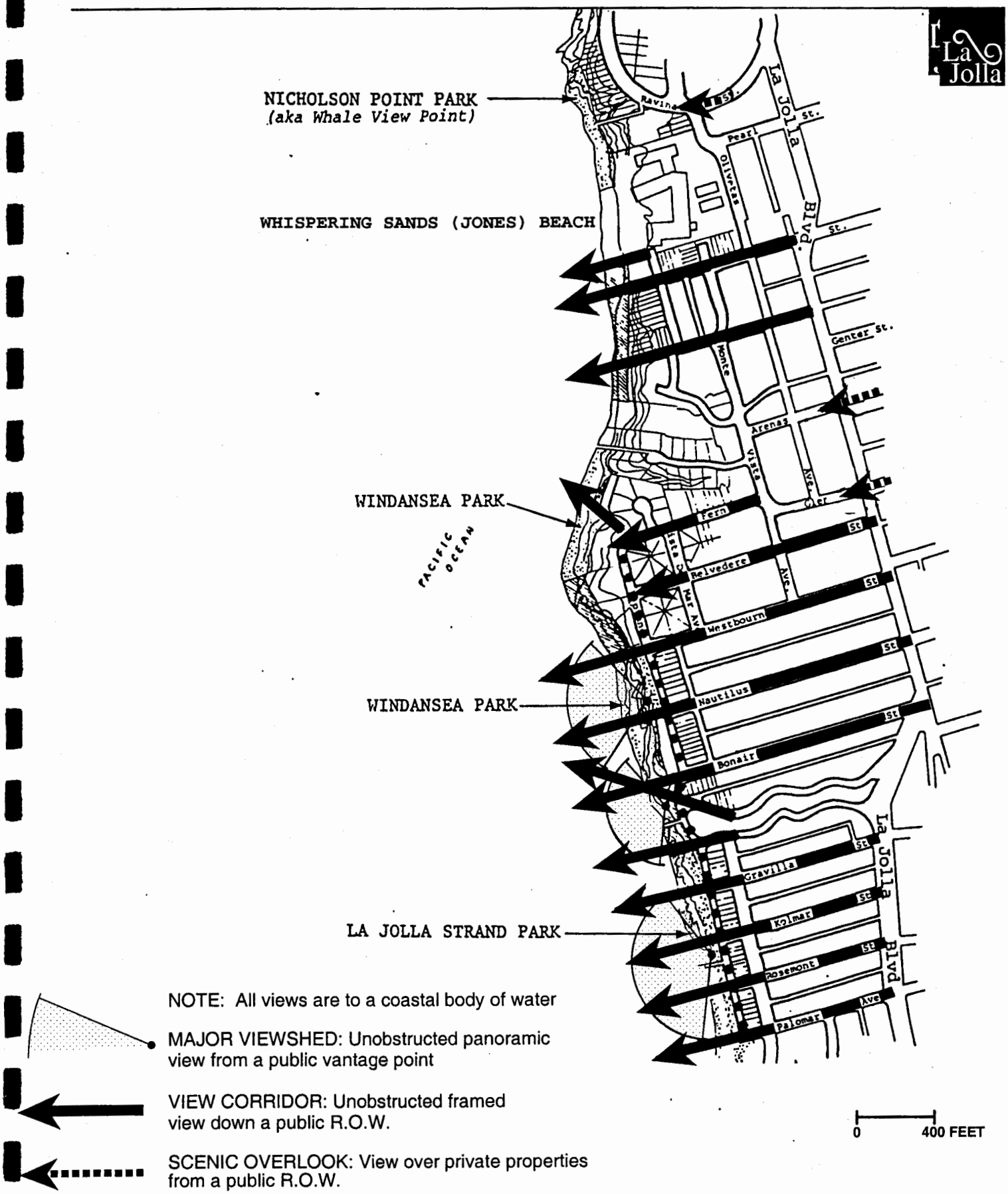
n. La Jolla Strand Park. Dedicated .90-acre shoreline park between Playa del Sur and Palomar Street. Continuous with Windansea Beach. Provides high-quality beach areas and scenic bluff top walkway. Serves regional recreation needs. No off-street parking.

o. Pathway between Kolmar Street and Rosemont Street provides access down bluff to La Jolla Strand Park.

p. Palomar Street and Neptune Place. Path and wooden stairway provide vertical access to shoreline below.



Subarea F: Windansea - Physical Access



Subarea F: Windandsea - Visual Access

SUBAREA G: LA JOLLA HERMOSA

Shoreline Access:

a. Hermosa Terrace Park. Designated .92-acre shoreline park (owned in fee) at base of bluffs, south of Palomar Avenue. Sandy beach.

b. Paved dedicated easement off of Camino del la Costa just north of Winamar Avenue. Easement is between residences. Provides pedestrian access to beach.

