CALIFORNIA COASTAL COMMISSION

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



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Th22c

Addendum

August 11, 2015

To: Commissioners and Interested Persons

From: California Coastal Commission

San Diego Staff

Subject: Addendum to **Item Th22c**, City of San Diego LCP Amendment

#LCP-6-OCB-15-0006-1 (Ocean Beach Community Plan Update), for

the Commission Meeting of August 13, 2015

The purpose of this addendum is to make several minor clarifications to the staff report; to add a letter of response from the City; to address several of the City's concerns through changes to the suggested modifications; to include an exhibit of the figure required by Suggested Modification #4; and to add a suggested modification and exhibit addressing minor typographical errors and clarifications located throughout the proposed LUP update. Staff recommends the following changes be made to the above-referenced staff report, with deletions shown in **bold double strikethrough** and additions in **bold double underline**:

- 1. On Page 4 of the staff report, the last sentence on the page shall be revised as follows:
 - [...] The Commission has seen several of these cases on appeal (ref. Appeals A-6-OCB-06-031 A-6-OCB-08-046/Stebbins, A-6-OCB-11-026/Cox) and found no substantial issue, due to the absence of any technical inconsistency with the City's LCP, the mixed development character present in the immediate area, and the absence of any public view encroachment.
- 2. On Page 13 of the staff report, Suggested Modification #3 shall be revised as follows:

Section 2.5 Hotel/Motel/Hostel Preservation

The community is served by 6 visitor serving hotel/motel/hostel facilities for a total of 158 rooms and 50 hostel beds. Figure 2.5 2.3, Visitor Serving Commercial Preservation Area, shows the location of the existing accommodation sites.

Currently, the OB Hostel, Ocean Villa Inn, and Ebb Tide Motel provide lower cost accommodations. Preservation and maintenance of the facilities, particularly those which are lower cost, is important to serve the tourism and short term housing needs in the community.

Hotel/Motel/Hostel Preservation Recommendations

- 2.5.1 Preserve existing rooms in the community from removal or conversion to residential units. Establish a method to determine the affordability of existing rooms, and prioritize protection of the lower cost stock.
- <u>2.5.2</u> Encourage the addition of overnight accommodations particularly serving the low/moderate cost range in the community.
- 2.5.23 Rehabilitate existing hotel/motel/hostel facilities to maintain the affordable stock.
- 2.5.4 Provide a range of affordability in any new visitor serving overnight accommodations such that at least 25% of the number of proposed units are lower cost. Where new development would consist entirely of higher cost units and lower cost accommodations cannot feasibly be provided on site, develop a mitigation program that will contribute to construction or funding of a new lower cost facility in the Coastal Zone, preferably within the City of San Diego, equal to 25% of the proposed high cost units.
- 3. On Page 14 of the staff report, Suggested Modification #4 shall be revised as follows:

At the end of the Land Use Element, a new Figure 2.5-2.3 titled "Visitor Serving Commercial Preservation Area" shall be added. The figure shall identify the existing overnight accommodations in the community, with their name, location, type of accommodation, and room capacity. The figure shall include a "Hotel/Motel/Hostel Preservation Area" overlay over the existing overnight accommodations and a "Newport/Niagara Visitor Serving Commercial Area" overlay over the commercially designated properties fronting Newport Avenue and Niagara Avenue.

4. On Page 16 of the staff report, Suggested Modification #14 shall be revised as follows:

Implement beach management practices that balance protecting the native beach habitat and maintaining the recreational value of sandy beach areas. Avoid The City will maintain and groom the beach in conformance with the operational best practices including minimizing impacts from driving, grooming, and sand pushing activities on the beach that would adversely impact beach habitat and resources including beach wrack, kelp, and grunion-spawning grounds during grunion mating season.

- 5. On Page 21 of the staff report, the following shall be added as a new suggested modification:
 - 30. As specified in the attached Exhibit 7, the identified minor clarifications and typographical errors located throughout the proposed LUP update shall be made.
- 6. On Page 25 of the staff report, the last two paragraphs of the "Preserving Existing Visitor Serving Overnight Accommodations" findings shall be revised as follows:

[...] However, this preservation area was not included in the comprehensive update to the Precise Plan, and is important for providing complete protection of the existing overnight accommodations. Therefore, Suggested Modification #4 requires a new Figure 2-5-2.3 that identifies the existing inventory of overnight accommodations, and places a Hotel/Motel/Hostel Preservation Area overlay over these accommodations. This figure also places a Newport/Niagara Visitor Serving Commercial Area overlay over the commercially designated properties fronting Newport Avenue and Niagara Avenue, to identify and protect these locations for high-priority commercial recreation and visitor serving uses as required by Suggested Modification #2.

The Preservation Area overlay is addressed through Suggested Modification #3, which requires a new Section 2.5 titled Hotel/Motel/Hostel Preservation. This section will identify the existing inventory of overnight accommodations, reference the new Figure 2-5-2.3, and include policy language addressing the protection and preservation of the existing accommodations. [...]

Suggested Modification #30: List of Corrections/Minor Clarifications

1. On Page Intro 3, the Purpose of the Plan paragraph shall be revised as follows:

The Plan is a revision of the Ocean Beach Precise Plan and Local Coastal Program Addendum adopted by the City Council in July, 1975 and certified by the California Coastal Commission in May, 1980.

2. On Page ME 8, Public Transit Recommendation 3.2.4 shall be revised as follows:

Coordinate with MTS to provide a shuttle service during summer months to serve the beach and residential areas via a route that would tracel easat-west with transfer travel east-west with transfer opportunities to and from the two bus routes serving Ocean Beach.

3. On Page UD 8, Residential Neighborhood Recommendation 4.2.9 shall be revised as follows:

Maintain the community's small-scale character and avoid exception to established floor area ratios to the greatest extent possible under the law₅.

4. On Page UD 10, Mixed-Use Recommendation 4.3.14 shall be revised as follows:

 $4 \ge 3.14$

5. On Page RE5, the second-to-last sentence in the Population-Based Parks discussion section shall be revised as follows:

A Community Park is not planned specifically for the Ocean Beach Community due to the future full community development; however active recreation and sports fields can be accessed at Robb Field in Mission Bay Park.

6. On Page CE 4, the second Conservation Goal shall be revised as follows:

Maintain and enhance pPhysical public access to the coastline maintained and enhanced in order to facilitate greater public use and enjoyment of the natural amenities.

7. On Page CE 10, the last paragraph of the Storm Water/Runoff discussion section shall be revised as follows:

Three areas within the community are mapped as being within the 100-year floodplain by the Federal Emergency Management Agency. See Figure 7-38-3. The City's Land Development Code contains regulations to guide the location of development and protect health and safety as well as the floodplain.

8. On Page CE 12, Storm Water/Runoff Recommendation 7.4.6 shall be revised as follows:

Allow new construction within floodplain areas only in accordance with adopted development regulations and proper setbacks and buffer areas from wetland areas as applicable. -

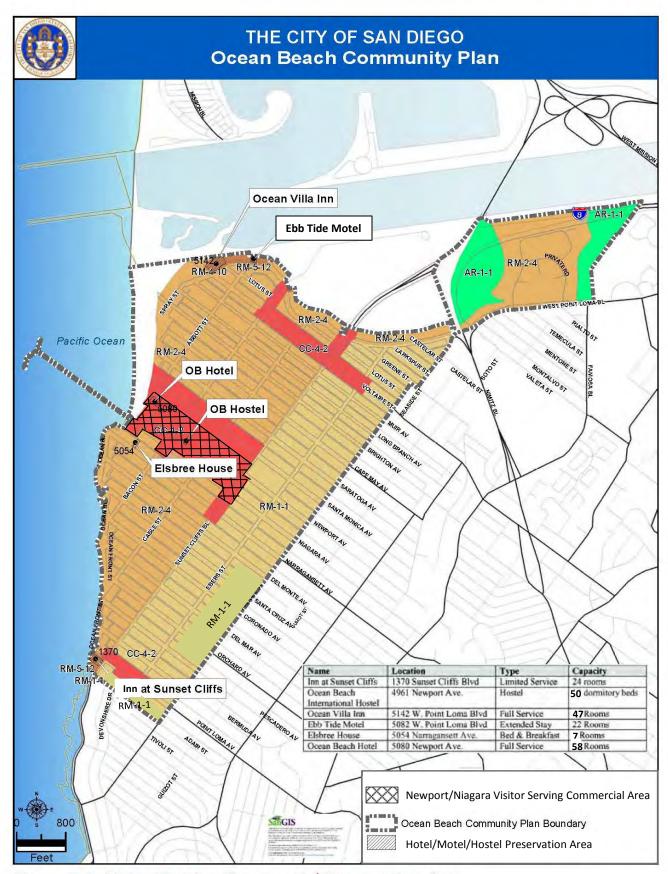


Figure 2.3 <u>Visitor Serving Commercial Preservation Area</u>



THE CITY OF SAN DIEGO

August 10, 2015

Brittney Laver, Program Analyst California Coastal Commission 7575 Metropolitan Street, Suite 103 San Diego CA 92108

Dear Ms. Laver:

The City of San Diego is pleased to present the Ocean Beach Community Plan and Local Coastal Program to the California Coastal Commission (CCC) for certification. The plan, as presented, was developed over multiple years and is the result of continuous community stakeholder input from inception to completion and that is now being presented to the CCC for certification. The San Diego City Council unanimously adopted the Plan on July 29, 2014.

City of San Diego staff has worked closely with the California Coastal Commission staff in the San Diego office to assure public access, views to the water and protection of the natural habitat. The City has received and addressed the Coastal Commission staff modification letters of July 25, 2014 and June 19, 2015. The Coastal Commission staff report of July 20, 2015, includes twenty-nine proposed modifications (item 3 is subdivided into A-E) to the City Council adopted community plan. Of the modifications,

- 17 are accepted by the City for incorporation into the plan
- 2 items are pending Coastal Commission certification of maps
- 9 items are proposed with alternate language provided by City
- 5 items the City does not support for inclusion in the plan

A matrix of the City's responses is included with this letter that includes the outstanding issues to be addressed. Thank you for the opportunity to present the City's response to the Coastal Commission staff report. City staff is available to assist with requests for additional information or questions.

Sincerely,

Karen Bucey, Senior Planner

CC: Brian Schoenfisch, Program Manager

#	Page #	Coastal Commission Staff Suggested Modification	City's Proposed Action	Explanation	City Proposed Language
			Chapter 1: Intro	oduction	
1	IN07	Figure 1-2 shall be revised to extend the first public roadway from the intersection of Nimitz Boulevard and Sunset Cliffs Boulevard southeast along the inland right-of-way of Nimitz Boulevard to West Point Loma Boulevard, and east along the inland right-of-way of West Point Loma Boulevard to Famosa Boulevard within the planning boundary. In addition, the following shall be added as a map note: The precise boundaries of the Coastal Commission's retained permit and appeal jurisdiction (as provided in Title 14 California Code of Regulations Section 13577) and the Coastal Zone Boundary depicted on this figure have not been reviewed by the Coastal Commission for accuracy and are not certified by the Coastal Commission through certification of the remainder of this Land Use Plan. These areas are depicted on this map solely for illustrative purposes and do not define the Coastal Zone Boundary, the Coastal Commission's appeal jurisdiction or areas where the Coastal Commission retains permitting jurisdiction. The delineation is representational, may be revised at any time in the future, is not binding on the Coastal Commission, and does not eliminate the possibility that the Coastal Commission must make a formal mapping determination	Pending	The City will process a technical amendment to the Ocean Beach Community Plan by adding the revised map upon Coastal Commission certification of the City of San Diego's Post LCP Certification Permit and Appeal Jurisdiction Map.	N/A
		С	hapter 2: Land U	se Element	
3A		Section 2.5 Hotel/Motel/Hostel Preservation The community is served by 6 visitor serving hotel/motel/hostel facilities for a total of 158 rooms and 50 hostel beds. Figure 2.53, Visitor Serving Commercial Preservation Area, shows the location of the existing accommodation sites. Currently, the OB Hostel, Ocean Villa Inn, and Ebb Tide Motel provide lower cost accommodations. Preservation and maintenance of the facilities, particularly those which are lower cost, is important to serve the tourism and short term housing needs in the community.	Alternate Language	The Ocean Beach Community Plan is a long range policy document with a of 15-20 year planning horizon. As such, it is problematic for the City to include specific businesses as these establishments may change ownership, names, or client segments they serve. This policy can be implemented without referencing specific business names.	The community is served by 6 visitor serving hotel/motel/hostel facilities for a total of 158 rooms and 50 hostel beds. Figure 2.3, Visitor Serving Commercial Preservation Area, shows the location of the existing accommodation sites. Preservation and maintenance of the facilities, particularly those which are lower cost, is important to serve the tourism and short term housing needs in the community.
3В		Hotel/Motel/Hostel Preservation Recommendations 2.5.1 Preserve existing rooms in the community from removal or conversion to residential units. Establish a method to determine the affordability of existing rooms, and prioritize protection of the lower cost stock.	Alternate Language	The Ocean Beach Community Plan can include policy language to encourage the preservation of hotel/motel/hostel facilities but cannot mandate their continuation. The community plan does not provide a mechanism for monitoring or governing the fees charged at the individual facilities or the establishment of mitigation or in lieu fee program applicable at the community planning area scale.	Encourage preservation of existing hostel/motel/hostel facilities from removal or conversion to residential units.
3D		Hotel/Motel/Hostel Preservation Recommendations 2.5.3 Rehabilitate existing hotel/motel/hostel facilities to maintain the affordable stock.	Alternate Language	The City is in agreement and has revised language to reflect City of San Diego policy language.	Encourage rehabilitation of existing hotel/motel/hostel facilities where feasible.

# 3E	Page #	Coastal Commission Staff Suggested Modification Hotel/Motel/Hostel Preservation Recommendations	City's Proposed Action	Explanation The community plan is not the appropriate mechanism to	City Proposed Language N/A
		2.5.4 Provide a range of affordability in any new visitor serving overnight accommodations such that at least 25% of the number of proposed units are lower cost. Where new development would consist entirely of higher cost units and lower cost accommodations cannot feasibly be provided on site, develop a mitigation program that will contribute to construction or funding of a new lower cost facility in the Coastal Zone, preferably within the City of San Diego, equal to 25% of the proposed high cost units.	Supported	develop or propose low cost accommodation requirements or similar mitigation program. With any new fee establishment, a nexus study would be necessary. The issue of affordable accommodations would necessitate a citywide study and analysis far in excess of the community plan scope.	
		Cha	pter 7: Conserva	ation Element	
9	CE4	Coastal Act Chapter 3 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.	Not Supported	See #13 below.	N/A
12	CE 6	Figure 7-1 shall be revised to delineate the Famosa Slough as ESHA	Not Supported	See #13 below.	N/A
13	CE7	Coastal Resources Recommendation 7.1.7 shall be revised as follows: Implement the City's Environmentally Sensitive Lands regulations and Biology Guidelines for preservation, acquisition, restoration, management, and monitoring of biological resources and environmentally sensitive habitat areas over time, in conjunction with up-to-date biological surveys that include an evaluation of vulnerability to sea level rise, where appropriate. All lands meeting the definition of ESHA should be regulated through the ESL regulations, and only uses dependent on those resources that do not have any significant disruption of habitat values shall be allowed in those areas. As part of the ESL review, the required biological assessment shall include a site-specific determination as to whether or not the on-site resources constitute ESHA, as defined herein. If on-site resources are determined to constitute ESHA, prohibit development that is not dependent on those resources and require open space protection or conservation easements as a component of new development. Development adjacent to ESHA 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.	Not Supported	The Famosa Slough is the only area of the Ocean Beach community that is identified as ESHA. The ESHA policy is not applicable to other areas in the community. Famosa Slough is a protected habitat under the Environmental Sensitive Lands Regulations and the Multiple Habitat Planning Area (MHPA) a comprehensive, long-term habitat conservation planning program pursuant to the federal and California Endangered Species Acts and the California Natural Community Conservation Planning Act. ESHA boundaries and mapping is not an established map or published for municipalities and applicants. The Coastal Commission retains the authority and jurisdiction for ESHA as a third protection for sensitive habitat.	N/A

#	Page #	Coastal Commission Staff Suggested Modification	City's Proposed Action	Explanation	City Proposed Language
14	CE7	The following shall be added as a new Coastal Resources Recommendation: Implement beach management practices that balance protecting the native beach habitat and maintaining the recreational value of sandy beach areas. Avoid driving, grooming, and sand pushing activities on the beach that would adversely impact beach habitat and resources including beach wrack, kelp, and grunion spawning grounds during grunion mating season.	Alternate Language	The City of San Diego Park and Recreation Department Beach Operations procedures govern City beach maintenance and grooming. The operational procedures were reviewed by Coastal Commission Staff and were found to be acceptable best practices.	Implement beach management practices that balance protecting the native beach habitat and maintaining the recreational value of sandy beach areas. The City will maintain and groom the beach in conformance with the operational best practices including minimize impacts from driving, grooming, and sand pushing activities on the beach that could adversely impact beach habitat and resources including beach wrack, kelp, and grunion spawning grounds during grunion mating season.
17	CE10	Erosion Recommendation 7.3.4 shall be revised as follows: Allow the placement of shoreline protective works, such as concrete seawalls, and revetments and parapets, only when required to serve coastal-dependent uses or when there are is no other feasible means to protect existing principal structures, such as homes, in danger from erosion, consistent with Coastal Act Section 30235 and 30253, and, included as Figure D-4 for reference. Use "soft" or "natural" solutions as a preferred alternative for protection of existing endangered structures. Shoreline protective works should be designed to blend with the surrounding shoreline and provide lateral public access. The seawall along the Bermuda Avenue beach is an excellent example of an appropriately designed shoreline protective work. Site and design development so it does not rely on existing or future shoreline protective devices.	Alternate Language	The City strongly supports the protection of the shoreline and bluffs in the ecologically superior method available and the best practices at the time of application. Language has been revised to provide clarity.	Allow the placement of shoreline protective works, such as concrete seawalls and revetments, only when required to serve coastal-dependent uses or when there is no other feasible means to protect existing principal structures, such as homes, in danger from erosion, consistent with Coastal Act Section 30235 and 30253. Encourage natural materials as a preferred alternative for protection of existing endangered structures. Shoreline protective works should be designed to blend with the surrounding shoreline and provide lateral public access. The seawall along the Bermuda Avenue beach is an excellent example of an appropriately designed shoreline protective work. Site and design development so it does not rely on existing or future shoreline protective devices.

#	Page #	Coastal Commission Staff Suggested Modification	City's Proposed Action	Explanation	City Proposed Language
18	CE 10	 Add as a new Erosion Recommendation: Implement shoreline management strategies to ensure all shoreline development will provide long term protection of the coastal bluffs, beaches, and public coastal access in the community. a. Require assumption of risk and a waiver of rights to future shoreline protection for any new bluff top development or redevelopment. b. Tie a shoreline protective device to the life of the structure it has been permitted to protect and address the feasibility of removing such devices when the structure it is authorized to protect is demolished, redeveloped, or no longer requires a protective device, whichever occurs first. Include mitigation for shoreline armoring, if allowed, for coastal resource impacts, including but not necessarily limited to ecological impacts and impacts to shoreline sand supply and public access and recreation over the life of the protective device. Require periodic assessment of the need for additional mitigation and of changed site conditions that may warrant removal or modification of the protective device. c. Address the status of any existing shoreline protective device with proposals for bluff top redevelopment, including the feasibility of removing such devices. Restore beach area to public use when removal of protective devices is feasible. 	Alternate Language	Coastal Commission staff and City staff have been working together to incorporate significant revisions to the Conservation Element to strengthen environmental and shoreline protections as well as structures adjacent to the shoreline. The review of shoreline protective devices and long term needs of a project are analyzed on an individual basis by both Coastal Commission and the City. The Coastal Commission is the lead agency in the review of shoreline protective devices as well as the City of San Diego required discretionary Coastal Development Review permit process. The City does not believe that a waiver of rights is appropriate as a condition of all development but rather should be considered in the discretionary review processes of the two governmental bodies. A blanket waiver of rights by property owners would require a municipal code amendments, additional environmental analysis, and CEQA analysis/EIR recirculation. The City believes the review process set by Coastal Commission and the City adequately addresses this concern. Please see revised language for assumption of risk.	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.
20	CE10	The following shall be added as a new Erosion Recommendation: Any expansion or alteration of a pre-Coastal Act or legally permitted bluff or shoreline protective device requires a new CDP. Include a reassessment in the permit review of the need for the protective device and an assessment of changes to geologic site and beach conditions including but not limited to, changes in beach width relative to sea level rise, implementation of any long-term, large scale sand replenishment or shoreline restoration programs, and any ongoing impacts to coastal resources, including but not limited to, impacts on public access and recreation from the existing device, and provide options for the ultimate goal of removing the protective device.	Alternate Language	The policy has been revised for clarity	In the review of any Coastal Development Permits for bluff or shoreline protection devices, implementation should consider the following factors: an assessment of changes to geologic site and beach conditions, changes in beach width relative to sea level rise, implementation of any long-term, large scale sand replenishment or shoreline restoration programs, and any ongoing impacts to public access and recreation from the existing device. Provide options for the ultimate removal of the protective device.