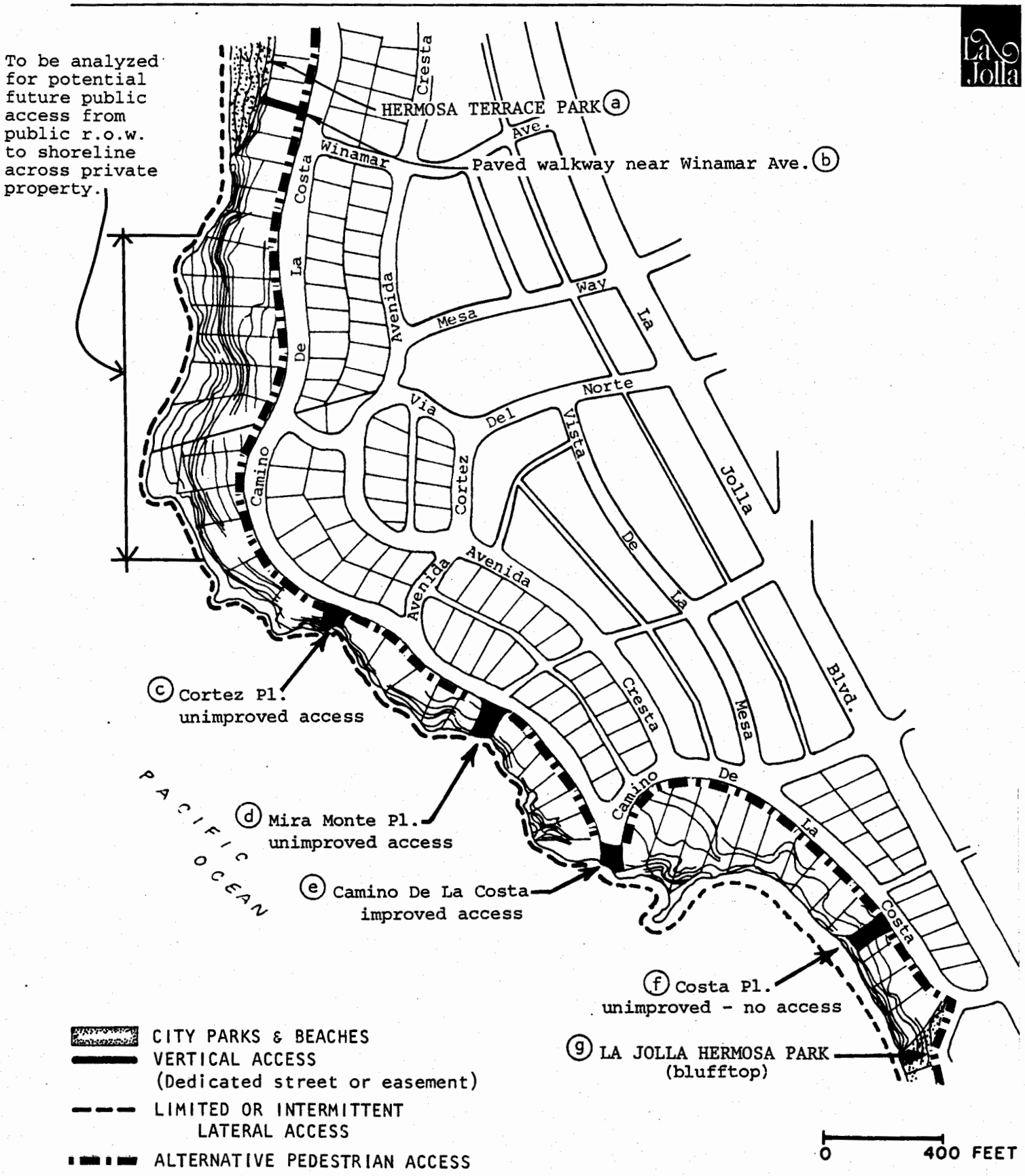
c. Cortez Place. Unimproved dedicated street off of Camino de la Costa. Provides bluff top viewing area and neighborhood access to shoreline. Lateral bluff trail below residences to north facilitates access to rock headland.

d. Mira Monte Place. Unimproved dedicated street off of Camino de la Costa. Dirt path provides neighborhood access to small cove. Pathway extends from La Jolla Boulevard to the ocean. The previously-existing footpath access to the shoreline should be restored.

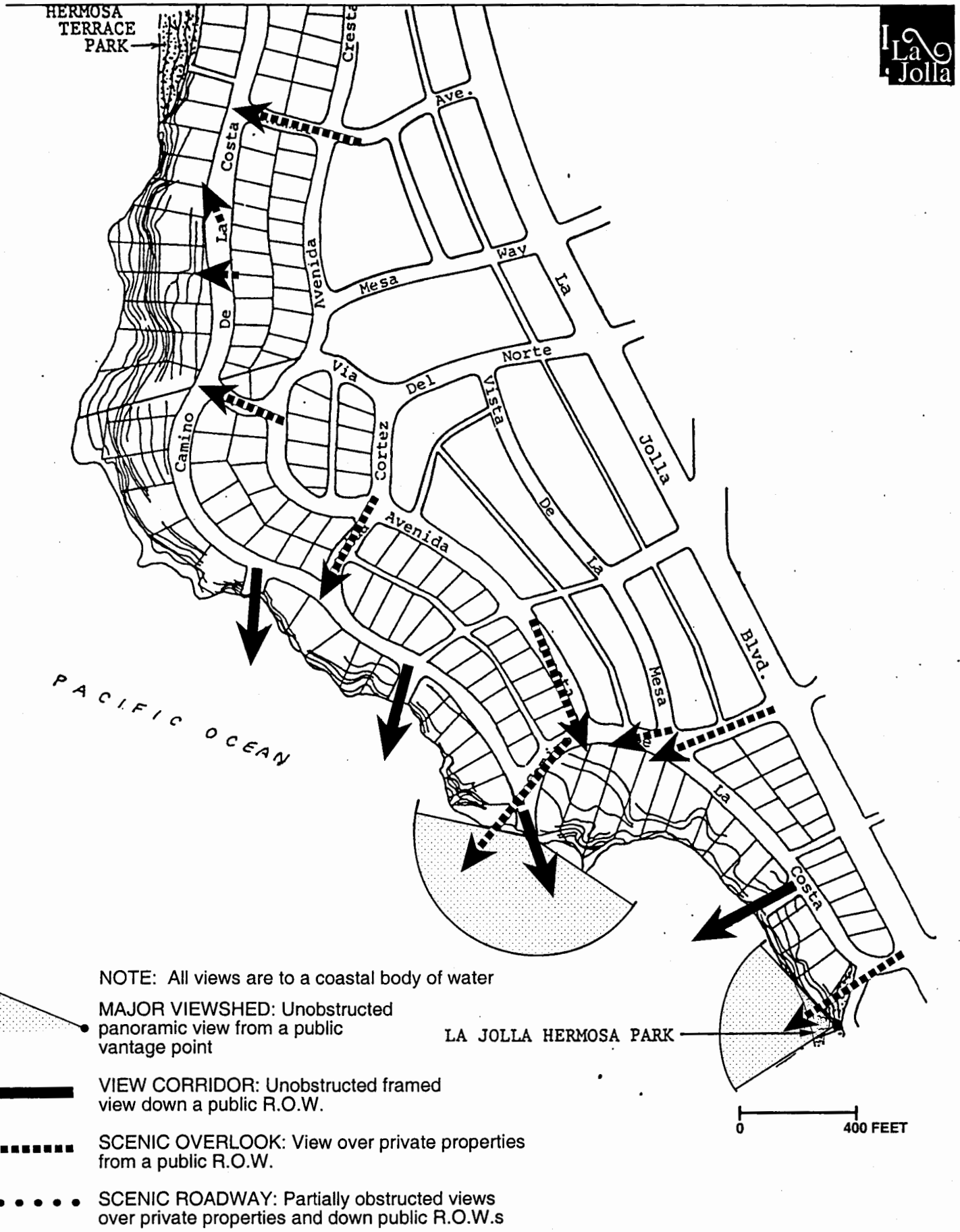
e. Camino de la Costa. Dedicated street end. Easiest natural access to shoreline in the area. Scenic vista point. Good access to La Jolla Boulevard.

f. Costa Place. Unimproved dedicated street off of Camino de la Costa. The easement contains a steeply sloping gully which is overgrown with dense vegetation. No access is possible at the present time and the easement has been fenced. The Coastal Commission required dedication of an additional vertical easement on the adjacent parcel to the north, noting past use of portions of that parcel to gain access down the bluff. In the opinion of the City, however, physical access would be hazardous at this location. Retain as open space.

g. La Jolla Hermosa Park. Dedicated .30-acre, unimproved bluff top park at Camino de la Costa and Chelsea Avenue. Access to cobble beach below is very hazardous due to dense vegetation and steep slopes. No off-street parking, although site has good access to La Jolla Boulevard.



Subarea G: La Jolla Hermosa - Physical Access



NOTE: All views are to a coastal body of water

MAJOR VIEWSHED: Unobstructed panoramic view from a public vantage point

VIEW CORRIDOR: Unobstructed framed view down a public R.O.W.

SCENIC OVERLOOK: View over private properties from a public R.O.W.