#	Page #	Coastal Commission Staff Suggested Modification	City's Proposed Action	Explanation	City Proposed Language
21	CE10	The following shall be added as a new Erosion Recommendation: Existing, lawfully established structures that are located between the sea and the first public road paralleling the sea that were built prior to the certification date of the LCP, but that do not conform to the provisions of the LCP shall be considered previously conforming structures. Such structures may be maintained and repaired, as long as the improvements do not increase the size or degree of nonconformity. Preserve and protect the coastal bluffs, beaches, and shoreline areas fronting such previously conforming properties. a. For previously conforming structures located partially or entirely within the bluff edge setback, require all additions to be landward of the bluff edge setback line. b. 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. c. When redevelopment of an existing previously conforming structure on a bluff top property includes the demolition or removal of 50 percent or more of the exterior walls or replacement of more than 50 percent of the structure, require the entire structure to be brought into conformance with all policies and standards of the Local Coastal Program, including, but not limited to, bluff edge setback. d. Additions that increase the size of the structure by 50 percent or more shall not be authorized unless the structure is brought into conformance with all policies and standards of the Local Coastal Program. e. The baseline for determining the percent change to the structure is the structure as it existed on July 13, 1988. Any changes to the structure that have occurred since July 13, 1988 shall be included when determining if the 50 percent removal or replacement thresholds are met.	Alternate Language	The suggested modification includes regulatory language that is inconsistent with the city's certified implementation plan and will complicate future development reviews. Beaches, coastal bluffs, and shoreline areas are already protected by the city's certified land use plan and implementation plan. The staff intent is to address retreat on coastal bluffs and removal of shoreline protective devices. The city's revised policy language meets this goal and existing implementation plan tools will effectively carry out this policy with future development. All shoreline protective devices and development within 50 feet of the coastal bluff edge require a CDP. Assessment of bluff stability is already required and will now apply more broadly to implement other bluff and shoreline protection policies added by CCC with this action (add reference). In addition, the city requires retreat from the coastal bluff edge by terminating rights to all existing previously conforming development within 50 feet of the coastal bluff edge if 50 percent or more of the exterior walls are removed, demolished or destroyed. All new development must comply with the certified land use plans and implementation plans, which will effectively protect beaches, coastal bluffs, and shoreline areas.	Preserve and protect coastal bluffs, beaches, and shoreline areas. Encourage the retreat of existing development from the coastal bluff edge, and the removal of shoreline protective devices with proposals for development. Use the coastal development permit approval process to require additions and accessory structures to be land ward of the bluff edge setback line.
23	CE13	The first paragraph of the Climate Change and Sea Level Rise discussion section shall be revised as follows: Sea level rise caused by climate change is an issue of growing concern in California and in coastal communities around the world. The 2012 National Research Council Sea-Level Rise for the Coasts of California, Oregon, and Washington report is recommended as the current best available science for sea level rise for California. The report's sea level rise projections for California south of Cape Mendocino are 2 to 12 inches (4 to 30 cm) by 2030; 5 to 24 inches (12 to 61 cm) by 2050; and 17 to 66 inches (42 to 167 cm) by 2100 State of California projects rise of 10 to 17 inches (.26 to .43 m) by the year 2050 and a rise of 31 to 69 inches (.78 to 1.76 m) by the year 2100 (State of California, Sea Level Rise Task Force of the coastal and Ocean Working Group of the California Climate Action Team, Sea Level Rise Interim Guidance Document, October 2010).	Alternate Language	The City of San Diego does not support the inclusion of the second sentence because the best available science for sea level rise will change over time. The Ocean Beach Community Plan and Local Coastal Program is a 15-20 year duration document. The City proposes to direct the reader to reference current and best available research for sea level rise.	Sea level rise caused by climate change is an issue of growing concern in California and in coastal communities around the world. The sea level rise projections for California south of Cape Mendocino are 2 to 12 inches by 2030 and 5-24 inches by 2050 (2012 National Research Council Sea-Level Rise for the Coasts of California, Oregon, and Washington report).
28		The following shall be added as a new Climate Change Recommendation: Ensure that implementation of any flood or wave action protection measures such as elevation of habitable areas, break-away walls, etc., as well as implementation of any other adaptation measures will not conflict with the City's LCP provisions designed to protect public coastal views and other coastal resources (See Figure 7- 3).	Not Supported	The proposed revision is not necessary given the protections already included in City's Municipal Code. Construction is not permissible in protected view corridors.	Ensure that implementation of any sea level rise flood or wave action protection measures, such as breakaway walls and pilings, are implemented in a manner that will retain and protect public coastal views and coastal resources.

#	Page i	Coastal Commission Staff Suggested Modification	City's Proposed Action	Explanation	City Proposed Language
			Appendi	endices	
29	AP	Figure D-1 shall be revised to extend the first public roadway from the intersection of Nimitz Boulevard and Sunset Cliffs Boulevard southeast along the inland right-of-way of Nimitz Boulevard to West Point Loma Boulevard, and east along the inland right-of-way of West Point Loma Boulevard to Famosa Boulevard within the planning boundary. In addition, the following shall be added as a map note: The precise boundaries of the Coastal Commission's retained permit and appeal jurisdiction (as provided in Title 14 California Code of Regulations Section 13577) and the Coastal Zone Boundary depicted on this figure have not been reviewed by the Coastal Commission for accuracy and are not certified by the Coastal Commission through certification of the remainder of this Land Use Plan. These areas are depicted on this map solely for illustrative purposes and do not define the Coastal Zone Boundary, the Coastal Commission's appeal jurisdiction or areas where the Coastal Commission retains permitting jurisdiction. The delineation is representational, may be revised at any time in the future, is not binding on the Coastal Commission, and does not eliminate the possibility that the Coastal Commission must make a formal mapping determination.	Pending	The City will process a technical amendment to the Ocean Beach Community Plan by adding the revised map upon Coastal Commission certification of the City of San Diego's Post LCP Certification Permit and Appeal Jurisdiction Map.	N/A

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA 7575 METROPOLITAN DRIVE, SUITE 103 SAN DIEGO, CA 92108-4421 (619) 767-2370



July 31, 2015

Th22c

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: SHERILYN SARB, DEPUTY DIRECTOR, SAN DIEGO COAST DISTRICT

DEBORAH LEE, DISTRICT MANAGER, SAN DIEGO COAST DISTRICT BRITTNEY LAVER, COASTAL PROGRAM ANALYST, SD COAST DISTRICT

SUBJECT: STAFF RECOMMENDATION ON CITY OF SAN DIEGO LCP AMENDMENT NO. LCP-6-OCB-15-0006-1 (Ocean Beach Community Plan Update) for Commission Meeting of August 13, 2015

SYNOPSIS

The subject LCP amendment was submitted on March 17, 2015 and filed as complete on March 27, 2015. A one-year time extension was granted on June 10, 2015. As such, the last date for Commission action on this item is June 9, 2016. This report addresses the only component of the City's first submittal for this year.

SUMMARY OF AMENDMENT REQUEST

The subject submittal consists of a comprehensive update to the certified Land Use Plan (LUP) for the Ocean Beach community in the City of San Diego, with land use changes to re-designate the Voltaire Street and Pt. Loma Avenue commercial districts from Neighborhood Commercial to Community Commercial and rezoning of 20.53 acres of residential land from RS-1-7 to RM-1-1. The proposed amendment will therefore affect both the certified land use and implementation plans.

Although the LCP amendment submittal is being treated as an update to the existing community plan, this plan update is essentially an entirely new LCP Land Use Plan (LUP) for the Ocean Beach community and it replaces in its entirety the Ocean Beach Precise Plan. The Ocean Beach Community Plan Update (OBCPU) 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 Ocean Beach, as well as other interested parties. The Ocean Beach Community Plan covers approximately 641 acres that comprise the community of Ocean Beach. As the community is located entirely within the Coastal Zone, the City has included issues and policies related to the requirements of the Coastal Act.

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending denial of the LUP amendment as submitted, then approval with suggested modifications.

The comprehensive update to the Ocean Beach LUP addresses a wide range of issues and planning concerns relevant to the community of Ocean Beach. The entire community is within the coastal zone and is a prime tourist destination with its numerous beaches, Sunset Cliffs, fishing pier, and shopping and dining center along Newport Avenue in the heart of the community within walking distance of the beach. As such, there are a number of significant Coastal Act issues to be addressed regarding development within the community and along the shoreline.

In terms of an overview, the following Coastal Act issues and priority concerns are not sufficiently addressed in the comprehensive LUP update as submitted and are either missing, unclear or incomplete. These issues must be addressed in order to approve an updated land use plan that is consistent with the Chapter 3 policies of the Coastal Act and responsive to the emerging issues such as lower cost visitor serving accommodations, sea level rise, ESHA determinations, and shoreline development standards being addressed by the Commission today. This staff report organizes these issues into the following policy groups: (1) Visitor Serving Commercial, (2) Public Access and Recreation, (3) Water Quality, (4) Biological Resources, (5) Climate Change/Sea Level Rise, and (6) Shoreline Development/Coastal Hazards. The outstanding issues and concerns are cited here, along with a brief summation of proposed modifications:

1. Visitor Serving Commercial. Ocean Beach contains six visitor serving overnight accommodations, half of which are currently considered lower cost, as well as numerous formal and informal vacation rentals. While the proposed plan laudably contains policies to maintain the existing inventory of lower cost visitor serving rooms, there is nothing identifying what constitutes the existing inventory. The currently certified Ocean Beach Precise Plan clearly reserved parcels that support existing overnight accommodations in a "visitor accommodation preservation area," as the majority of the existing accommodations have a residential land use designation; however, the proposed plan does not include this overlay. In addition, while there is a sufficient supply of lower cost rooms in Ocean Beach relative to the size of the community, this is a highly visited beach community and there are no policies in the plan that would prevent a new hotel development from being entirely high cost or establish a mitigation program to assist in the future development of lower cost overnight accommodations in the coastal zone. Therefore, suggested modifications identify the existing inventory of lower cost overnight accommodations, establish a preservation area that identifies the existing overnight accommodations, require new development to provide a range of affordability, and require development of a mitigation program. (Reference Suggested Modification #s 2, 3, 4, and 6)

- 2. Public Access and Recreation. As Ocean Beach is a popular area for beachgoers, the proposed plan contains important policies regarding the preservation, protection, and enhancement of public access to the coast. However, the plan does not address implementation of the California Coastal Trail, a significant public coastal amenity that will span the coastline of the state upon completion. Therefore, suggested modifications encourage completion of the California Coastal Trail, consistent with established criteria for siting the trail. The proposed plan is also lacking sufficient policies to avoid and mitigate for any impacts to public access and recreation from shoreline armoring; this will be addressed through suggested modifications in the Shoreline Development/Coastal Hazards section. (Reference Suggested Modification #s 15 and 18)
- 3. Water Quality. The proposed plan does contain policies that will adequately protect coastal water quality through implementation of best management practices and updating infrastructure, but these policies do not take potential impacts from sea level rise into account. Therefore, suggested modifications require that BMPs are updated and new water facilities are sited and designed to minimize impacts from sea level rise. (Reference Suggested Modification #s 5 and 22)
- 4. **Biological Resources**. The City's certified IP, the Land Development Code (LDC), contains Environmentally Sensitive Lands (ESL) regulations for protection of coastal bluffs, beaches, wetlands, steep hillsides, sensitive biological resources, and floodways. The proposed plan appropriately addresses and maps the existing sensitive lands and the Multi-Habitat Planning Area (MHPA) in the community, and requires implementation of the City's ESL regulations and MHPA Adjacency Guidelines. However, the MHPA is not part of the certified LCP, and there is no mention of environmentally sensitive habitat areas (ESHA) in the plan. Under Section 30240 of the Coastal Act, there are specific provisions for protecting ESHA that are not captured by the ESL regulations. Land use plans and especially comprehensive updates should identify ESHA within each planning area and adopt policies for protecting them, consistent with Section 30240, both as currently identified and providing for future determinations to be made as resources and conditions change over time. Therefore, suggested modifications include the definition of ESHA, identification of Famosa Slough as existing ESHA in the community, provisions for site-specific determinations to identify and protect ESHA over time and for protection of beach resources during beach maintenance activities, and identification of beach wrack as a coastal resource. (Reference Suggested Modification #s 8, 9, 10, 12, 13, and 14)
- 5. <u>Climate Change/Sea Level Rise.</u> It is crucial for beach communities with existing shoreline development such as Ocean Beach to adequately address and prepare for impacts from sea level rise. The proposed plan notably identifies climate change and sea level rise as growing issues of concern, includes policies establishing the need to utilize best available science to prepare for and adapt to climate change impacts, and identifies the Climate Action and Climate Adaptation

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Plans as the City's lead documents on addressing and preparing for climate change impacts. However, these plans are not finalized or adopted, and the proposed document lacks specific policies for adaptation strategies and cites outdated sea level rise projections. Preparing for and adapting to sea level rise is a current and dynamic field of policy for local governments, and it is essential to include such policies in any LCP update. Therefore, suggested modifications include prioritizing protection of coastal resources from risks of sea level rise, avoiding and minimizing risks from sea level rise in shoreline development, and adding best available sea level rise projections. (Reference Suggested Modification #s 7 and 23-28)

6. Shoreline Development/Coastal Hazards. Although the City has developed provisions aimed to preserve the natural bluffs in Ocean Beach, the proposed plan update lacks specific policy language that would effectively restrict shoreline armoring and the loss of public beach access by adopting restrictions on bluff-top and shoreline development and shoreline protective devices. This is a statewide issue arising in many city planning policy documents such as the recently certified Solana Beach Land Use Plan, exacerbated by current and projected climate change and sea level rise impacts. The suggested modifications address the need to limit the construction of coastal protective devices and to remove such devices when feasible; limit the use of caisson foundations that can interfere with coastal processes; require a waiver of future shoreline protection for new development or redevelopment; tie shoreline protective devices, when approved, to the life of the structure they are protecting; include mitigation for impacts to sand supply and public access and recreation from such devices and require periodic reassessment to consider the need for additional mitigation or changed conditions; and require previously conforming structures to be brought into conformance with current LCP standards when a redevelopment threshold is met. (Reference Suggested Modification #s 11 and 16-21)

At the local level, separate from the issues identified above, a major point of contention in the proposed plan for members of the Ocean Beach community is the issue related to the granting of variances for floor area ratio (FAR) exceptions along West Point Loma Boulevard (Exhibit 6). Several of the residences on the north side of West Point Loma have been redeveloped, replacing older one-story residences with more modern threestory residences approved by the City with variances to the RM-2-4 zoning regulations applicable to this area. As proposed, the OBCPU contains a policy stating: "Maintain the community's small scale character and avoid exceptions to established floor area ratios to the maximum extent possible under the law." Community residents opposed to this language argue that it discourages development in this area and interferes with the existing variance process in the City's municipal code, while those in support raise concerns about the increased bulk and scale of these redeveloped residences and preservation of the neighborhood character. The Commission has seen several of these cases on appeal (ref. Appeals A-6-OCB-06-031/Stebbins, A-6-OCB-11-026/Cox) and found no substantial issue, due to the absence of any technical inconsistency with the City's LCP, the mixed development character present in the immediate area, and the

absence of any public view encroachment. However, as there is some potential for such variances to have public view impacts as development proceeds seaward or further downcoast in the affected neighborhood, the City and the Commission will continue to review such developments on a case-by-case basis. As proposed, the Commission finds that the City's language regarding variances is adequate and necessary to address potential visual resource and community character impacts in the LUP. Furthermore, the OBCPU contains policies that sufficiently protect public coastal views and encourage transitional setbacks and stepbacks in new residential development, consistent with the visual resource protection policies of the Coastal Act.

In summary, although it is clear that the City and other stakeholders involved have made a great effort to update and develop LUP policies that will protect and enhance the community's resources, it is critical that the LUP update contains clear, specific, and detailed policy direction for each of the policy groups contained in Chapter 3 of the Coastal Act, to carry out the policies of the Coastal Act. As proposed, the update is lacking the detail and specificity required of an LUP in the policy groups as summarized above. Therefore, the City and Commission staff have worked closely together to supplement and refine the proposed policies through suggested modifications to address all of the critical Coastal Act issues and to narrow the potential areas of disagreement.

Several suggested modifications that are still in discussion with the City deal with current statewide issues that the Commission is addressing in any new LCP or LCP update. At the time of this writing, agreement has not been reached on the following issues:

- Providing lower cost options in new overnight accommodation developments, and requiring mitigation for new development that does not provide lower cost options. Suggested modifications require new visitor serving accommodation developments to provide a range of affordability such that at least 25% of the number of proposed units are lower cost; or, if this cannot feasibly be provided on-site, require such new higher cost developments to provide mitigation off-site by contributing to the construction or funding of a new lower cost accommodation development equal to 25% of the proposed high cost units.
- Requiring mitigation for impacts to sand supply, ecology, and public access
 and recreation from shoreline protective devices. Suggested modifications
 require that shoreline armoring, if allowed, provide mitigation for ecological
 impacts and impacts to shoreline sand supply and public access and recreation
 over the life of the protective device, with periodic assessment of the need for
 additional mitigation.
- Waiver of rights and assumption of risk. Suggested modifications require assumption of risk and a waiver of rights to future shoreline protection for any new bluff top development or redevelopment.

- Tying the life of a shoreline protective device to the structure it is protecting. Suggested modifications require tying a shoreline protective device to the life of the structure it is protecting and addressing the feasibility of removing such devices when the structure it is authorized to protect is demolished, redeveloped, or no longer requires a protective device, whichever occurs first.
- Considering cumulative redevelopment in addressing the status of previously conforming structures. Suggested modifications require previously conforming structures to be brought into conformance with current LCP standards if proposed development exceeds demolition or removal of 50% of the exterior walls or replacement of 50% of the structure, with percent changes considered cumulatively since the date of effective certification of the LCP.

For the proposed re-zonings, staff is recommending approval of the IP amendment as submitted. The proposed IP amendment is consistent with the LUP as proposed relative to land use; and, although it allows a potential net increase of 126 dwelling units, the City has indicated that an increase of only 62 units could be reasonably anticipated and that redevelopment is not anticipated at this time as the affected parcels are currently developed with existing residential units. Thus, current traffic and public access conditions are not anticipated to be substantially impacted.

The appropriate resolutions and motions begin on Page 10. The suggested modifications begin on Page 12. The findings for denial of the Land Use Plan Amendment as submitted and approval if modified begin on Page 21. The findings for approval of the Implementation Plan Amendment as submitted begin on Page 54.

BACKGROUND

Over the past year, there was significant coordination work and consultation between City staff and Commission staff prior to submittal of the subject amendment proposal, resulting in productive exchanges and resolution on many topics. Discussion between Commission and City staff on the OBCPU began on May 19, 2014, just before Planning Commission approval of the plan. On June 27, 2014, Commission staff submitted a comment letter to the City with 43 suggested modifications to the draft plan for the upcoming City Council hearing. While some of these suggested modifications addressed minor clean up and clarifications, others addressed significant Coastal Act issues such as public access and recreation and shoreline development. The City Council hearing was postponed, providing Commission and City staff with additional time to discuss these suggested modifications. After productive discussions with City staff, many of the initial recommendations were resolved either with new information, clarifications or mutually agreed upon rewording of text and policy recommendations. Noteworthy resolution was achieved on many points including, but not limited to, recognition of the adopted Famosa Slough Enhancement Plan; implementation of the certified Environmentally Sensitive Lands (ESL) regulations through plan recommendations; reserving the ground floor of mixed use developments for commercial use; requirements for native, drought-tolerant

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and non-invasive plantings; and green building design goals that promote bird safety and energy conservation.

However, at the time of the re-scheduled City Council hearing, seven suggested modifications remained unresolved. These modifications, discussed in a letter submitted to the City Council on July 25, 2014, involve issues of statewide significance such as preferential resident parking programs, requiring mitigation for any loss of public access or lower-cost visitor-serving accommodations, as well as the issues associated with development in hazardous areas subject to bluff erosion and sea level rise impacts. The letter also identified additional unresolved issues which included the variance language and making ESHA determinations (Exhibit 5). With City staff's recommendation at the City Council hearing, the OBCPU was approved with revisions that resolved concerns regarding preferential residential parking programs and calculation of bluff top setbacks.

A recurring point of debate between Commission and City staff arises over the need for greater specificity in the City's land use planning documents. Under general planning law, the City treats community plans as a policy document and includes regulatory provisions only in the municipal code. However, under the Coastal Act, and when the City is acting as the administrator of the Coastal Act, there are different standards. For land use plans or any future plan amendments, the standard of review is consistency with the Chapter 3 policies of the Coastal Act. For the adoption of zoning or implementation plan changes, the standard of review is consistency with the certified land use plan. Therefore, in evaluating any zoning provision or amendment, there needs to be sufficient specificity and standards established in the adopted land use plan. Absent such specificity, inadequate implementation plans could be adopted or result over time leading to coastal resource impacts.

The remaining unresolved issues have carried over into the suggested modifications for the OBCPU as submitted to the Commission for review and certification on March 17, 2015. During that time, the Commission's draft Sea Level Rise Guidance Document, which includes crucial and current policy language for addressing sea level rise in LCPs, was updated and released for public review. In addition, the Commission held several workshops on lower cost overnight accommodations, addressing current and dynamic issues that have arisen from the deficiency of affordable visitor serving accommodations in California's coastal zone. Much of the policy language Commission staff is suggesting is consistent with the draft Sea Level Rise Guidance Document and with the Commission's renewed efforts to preserve, protect, and enhance lower cost overnight accommodations as mandated by the Coastal Act, and are necessary and current policies that must be addressed in any LCP update.

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ADDITIONAL INFORMATION

Further information on the City of San Diego LCP Amendment #LCP-6-OCB-15-0006-1 may be obtained from <u>Brittney Laver</u>, Coastal Planner, at (619) 767-2370.

EXHIBITS

Exhibit 1 – Proposed LUP Update

Exhibit 2 – City Resolution for LUP Update

Exhibit 3 – City Resolution for CEQA

Exhibit 4 – City Ordinance

Exhibit 5 – July 25, 2014 CCC Letter to City Council

Exhibit 6 – Public Comment

PART I. OVERVIEW

A. LCP HISTORY

The City of San Diego has a long history of involvement with the community planning process, and in 1977, requested that the Coastal Commission permit segmentation of its Land Use Plan (LUP) into twelve parts in order to conform, to the maximum extent feasible, with the City's various community plan boundaries. In the intervening years, the City has intermittently submitted all of its LUP segments, which are all presently certified, in whole or in part.

When the Commission approved segmentation of the LUP, it found that the implementation phase of the City's LCP would represent a single unifying element. This was achieved in January 1988, and the City of San Diego assumed permit authority on October 17, 1988, for the majority of its coastal zone. Several isolated areas of deferred certification remained at that time, but some have since been certified as LCP amendments. Other areas of deferred certification still remain today and the Coastal Commission will act on certifying those areas in the future.