SCENIC ROADWAY: Partially obstructed views over private properties and down public R.O.W.s

Subarea G: La Jolla Hermosa - Visual Access

N

SUBAREA H: BIRD ROCK

Shoreline Access:

a. Moss Lane. Improved dedicated street off of Dolphin Place. Provides bluff top viewing. Steps are located in gunnited bluff edge, but access to the beach is not recommended. Well defined bluff trail leads to rock point to the south.

b. Birdrock Avenue. Dedicated street end. Concrete stairway leads down bluff to riprap shoreline. Excellent tide pools, (used for study by school classes). Additional on-street parking at street end. Good access to La Jolla Boulevard. A safe alternative path through the riprap should be created.

c. Coral Lane. Vista Point. Unimproved dedicated street off of Dolphin Place. Easement is fenced and blocked by development. Steep cliff at end of easement.

d. Chelsea Place. Improved street off of Chelsea Avenue terminates at bluff edge. Concrete drainage swale at end of street provides steep descent from bluff edge to rocky beach. Mostly neighborhood use. No parking.

e. Forward Street. Dedicated. Bluff top Vista Point at end of street provides visual access. Access down bluff is steep and hazardous. Coastal Commission required bluff top easement in front of residence to north. Erosion is a problem. Additional on-street parking at street end. Good access to La Jolla Boulevard.

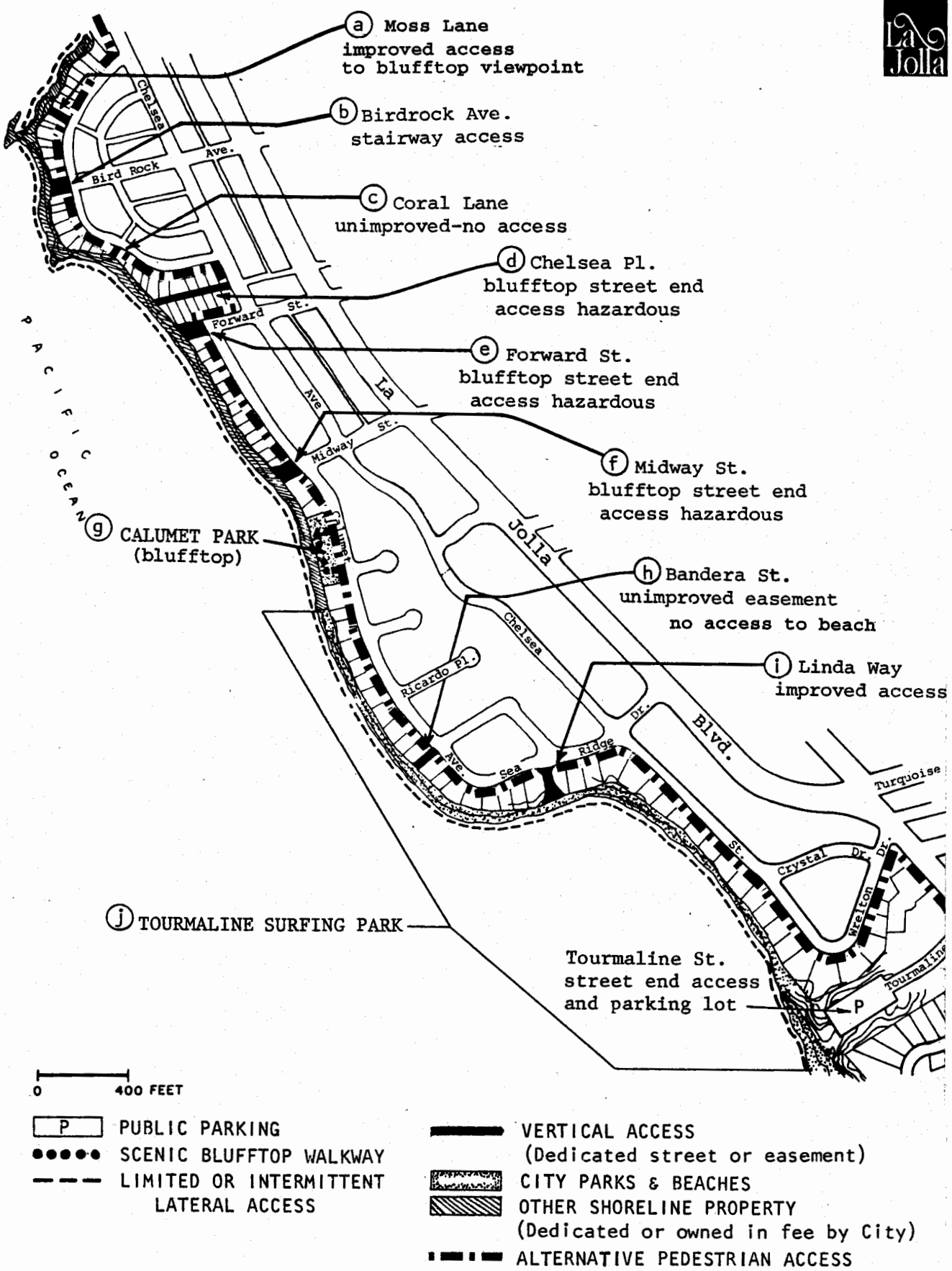
f. Midway Street. Dedicated Bluff top Vista Point at end of street provides visual access. Access down bluff is steep and hazardous. Erosion is a problem. Additional on-street parking at street end. Good access to La Jolla Boulevard.