Since effective certification of the City's LCP, there have been numerous major and minor amendments processed. These have included everything from land use revisions in several segments, to the rezoning of single properties, and to modifications of citywide ordinances. In November 1999, the Commission certified the City's Land Development Code (LDC), and associated documents, as the City's IP, replacing the original IP adopted in 1988. The LDC has been in effect within the City's coastal zone since January 1, 2000.

The Ocean Beach community is one of the City of San Diego's twelve LCP segments. The community, approximately one square mile in size, is located entirely within the Coastal Zone, and is bordered by the Peninsula community to the east and south, the San Diego River and the Mission Bay Park community to the north, and the Pacific Ocean to the west. The existing community plan, the Ocean Beach Precise Plan, was adopted by the City in 1975. During the preparation of the Precise Plan, the State of California approved Proposition 20 in 1972. The goals and objectives of this initiative and resultant guidelines were incorporated into the Precise Plan as they became available prior to the Plan's adoption in 1975. Subsequently, the California Coastal Act was approved by state legislature in 1976, requiring local governments to prepare a Local Coastal Program. The City submitted the Precise Plan to the Coastal Commission in October 1979 for review and certification, as required by the Coastal Act. The Commission approved the Precise Plan with a Local Coastal Program Addendum in May 1980, certifying it as the Land Use Plan portion of the City's LCP for this planning segment. The subject request is a comprehensive update to the existing community plan with land use changes to redesignate the Voltaire Street and Pt. Loma Avenue commercial districts from Neighborhood Commercial to Community Commercial and rezoning of 20.53 acres of residential land from RS-1-7 to RM-1-1, amending the City's Official Zoning Map.

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 and conforms with 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.

In those cases when a local government approves implementing ordinances in association with a land use plan amendment and both are submitted to the Commission for certification as part of one LCP amendment, pursuant to Section 13542(c) of the Commission's regulations, the standard of review of the implementing actions shall be the land use plan most recently certified by the Commission. Thus, if the land use plan is conditionally certified subject to local government acceptance of the suggested modifications, the standard of review shall be the conditionally certified land use plan.

C. PUBLIC PARTICIPATION

Section 30503 of the Coastal Act requires local governments to provide the public with maximum opportunities to participate in the development of the LCP amendment prior to its submittal to the Commission for review. 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 #LCP-6-OCB-15-0006-1 for the Ocean Beach
segment of the City of San Diego certified LCP as submitted.

STAFF RECOMMENDATION OF DENIAL OF CERTIFICATION:

Staff recommends a **NO** vote on the motion. Failure of this motion will result in denial of the land use plan amendment as submitted and adoption of the following resolution and findings. The motion 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 #LCP-6-OCB-15-0006-1 for the Ocean Beach segment of the City of San Diego certified LCP as submitted and finds for the reasons discussed below that the submitted Land Use Plan Amendment fails to meet the requirements of and does not conform to the policies of Chapter 3 of the California Coastal Act. Certification of the plan would not comply with the California Environmental Quality Act because there are feasible alternatives or mitigation measures that would substantially lessen any significant adverse impact which the Land Use Plan Amendment may have on the environment.

II. MOTION II: I move that the Commission certify the Land Use Plan
Amendment #LCP-6-OCB-15-0006-1 for the Ocean Beach
segment of the City of San Diego certified LCP if modified in
accordance with the suggested changes set forth in this staff
report.

STAFF RECOMMENDATION TO CERTIFY IF MODIFIED:

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

RESOLUTION TO CERTIFY THE LAND USE PLAN AMENDMENT WITH SUGGESTED MODIFICATIONS:

Subject to the following modifications, the Commission hereby certifies the Land Use Plan Amendment #LCP-6-OCB-15-0006-1 for the Ocean Beach segment of the City of San Diego certified LCP and finds for the reasons discussed herein that, if modified as suggested below, the submitted Land Use Plan Amendment will meet the requirements of and conform to the policies of Chapter 3 of the California Coastal Act. Certification of the plan if modified as suggested below 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 or mitigation measures which could substantially lessen any significant adverse impact which the Land Use Plan Amendment may have on the environment.

III. MOTION III: I move that the Commission reject the Implementation Program

Amendment #LCP-6-OCB-15-0006-1 for the City of San Diego

certified LCP as submitted.

STAFF RECOMMENDATION OF CERTIFICATION AS SUBMITTED:

Staff recommends a **NO** vote. Failure of this motion will result in certification of the Implementation Program Amendment as submitted and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO CERTIFY THE IMPLEMENTATION PROGRAM AMENDMENT AS SUBMITTED:

The Commission hereby certifies the Implementation Program Amendment #LCP-6-OCB-15-0006-1 for the City of San Diego certified LCP as submitted and adopts the findings set forth below on grounds that the Implementation Program Amendment conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan as amended, and certification of the Implementation Program Amendment will meet the requirements of 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 Implementation Program Amendment on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the Implementation Program.

PART III. SUGGESTED MODIFICATIONS

Staff recommends the following suggested revisions to the proposed LUP be adopted. The <u>underlined</u> sections represent language that the Commission suggests be added, and the <u>struck-out</u> sections represent language which the Commission suggests be deleted from the language as originally submitted. The following suggested revisions are listed in the order they appear in the proposed LUP.

Chapter 1: Introduction

1. On Page Intro 07, Figure 1-2 shall be revised to extend the first public roadway from the intersection of Nimitz Boulevard and Sunset Cliffs Boulevard southeast along the inland right-of-way of Nimitz Boulevard to West Point Loma Boulevard, and east

along the inland right-of-way of West Point Loma Boulevard to Famosa Boulevard within the planning boundary. In addition, the following shall be added as a map note:

The precise boundaries of the Coastal Commission's retained permit and appeal jurisdiction (as provided in Title 14 California Code of Regulations Section 13577) and the Coastal Zone Boundary depicted on this figure have not been reviewed by the Coastal Commission for accuracy and are not certified by the Coastal Commission through certification of the remainder of this Land Use Plan. These areas are depicted on this map solely for illustrative purposes and do not define the Coastal Zone Boundary, the Coastal Commission's appeal jurisdiction or areas where the Coastal Commission retains permitting jurisdiction. The delineation is representational, may be revised at any time in the future, is not binding on the Coastal Commission, and does not eliminate the possibility that the Coastal Commission must make a formal mapping determination.

Chapter 2: Land Use Element

2. On Page LU 11, Commercial Recommendation 2.2.4 shall be revised as follows:

Develop commercially designated properties in accordance with the land use designations of the plan. The commercially designated properties fronting Newport Avenue and Niagara Avenue are prime locations for high-priority commercial recreation and visitor serving uses to meet the demands of goods and services required by the tourist and local populations. Priority uses include overnight accommodations, dining, retail, and recreation facilities, as well as mixed-use development with ground-floor commercial uses, and such uses will be encouraged over general commercial uses in these locations.

3. At the end of the Land Use Element, the following shall be added as a new Section 2.5:

Section 2.5 Hotel/Motel/Hostel Preservation

The community is served by 6 visitor serving hotel/motel/hostel facilities for a total of 158 rooms and 50 hostel beds. Figure 2.5, Visitor Serving Commercial Preservation Area, shows the location of the existing accommodation sites. Currently, the OB Hostel, Ocean Villa Inn, and Ebb Tide Motel provide lower cost accommodations. Preservation and maintenance of the facilities, particularly those which are lower cost, is important to serve the tourism and short term housing needs in the community.

Hotel/Motel/Hostel Preservation Recommendations

- 2.5.1 Preserve existing rooms in the community from removal or conversion to residential units. Establish a method to determine the affordability of existing rooms, and prioritize protection of the lower cost stock.
- 2.5.2 Encourage the addition of overnight accommodations particularly serving

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the low/moderate cost range in the community.

- 2.5.2 Rehabilitate existing hotel/motel/hostel facilities to maintain the affordable stock.
- 2.5.4 Provide a range of affordability in any new visitor serving overnight accommodations such that at least 25% of the number of proposed units are lower cost. Where new development would consist entirely of higher cost units and lower cost accommodations cannot feasibly be provided on site, develop a mitigation program that will contribute to construction or funding of a new lower cost facility in the Coastal Zone, preferably within the City of San Diego, equal to 25% of the proposed high cost units.
- 4. At the end of the Land Use Element, a new Figure 2.5 titled "Visitor Serving Commercial Preservation Area" shall be added. The figure shall identify the existing overnight accommodations in the community, with their name, location, type of accommodation, and room capacity. The figure shall include a "Hotel/Motel/Hostel Preservation Area" overlay over the existing overnight accommodations.

Chapter 3: Mobility Element

No suggested modifications

Chapter 4: Urban Design Element

No suggested modifications

Chapter 5: Public Facilities, Services & Safety Element

5. On Page PF 6, Water, Waste Water and Storm Water Recommendation 5.2.1 shall be revised as follows:

Upgrade infrastructure for water, waste water, and storm water facilities and institute a program to clean the storm drain system prior to the rainy season. Ensure new facilities are sited and designed to minimize impacts from sea level rise, and, where feasible, avoid construction of new storm water outfalls in areas that could be impacted by sea level rise.

Chapter 6: Recreation Element

6. On Page RE 4, the last Recreation Goal shall be revised as follows:

Preserve, protect and, where feasible, provide and enhance lower-cost visitor serving recreational facilities and overnight accommodations, where feasible.

Chapter 7: Conservation Element

7. On Page CE 4, the last Conservation Goal shall be revised as follows:

Prepar<u>eation</u> for sea level rise and climate change. <u>Prioritize protection of coastal resources from risks of sea level rise, including but not limited to beaches, wetland areas, and physical public coastal access.</u>

8. On Page CE 4, or elsewhere as appropriate in the Coastal Resources discussion section, the following shall be added as a new discussion paragraph:

Environmentally Sensitive Habitat Areas (ESHA) is defined by the Coastal Act as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. Such areas are critically important for the survival of species or valuable for maintaining biodiversity. Within the Ocean Beach area, the Famosa Slough is considered ESHA and is afforded special protection under Coastal Act Section 30240 (see text box and Figure 7-1).

9. On Page CE 4, or elsewhere as appropriate in the Coastal Resources discussion section, the following shall be added as a new text box:

Coastal Act Chapter 3 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.

10. On Page CE 5, the first complete paragraph of the Coastal Resources discussion section shall be revised as follows:

Dog Beach, located adjacent to the estuary and just outside the Ocean Beach boundaries, is the oldest off-leash dog area in the country. The area is also impacted by the line of kelp and other debris including bird and dog feces, known as a "wrack line", deposited on the sand from the tidal surge is an important coastal resource that contributes to the health and productivity of the sandy beach areas at Dog Beach and in the rest of the community. Just east of Dog Beach is an area of sand dune habitat. East of the sand dunes is the Southern Wildlife Preserve, one location of a least tern nesting site, an area that is fenced off during the nesting period from April through September of each year.

11. On Page CE 5, the second to last paragraph of the Coastal Resources discussion section shall be revised as follows:

The bluffs south of the pier are one of the community's defining natural features. Bluff top residences have commanding views of the Pacific, although many older structures have experienced the effects of severe tidal action which has eroded the bluff face. More recent regulations require an increased distance of up to forty feet between the bluff face and the development envelope to prevent the need for shoreline armoring. Several property owners have received emergency permits to shore up seawalls and revetments in order to prevent homes from sliding down the bluffs. The California Coastal Act allows repairing or rebuilding seawalls when a existing structures are is in imminent danger. Rip rap revetments are discouraged due to their increased encroachment into beach areas. Seawalls are also discouraged as they fix the back of the beach and will prevent public beach access as sea level rise increases over time.

- 12. On Page CE 6, Figure 7-1 shall be revised to delineate the Famosa Slough as ESHA.
- 13. On Page CE 7, Coastal Resources Recommendation 7.1.7 shall be revised as follows:

Implement the City's Environmentally Sensitive Lands regulations and Biology Guidelines for preservation, acquisition, restoration, management, and monitoring of biological resources and environmentally sensitive habitat areas over time, in conjunction with up-to-date biological surveys that include an evaluation of vulnerability to sea level rise, where appropriate. All lands meeting the definition of ESHA should be regulated through the ESL regulations, and only uses dependent on those resources that do not have any significant disruption of habitat values shall be allowed in those areas. As part of the ESL review, the required biological assessment shall include a site-specific determination as to whether or not the on-site resources constitute ESHA, as defined herein. If on-site resources are determined to constitute ESHA, prohibit development that is not dependent on those resources and require open space protection or conservation easements as a component of new development. Development adjacent to ESHA 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.

14. On Page CE 7, the following shall be added as a new Coastal Resources Recommendation:

Implement beach management practices that balance protecting the native beach habitat and maintaining the recreational value of sandy beach areas. Avoid driving, grooming, and sand pushing activities on the beach that would adversely impact beach habitat and resources including beach wrack, kelp, and grunionspawning grounds during grunion mating season.

15. On Page CE 9, the following shall be added as a new Physical Coastal Access Recommendation:

Encourage the completion of the California Coastal Trail in association with development, considering sea level rise in its siting and design, such that the trail

is continuous and as close to the ocean as possible with connections to the shoreline at appropriate intervals and sufficient transportation access to encourage public use.

16. On Page CE 9, Erosion Recommendation 7.3.1 shall be revised as follows:

Set back development on property containing a coastal bluff a sufficient distance so the structure is safe from geologic and other hazards for its economic life, <u>and</u> at least 40 feet from the bluff edge. 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 for its economic life and without requiring <u>a construction of</u> shoreline protective devices. Do not allow a bluff edge setback less than 40 feet if erosion control measures or shoreline protective devices exist on the sites which are necessary to protect the existing principal structure in danger from erosion and do not assume retention of such structures when calculating bluff setback requirements. Incorporate sea level rise projections into calculations for determining the bluff edge setback.

17. On Page CE 10, Erosion Recommendation 7.3.4 shall be revised as follows:

Allow the placement of shoreline protective works, such as concrete seawalls, and revetments and parapets, only when required to serve coastal-dependent uses or when there are is no other feasible means to protect existing principal structures, such as homes, in danger from erosion, consistent with Coastal Act Section 30235 and 30253, and, included as Figure D-4 for reference. Use "soft" or "natural" solutions as a preferred alternative for protection of existing endangered structures. Shoreline protective works should be designed to blend with the surrounding shoreline and provide lateral public access. The seawall along the Bermuda Avenue beach is an excellent example of an appropriately designed shoreline protective work. Site and design development so it does not rely on existing or future shoreline protective devices.

18. On Page CE 10, the following shall be added as a new Erosion Recommendation:

Implement shoreline management strategies to ensure all shoreline development will provide long term protection of the coastal bluffs, beaches, and public coastal access in the community.

- a. Require assumption of risk and a waiver of rights to future shoreline protection for any new bluff top development or redevelopment.
- b. Tie a shoreline protective device to the life of the structure it has been permitted to protect and address the feasibility of removing such devices when the structure it is authorized to protect is demolished, redeveloped, or no longer requires a protective device, whichever occurs first. Include mitigation for shoreline armoring, if allowed, for coastal resource impacts, including but not necessarily limited to ecological impacts and impacts to shoreline sand supply and public access and recreation over the life of the protective device.

- Require periodic assessment of the need for additional mitigation and of changed site conditions that may warrant removal or modification of the protective device.
- c. Address the status of any existing shoreline protective device with proposals for bluff top redevelopment, including the feasibility of removing such devices. Restore beach area to public use when removal of protective devices is feasible.
- 19. On Page CE 10, the following shall be added as a new Erosion Recommendation:

Limit the use of caisson foundations or basements that can interfere with shoreline erosion or become exposed over time. If no less damaging foundation alternatives are possible, ensure that the foundation or basement design allows for incremental or complete removal as the foundation elements become exposed to avoid future impacts to coastal bluffs and beaches.

20. On Page CE 10, the following shall be added as a new Erosion Recommendation:

Any expansion or alteration of a pre-Coastal Act or legally permitted bluff or shoreline protective device requires a new CDP. Include a reassessment in the permit review of the need for the protective device and an assessment of changes to geologic site and beach conditions including but not limited to, changes in beach width relative to sea level rise, implementation of any long-term, large scale sand replenishment or shoreline restoration programs, and any ongoing impacts to coastal resources, including but not limited to, impacts on public access and recreation from the existing device, and provide options for the ultimate goal of removing the protective device.

21. On Page CE 10, the following shall be added as a new Erosion Recommendation:

Existing, lawfully established structures that are located between the sea and the first public road paralleling the sea that were built prior to the certification date of the LCP, but that do not conform to the provisions of the LCP shall be considered previously conforming structures. Such structures may be maintained and repaired, as long as the improvements do not increase the size or degree of non-conformity. Preserve and protect the coastal bluffs, beaches, and shoreline areas fronting such previously conforming properties.

- a. For previously conforming structures located partially or entirely within the bluff edge setback, require all additions to be landward of the bluff edge setback line.
- b. 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.
- c. When redevelopment of an existing previously conforming structure on a bluff top property includes the demolition or removal of 50 percent or more of

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- the exterior walls or replacement of more than 50 percent of the structure, require the entire structure to be brought into conformance with all policies and standards of the Local Coastal Program, including, but not limited to, bluff edge setback.
- d. Additions that increase the size of the structure by 50 percent or more shall not be authorized unless the structure is brought into conformance with all policies and standards of the Local Coastal Program.
- e. The baseline for determining the percent change to the structure is the structure as it existed on July 13, 1988. Any changes to the structure that have occurred since July 13, 1988 shall be included when determining if the 50 percent removal or replacement thresholds are met.
- 22. On Page CE 10, Storm Water and Urban Runoff Management Recommendation 7.4.1 shall be revised as follows:

Apply all Best Management Practices found in General Plan, Conservation Element Section C, D and E, to reduce the impacts of construction on adjacent properties and open space or other environmentally sensitive areas. Evaluate and update the management practices to account for changes in water quality that could arise as a result of sea level rise impacts, as applicable.

23. On Page CE 13, the first paragraph of the Climate Change and Sea Level Rise discussion section shall be revised as follows:

Sea level rise caused by climate change is an issue of growing concern in California and in coastal communities around the world. The 2012 National Research Council Sea-Level Rise for the Coasts of California, Oregon, and Washington report is recommended as the current best available science for sea level rise for California. The report's sea level rise projections for California south of Cape Mendocino are 2 to 12 inches (4 to 30 cm) by 2030; 5 to 24 inches (12 to 61 cm) by 2050; and 17 to 66 inches (42 to 167 cm) by 2100State of California projects rise of 10 to 17 inches (.26 to .43 m) by the year 2050 and a rise of 31 to 69 inches (.78 to 1.76 m) by the year 2100 (State of California, Sea Level Rise Task Force of the coastal and Ocean Working Group of the California Climate Action Team, Sea Level Rise Interim Guidance Document, October 2010).

- 24. On Page CE 13, the end of the second paragraph of the Climate Change and SLR discussion shall be revised as follows:
 - [...] See Figure D-4 in Appendix D for a map showing sea level rise projections areas of relative erosion risk available in July 2014. Refer to the Cal Adapt website, which was developed per the California Climate Adaptation Strategy.
- 25. On Page CE 13, the last paragraph of the Climate Change and Sea Level Rise discussion section shall be revised as follows:

The anticipated Citywide Climate Adaptation Plan should include in its scope of work an assessment of potential measures to address the managed retreat or relocation of existing development at risk from bluff erosion or failure, and the degree to which property owners should assume risks associated with their properties in hazardous areas. The Climate Adaptation Plan should also identify priorities for adaptation planning and response, such as protection of coastal resources, public beach access, coastal dependent infrastructure, and transportation infrastructure.

26. On Page CE 13, Climate Change Recommendation 7.6.3 shall be revised as follows:

Use best available science and site-specific geotechnical reports as needed, to assess public and private projects for their vulnerability to impacts from sea level rise and, if vulnerable, propose a reasonable adaptation strategy. <u>Analyze options for removal or relocation of structures that become threatened by coastal hazards.</u> Use best available adaptation strategies that do not rely on shoreline protective devices in accordance with the California Coastal Act (see Coastal Act text boxes).

27. On Page CE 13, Climate Change Recommendation 7.6.4 shall be revised as follows:

Avoid new bluff development in hazardous locations, and properly site new development to avoid the need for future shoreline protective devices and to avoid and minimize risks from sea level rise over the life of the structure. Utilize adaptation strategies and the best available science, and monitor sea level rise impacts over time.

28. On Page CE 14, the following shall be added as a new Climate Change Recommendation:

Ensure that implementation of any flood or wave action protection measures such as elevation of habitable areas, break-away walls, etc., as well as implementation of any other adaptation measures will not conflict with the City's LCP provisions designed to protect public coastal views and other coastal resources (See Figure 7-3).

Chapter 8: Noise Element

No suggested modifications

Chapter 9: Historic Preservation Element

No suggested modifications

Appendices

29. On the first page of Appendix D, Figure D-1 shall be revised to extend the first public roadway from the intersection of Nimitz Boulevard and Sunset Cliffs Boulevard southeast along the inland right-of-way of Nimitz Boulevard to West Point Loma Boulevard, and east along the inland right-of-way of West Point Loma Boulevard to Famosa Boulevard within the planning boundary. In addition, the following shall be added as a map note:

The precise boundaries of the Coastal Commission's retained permit and appeal jurisdiction (as provided in Title 14 California Code of Regulations Section 13577) and the Coastal Zone Boundary depicted on this figure have not been reviewed by the Coastal Commission for accuracy and are not certified by the Coastal Commission through certification of the remainder of this Land Use Plan. These areas are depicted on this map solely for illustrative purposes and do not define the Coastal Zone Boundary, the Coastal Commission's appeal jurisdiction or areas where the Coastal Commission retains permitting jurisdiction. The delineation is representational, may be revised at any time in the future, is not binding on the Coastal Commission, and does not eliminate the possibility that the Coastal Commission must make a formal mapping determination.

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

A. AMENDMENT DESCRIPTION

The subject submittal consists of a comprehensive update to the certified Land Use Plan (LUP) for the Ocean Beach community in the City of San Diego, with land use changes to re-designate the Voltaire Street and Pt. Loma Avenue commercial districts from Neighborhood Commercial to Community Commercial. The submittal also proposes rezoning of approximately 21 acres of residential land from RS-1-7 to RM-1-1, the findings for which will be addressed in Part V of this staff report.

Although the LCP submittal is being treated as an update to the existing community plan, the Ocean Beach Precise Plan, the plan has also been updated with new information and completely rewritten; so, it is an entirely new LCP Land Use Plan (LUP) for the Ocean Beach community that addresses several new issues and contains many new policies. The Ocean Beach Community Plan Update (OBCPU) 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 Ocean Beach, as well as other interested parties. The Ocean Beach Community Plan covers approximately 641 acres that comprise the community of Ocean Beach. As the community is located entirely within the Coastal Zone, the City has included issues and policies related to the requirements of the Coastal Act.

The proposed plan consists of nine chapters, or "elements," namely the Introduction; Land Use Element; Mobility Element; Urban Design Element; Public Facilities, Services and Safety Element; Recreation Element; Conservation Element; Noise Element; and Historic Preservation Element, and an Appendices section. Each element begins with an overview of how the element applies to Ocean Beach, and has a bullet-point list of overarching "goals" for the community in regards to the subject element. The element is then discussed in more specific sections and subsections, with specific policy "recommendations" at the end of each section. The goals and recommendations included in this plan constitute the governing LUP policies to be utilized in the review of future coastal development permits, while the discussion sections provide necessary information to support the goals and recommendations.

B. CHAPTER 3 CONSISTENCY

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 and conforms with Chapter 3 of the Coastal Act.

1. Visitor Serving Commercial

a. Plan Summary.

Provisions for commercial areas and visitor serving uses are primarily contained within the Land Use Element of the proposed plan. The proposed plan includes a land use map that identifies commercially designated areas within the community planning boundary, a table describing the allowable uses within the commercially designated areas, and a Commercial Section 2.2 which describes the community's commercial areas in more detail, including a summary of lodging in Ocean Beach, and provides specific Commercial Recommendations.

b. Applicable Coastal Act Policies

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. [...]

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 coastaldependent industry.

c. Conformity with Chapter 3 Policies

Visitor Serving Commercial Land Use

Ocean Beach contains three commercial districts, the primary being the Newport Avenue District. Newport Avenue is located at the heart of the community and is a principal coastal access route, running east/west and terminating at the community's most popular beach area by the fishing pier. This area serves visitors and locals with the pedestrianoriented avenue of restaurants, bars, retail and tourist shops, a hostel, and a hotel. The Newport District is designated as Community Commercial (CC), which is intended to serve the community at large within three to six miles. The Voltaire Street and Point Loma Avenue Districts are at the northernmost and southernmost ends of the community, respectively, and are smaller in size. Their current land use designation, Neighborhood Commercial (NC), is intended to accommodate a lower density and smaller scale commercial area than the Community Commercial designation; however, these two areas also serve many visitors and locals as they are located at the gateways to the community and the beach areas in Ocean Beach and contain a number of restaurants, shops, and a food market with several overnight accommodation facilities nearby. These two commercial areas have been designed to enhance public opportunities for coastal recreation because they provide amenities for the public who are visiting the community and nearby beaches to supplement their coastal recreation experience with cultural, social and culinary experiences that are, at times, influenced with coastal themes. As a result, these two commercial areas have seen recent growth and redevelopment, and subsequent increased recreational use by visitors and residents. With this LUP update, the City is requesting to amend the land use designations of the Voltaire Street and Point Loma Avenue Districts from Neighborhood Commercial to Community Commercial, consistent with the designation of the Newport Avenue District.

The Coastal Act requires that land suitable for visitor serving commercial recreational facilities shall be prioritized for such uses. However, as proposed, while the Commission finds that adequate land is designated for commercial use, the policies of the LUP update do not adequately protect visitor serving commercial uses. The City does have a Visitor Commercial zoning designation as part of its certified IP, but this zoning is not applied anywhere in Ocean Beach. The City's Community Commercial (CC) designation applied to the Newport District and the Neighborhood Commercial (NC) designation currently applied to the Voltaire Street and Point Loma Avenue Districts both allow a variety of commercial uses including retail, personal services, civic and office uses, and mixed use developments with required ground floor commercial uses, with the CC designation also allowing limited industrial uses. In each designation, visitor serving uses are not prioritized. Visitor accommodations are not allowed in the Neighborhood Commercial designation, but with the proposed land use change to Community Commercial, visitor accommodations will be an allowable use in all commercially designated areas within Ocean Beach. However, without an applied Visitor Commercial land use designation or

zoning, visitor serving commercial developments such as lodging, dining, and recreational needs for tourists as well as locals must be made priorities through the policies of the LUP.

To address this, Suggested Modification #2 modifies Policy 2.2.4 to identify the commercially designated areas fronting Newport and Niagara Avenues, the main arteries of the Newport Commercial District, as prime locations for high-priority commercial recreation and visitor serving uses and identifies the priority uses in this area must include overnight accommodations, dining, retail, and recreational facilities, as well as mixed-use development with ground-floor commercial use. With this modification, visitor serving uses shall be prioritized over the other general commercial uses that are allowed by this land use designation, such as civic and service uses, offices, and limited industrial uses.

As mentioned above, with this comprehensive LUP update, the City is requesting to amend the land use designations of the other two commercial districts, the Voltaire Street and Point Loma Avenue Districts, from Neighborhood Commercial to Community Commercial, consistent with the designation of the Newport Avenue District. The proposed land use change is consistent with the existing growth patterns, will permit by right visitor accommodations, and the proposed land use is consistent with the existing CC-4-2 zoning of the Voltaire Street and Point Loma Avenue commercial districts.

Preserving Existing Visitor Serving Overnight Accommodations

Four of the six existing overnight accommodations in Ocean Beach are situated on land designated for residential land use: the Inn at Sunset Cliffs, Ocean Villa Inn, and Ebb Tide Motel are zoned RM-5-12, in which visitor accommodations and medium density multiple dwelling units are an allowable use. The Elsbree House, a bed and breakfast, is zoned RM-2-4 where B&Bs are allowable uses with an approved Neighborhood Use Permit. The other two facilities, the OB International Hostel and the Ocean Beach Hotel, are located in the Newport Avenue Commercial District. These two facilities will be protected as priority uses by Suggested Modification #2; however, the other facilities are not protected as priority uses under their current residential zoning. With a total capacity of approximately 158 hotel rooms and 50 hostel beds, as well as numerous formal and informal vacation rentals, Ocean Beach has a sufficient supply of visitor serving overnight accommodations with a range of affordability, particularly compared to the size of the community. However, as this is a highly visited beach community and these accommodations are in high demand in the peak visitor summer months, it is essential that these existing accommodations, especially those which provide lower cost options, are preserved and protected.

The current LUP, the Ocean Beach Precise Plan, includes a Visitor Serving Commercial section in the Local Coastal Program Addendum that was added for Commission certification. This section contains a figure identifying certain areas in the community as a Hotel/Motel Preservation Area, covering where the Ocean Villa Inn, Ebb Tide Motel, and Inn at Sunset Cliffs are currently located, and policies stating that existing hotel and

motel facilities shall be permitted uses to continue on their existing sites. However, this preservation area was not included in the comprehensive update to the Precise Plan, and is important for providing complete protection of the existing overnight accommodations. Therefore, Suggested Modification #4 requires a new Figure 2-5 that identifies the existing inventory of overnight accommodations, and places a Hotel/Motel/Hostel Preservation Area overlay over these accommodations.

The Preservation Area overlay is addressed through Suggested Modification #3, which requires a new Section 2.5 titled Hotel/Motel/Hostel Preservation. This section will identify the existing inventory of overnight accommodations, reference the new Figure 2-5, and include policy language addressing the protection and preservation of the existing accommodations. As proposed, there are no clear policies prohibiting the removal or conversion of the existing overnight accommodations, which is essential in a built-out community such as Ocean Beach where the opportunity for replacement of any lost inventory is limited. This language is included in Policy 2.5.1 of Suggested Modification #3.

Lower Cost Visitor Serving Overnight Accommodations

The Coastal Act requires protection, encouragement, and provision of lower cost visitor and recreational facilities. As the cost of land in California's Coastal Zone is extremely high, hotel accommodations are often higher priced in order to be profitable and lower cost accommodations are becoming increasingly rare. However, it is the Commission's responsibility to ensure the broadest range of the public is able to access and recreate at California's coast.

In the proposed plan, Commercial Recommendation 2.2.3 requires the amount of lower cost overnight accommodation rooms in Ocean Beach to be maintained. The Commission finds that this proposed policy requires that any loss of lower cost rooms from renovations or redevelopment would require replacement of the lost inventory in kind, consistent with Coastal Act policies protecting lower cost visitor accommodations. However, as proposed, the OBCPU does not identify what constitutes the inventory of lower cost overnight accommodations. Using a formula consistent with the Commission's past practices for determining the lower cost status of a visitor serving overnight accommodation as compared to statewide averages, the Ocean Villa Inn, the Ebb Tide Motel, and the OB International Hostel currently provide lower cost accommodation options and should be protected.

To supplement this, Suggested Modification #3 requires a new Section 2.5 titled Hotel/Motel/Hostel Preservation as described above that identifies the OB Hostel, Ocean Villa Inn, and Ebb Tide Motel as the existing accommodations that currently provide lower cost options. The policies of this section preserve existing rooms from removal or conversion to residential units; encourage the addition of low and moderate cost range rooms; and call for existing overnight accommodations to be rehabilitated such that the affordable stock is retained.

In response to Commission concerns, the City added a Recreation Goal to preserve, protect, and enhance lower cost visitor serving recreational facilities and overnight accommodations, intended to mirror the language of Coastal Act Section 30213: "Preserve, protect and enhance lower-cost visitor serving recreation facilities and overnight accommodations, where feasible." However, as proposed with a "where feasible" qualifier at the end of the goal, it could be misinterpreted that such facilities may be preserved and protected but could potentially be removed without mitigation if preservation and protection is not feasible. As this is inconsistent with the proposed policy language in Commercial Recommendation 2.2.3, which requires maintenance of the inventory of lower cost rental rooms, and with the language of Coastal Act Section 30213, Suggested Modification #6 corrects this inconsistency.

Determining Affordability

In order to protect lower cost overnight accommodations over time, as the Commission and the City do not have control over rental room price ranges, Suggested Modification #3 includes a policy to establish a method to determine the affordability of overnight accommodations and to prioritize the protection of the stock determined to be lower cost. When referring to overnight accommodations, the Commission's established practice is that lower cost shall be defined by a certain percentage of the statewide average room rate as calculated by the Smith Travel Research website (www.visitcalifornia.com) or similar website. A suitable methodology would base the percentage on market conditions in San Diego County for the months of July and August and include the average cost of motels/hotels within 5 miles of the coast that charge less than the statewide average. High cost would be room rates that are 20% higher than the statewide average, and moderate cost room rates would be between high and low cost. The range of affordability of new and/or replacement hotel/motel development shall be determined as part of the coastal development permit process and monitored as part of the City's inventory of visitor overnight accommodations.

Providing a Range of Affordability in New Development

Pursuant to the public access policies of the Coastal Act, and particularly Section 30213, the Commission has the responsibility to both protect existing lower cost facilities, and to ensure that a range of affordable facilities be provided in new development along the coastline of the state. In light of current trends in the marketplace and along the coast, the Commission is increasingly concerned with the challenge of providing lower-cost overnight accommodations consistent with the Coastal Act. As Ocean Beach is almost entirely built out, the prospect that additional hotel rooms will be constructed are limited but not entirely unlikely. With the proposed land use change for the Voltaire and Point Loma Commercial Districts, there will be more land where visitor accommodations are an allowable use. Thus, it is particularly important that the existing stock of low to moderate cost hotel units, and any accommodations that should be built in the future provide a range of affordability and are protected and preserved. However, as proposed, there are no provisions ensuring that any new hotel/motel developments would provide a range of affordability, or requiring mitigation fees or programs to ensure such facilities

are developed. When new overnight accommodations that do not include any lower cost units are proposed, the Commission has typically required mitigation to ensure a range of accommodations are made available to visitors. For some time, the Commission has been adopting conditions for in-lieu fees for high cost overnight accommodations and mitigation for the loss of affordable motel/hotel rooms.

To correct this deficiency, Policy 2.5.4 is included in Suggested Modification #3, which requires new overnight accommodations to provide at least 25% of the total units as lower cost, consistent with the Commission's historical practices in such cases. The policy also requires a mitigation program to be developed if lower cost accommodations cannot reasonably be provided on site, equal to 25% of the total number of proposed higher cost units. The Commission prefers that mitigation be in the form of an actual new lower cost development within the Coastal Zone, but has accepted in lieu fees for mitigation as well, to fund such projects. The Commission has historically used Hostelling International (HI) data to determine that an in lieu fee of \$30,000 should be paid per unit for 25% of the total number of proposed units that are high-cost. This figure comes from the estimated cost per bed in hostel developments, provided by HI in 2007. However, recent lower cost development projects and updated HI data provided to the Commission in April 2014 have shown that this in lieu fee amount is insufficient to completely subsidize the costs of lower cost overnight accommodations in the Coastal Zone. HI has most recently estimated the cost of construction for one hostel bed to be \$54,120. However, as the City was opposed to including this specific in lieu fee amount in this land use plan, the policy language is structured such that the City can develop a mitigation program based on the Commission's precedents. In response to these recommended changes, City staff stated a concern about equal protection between the City's coastal planning segments, asserting that it would be inappropriate to adopt such a provision solely for Ocean Beach. While the Commission agrees that the issue of mitigation for loss of affordable accommodations should be addressed on a city-wide basis, the requirement for such mitigation needs to be added to community plan updates as they are adopted in order to establish the policy mandate for such mitigation. This is the Commission's current statewide practice, and it is essential policy language to include in any LCP update. Therefore, the proposed land use change and policies of the LUP update, as modified, are adequate to carry out the Coastal Act policies related to visitor serving commercial opportunities and protection of lower cost visitor and recreation facilities

2. Public Access and Recreation

a. Plan Summary.

Provisions regarding public access and recreation are primarily contained within the Mobility, Recreation, and Conservation Elements of the plan. The Mobility Element primarily addresses the transportation infrastructure of the community, as well as alternative modes of transportation such as the many walking, biking, and public transit options in Ocean Beach. The Recreation Element identifies the existing recreation areas in the community, and addresses park equivalencies that satisfy the community's

population-based park needs. The Conservation Element contains a Physical Coastal Access section, which includes a figure identifying all existing lateral and vertical coastal access points as well as potential vertical access points in Ocean Beach.

b. Applicable Coastal Act Policies

Section 30210

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.

Section 30211

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, (3) Agriculture would be adversely affected. Dedicated accessways shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway. [...]

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 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

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 30223

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

c. Conformity with Chapter 3 Policies

As cited above, the Coastal Act has numerous policies related to the provision and protection of public access and recreation opportunities. As such, many categories of development are affected by and must ensure that public access and recreation are not adversely impacted. In a small coastal community such as Ocean Beach, protection and enhancement of public access and recreation opportunities is particularly crucial. There are a number of adverse impacts to public access and recreation associated with the construction of shoreline protection; these issues will be discussed and addressed through suggested modifications in the following Section 6, Shoreline Development/Coastal Hazards. Therefore, this section will address other concerns about the proposed public access and recreation policies.

Ocean Beach is a small, walkable community with two main sandy beaches to the north and approximately five pocket beaches to the south. Formal public access to the beach is available at almost every street end; however, several accessways on the southern end of the community have become unsafe. There are several formalized beach parking areas, but these are often at capacity and the surrounding neighborhoods see the spillover effect from beach-goers trying to find parking, particularly on summer weekends. The main beaches, Ocean Beach Park and Dog Beach, are surrounded by several grassy turf areas which provide additional recreational opportunities. The Famosa Slough Open Space also serves as a recreation area, which contains an informal trail system for walking and bird watching. The community also contains the Ocean Beach Pier, used for walking, running, and recreational fishing; and just outside of the community boundary in the Mission Bay Park planning area are Robb Field and Dusty Rhodes Park, which serve the community with a sports complex, off-leash dog area, and children's play area.

As proposed, the OBCPU contains several important policies regarding the identification and preservation of visual and physical public access to the coastline, encouragement and enhancement of alternative modes of transportation, protection of the existing public beach parking reservoir, protection of existing resource-based parks, and creation of public coastal access through obtaining public access easements across private property and re-establishing safe accessways that need improving.

California Coastal Trail

As a coastal community, Ocean Beach will at some point become a part of the alignment for the California Coastal Trail, a significant public coastal amenity that will span the coastline of the state upon completion. As proposed, the OBCPU does contain a policy for obtaining public access easements across private property between the sea and first public right-of-way where physical access to the shoreline does not exist. However, there are no policies that specifically address accommodation of the California Coastal Trail. Therefore, Suggested Modification #15 encourages the completion of the Coastal Trail in association with new development, considering sea level rise in its siting and design to ensure it will be safe from impacts such as accelerated bluff erosion or flooding.

The primary criteria for the siting of Coastal Trail is to provide a continuous trail as close as possible to the ocean, with connections to the shoreline at appropriate intervals and sufficient transportation access to encourage public use. This language has been included in Suggested Modification #15, to assist the City and local property owners with how to accommodate the Coastal Trail in association with development. According to the California Coastal Trail website, the draft alignment for the Coastal Trail follows the bike path along the San Diego River from east to west, then continues south along the boardwalk bordering Dog Beach and Ocean Beach Park, then approximately follows the first public roadway alignment from Niagara Avenue south to the community boundary and meets the Sunset Cliffs Natural Park informal trail. Private development may have little impact on this alignment as it primarily follows public rights-of-ways; however, this alignment is draft and it is important to ensure the completion of this valuable public access and recreation amenity. Therefore, the policies of this LUP update, as modified, are adequate to carry out the Coastal Act policies related to physical public access and coastal recreational opportunities.

3. Water Quality

a. Plan Summary.

The OBCPU contains several policies related to water quality protection, primarily within the Public Facilities Element and the Conservation Element. The Public Facilities Element contains a Water, Waste Water, and Storm Water section which identifies the community's existing infrastructure, addresses the need to minimize water quality impacts from polluted runoff, and identifies the Master Storm Water Maintenance Program as the City's adopted program for addressing flood control issue. The Conservation Element contains a supplemental Storm Water and Urban Runoff Management section, which addresses similar concerns and additionally identifies the City's General Plan and Storm Water Standards Manual as controlling documents with storm water management policies and criteria.

b. Applicable Coastal Act Policies

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.

c. Conformity with Chapter 3 Policies

As an urbanized community that borders the Pacific Ocean and the San Diego River, it is crucial for the OBCPU to contain sufficient water quality protection policies consistent with the above-cited Coastal Act policies. As proposed, the OBCPU does cover most of the Coastal Act requirements for the protection of water quality with policies requiring the incorporation of Low Impact Development (LID) practices into project designs, use of Best Management Practices (BMPs) to reduce impacts from construction, and upgrading infrastructure for water, waste water, and storm water facilities.

However, as proposed, these policies do not take potential impacts from sea level rise into consideration. Sea level rise has the potential to impact coastal waters from increased runoff, wastewater discharge and saltwater intrusion into groundwater sources. LUP policies must protect the community from such potential impacts over time. Without provisions to prepare for such impacts, there is the potential for impacts to coastal water quality. Therefore, Suggested Modification #s 5 and 22 require that BMPs are updated and new water facilities are sited and designed to minimize impacts from sea level rise. As discussed in the Commission's draft Sea Level Rise Policy Guidance, BMP updates could include practices to provide greater infiltration/inflow of rainwater, increased stormwater capture and/or water recycling programs, the use of low impact development, improved maintenance procedures for public sewer mains, policies to address impaired private sewer laterals, and other proactive measures. Actions to reduce impacts from higher water levels could include widening drainage ditches, improving carrying and storage capacity of tidally-influenced streams, installing larger pipes and culverts, adding pumps, creating retention and detention basins, and developing contingency plans for extreme events. Therefore, as modified, the OBCPU can be found consistent with the water quality protection policies of the Coastal Act.

4. Biological Resources

a. Plan Summary.

The proposed plan's policies regarding biological resources are contained throughout the Conservation Element, primarily in the Coastal Resources section. Figure 7-1 identifies the different types of coastal resources in the community. Ocean Beach contains many valuable biological resources, including the Famosa Slough, rocky intertidal areas, and the beaches and bluffs.

b. Applicable Coastal Act Policies

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 30233

- (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
- (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

- (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
- (6) Restoration purposes.
- (7) Nature study, aquaculture, or similar resource dependent activities.
- (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems. [...]
- (d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

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.

c. Conformity with Chapter 3 Policies

Environmentally Sensitive Habitat Areas (ESHA)

The City has several different sets of regulations that together govern the protection of biological resources citywide. The City's certified IP, the Land Development Code (LDC), contains Environmentally Sensitive Lands (ESL) development regulations that are intended to protect, preserve, and restore sensitive habitat areas, defined to include sensitive biological resources, coastal beaches, steep hillsides, sensitive coastal bluffs,

and 100-year floodplains, and the viability of the species supported by those lands. The City also has a Biology Guidelines document, intended to aid in the implementation and interpretation of the ESL regulations.

In addition, the City has a Multiple Species Conservation Program (MSCP), which is a comprehensive habitat conservation planning program for southwestern San Diego County designed to preserve native vegetation and meet the habitat needs of multiple species. The MSCP includes a MSCP Subarea Plan, established to guide and implement the identification of priority areas for conservation. This preserve system is called the Multi-Habitat Planning Area (MHPA), and delineates core biological resource areas and corridors targeted for conservation. The MSCP Subarea Plan also contains MHPA Adjacency Guidelines, which apply land use and development regulations to lands adjacent to MHPA mapped land. However, neither the MSCP nor the MHPA are specifically incorporated into the certified LCP. The ESL regulations do reference the MHPA, noting that the development regulations for ESL and Biology Guidelines serve to implement the MSCP by prioritizing the preservation of biological resources within the MHPA.