g. Calumet Park Dedicated Vista Point .7-acre bluff top park between Midway Avenue and Colima Court. Required by Coastal Commission as condition of adjacent subdivision. Provides visual access and public walkway along bluff top. No access to shoreline except for hazardous trail at the north end of the park. All parking is on-street.

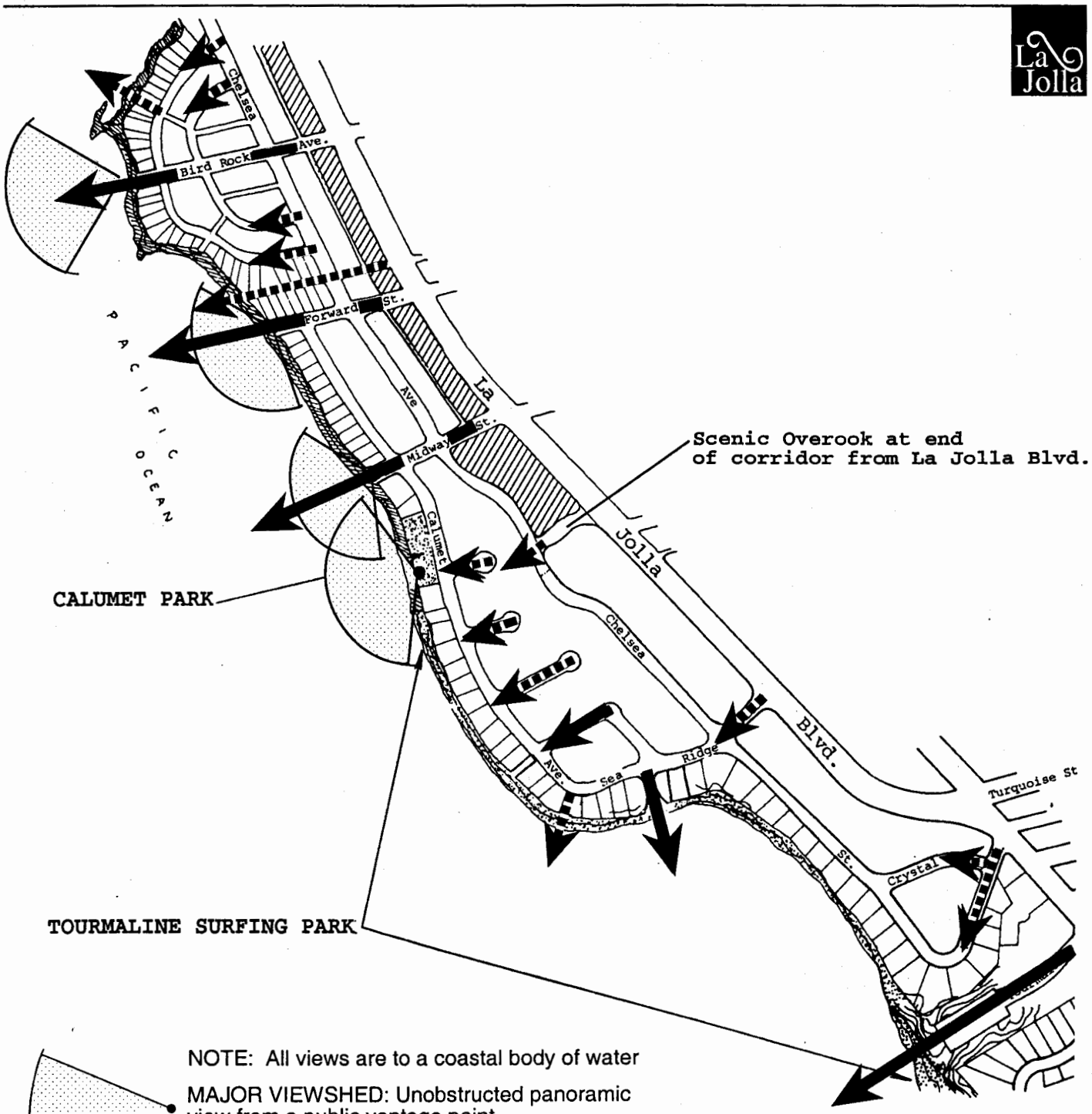
h. Bandera Street. Unimproved portion of dedicated street off of Calumet Avenue. Fence at entrance and at bluff edge. Steep cliff at end of easement. No access to beach.

i. Linda Way. Dedicated street off of Sea Ridge Drive, that provides bluff top viewing and access to shoreline. Very popular with surfers. Concrete stairway leads down moderately steep bluff to shoreline. Excellent tide pool areas. Good access to La Jolla Boulevard but no additional parking.

j. Tourmaline Surfing Park. Dedicated 8.82-acre shoreline park below bluffs between San Colla Street and Tourmaline Street. A parking lot for 103 cars is located at the end of Tourmaline Street, the boundary between La Jolla and Pacific Beach.