The City's LCP does not include environmentally sensitive habitat area (ESHA) as a defined term but instead includes the term "Sensitive Biological Resources" in the ESL regulations of the certified LCP. The LCP defines sensitive biological resources as:

...those lands included with the Multiple Habitat Planning Area (MHPA) as identified in the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan (City of San Diego 1995), and other lands outside the MHPA that contain wetlands; vegetation communities classified as Tier I, Tier II, IIIA, or IIIB; habitat for rare, endangered or threatened species, or narrow endemic species.

Specifically, the City defines the following habitat types as sensitive biological resources: 1) Tier I – southern foredunes, Torrey pines forest, coastal bluff scrub, maritime succulent scrub, maritime chaparral, native grasslands, and oak woodlands; 2) Tier II – coastal sage scrub, coastal sage scrub/chaparral; 3) Tier IIIA – mixed chaparral and chamise chaparral; 4) Tier IIIB – non-native grasslands. While the Commission does not traditionally classify all of these habitat types, for example, oak woodlands, Torrey pines forest and non-native grasslands, as ESHA, this definition is broad and includes habitat areas that could fit the definition of ESHA pursuant to Section 30107.5 of the Coastal Act. However, not all "environmentally sensitive lands" would rise to the order of ESHA, and ESHA is afforded special protection under Coastal Act Section 30240 as cited above that is not provided by the City's ESL regulations. The ESL regulations do limit the types of development that can occur within ESL, but do not explicitly prohibit any disruption of habitat value or any development that is not dependent on those resources to be allowed within those areas. The MHPA Adjacency Guidelines address runoff, night lighting, construction noise, invasive plant species, and errant construction impacts, but these guidelines are not part of the LCP nor would they protect all areas adjacent to ESHA and parks and recreation areas, as required in Coastal Act Section 30240(b).

As described in the background paragraphs of the Coastal Resources Section 7.1 of the Conservation Element, Ocean Beach contains significant coastal resources such as the beaches, bluffs, tide pools, and Famosa Slough. Just outside of the community planning boundary is the San Diego River, where a least tern nesting site called the Southern Wildlife Preserve and a sand dune habitat are located. Of the current resources within the Ocean Beach community, the Commission's staff ecologist has determined that the Famosa Slough would be considered ESHA. The Slough contains open water, salt marsh, and upland habitat and provides valuable habitat for many riparian, upland, and avian species.

As proposed, the OBCPU contains policies requiring the implementation of the ESL regulations, Biology Guidelines, MHPA Adjacency Guidelines, and the Famosa Slough Enhancement Plan. However, as described above, the MHPA is not part of the certified LCP, nor is the Famosa Slough Enhancement Plan. Furthermore, as discussed above, these guidelines and regulations do not provide the necessary protection of ESHA over time as mandated by the Coastal Act in association with coastal development. Therefore, Suggested Modifications #s 8, 9, and 12 have been included to add the definition of ESHA and language of Coastal Act Section 30240 in the Coastal Resources discussion section, and to identify and map Famosa Slough as ESHA.

In addition, Suggested Modification #13 requires the City to include a site-specific determination of ESHA in the required biological assessment for any development as part of their ESL review. The policy also includes the Section 30240 requirements that if onsite resources are determined to be ESHA, any development permitted on such sites must be dependent on those resources. In addition, if development is proposed adjacent to such habitat areas and parks and recreation areas, it must be sited and designed to prevent degradation and to be compatible with the continuance of such habitat and recreation areas. The City's ESL regulations require that in connection with any permit application for development on a parcel, the applicant must provide the necessary information for the City to determine the existence and precise location of ESL on the premises. Thus, with this suggested modification, ESHA determinations would be made and sensitive habitat would be protected over time through up-to-date biological surveys.

Beach Habitat and Maintenance

As cited above, the Coastal Act requires the biological productivity of marine environments to be maintained, enhanced, and where feasible, restored. As proposed, the OBCPU does include policies ensuring the preservation and maintenance of the community's beaches. However, the plan incorrectly identifies beach wrack as an "impact" to the Dog Beach area. Beach wrack is natural and primarily consists of dried seaweed and kelp, and provides ecological benefits to sandy beaches, invertebrates, and foraging seabirds. Suggested Modification #10 corrects this statement, identifying beach wrack as an important coastal resource that contributes to the health and productivity of the sandy beach areas at Dog Beach and in the rest of the community.

The proposed plan is also lacking any policies related to beach management practices. The City has indicated that their Beach Maintenance Guide directs the shoreline operations and beach maintenance practices, but this document is not part of the certified LCP; and, without such policies in the LUP, there is the potential for adverse impacts to beach resources and grunion spawning grounds. California grunion spawn on sandy beaches in the San Diego region between March and August and have the potential to be affected by beach maintenance. Grunion could be impacted if the eggs were crushed or moved, thus preventing the eggs from hatching, inconsistent with the biological resource protection policies of Chapter 3. Suggested Modification #14 requires that beach management practices be implemented such that these resources are protected while the recreational value of the sandy beach areas is maintained. Therefore, as modified, the LUP update can be found consistent with the biological resource protection policies of the Coastal Act.

5. Climate Change/Sea Level Rise

a. Plan Summary.

The proposed plan contains a Climate Change and Sea Level Rise Section 7.6 in the Conservation Element, which notably identifies sea level rise as a growing issue of concern and contains several specific policies for addressing climate change and sea level rise.

b. Applicable Coastal Act Policies

Section 30211

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 30250

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. [...]

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...

Section 30235

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.

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.

c. Conformity with Chapter 3 Policies

Sea level rise, as noted by the OBCPU, is indeed an issue of growing concern locally, statewide, and globally. Increasing atmospheric temperatures caused by accelerated, anthropogenic greenhouse gas (GHG) emissions are causing not only melting ice caps and rising sea levels, but also an increase in extreme storm events, droughts, and fires. As sea levels are expected to continue to rise, coastal communities such as Ocean Beach will

likely see impacts such as flooding, accelerated bluff erosion, saltwater intrusion, property and infrastructure damage, and impacts to coastal resources and public access and recreation. These are serious statewide issues that must be addressed in any LCP development or update as the Commission has the opportunity to review them, in order to properly prepare for, adapt to, and avoid and minimize such potential impacts.

The Commission's draft Sea Level Rise Policy Guidance ("SLR Guidance") document is under review and is intended to provide local governments with a framework for addressing sea level rise in LCPs and CDPs and carrying out planning and regulatory responsibilities under the Coastal Act in the face of sea level rise. As cited above, the Coastal Act contains many policies related to hazard avoidance and coastal resource protection that are related to impacts associated with sea level rise. The Coastal Act also includes policies that address climate change, requiring development to be concentrated in areas with adequate public services and to minimize energy consumption. The SLR Guidance contains specific policies for avoiding and adapting to sea level rise impacts. As sea level rise affects many different types of resources and development, several such suggested modifications have been discussed above in other relevant sections, and several will be discussed in the following section on shoreline development and coastal hazards. This section primarily addresses the proposed plan's Section 7.6, Climate Change and Sea Level Rise.

While the proposed plan does contain several policies addressing sea level rise, the plan generally defers to the City's proposed Climate Action Plan and Climate Adaptation Plan as the lead documents on addressing and preparing for climate change impacts. However, these plans are not finalized nor adopted, and the proposed LUP update lacks specific policies for adaptation strategies. The draft City Climate Action Plan addresses general strategies that can be implemented to reduce GHG emissions citywide, in accordance with AB 32 and Governor Brown's Executive Order (EO B-30-15) to reach the state's ultimate target of 80% below 1990 GHG levels by 2050. The draft Climate Action Plan calls for creation of a Climate Adaptation Plan, which is intended to more specifically implement such strategies in light of a comprehensive, citywide sea level rise vulnerability assessment. However, until such a plan is developed and adopted, it is important that this LUP update includes sea level rise policies for interim measures.

The proposed plan discusses the intentions of the anticipated Climate Adaptation Plan, including an assessment of managed retreat options and the degree to which property owners should assume risks in hazardous areas. However, as this will be the City's lead document on sea level rise adaptation, it should also identify priorities for adaptation planning and response to adequately protect the City's resources and infrastructure. Therefore, Suggested Modification #25 adds this language to the discussion of the Climate Adaptation Plan's scope of work. The City should also provide a date for the anticipated Climate Adaptation Plan here, if possible. In addition, since managed retreat is an important adaptation strategy and must be included in this LUP update as an interim measure until the Adaptation Plan is implemented, Suggested Modification #26 adds language to Policy 7.6.3 requiring that options for removal or relocation of structures that become threatened by coastal hazards are analyzed in assessments of vulnerability to sea

level rise impacts. The Commission's SLR Guidance suggests that triggers for relocation or removal of the structure would be determined by changing site conditions such as when erosion is within a certain distance of the foundation; when monthly high tides are within a certain distance of the finished floor elevation; when building officials prohibit occupancy; or when the wetland buffer area decreases to a certain width.

One of the proposed goals of the Conservation Element is "[p]reparation for sea level rise and climate change." While the intention is discernable, there is no directive language in this policy. In addition, the proposed plan lacks an essential overarching goal of sea level rise adaptation planning: prioritizing the protection of coastal resources in the face of sea level rise. Therefore, Suggested Modification #7 re-words this goal and includes the prioritizing of coastal resources from risks of sea level rise.

The proposed Climate Change and Sea Level Rise section identifies sea level rise as an issue of growing concern and cites sea level rise projection data from the 2010 Sea Level Rise Interim Guidance Document by the California Climate Action Team in support. However, this guidance document has since been updated with more current data, and is not recognized as best available sea level rise science. The Commission's SLR Guidance and the Ocean Protection Council's 2013 State of California Sea Level Rise Guidance Document both establish the National Resource Council's 2012 Sea-Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future report as the current best available science. While the OBCPU notably includes policy language requiring the use of best available science to assess sea level rise vulnerability, the Commission's SLR Guidance recommends that LCPs identify and utilize the NRC as best available science for California for the time being. Therefore, Suggested Modification #23 updates the sea level rise projection data in the plan update with the NRC report's figures, and identifies this document as the current best available science.

The proposed Section 7.6 references a Figure D-4 in Appendix D, stating that this figure is a map showing sea level rise projections available in July 2014. However, as drafted, this figure actually depicts areas of relative erosion risk. While the Commission's SLR Guidance does recommend that LCPs include sea level rise projection mapping to better understand and prepare for a range of potential impacts through scenario-based planning, the City has committed to conducting a full citywide sea level rise vulnerability analysis in the anticipated Climate Adaptation Plan and this will include mapping of sea level rise projections. In addition, Suggested Modification #23 already provides the current best available projection data for southern California. Therefore, Suggested Modification #24 requires the text reference to Figure D-4 to be corrected such that it is referencing a map of relative erosion risk areas.

As a pro-active planning practice, new bluff top development should always be sited and designed to avoid the need for shoreline protective devices, as mandated by Coastal Act Section 30253 and proposed in the policy language for Climate Change Recommendation 7.6.4. However, as drafted, this policy does not consider sea level rise or clarify that the need for shoreline protective devices and risks from sea level rise should be avoided over

the life of the structure, and thus is inadequate to properly carry out Coastal Act Section 30253. Suggested Modification #27 corrects this deficiency.

Finally, as proposed, there are no policies in the OBCPU that specifically require any adaptation or protection measures to be designed to protect public coastal views and other coastal resources. The proposed plan does sufficiently address Coastal Act Section 30251 in Section 4.6, Public Coastal Views, by identifying and protecting visual access to the shoreline and requiring development to maximize and enhance public coastal views. However, in the face of sea level rise, it is important to clarify that any adaptation measures, if and when they are necessary, must be designed to protect visual resources and other coastal resources. Therefore, Suggested Modification #28 requires that such adaptation measures do not conflict with the City's LCP provisions designed to protection public coastal views and other resources. This modification includes a reference to Figure 7-3, which depicts the 100 year floodplain and floodway in Ocean Beach. These areas are likely to be impacted by wave action and flooding from increased sea level rise in the future, and if any protective devices such as break-away walls and pilings become necessary, this modification ensures that public coastal views and coastal resources will be protected in the implementation of such protective measures. Therefore, as modified, the proposed OBCPU will adequately carry out Coastal Act policies related to sea level rise.

6. Shoreline Development/Coastal Hazards

a. Plan Summary.

Proposed policies related to shoreline development, shoreline protective devices, and coastal hazards are contained in the Conservation Element, primarily within Section 7.3, Erosion. The policies of this section address development setbacks, restrictions on shoreline protective devices, and minimizing storm water runoff and bluff erosion.

b. Applicable Coastal Act Policies

Section 30235

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.

Section 30236

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (l) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

Section 30250

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. [...]

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. [...]

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

c. Conformity with Chapter 3 Policies

The Ocean Beach community contains a stretch of coastal bluffs from the fishing pier south to the border of the community that are subject to wave action and erosion. As mentioned in the previous section, these hazards are expected to be exacerbated by increasing sea level rise. The goals and policies in the LUP related to hazards focus on preservation of the natural shoreline and bluff areas, and reducing the risk associated with bluff hazards through shoreline development controls and regulating the construction of shoreline protective devices.

The entire shoreline of the community is considered a sensitive coastal resource and is mapped as ESL, thus the City's ESL regulations and development standards for coastal bluffs and beaches apply. The ESL regulations detail geotechnical requirements, setbacks, drainage, landscaping, and other related requirements for development proposed on coastal bluff tops as well as 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 LDC also contains supplemental Coastal Bluffs and Beaches Guidelines, intended to assist in the interpretation and implementation of the development regulations for sensitive coastal bluffs and beaches contained in the ESL regulations.

However, as the standard of review for the City's IP (which contains the ESL regulations governing coastal bluffs and beaches) is the certified LUP, these development standards must be established in the LUP and included in this LUP update. The OBCPU proposes a number of policies related to eliminating and reducing risks associated with shoreline hazards, including bluff top setback requirements and allowing protective devices only when required to serve coastal-dependent uses or when there are no other feasible means to protect existing principal structures. However, as proposed, the OBCPU does not have clear objectives and policies for planning in hazardous areas, nor does the update reflect current shoreline management strategies that the Commission has been addressing statewide. As shoreline development and protective devices have the potential to greatly impact public access and recreation, visual quality, and other coastal resources, it is crucial that LUP policies related to coastal hazards lay out strict and specific requirements for prohibiting new development in hazardous areas, limiting additions to development located in hazardous areas, and defining and regulating redevelopment that extends the life of existing structures in hazardous locations and perpetuates a line of development at risk.

Existing Structures

Coastal Act Section 30235 allows placement of shoreline protective devices when necessary to protect existing structures in danger of erosion. There is a large amount of

existing shoreline development in Ocean Beach that predates the Coastal Act, ranging from small single family units to several larger condominium complexes. A number of these existing structures have already experienced threats from bluff erosion, and have obtained shoreline protective devices to prevent the homes from imminent danger of collapse. A system of intermittent upper and lower cliff stabilization measures between Osprey Street, just south of the community boundary, and Narragansett Avenue, just south of the pier, was approved through the Sunset Cliffs Erosion Control Project by the Commission in 1981 to protect existing threatened structures from future bluff instability (ref. CDP No. F9620). This project also provided safe public access along the cliffs in areas where existing access had deteriorated and where none previously existed, such as the stairway at the end of Narragansett Avenue and several walkways incorporated into the system of protective devices.

The proposed plan briefly addresses the existing conditions of shoreline development and armoring in Ocean Beach, stating that the Coastal Act allows repairing or rebuilding seawalls when a structure is in imminent danger. However, this statement does not accurately reflect the Coastal Act policy that protective devices are allowed only to protect *existing* structures. This is a very significant distinction, since Section 30253 of the Coastal Act requires that new development is sited and designed so that it will not require shoreline protection for the life of the structure and is not relying on any existing protection. The Coastal Act only provides existing structures in danger from erosion the right to seek shoreline protection, and even then, there must be substantial evidence that that the principal structure is in imminent danger. Therefore, Suggested Modification #11 corrects this statement to clarify that the Coastal Act allows repairing or rebuilding seawalls when existing structures are in imminent danger from erosion.

Existing Shoreline Protective Devices

The natural shoreline processes referenced in Section 30235, such as the formation and retention of sandy beaches, can be significantly altered by construction of a seawall, since bluff retreat is one of several ways that beach area and beach quality sand is added to the shoreline. This retreat is a natural process resulting from many different factors such as erosion by wave action causing cave formation, enlargement and eventual collapse, saturation of the bluff soil from ground water causing the bluff to slough off and natural bluff deterioration. When a seawall is constructed on the beach at the toe of the bluff, it directly impedes these natural processes, reducing the amount of sand available for access and recreation, inconsistent with the Coastal Act's public access and recreation policies. The physical encroachment of a protective structure on the beach also reduces the beach area available for public use and is therefore a significant adverse impact. Ocean Beach contains several existing seawalls permitted to protect pre-Coastal Act structures, and their adverse impacts on public access and recreation can be seen, particularly at high tides when available beach area is extremely limited because of the seawalls' scouring effect on beach area, which lowers the beach level and allows the tide to move further inland.

These existing protective devices were constructed primarily in the early 1980's, and are currently or will in the near future be in need of repair and maintenance. In order to effectively reduce impacts to public beaches and public access and recreation over time, it is essential that a full reassessment is considered when going through the permitting process for expansions or alterations of existing protective devices. Site conditions could change such that there is no longer a need of protection from erosion, warranting the removal of the protective device. However, the proposed plan does not include any of these standards. Without such policy language, there is the potential for on-going impacts to coastal resources and public access and recreation. Therefore, Suggested Modification #20 requires a reassessment of the need for a protective device and an assessment of any changes to geologic site and beach conditions, and requires options for the ultimate removal of the protective device to be considered.

New Shoreline Protective Devices

The policies of the OBCPU, as modified, are intended to first and foremost avoid necessitating the construction of new shoreline armoring. However, if it is necessary to construct a new protective device to protect an existing structure, there are "soft" options that are much less impactful on coastal resources and public access and recreation and are the preferred alternatives to "hard" options. "Hard" armoring refers to engineered structures such as seawalls, revetments and bulkheads. Such armoring is a fairly common response to coastal hazards, but it can result in serious negative impacts to coastal resources, particularly as sea level rises. Most significant, hard structures form barriers that impede the ability of natural beaches and habitats to migrate inland over time. If they are unable to move inland, public recreational beaches, wetlands, and other habitats will be lost as sea level continues to rise. "Soft" armoring refers to the use of natural or "green" infrastructure like beaches, dune systems, wetlands and other systems to buffer coastal areas. Strategies like beach nourishment, dune management, or the construction of "living shorelines" capitalize on the natural ability of these systems to protect coastlines from coastal hazards while also providing benefits such as habitat, recreation area, a more pleasing visual appearance, and the continuation or enhancement of ecosystem functions. Although the Coastal Act clearly provides for potential protection strategies for "existing" development", it also directs that new development be sited and designed to not require future protection that may alter a natural shoreline. Therefore, Suggested Modification #17 modifies the proposed policy that addresses the allowance of new shoreline protective works to include a statement that "soft" solutions shall be used as the preferred alternative for protecting existing endangered structures.

New Shoreline Development

To provide some background, the City's LDC defines "coastal development" consistent with the Coastal Act, which, in relevant part, states "development" means the placement or erection of any solid material or structure, or construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility. The Commission has recently been working on the definition of "redevelopment" in new LCPs and LCP updates, for the purpose of identifying and

limiting changes to existing structures that constitute such a significant alteration that the proposed development must be considered "new development" such that it must be entirely brought up to current LCP standards. The City does not have a definition of "redevelopment" in their IP and was concerned about including it in a LUP that only applies to one of the City's twelve planning segments. The Commission therefore finds that the City's definition of "development" must be interpreted broadly and it would apply to all expansions, enlargements, improvements, and renovations that could be considered redevelopment. However, there are circumstances in which it is essential to make the distinction between development and redevelopment, which will be addressed below and should be addressed in future LDC updates.

The shoreline of Ocean Beach is almost entirely built out. However, as described above, the majority of these structures were built in the 1970's or prior, and are beginning to require repair and maintenance as well as more substantial improvements. As some of these structures already have shoreline armoring protecting them from further bluff erosion, it is crucial that any new development that is not exempt repair and maintenance does not rely on any shoreline protective device, whether existing or one in the future. Absent such standards, there is the potential for bluff top development to become improved to the point that it is essentially a new structure relying on an existing protective device, which is inconsistent with Coastal Act Section 30235 and can perpetuate significant impacts to public access and recreation. The proposed plan does include such language in Erosion Recommendation 7.3.4; however, this clarification also needs to be made in Erosion Recommendation 7.3.1. As proposed, this policy states that setbacks may be reduced to not less than 25 feet if it is demonstrated that the site is stable enough to support the development for its economic life and without requiring construction of a shoreline protective device. This language could be misconstrued to mean that setbacks could be reduced to 25 feet if there is an existing shoreline protective device that allows the site to demonstrate it is stable enough to support the development. Suggested Modification #16 makes the clarification that setbacks cannot be reduced if the development will require a shoreline protective device, whether existing or one in the future. This modification also makes the clarification that development must be set back from the bluff edge so that it is safe for its economic life and at least 40 feet from the bluff edge. The LDC requires a bluff edge setback of 40 feet, and allows a reduction to 25 feet with required proof of geologic stability, but this is not always sufficient to ensure a development will be safe from bluff erosion for its economic life; thus, this distinction is crucial.

While the proposed plan includes policies requiring new development to adhere to the LDC's setback requirements and to be sited without reliance on existing or future shoreline protection, the plan lacks policies that ensure the long term protection of coastal bluffs and public access through avoiding and reducing the use of protective devices. Therefore, Suggested Modification #18 adds a new policy to the plan that requires implementation of specific shoreline management strategies for the long term protection of the coastal bluffs, beaches, and public access. Required strategies include assumption of risk and a waiver of rights to future shoreline protection, tying any protective device to the life of the structure it is authorized to protect, mitigating for impacts caused by

shoreline armoring, and addressing the status of any existing protective devices with proposals for bluff top redevelopment. These requirements are discussed below.