Subarea H: Bird Rock - Physical Access



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HIGH POTENTIAL for visual access in commercial development

0 400 FEET

N

Subarea H: Bird Rock - Visual Access

Figure H

APPENDIX H

LIST OF REFERENCES AND SUPPLEMENTAL DOCUMENTS

List of References

Downtown La Jolla Master Plan and Streetscape Design Guidelines, August 1990, Andrew Spurlock, Martin Poirer, Landscape Architects, Planners. (Commercial Element photographs and model used in this draft update were prepared by Andrew Spurlock and Martin Poirer)

La Jolla Community Plan, March 1975, La Jollans, Inc. and the City of San Diego Planning Department.

La Jolla Planned District Ordinance, August 1984, amended by City Council October 1988, La Jollans, Inc. and the City of San Diego Planning Department.

La Jolla-La Jolla Shores Local Coastal Program Addendum, April 1983, La Jollans, Inc. and the City of San Diego Planning Department.

La Jolla Shores Planned District Ordinance, March 1974, La Jolla Shores Association and the City of San Diego Planning Department.

La Jolla Shores Precise Plan, November 1972, La Jolla Shores Association.

Pacific Beach Community Plan and Local Coastal Program, City of San Diego Planning Department.

Pacific Beach La Jolla Transportation Study (Second Draft), July 1993, City of San Diego Engineering and Development Department, Transportation Planning Division, Travel Forecasting Section in the List of References.

Preliminary Plan for the La Jolla Coastline, March 1989, The Spurlock Office, Landscape Architects and Planners, Woodward/Clyde, Consulting Engineers, La Jolla Community Workshop volunteers, Peter Brand, Workshop Coordinator.

Revised Long Range Development Plan, University of California, San Diego, 1989.

Torrey Pines Community Plan and Local Coastal Program, City of San Diego Planning Department.

University Community Plan and Local Coastal Program, City of San Diego Planning Department.

List of Supplemental Reports

Compliation of Traffic Inventory, Analysis and Alternatives for the La Jolla Traffic and Parking Task Force, October 1997, City of San Diego Community and Economic Development Department, Transportation Planning Section.

Blackhorse Farms Specific Plan and Addendum, January 1985, City of San Diego Planning Department.

Draft Visitor Oriented Parking Facilities Study, February 2001, Wilbur Smith Associates and the City of San Diego Planning and Development Review Department.

Fay Avenue Precise Plan, August 1980, La Jollans, Inc. and the City of San Diego Planning Department.

La Jolla -A Historical Inventory, November 1977, Pat Schaelchlin.

La Jolla Shuttle Study, January 1996, Metropolitan Transit Development Board (MTDB).

Short Range Transit Plan, FY 2001-2005, Metropolitan Transit Development Board (MTDB).

APPENDIX I

SAN DIEGO-LA JOLLA UNDERWATER PARK AND ECOLOGICAL PRESERVE

The San Diego-La Jolla Underwater Park is a dedicated City park consisting of 5,977 acres of tidal and submerged lands between La Jolla Cove and the northern boundary of the City of San Diego. The park was established by the City Council in 1970 to protect and conserve all aspects of the marine environment including marine plants and animals, geological formations, archaeological artifacts and scenic resources. Additionally, a seven-member Advisory Committee was created to offer advice relative to the maintenance and development of the park.

In 1971, the City Council, acting on the recommendation of the Advisory Committee, established a 514-acre ecological preserve within the dedicated limits of the underwater park. The reserve was formally designated a "Look-Don't Touch" area. Responsibilities for maintenance of the park are set forth in a license agreement between the City of San Diego and the California Department of Fish and Game. Under the terms of the agreement, the City is responsible for maintenance of the buoys and shore markers which set the boundaries of the reserve, the Department of Fish and Game enforces the rules and regulations governing the use of the park.

The San Diego-La Jolla Ecological Reserve is to be preserved in a natural condition for the benefit of the general public to observe native flora and fauna and subject to the following regulations:

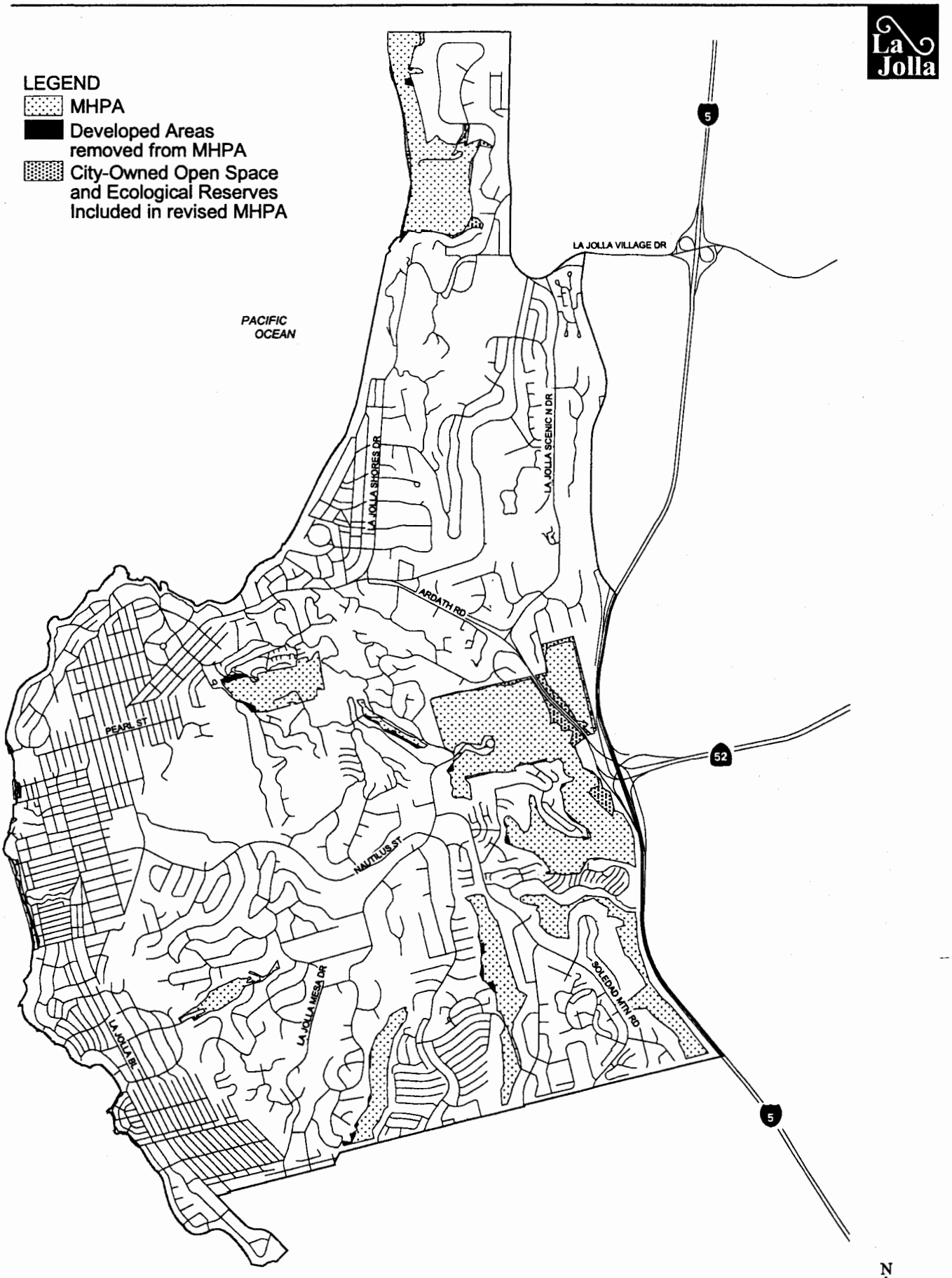
- No person should disturb or take any plant, bird, mammal, fish, mollusk, crustacean reptile or any other form of plant life, marine life, geological formation or archaeological artifacts except by permit from the Fish and Game Commission.

- Commercial or sport fishing is prohibited in the reserve except by permit from the Fish and Game Commission.

- Swimming, boating and other aquatic sports are permitted in the reserve. Boats may be launched or retrieved only at designated areas, however, and may be anchored within the reserve only during daylight hours.

- Public entry into the reserve may be restricted at the discretion of the Department of Fish and Game in order to protect the marine life or habitat of the area.

- The use, firing or discharging of any weapon by any person, excluding authorized personnel, within or into the reserve is prohibited.