Assumption of Risk/Waiver of Rights

With regard to the assumption of risk and an acknowledgement that any right to future shoreline protection is waived in association with new proposals for development or redevelopment in hazardous areas, the proposed plan is insufficient to carry out Coastal Act Sections 30235 and 30253. The City's LDC only requires execution of an assumption of risk and waiver when an applicant seeks to reduce the otherwise required 40 ft. setback along the shoreline. However, given the changing conditions and sea level rise, it is crucial that an assumption of risk and waiver of future shoreline protection must be obtained in association with development along the shoreline.

In the past, the Commission has been faced with applications for bluff retention devices for structures that had been approved by the Commission with assurances that the structure would be safe from bluff retreat for the economic life of the structure. Thus, the Commission now requires that applicants acknowledge their reliance on technical studies showing that any new development proposed is indeed safe for the economic life of the structure, by waiving any rights that may exist to future shoreline protection for the permitted development and assuming the risks associated with development in a hazardous location. Without this assurance, the Commission cannot be confident that the development is consistent with Section 30253 of the Coastal Act.

Section 30235 only authorizes shoreline protection devices when necessary to protect an existing structure in danger of erosion if specified criteria are met, and shoreline protective devices are no longer authorized by Section 30235 after the existing structures they protect are redeveloped, no longer present, or no longer require armoring. Accordingly, one reason to limit the length of a shoreline protective device's development authorization is to ensure that the armoring being authorized by Section 30235 is only being authorized as long as it is required to protect a legally authorized existing structure.

Another reason to limit the authorization of shoreline protective devices is to ensure that the Commission and City can properly implement Coastal Act Section 30253 together with Section 30235. If a landowner is seeking new development on a bluff top lot, Section 30253 requires that such development be sited and designed such that it will not require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs while Section 30235 only allows for the construction of armoring devices for existing structures, thereby precluding the right to construct a protective device for new development. These sections do not permit landowners to rely on such armoring devices when siting new structures on bluff tops and/or along shorelines. Otherwise, if a new structure is able to rely on shoreline armoring which is no longer required to protect an existing structure, then the new structure can be sited without a sufficient setback, perpetuating an unending construction/redevelopment cycle that prevents proper siting and design of new development to ensure compliance with

relevant hazard policies, as required by Section 30253. By limiting the length of development authorization of a new shoreline protective device to the existing structure it is required to protect, Section 30235 can be properly administered. As more up-to-date sea level rise projections become available, policy makers must evolve their adaptive management strategies accordingly.

Therefore, Suggested Modification #18 includes a requirement that all new bluff top development and redevelopment waive any rights to a new bluff retention device in the future and assume all risks. By including this policy in the LUP, the Commission can be assured that new development will be consistent with the requirements of Section 30253 of the Coastal Act. The City has indicated their opposition to these requirements, as they exceed the standards of the LDC. However, for the adoption of zoning or implementation plan changes, the standard of review is consistency with the certified land use plan. Therefore, in evaluating any zoning provision or amendment, there needs to be sufficient specificity and standards established in the adopted land use plan. These recommendations are current policy strategies that the Commission is continuously working to address in local government land use plan updates statewide, and are necessary to effectively implement the Coastal Act.

Removal of Shoreline Protective Devices

While the proposed plan does require that bluff top setbacks must be calculated such that they do not assume retention of any existing protective device, there are no policies addressing opportunities for removal of such devices. Because it is the Commission's expectation that over time, structures will be rebuilt along the shoreline and on the bluff top in safer locations, fewer, rather than more, structures should require shoreline protection in the future. Thus, some of the existing shoreline protective devices may become unnecessary over time. In order to make it clear that a shoreline protection is approved for a particular existing structure when the structure is in danger, it must be made clear that the device is not intended to allow for additional development in the future in an unsafe location. Therefore, Suggested Modification #18 includes a requirement that the feasibility of removing a protective device must be addressed when the structure it is authorized to protect is demolished, redeveloped, or no longer requires a protective device, whichever occurs first. Part (c) of this modification includes a requirement that the status of any existing protective device must be assessed in association with development proposals, including the feasibility of removing such armoring, with the goal of removing such devices and restoring beach areas as soon as possible to remove any persisting impacts to public access and recreation.

Mitigation for Shoreline Protective Devices

While the policies of the OBCPU, as modified, are intended to avoid the need for protective devices with shoreline development restrictions and standards, there is the potential for a protective device to be permitted to protect an existing structure in danger of erosion provided all the policies and regulations of the certified LCP are met. In addition, there is the potential that existing armoring have new or expanded impacts on

public access and recreation beyond what was anticipated in its approval. In these cases, as proposed, the impacts to shoreline processes and thus to public access and recreation are significant and unmitigated.

The Commission has routinely required mitigation for protective devices due to their large and cumulative impacts on significant coastal resources. Therefore, part (b) of Suggested Modification #18 includes a requirement for mitigating impacts on coastal resources, including but not limited to, ecological impacts and impacts to shoreline sand supply and public access and recreation over the life of the protective device, and that this mitigation is periodically re-evaluated in the case that new or expanded impacts warrant additional mitigation.

The sand mitigation fee is a long-established program that is currently being implemented by the Commission for bluff retention devices in several local jurisdictions, including the City of Solana Beach. This fee is intended to mitigate impacts of lost sand supply and occupied sandy beach area, and should be the basis for the City of San Diego to establish their own mitigation program. The City's LDC does provide that a coastal development proposal involving a bluff or shoreline protective device may be required to pay a fee to the City's Beach Sand Mitigation Fund, roughly proportionate to the value of the beach area and sand supply lost as a result of the approved device. The Commission is also working with local governments to establish a fair and adequate mitigation program to offset some of the other adverse impacts shoreline protection has on public access and public recreation, as well as ecological impacts. As written, this modification does not require mitigation through payment of in lieu fees; rather, it is structured such that the City can develop a mitigation program that may include in lieu fees. It is the Commission's expectation that the City and the Commission will continue to work on establishing a permanent mitigation program, for Ocean Beach and citywide. Future specifications and revisions to the mitigation program can be evaluated and incorporated into the LCP through an amendment. The City has stated its concern with implementing such a mitigation program only in Ocean Beach rather than citywide; however, until the City proposes such a mitigation program for citywide implementation in the LDC, these requirements must be addressed in LUP updates as the Commission has the opportunity to review them. While the Commission agrees that the issue of mitigation for loss of public access and recreation should be addressed on a city-wide basis, the requirement for such mitigation needs to be added to community plan updates as they are adopted in order to establish the policy mandate for such mitigation.

Caisson Foundations and Basements

Caissons are foundation systems created by drilling holes and filling them with concrete. The caissons can be drilled to bedrock or deep into the underlying strata, as necessary, depending on the soil type and the required factor of safety for the site. The piers provide stability and support for the structures above, such that even on the small lots that exist along the Ocean Beach shoreline, the structures they support could be sited in a location that would be safe from the threat of erosion for the life of the structure. The drawbacks of caissons are that even though initially placed below ground, when they are constructed

close to the edge of a bluff, should the bluff continue to erode, the piers can become exposed, revealing a concrete structure representing exactly the type of visual blight and alteration of the natural landforms of the bluff that Section 30251 of the Coastal Act prohibits. In addition, such foundations can interfere with the natural erosion process of coastal bluffs, similar to protective devices.

Although the use of caissons have not yet been a major issue in Ocean Beach, as mentioned above, many of the existing shoreline residences will soon need improvements and need to address coastal bluff erosion, accelerated by sea level rise. The Commission has also found in the past that basements fortified with caissons or sheet pile walls can act in a similar way, such that they become exposed over time and can essentially act as a protective device built into the structure. As proposed, there are no policies addressing limiting the use of caisson foundations or basements. Therefore, Suggested Modification #19 requires a new Erosion Recommendation that limits the use of caissons and basements, and if no less damaging options are feasible, that such foundations and basements are designed to allow incremental or complete removal as they become exposed to avoid impacts to visual and coastal resources.

Previously Conforming Structures

The City's LDC contains specific regulations for reviewing previously conforming uses, defined to mean the circumstance where a use, structure, or premises complied with all applicable state and local laws when it was first built or came into existence, but because of a subsequent change in zone or development regulations, is not in conformance with the current zone or all development regulations applicable to that zone. This is particularly significant for bluff top developments, which are most likely to result in adverse impacts to coastal resources, particularly exposure to geologic hazard leading to requests for shoreline protective devices, but also impacts to views and sensitive habitat. However, as proposed, the OBCPU does not contain any policies related to standards for previously conforming structures. Again, although such regulations are contained in the City's LDC, these standards and specificity must be included in the LUP as the standard of review for implementing ordinances. Suggested Modification #21 requires a new Erosion Recommendation that addresses standards for previously conforming structures. Such standards were addressed in the La Jolla LUP update in 2003 and adopted by the City, and the language in this modification is modeled directly after this adopted language. Therefore, the following paragraphs discuss the standards required by this modification.

When development is proposed on a site with previously conforming status, this status must be closely assessed and all development must conform to current LCP requirements. A major concern with previously conforming structures located between the sea and first public roadway is sufficient setbacks from the bluff edge. When a structure has a previously conforming envelope such that it is located within the required bluff edge setback, it must be clear that any expansion or addition to such structures must comply with all current LCP standards, including the bluff edge setback line. With this requirement, the degree of non-conformity of such a structure will not be increased and

the new development will be sited behind the required setback line and where it can be safe without reliance on new or existing shoreline protection. If development is proposed on a site with a previously conforming accessory structure, such that the accessory structure is located within the bluff edge setback, the accessory structure must be removed or relocated such that it is within the setback line if it is determined to pose a threat to bluff stability.

The City's LDC states that within the Coastal Zone, the previously conforming status for a structure located within 50 feet of a coastal bluff edge shall terminate upon destruction, demolition, or removal of 50 percent or more of the structure's exterior walls. However, the Commission has seen several cases, such as in Solana Beach, where improvements to bluff top homes that replace 50% or more of the structure without demolishing or removing 50% of the exterior walls significantly update the existing home such that it should be considered an entire reconstruction and should require the entire home to be brought into conformance with current LCP standards. When these previously conforming structures undergo substantial renovations without bringing the entire structure into compliance with the setback requirements, they extend the life of the previously conforming structure, perhaps indefinitely. This is contrary to the goal of gradually phasing out previously conforming structures that will eventually require shoreline protection, and the associated impacts to public access, recreation, sand supply, and other coastal resources. Thus, this suggested modification requires the entire structure to be brought into conformance with the current LCP policies if the redevelopment includes the demolition or removal of 50 percent or more of the exterior walls or replacement of more than 50% of the structure. In addition, this policy requires any addition that increases the size of the structure by more than 50% to be prohibited unless the entire structure is brought into conformance. The City has indicated their disagreement with including "replacement" of 50% of the structure as this clause is not in the LDC; however, this is an important standard to effectively carry out the Coastal Act for the reasons stated above.

The final provision of this modification establishes the baseline for determining the threshold of the percent change to a previously conforming structure as July 13, 1988, the date that the City's LCP was effectively certified. With this baseline established, the City will be required to track cumulative changes to a previously conforming structure. Currently, the City does not track such cumulative changes except with determining exempt improvements and additions.

Therefore, with this suggested modification, it is clear that legal previously conforming structures may be maintained and repaired, as long as the improvements do not increase the size or degree of non-conformity. Minor additions and improvements to such structures may be permitted provided that such additions or improvements themselves comply with the current policies and standards of the LCP. This includes meeting of the LCP setback requirements. Demolition and reconstruction, or bluff top redevelopment, that exceeds the 50% removal or replacement thresholds is not permitted unless the entire structure is brought into conformance with the policies and standards of the LCP.

Therefore, as modified, the proposed OBCPU will adequately carry out Coastal Act policies related to shoreline development and armoring.

7. First Public Roadway

Since the effective certification of the City's LCP, official post-LCP certification maps delineating the first public roadway as well as the permitting jurisdictions of the City and the Commission have not been certified by the Commission. The City has adopted their own maps with such delineations in order to carry out their coastal development permitting responsibilities, and is proposing to include two figures in this LUP update that depict the Coastal Zone boundary, the first public roadway, the non-appealable and appealable areas, the Commission's original permitting jurisdiction, and the areas of deferred certification within the Ocean Beach planning area.

However, as discussed above, these delineations have not been certified by the Commission for the City of San Diego and are for planning purposes only; thus, suggested modifications are necessary to clearly characterize them. Suggested Modification #s 1 and 29 require that the following disclaimer be added to Figure 1-2 and Figure D-2:

The precise boundaries of the Coastal Commission's retained permit and appeal jurisdiction (as provided in Title 14 California Code of Regulations Section 13577) and the Coastal Zone Boundary depicted on this figure have not been reviewed by the Coastal Commission for accuracy and are not certified by the Coastal Commission through certification of the remainder of this Land Use Plan. These areas are depicted on this map solely for illustrative purposes and do not define the Coastal Zone Boundary, the Coastal Commission's appeal jurisdiction or areas where the Coastal Commission retains permitting jurisdiction. The delineation is representational, may be revised at any time in the future, is not binding on the Coastal Commission, and does not eliminate the possibility that the Coastal Commission must make a formal mapping determination.

In addition, Figure 1-2 and D-2 do not accurately depict the location of the first public road. As proposed, the first public road is not shown to continue north beyond the intersection of Nimitz Boulevard and Sunset Cliffs Boulevard. However, the Commission's mapping unit has clarified that the current delineation of the first public road continues from the intersection of Nimitz Boulevard and Sunset Cliffs Boulevard southeast along the inland right-of-way of Nimitz Boulevard to West Point Loma Boulevard, and east along the inland right-of-way of West Point Loma Boulevard to Famosa Boulevard within the planning boundary. Therefore, Suggested Modification #s 1 and 30 require Figures 1-2 and D-2 to be revised as such.

8. Conclusion

In summary, the LUP update, as proposed, has policies addressing all of the relevant policy groups in Chapter 3 of the Coastal Act as they apply to the resources present in the

Ocean Beach community. Deficiencies, though, have been identified in several critical policy areas that affect priority uses and resources, including lower cost visitor serving overnight accommodations, environmentally sensitive habitat areas, and public access and recreation. In addition, sufficient policies addressing sea level rise and regulating shoreline development and protective devices were absent. However, with pre-submittal coordination and exchange of information, along with the modifications suggested herein, these deficiencies have been addressed through policy revisions, clarifications, and additions. Therefore, as modified, the Commission finds the LUP update does conform with the Chapter 3 policies of the Coastal Act and that it may be approved.

PART V. FINDINGS FOR APPROVAL OF THE CITY OF SAN DIEGO IMPLEMENTATION PLAN AMENDMENT, AS SUBMITTED

A. AMENDMENT DESCRIPTION

In addition to the comprehensive LUP update and land use changes, the subject submittal proposes to rezone 20.53 acres covering 99 parcels in the Ocean Beach community from Residential-Single Unit (RS-1-7) to Residential-Multiple Unit (RM-1-1). The rezoning is proposed to occur in two areas, over 3.94 acres fronting Adair Street at the southernmost boundary of the community planning area and over 16.59 acres in the approximate area between Orchard Avenue, Del Monte Avenue, Ebers Street and Froude Street at the eastern edge of the community planning area (Exhibit 4).

B. FINDINGS FOR APPROVAL

The standard of review for LCP implementation plan submittals or amendments is their consistency with and ability to carry out the provisions of the certified LUP. In this particular case, the proposed rezones have been reviewed for their consistency with the Ocean Beach Community Plan Update (LUP) as proposed to be amended, and if modified as suggested herein.

a) Purpose and Intent of the Ordinance. The purpose and intent of the proposed rezoning is to correct an inconsistency between the existing residential zoning and land use designations. The current land use designation for the subject parcels is Low-Medium Density Residential, which allows 10-14 dwelling units per acre (du/ac), which translates to 1 dwelling unit per approximately 3,000-4,300 square feet. The current RS-1-7 zoning requires a minimum 5,000 square foot lot for a single dwelling unit. As proposed to be amended, the subject parcels would be rezoned to RM-1-1, which allows a maximum density of 1 dwelling unit per 3,000 square feet of lot area, consistent with the land use designation.

The proposed RM-1-1 zone is one of twelve Residential-Multiple Unit zone classifications in the Land Development Code (certified IP) used by the City of San Diego. The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities, RM-1-1 being the lowest density of these zone classifications. RM-1-1, -2, and -3 are intended to permit lower density multiple dwelling

units with some characteristics of single dwelling units. The proposed rezoning will result in all residential areas of Ocean Beach being zoned with Residential-Multiple Unit zoning classifications.

b) <u>Major Provisions of the Ordinance</u>. The Residential-Multiple Unit Zones carry a number of provisions, including: a listing of permitted uses; minimum lot areas and dimensions; and, development standards, including setbacks, FAR, landscaping, parking requirements and permitted density.

c) Adequacy of the Ordinance to Implement the Certified LUP Segment.

The proposed ordinance amendment does not modify the zoning classification itself in any way, but only applies the respective zoning to the specified areas in the Ocean Beach community. This action amends the City's Official Zoning Map adopted by Resolution R-301263 on February 28, 2006, and repeals Ordinance Nos. 12793 and 32 which, in 1930 and 1932, respectively, designated these 20.53 acres as RS-1-7.

This zoning change is proposed in order to be consistent with the existing Low-Medium Density Residential land use designation for these 20.53 acres in the current LUP, the Precise Plan, and the OBCPU is not proposing to change this land use. The rezone will result in consistent zoning with the surrounding residential area, and will allow a maximum increase of 126 new dwelling units. There is no associated proposal to construct these units by any of the property owners affected by the zoning change, and the City does not anticipate extensive redevelopment of these areas at this time as they are currently developed with existing residential units. However, as Ocean Beach is already an impacted, built-out community, the City's Program Environmental Impact Report (PEIR) for this project adopted overriding considerations for unavoidable impacts related to traffic and circulation that could result from the potential increase in dwelling units in the future. The overriding considerations find that this project's unavoidable environmental impacts are outweighed by its benefits, including that the OBCPU promotes sustainable development and multi-modal mobility, protects sensitive coastal resources, and provides a comprehensive guide for the community's growth and development.

The proposed IP amendment is consistent with the land use designations in the current and proposed LUP, and although it allows a potential net increase of 126 dwelling units, the City has indicated that an increase of only 62 units could be reasonably anticipated and that full redevelopment is not anticipated at this time as the affected parcels are currently developed with existing residential units. Thus, current traffic and public access conditions are not anticipated to be substantially impacted. Furthermore, the OBCPU contains many policies addressing increasing opportunities for alternative modes of transportation, which carry out the City's General Plan and draft Climate Action Plan goals of reducing greenhouse gas emissions on target with statewide legislation orders. Thus, the Commission finds the City is appropriately rezoning these 20.53 acres to RM-1-1, which is consistent with, and adequate to carry out, the current and proposed Ocean Beach LUP.

PART VI. 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. 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.

The City prepared and adopted a Program Environmental Impact Report (PEIR) for the proposed amendment. The PEIR identifies that even after adopting all feasible mitigation measures in the Mitigation, Monitoring, and Reporting Program, there would still be unavoidable adverse direct and cumulative impacts to Traffic/Circulation as a result of the proposed rezoning, which will result in a maximum net increase of 126 dwelling units in the community. The PEIR analyzes alternatives to avoid such impacts, including a No Project Alternative that would continue implementation of the Ocean Beach Precise Plan, and a Reduced Project Alternative that would implement the OBCPU but would not implement the residential rezoning. These alternatives are considered infeasible, as they would both result in a persisting inconsistency between the existing zoning and land use designations of the 99 residential parcels and the No Project Alternative would not provide the benefits nor achieve the goals of a comprehensively updated community plan. The PEIR also considers mitigation measures such as road widening, additional turn lanes, and signalizing impacted intersections. However, these mitigation measures are considered infeasible due to development constraints, funding, impacts to community character, and resulting loss of highly demanded on-street parking. Thus, the City adopted overriding considerations determining that the specific economic, social, and other benefits of the proposed project outweigh the project's unavoidable adverse environmental impacts. The overriding considerations include that the OBCPU will provide a comprehensive guide for growth and development in the community and will implement the General Plan's City of Villages strategy, will promote multi-modal mobility, protects sensitive coastal resources, promotes sustainable development, and enhances park and recreational opportunities. Therefore, the City determined that the benefits of the project outweigh its significant environmental impacts, and therefore, such impacts are considered acceptable.

As described above, the Commission has reviewed and evaluated the proposed amendment, and finds that potential coastal resource impacts have been mitigated, and that the amendment does not have the potential to result in significant individual or cumulative impacts to sensitive resources, recreation, or the visual quality of the environment of the coastal zone. There are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the amendment may have on the environment. Any specific impacts associated with individual development projects would be assessed through the environmental review

process, and, an individual project's compliance with CEQA would be assured. The Commission therefore finds the amendment is consistent with the California Environmental Quality Act.

Ocean Beach

Community Plan and Local Coastal Program



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Chapter One: Introduction

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1. Introduction

Purpose of the Plan

The Ocean Beach Community Plan and Local Coastal Program (Plan) is the City of San Diego's statement of policy regarding growth and infill development within Ocean Beach over the next twenty years. The plan designates areas for residential, commercial and public uses, as well as areas that are to remain undeveloped open space. The Plan is a revision of the Ocean Beach Precise Plan and Local Coastal Program Addendum adopted by the City Council in July, 1975. The community plan respects and builds upon the rich heritage while anticipating the needs of future residents, businesses and services.

1.0 Discussion

Community Profile

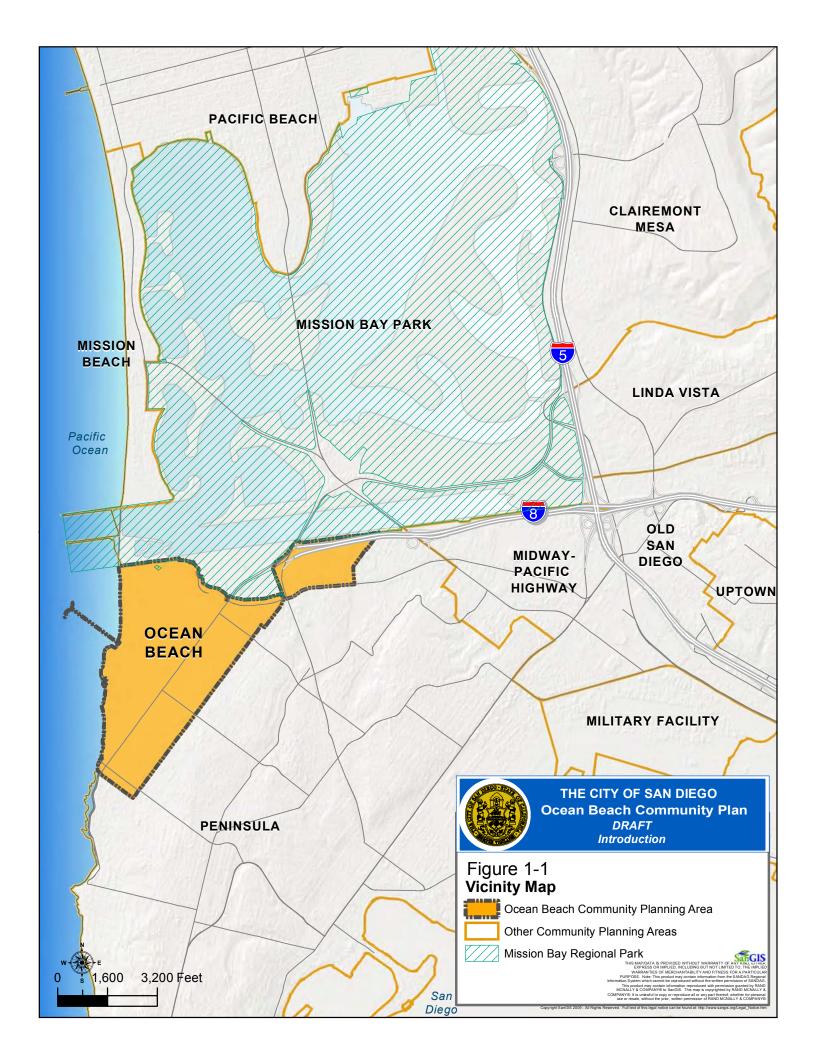
Social and Historical Context – Ocean Beach was originally developed as a resort community with summer cottages and boardwalk attractions served by a streetcar line. Many of the cottages were converted to permanent residences over time and new single-family homes were built. Commercial and community services were introduced to meet the needs of residents, and Ocean Beach became a small residential community.

The community was affected by World War II, as the large influx of military personnel created the need for housing. Increased tourism, including the development of Mission Bay Park, the completion of Interstate 8, and the popularity of the casual beach environment as a place to live, brought growth pressures to Ocean Beach.

Regional and Local Context – The Ocean Beach planning area was originally a precise planning area of the Peninsula Community. The community is approximately one square mile in size. The boundaries of the community are the San Diego River on the north, the Pacific Ocean on the west, Adair Street on the south, and Froude and West Point Loma Blvd. on the east. Ocean Beach is adjacent to the Peninsula Community Planning Area to the south and east and Mission Bay Regional Park to the north (Figure 1-1).

PLAN GOALS

- Encourage development that builds on Ocean Beach' established character as a mixed-use, small-scale neighborhood.
- Provide land use, public facilities, and development policies for Ocean Beach, as a component of the City of San Diego's General Plan.
- Include strategies and specific implementing actions to help ensure that the community plan's vision is accomplished.
- Incorporate detailed policies that provide a basis for evaluating whether specific development proposals and public projects are consistent with the Plan.
- Provide guidance that facilitates the City of San Diego, other public agencies and private developers
 to design projects that enhance the character of the community, taking advantage of its setting and
 amenities.
- Include detailed implementing programs including zoning regulations and a public facilities financing plan.
- Develop and maintain Ocean Beach as a live/work/play community.
- Encourage smart growth development that is transit-, pedestrian-, and bike-friendly.



The Vision for Ocean Beach

The Ocean Beach community plan includes land use recommendations derived through the public outreach process. The outreach process included working with the community plan update subcommittee, public workshops and community planning group meetings. The Plan focuses on the environment of Ocean Beach, emphasizing development complementary to the existing small-scale character of the community. Maintaining and enhancing the existing development pattern is the primary objective of the Plan. Also, critical to the community's vision is the preservation of open space, sensitive habitat, public park lands, and other recreational uses.

General Plan: Guiding Principles

The General Plan provides a long-range framework for how the City of San Diego will grow and develop over the next 30 years. A foundation of the General Plan is the City of Villages strategy which encourages the development or enhancement of mixed-use activity centers, of different scales, that serve as vibrant cores of communities and are linked to the regional transit system. The Ocean Beach Community Plan and Local Coastal Program identifies Ocean Beach as a smallscale coastal village. The Ocean Beach Community Plan is intended to further express General Plan policies in Ocean Beach through the provision of sitespecific recommendations that implement the City of Villages strategy. While specific General Plan policies are referenced in the document to emphasize their importance, all applicable General Plan policies may be cited in conjunction with those contained in the Community Plan.

Community Plan: Guiding Principles

The Guiding Principles of the Ocean Beach Community Plan are a refinement of the City of San Diego's General Plan Principles. The guiding principles for each of the Plan's elements are as follows:

Land Use and Community Planning: Maintain and enhance the established nature of residential neighborhoods, and encourage mixed commercial/residential development in the commercial districts.

Mobility: Improve transit services, encourage alternative forms of transportation, prioritizing walkability, and maintain an effective vehicular circulation system.

Urban Design: Foster the small-scale character of Ocean Beach, maintain an unobstructed and accessible

beach frontage, and promote a pedestrian-friendly community.

Public Facilities, Services and Safety: Improve police, fire and lifeguard safety services, ensure a reliable system of water, storm water, and sewer facilities, reduce and manage solid waste, reduce and manage solid waste, and minimize adverse impacts associated with utility services.

Recreation: Maintain existing park facilities and actively pursue additional recreational opportunities.

Conservation: Preserve and promote the natural amenities of Ocean Beach.

Noise: Minimize impacts associated with excessive noise

Historic Preservation: Preserve the history of Ocean Beach, and encourage heritage tourism.

1.1 Legislative Framework

Relationship to General Plan

The Ocean Beach Community Plan and Local Coastal Program is intended to further express General Plan policies in Ocean Beach through the provision of community-specific recommendations that implement citywide goals and policies while addressing community needs. Specific General Plan policies are referenced within the Community Plan to emphasize their significance in the community, but all applicable General Plan policies should be cited in conjunction with the Community Plan when reviewing future development proposals. The two documents work in tandem to establish the framework for infill development in Ocean Beach.

1.2 Related Plans and Documents

The Multiple Species Conservation Program

(MSCP) is a comprehensive, long-term habitat conservation planning program that is designed to preserve sensitive habitat and multiple species and areas to be conserved in perpetuity, referred to as the Multi-Habitat and areas to be conserved in perpetuity, referred to as the Multi-Habitat Planning Area (MHPA), to achieve a balance between new development and species conservation. The Famosa Slough is within the MHPA for Ocean Beach. Policies and recommendations regarding the important wetland are addressed in the Recreation and Conservation Elements of the Ocean Beach Community Plan and are

implemented by the City's MSCP Subarea Plan.

San Diego River Park - The San Diego River Park Master Plan recommends several projects to enhance the connection from the Ocean Beach community to the San Diego River including: creation of a San Diego River Park trailhead at Dog Beach and Robb Field, the initiation of a study to explore the benefits and impacts of connecting the trail at Famosa Slough to the San Diego River pathway and the re-vegetation of all areas adjacent to the San Diego River with appropriate native plant material.

Land Development Code – The City of San Diego Land Development Code (LDC) contains regulations and controls pertaining to land use, density and intensity, building massing, architectural design, landscaping, storm water management, streetscape, lighting, and other development characteristics. The LDC implements the policies of the General Plan and Community Plan. All development in Ocean Beach must comply with the regulations set forth in the LDC.

The Land Development Code defines the purpose and procedures for variances. A series of variances were granted in the years leading up to the 2014 adoption of the updated Ocean Beach Community Plan that raised issues of neighborhood scale. The variances were met by objections from the community planning group because the variances redistributed the FAR that is required for parking to the habitable portion of the projects. This redistribution made possible the development of single-family residences with increased bulk, scale and calculated habitable space within the allowable FAR permitted by existing regulations. ¹

In response to the community's concerns about neighborhood character and overall desire to maintain Ocean Beach's established character, additional policies were included in the Urban Design Element - Residential Neighborhood Recommendations (See Policies 4.2.1-4.2.9). These policies are intended to achieve transitions in scale between existing structures and new infill development. In addition, one of the overall plan goals is to "encourage development that builds on Ocean Beach's established character as a mixed-use, small-scale neighborhood." This overall plan goal, which is reflected throughout the plan, together with the more targeted, detailed residential neighborhood urban design policies, provides guidance to project designers, community members, property owners and staff reviewers. As City staff reviews discretionary projects, including variance requests, an evaluation of how the proposed project implements the overall intent of the plan and conforms with its policies will be conducted. The evaluation will form the basis for a determination as to whether the granting of the discretionary permit would adversely affect the Ocean Beach Community Plan.

Mission Bay Regional Park - The Mission Bay Park Master Plan includes policies for the development of the Park which sustain the diversity and quality of recreation and protect and enhance the Bay's environment for future generations. Though there is much end-user crossover, Mission Bay Park and the Ocean Beach plan area are separately administered through their respective planning documents. However, the Ocean Beach Community Plan identifies three areas within Mission Bay Park that could serve as park equivalencies for Ocean Beach, to offset the community's parks deficit: Dog Beach, Robb Field and Dusty Rhodes Park.

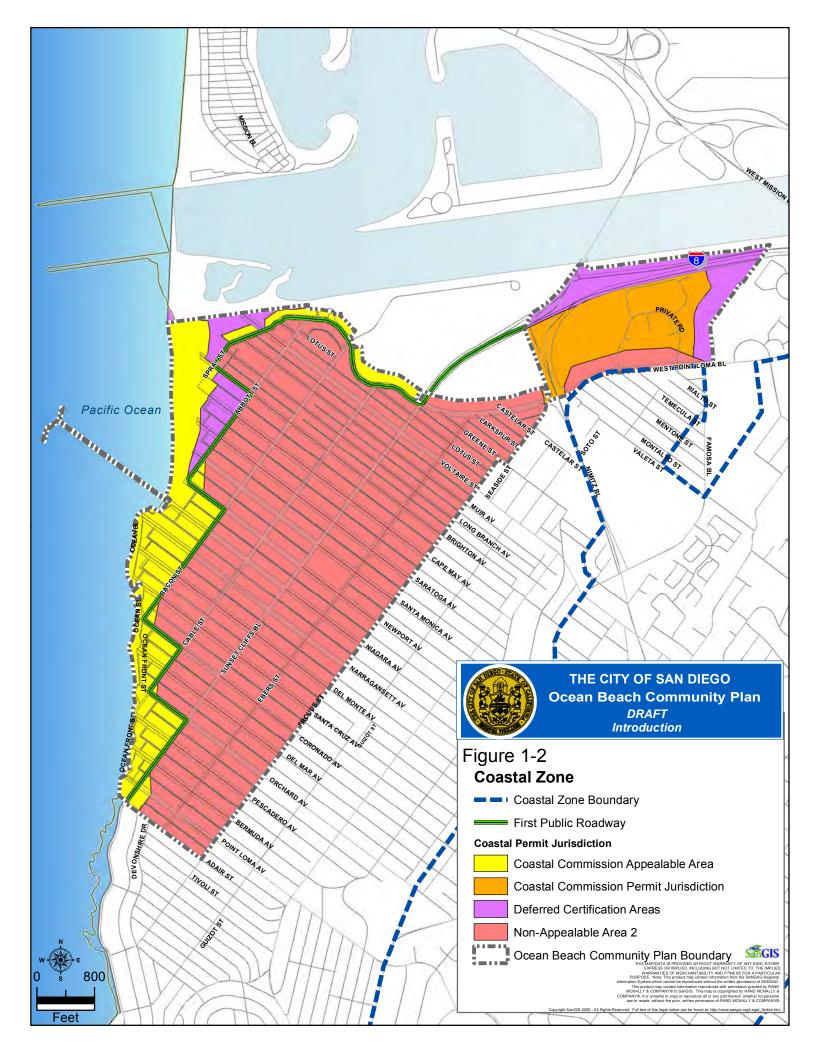
Famosa Slough Enhancement Plan: The Famosa Slough Enhancement Plan was developed to restore and enhance the Slough. The Plan was approved by the City Council in 1993. The objectives of the plan are to restore and preserve the Slough as natural habitat, provide sanctuary for wildlife and to educate the public with regard to the appreciation of plants and animals that comprise a wetland.

San Diego Municipal Code: Article 6: Division 8: Variances

The purpose of these procedures is to provide relief for cases in which, because of special circumstances applicable to the property including size, shape, topography, location, or surroundings, the strict application of development regulations would deprive the property of privileges enjoyed by other property in the vicinity and under the same land use designation and zone.

ALUCP – The Airport Land Use commission adopted the Airport Land Use Compatibility Plan (ALUCP) for Lindbergh Field to establish land use compatibility policies and development criteria for new development within the Airport Influence Area. The policies and criteria protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The ALUCP is addressed in the Land Use and Noise Elements of the Ocean Beach Community Plan and is implemented by the Land Development Code.

¹ Existing regulations specify FARs of 0.7, 0.75, 1.80, and 2.0 for the RM-2-4, RM-1-1, RM-5-12. and CC-4-2 zones, respectively.



Proposition "D" - In 1972, the voters passed Proposition D (City Clerk Document No. 743737) in a city-wide ballot, which limited the height of buildings west of the Interstate 5 to thirty (30) feet. The entire Ocean Beach Community Plan area is encompassed by the height restriction of Proposition "D". The 30-foot height restriction, measured in accordance with the Municipal Code, is important to maintaining the character of the community as well as coastal views.

Environmentally Sensitive Lands – These development regulations are intended to protect, preserve and, where damaged, restore the environmentally sensitive lands of San Diego and the

viability of the species supported by those lands. These regulations are intended to protect the public health, safety, and welfare while employing regulations that are consistent with sound resource conservation principles and the rights of private property owners.

1.3 California Coastal Resources

The Ocean Beach community is entirely within the Coastal Zone boundary with the California Coastal Commission retaining original permit jurisdiction within the area near the ocean, illustrated by Figure 1-2. Table 1.1 identifies Coastal Act issues and corresponding Plan elements.

Table 1.1 Coastal Issue Area and Community Plan Elements				
Coastal Issue	Ocean Beach Community Plan Element			
Public Access	Conservation Element , Land Use Element			
Recreation	Recreation Element			
Marine Environment	Conservation Element			
Land Resources	Historic Preservation Element, Conservation Element			
Development	Land Use Element, Mobility Element			
Sea Level Rise	Conservation Element			
Pacific Coastal Views	Urban Design Element			

Plan Organization

The Plan mirrors the City of San Diego's General Plan, and is organized into eight elements, as outlined in the Table of Contents. Each element contains an introduction and discussion, goals, and recommendations that will guide future development and improvement in the community.

Introduction and Discussion: provides a summary of key community issues to the element.

Goals: express the broad intent and result of implementing policies and recommendations.

Recommendations: reflect the specific direction, practice, guidance, or directives; and in some instances, recommendations that may need to be developed further and/or carried out through implementing plans by the City or another agency.

The Plan also contains an Implementation Action Matrix which identifies specific Element actions, timing for actions to occur, responsible City Department or other governmental agency, and whether or not the action is underway, complete or on-going.

Chapter Two: Land Use Element

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2. Land Use Element

Introduction

The General Plan contains policies to guide future growth and development into sustainable development patterns while emphasizing the diversity of San Diego's distinctive communities. The Plan provides a standardized land use matrix and promotes the City of Villages strategy through mixed-use villages connected by high-quality transit. A balanced mix of land uses is encouraged with housing for all income levels.

Ocean Beach is a developed, urbanized community with opportunities for infill development and the enhancement of existing properties. Patterned after General Plan land use categories, this Plan provides for a balanced mix of residential and commercial land uses. Mixed-use "village" areas have evolved organically over time through the proximity and interrelationships between commercial districts and adjacent residential neighborhoods.

2.0 Discussion

Ocean Beach is a developed urbanized coastal community with very few vacant lots. The community is mainly residential in nature, containing approximately 7,833 residential dwelling units (Year 2010). Of these, approximately 55 percent were contained in multifamily structures primarily located west of Sunset Cliffs Boulevard with the remaining 45 percent comprised of single-family residential dwellings to the east. Only sixteen percent of residents own and occupy their homes.

Ocean Beach includes a wide diversity of small-scale locally-owned business establishments. Commercial uses occupy approximately seven percent of the community and consist of small-scale retail establishments located in three specific districts. The Voltaire Street District is located in the northern portion of the community and contains commercial establishments interspersed with single-family and multifamily housing. The Newport District, located in the central portion of the community, is the major commercial district in Ocean Beach and contains a wide range of commercial businesses. The Newport District has become a center for antique dealers, drawing a regional clientele. The Point Loma Avenue District, located at the southern limit of the community, is a small commercial district containing a number of commercial establishments interspersed with single-family and multi-family housing.

The community of Ocean Beach also contains areas designated for open space and public parks. Areas of open space include the Famosa Slough and coastal bluffs. Ocean Beach Park is the community's largest public park. The Barnes Tennis Center, a privately operated tennis club on City-owned land, is located in the northern portion of the community. The community is also served by the Ocean Beach Recreation Center. Dusty Rhodes and Robb Field parks, located immediately adjacent to the planning area on the north, also provide recreational opportunities for residents of Ocean Beach. Please see the **Recreation Element** for a complete list of public parks and other recreational facilities.

Ocean Beach also contains institutional uses, including a public library, a fire station, a temporary police mobile trailer, lifeguard station, post office, and an elementary school with joint use activity fields. All land uses work together to form a well-functioning coastal village.

Goals

- Maintain the low-medium density residential nature of neighborhoods in Ocean Beach.
- Encourage mixed-use residential/commercial development within commercial districts.
- Support transitional housing uses in Ocean Beach.
- Provide housing for all economic levels.
- Protect and enhance commercial areas.
- Maintain, protect, enhance, and expand park facilities, open spaces, and institutional uses for the benefit of residents and future generations.
- Encourage sustainable development through neighborhood-scale best practices that focus on creating ecologically healthy and resilient areas.
 Evaluate opportunities for efficiencies in systems such as utilities, transportation and waste-stream management.

Land Use Plan

The Ocean Beach Community Plan/land use plan is contained on Figure 2-1. The Plan maintains the existing development pattern by designating appropriate areas for residential, commercial, community facilities and institutional uses. The Plan also recommends some areas that should remain free from development in order to preserve open space, sensitive habitat, public park lands, and other recreational uses.

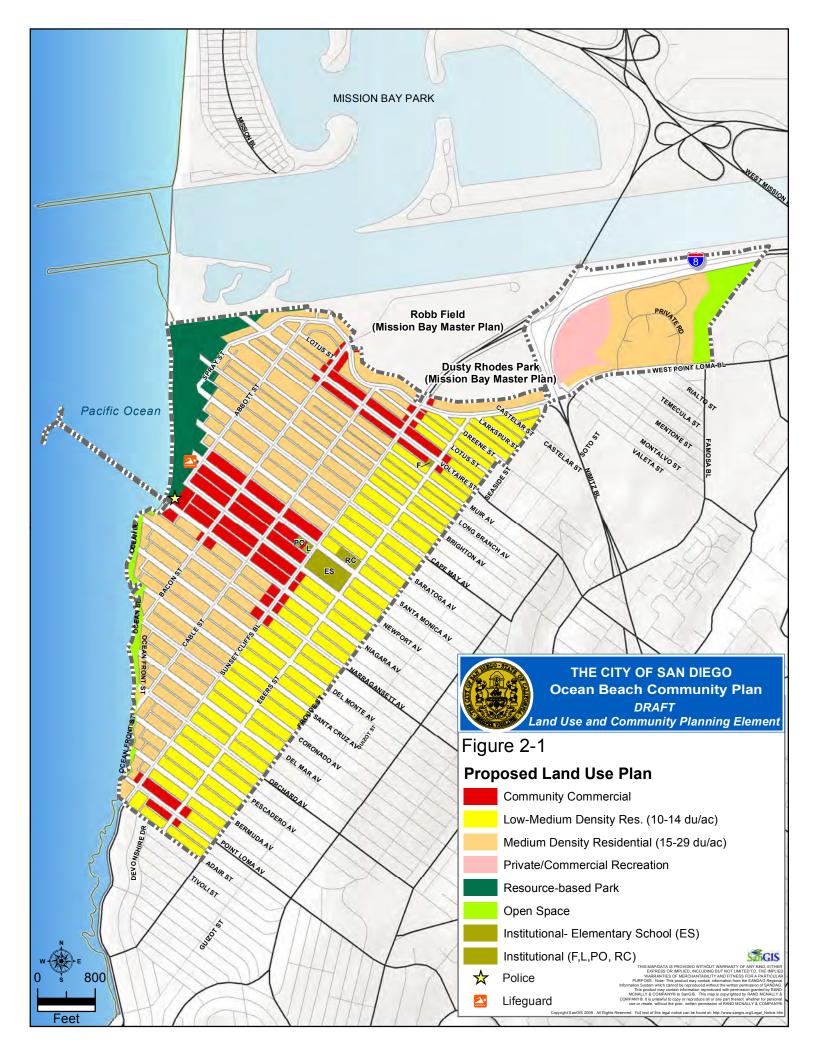
Land Use Categories

The recommended land use designations in the Ocean Beach community fall within five major categories: Open Space, Parks, Residential, Commercial, and Institutional. Table 2.1 outlines the land use categories within the community, as well as the types of uses allowed in each category. Table 2.2 identifies acreage and percentage of total plan area for the community.