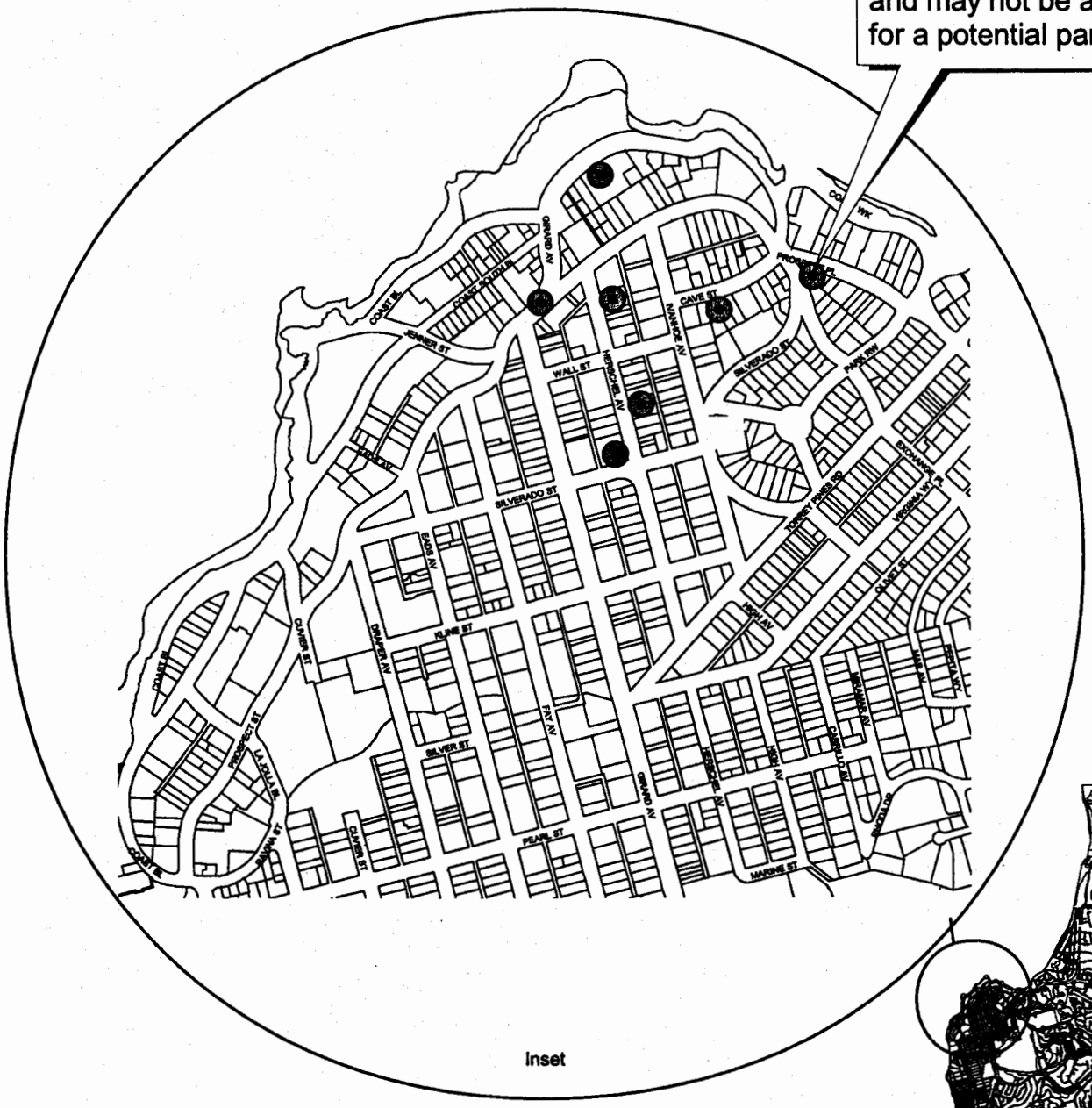


MHPA Boundary Corrections to the MSCP

Legend:

● Potential Parking Structure Sites: These identified sites are not limited to development as parking facilities.

NOTE: This site is currently proposed for development and may not be available for a potential parking structure.



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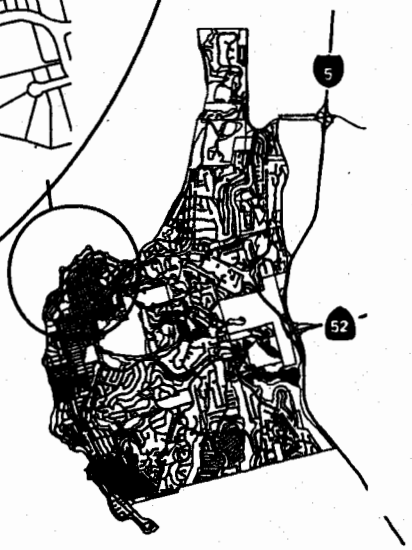

Note: These sites are identified for conceptual purposes only and any development of these sites would require further review and analysis.

Potential Parking Facility Sites

as identified in Visitor Oriented Parking Facilities Study of the La Jolla Community

N