Table 2.1 Recommended Community Plan Designation and Use Considerations						
Use Consideration	Description	General Plan Intensity/Density Building Intensity Range (du/ac or FAR)				
Open Space	Applies to land or water areas generally free from development or developed with very low-intensity uses that respect natural environmental characteristics. Open Space is generally non-urban in character and may have utility for: park and recreation purposes, primarily passive; conservation of land, water, or other natural resources; or historic or scenic purposes.	N/A				
Resource-based Parks	Provides for recreational parks to be located at, or centered on, notable natural or man-made features (beaches, canyons, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the citywide population as well as visitors.	N/A				
Private/Commercial Recreation	Provides for private recreation areas or commercial recreation areas that do not meet the definition of population-based or resource-based parks, but that still provide recreational opportunities.	N/A				
Residential Low-Medium	Provides for both single-family and multi-family housing within a low-medium-density range.	10-14 du/nra				
Residential – Medium	Provides for both single and multifamily housing within a medium-density range.	15 - 29 du/nra				
Community Commercial – Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses.	0 - 29 du/nra CC-4-2 with FAR of 2.0				
Institutional	Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: community colleges, university campuses, communication and utilities, transit centers, schools, libraries, police and fire facilities, post offices, hospitals, park-and-ride lots, government offices and civic centers.	N/A				

du/nra = dwelling units per net residential acre. Net Residential Area is defined as the total lot area less the area of public right-of way, private access easements, and public/semi-public utility easements.

Table 2.2 Plan Land Use, Acreage and Percent of Total						
PLAN LAND USE	ACREAGE	PERCENT OF TOTAL				
Low-Medium Density Residential (8-14 du/ac)	135.2	21%				
Medium Density Residential (15-29 du/ac)	184.5	29%				
Community Commercial	47.3	7%				
Open Space	18.9	3%				
Private/Commercial Recreation	13.8	2%				
Parks and Recreation	30.0	5%				
Institutional	6.1	1%				
Right of Way	205.5	32%				
Grand Total	641	100%				



2.1 Residential

The Ocean Beach community will maintain its predominantly residential character while accommodating development of a few scattered vacant lots and underutilized property up to Plan designated intensities. By the year 2030, SANDAG projects there will be an approximate six percent increase in the number of dwelling units compared to the year 2010, and the total number of dwelling units will increase from 7,905 (2010), to 8,371 (2030). Neighborhoods east of Sunset Cliffs Boulevard are designated residential low-medium which permits densities of 10-14 dwelling units per net residential acre. This density range accommodates single-family residential development and limited lower density multifamily development. Areas west of Sunset Cliffs are designated residential medium density at 15 to 29 dwelling units per net residential acre which accommodates multi-family housing. The Residential Land Use Designations and implementing zoning allow multiple dwelling units on a single-parcel. Residential neighborhoods are also identified on Figure 2-2.



New residential development

Transitional Housing

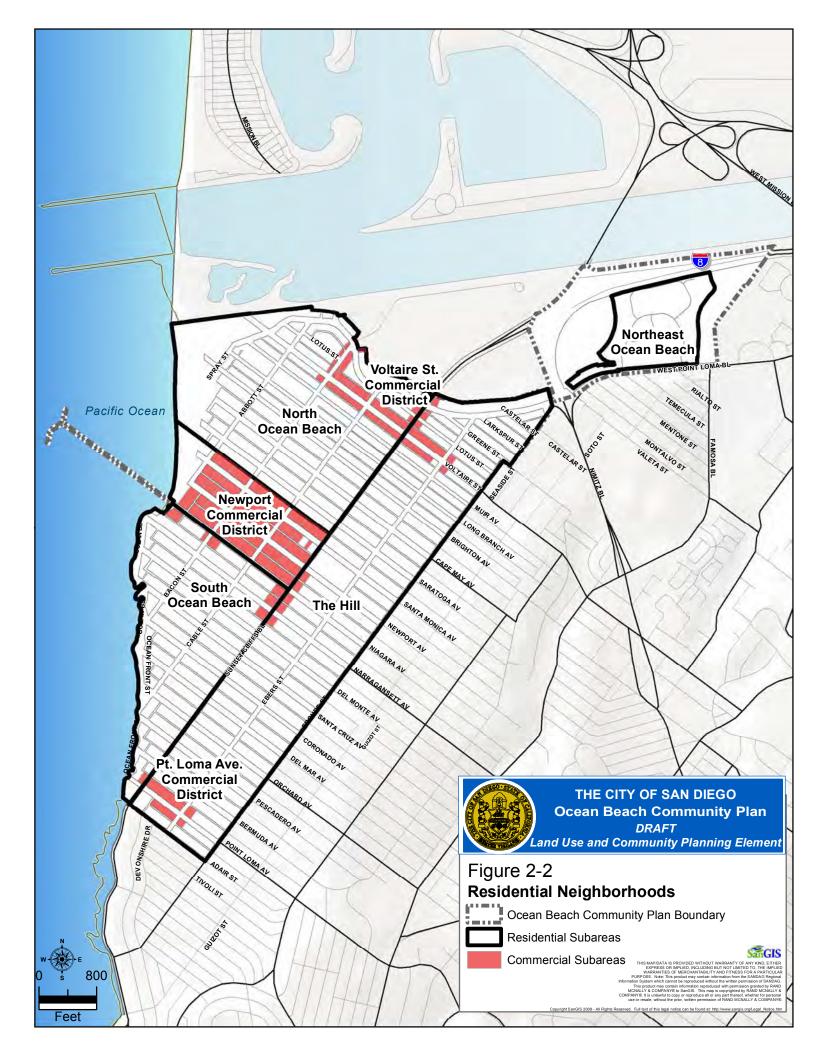
Transitional and supportive housing refers to interim housing accommodation designed to maximize the ability of persons with disabilities and other challenges to live independently. The community of Ocean Beach is supportive of transitional housing. As of 1999, one ten-unit transitional housing project existed in the community.

Balanced Communitites

Balanced community initiatives seek to promote communities of different housing types suitable for different income levels. Achieving balance in coastal communities is difficult due to economic factors. Housing prices throughout the City of San Diego have escalated over time and have risen more sharply in coastal areas, making Ocean Beach less affordable for both owner-occupied and rental housing.

The City's 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. One of the ways to encourage economically balanced communities is through the City's density bonus program. This program was designed, in part, to assist the housing construction industry in order to provide affordable housing for all economic segments of the community. In addition, the Coastal Housing Replacement Program requires the replacement of existing affordable housing units with emphasis on the retention of existing affordable housing units on-site or within the community. Since most of Ocean Beach is within the Coastal Zone this program will play an important role in the future development of the community.

Affordable housing is also a priority of the San Diego Housing Commission, as well as the Ocean Beach community. The San Diego Housing Commission works with private and non-profit entities, such as the Ocean Beach Community Development Corporation, to provide affordable housing through the use of local housing assistance programs administered by the Commission. Ocean Beach has 208 Low Income housing units and 100 Moderate Income housing units. The contract for affordability of these units will expire in 2015. Also, there are some units reserved for very low income residents at a transitional housing project.



Residential Recommendations

- 2.1.1 Enforce the Coastal Zone Affordable Housing Replacement Program to facilitate replacement of existing affordable housing units and the retention of existing affordable units. Required replacement housing should be constructed in Ocean Beach.
- 2.1.2 Utilize the Affordable Housing Density Bonus
 Program to assist the building industry in
 providing adequate and affordable housing for all
 economic segments of the community.
- 2.1.3 Ensure that new residential development is constructed within the density ranges identified in this Plan and meets adopted parking standards.
- 2.1.4 Support existing and new transitional housing projects in Ocean Beach.
- 2.1.5 Retain and expand the number of affordable housing units in Ocean Beach.

2.2 Commercial

Land designated for Commercial use totals approximately 47 acres, or 7% of the total acreage with the planning area. Although there are no formally-designated mixed-use villages within Ocean Beach, the community's commercial districts have elements of Community and Neighborhood Centers as outlined in the General Plan. The Voltaire Street, Newport Avenue and the Point Loma Avenue Districts comprise vibrant commercial areas with residential units scattered above or near commercial uses. These areas, which are generally well-served by transit, have evolved over time into pedestrian-oriented public gathering spaces. Commercial districts are identified on Figure 2-2.

Mixed-use residential/commercial development is permitted in the commercial districts of Ocean Beach. All three commercial districts, Newport Avenue, Voltaire Street, and Point Loma Avenue Districts are designated Community Commercial which can accommodate mixed-use residential/ commercial development at densities of 0 to 29 dwelling units per net residential acre. This designation is intended to serve the community at large within three to six miles. The districts offer resident-serving community needs, including retail goods, personal, professional, financial and repair services, recreational facilities, as well as convenience retail, civic uses and regional retail/services.

New mixed-use development within the three commercial districts may offer the best and most realistic alternative to provide future housing and meet citywide goals for economically balanced communities. There are a small number of existing sites within the commercial districts that could potentially provide opportunities for mixed-use and re-use development.

The Voltaire District has benefited from being a part of the Sidewalk Café Pilot Project which has allowed shops and restaurants to utilize the sidewalk area for outdoor signage, displays and dining. Any mixed-use development within the commercially zoned areas would require ground floor commercial uses. All of Ocean Beach is within the Coastal Overlay Zone where ground floor commercial is a requirement.



Newport Avenue Commercial District

The Newport District is also within a Business Improvement District (BID), which extends to Santa Monica Avenue on the north and to Narragansett Avenue on the south District. The Ocean Beach Main Street Association (OBMA) is the management organization for the BID and the Newport Avenue Landscape Maintenance District. The Ocean Beach Main Street Association also administers the community's National Main Street designation by the National Trust for Historic Preservation. Improvement projects include street tree plantings, commemorative tile placement, planters, and special color schemes.

Lodging

Ocean Beach provides a number of lower cost rental rooms for visitors. Facilities include an International Youth Hostel, motels, and short-term rentals. Most low cost rental rooms are located in the commercial districts while a few are within beach-adjacent residential neighborhoods. Their unique location near public recreational facilities, the bluffs and Ocean Beach Park, make them a priority use in the Coastal Zone.

Commercial Recommendations

- 2.2.1 Mixed-use projects should be developed in commercial areas in an integrated, compatible and comprehensive manner.
- 2.2.2 Maintain and enhance commercial districts in Ocean Beach by promoting locally-owned businesses.
- 2.2.3 Maintain the inventory of lower cost rental rooms for visitors and expand the inventory should the opportunity arise. Encourage provision of lower-cost visitor serving recreation and marine-related development.
- 2.2.4 Develop commercially designated properties in accordance with the land use designations of the plan.
- 2.2.5 Encourage the City to adopt pilot programs aimed at creating incentives for more sustainable, mixed-use commercial development.
- 2.2.6 Encourage increased use of sidewalk cafes and outdoor seating that conform to public right-of-way requirements.

2.3 Institutional

Land designated for Institutional uses total approximately 6 acres, or 1% of the total acreage within the planning area. Institutional uses provide public or semi-public services to the community. The public and semi-public institutional uses serving Ocean Beach includes a fire station, a temporary police trailer, public and private schools, a library, child care facilities, churches, counseling services, and centers providing health care.

Institutional Recommendations

2.3.1 Encourage the development of communityrelated institutions within the community to serve the residential and employment needs of residents and visitors.

2.4 Open Space, Parks and Recreation

Land designated for Parks, Open Space and Recreation uses total approximately 63 acres, or 10% of the total acreage with the planning area. Park designated lands include Ocean Beach Park and the Ocean Beach Gateway Park. The open space system includes coastal bluffs and the Famosa Slough which contain sensitive biological resources. Lands adjacent to the open space system provide an opportunity to integrate recreational and educational opportunities to increase awareness and interest in the sensitive resources. Recreation lands include the Barnes Tennis Center which is a privately leased facility on publicly owned property.



Open Space, Parks and Recreation Recommendations

- 2.4.1 Maintain the existing Open Space, and collaborate with the wildlife agencies, environmental groups and the public to ensure adequate conservation for sensitive biological resources.
- 2.4.2 Maintain existing Park lands and provide additional park and recreation opportunities consistent with General Plan standards.
- 2.4.3 Consider alternative storm water management strategies that can provide co-benefits to public parks and become public park amenities, such as including swales in parking lots and dry infiltration basins.
- 2.4.4 Implement the Environmentally Sensitive Lands Regulations and the Biology and/or Coastal Bluffs and Beaches Manual related to biological resources and coastal habitat for all new development, as applicable.

Chapter Three: Mobility Element

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3. Mobility Element

Introduction

Improving mobility through development of a balanced, multi-modal transportation network is the purpose of the Mobility Element of the City of San Diego General Plan. To this end, the element contains goals and policies relating to walkable communities, transit first, street and freeway systems, Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, passenger rail, goods movement/freight, and regional coordination and financing. Taken together, the policies advance a strategy for congestion relief and increased transportation choices in a manner strengthening the City of Villages land use vision. Providing a balanced, multi-modal transportation network that gets people where they want to go while minimizing environmental and neighborhood impacts is an overall goal of the element.

Ocean Beach, an urbanized coastal community with very few vacant parcels, will accommodate a small percentage of new population and associated traffic. Consequently, the focus has shifted from developing new transportation systems, to sustainable policies supporting current densities and alternative transportation modes. The policies are intended to mitigate impacts associated with automobiles while enhancing desirable outcomes associated with the City of Villages growth strategy in terms of bikeability, walkability and pedestrian orientation. The shift toward additional and improved alternative transportation modes, such as transit, bikeways and pedestrian paths linking the community with open spaces, supports an enhanced infrastructure, thereby reducing dependence on non-renewable resources, and forming a more sustainable and integrated approach to mobility and land use.

3.0 Discussion

The General Plan recognizes that developed communities have goals that must be balanced with technical recommendations to improve traffic flow and relieve congestion. The Mobility Element contains goals that discuss preserving community and streetscape character, promoting opportunities for pedestrian and bicycle access, increasing transit opportunities in balance with street improvements. The current 22.6 miles of roadway system today will be serving the community in the future as well. Fortunately, the layout of the street system is a grid pattern that provides multiple opportunities to residents and visitors for alternative route selections to reach their destinations. Streetscapes that are key to Ocean Beach's unique character can be retained or improved.

Given the aforementioned community conditions, this Mobility Element emphasizes on optimization of the existing roadway infrastructure by Transportation System Management strategies, along with recommendations with emphasis on non-motorized modes of travel. The goals of the Mobility Element are:

Goals

- Enhance the street system for bicycles and pedestrians to improve local mobility.
- Reduce vehicular traffic demand placed on the street network by encouraging the use of alternative modes of transportation, including public transit, bicycles, and walking.
- Improve inbound and outbound traffic flow and reduce traffic congestion along major thoroughfares.
- Provide a high level of public transportation, linking Ocean Beach with the region, including employment areas and regional transit system.
- Efficiently manage on-street parking to better serve the beach and commercial areas.
- Implement measures to increase off-street parking available for the community and its visitors.
- Maintain and enhance the pedestrian and bicycle interface with beach and commercial areas and the neighborhoods by ensuring that vehicular access to such areas does not compromise pedestrian and bicycle safety.
- Enhance transportation corridors to improve community image and identification.
- Enhance transit patron experience by improving transit stops and increasing transit service frequency.
- Implement a network of bicycle facilities to connect the neighborhoods and major activity centers and attractions within and outside the community.
- Install secure bike parking and bike sharing facilities at major activity centers, including commercial areas, employment nodes, parks, library, and schools.

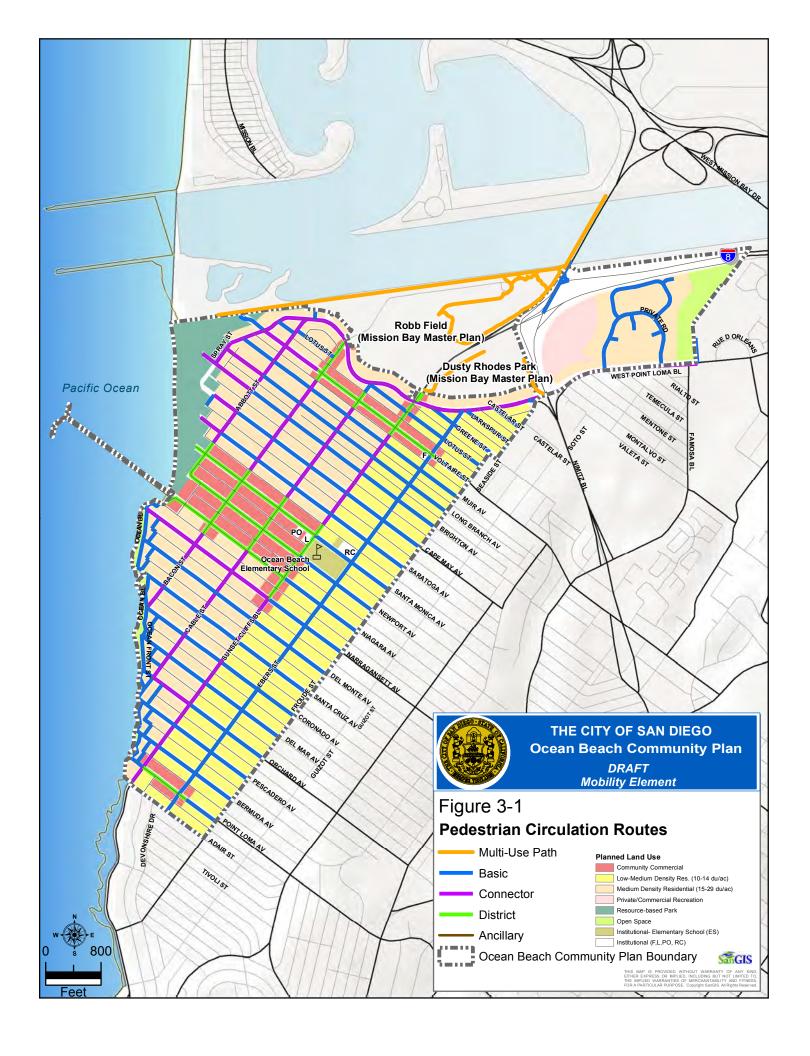
The following includes a series of recommendations for each mode of travel, in support of the goals of the **Mobility Element**.

3.1 Walkability

The City's General Plan encourages walking as a viable choice for trips of less than half-a-mile, while providing a safe and comfortable environment and a complete network for all with pedestrian oriented urban design.

Ocean Beach's grid network of two-lane streets with sidewalks and alleyways allows its residents to walk to local commercial districts, community facilities, and recreational attractions such as beaches and parks. As a community, Ocean Beach's pedestrian facilities are generally accessible to persons with disabilities due to its network of mostly barrier-free sidewalks and presence of curb ramps at most intersections and alleys. Pedestrian connectivity within Ocean Beach is excellent due to its complete grid network of streets.

The City's Pedestrian Master Plan defines pedestrian route classifications based on the functionality of pedestrian facilities. Pedestrian routes in Ocean Beach were classified based on these definitions and are shown on Figure 3-1. General Plan policies ME-A.1 through ME-A.7 and ME-A.9, as well as Table ME-1 (Pedestrian Improvement Toolbox), along with the following specific recommendations should be consulted when evaluating pedestrian improvements.



Recommendations

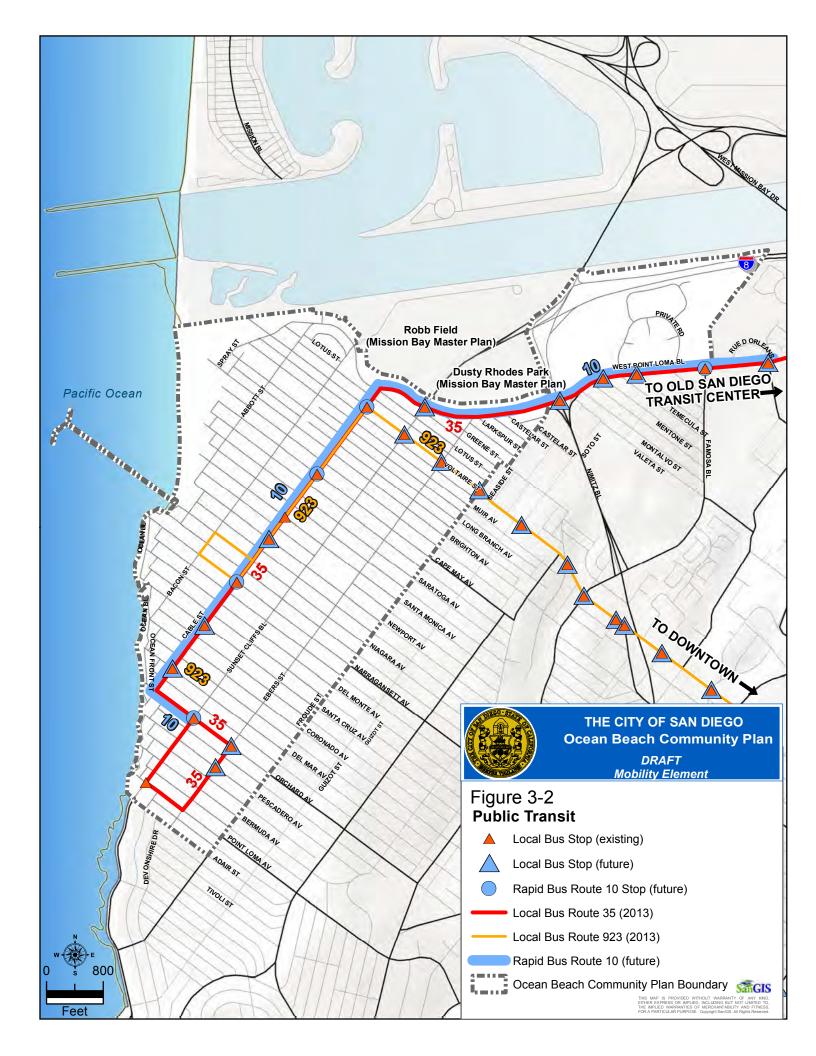
- 3.1.1 Implement pedestrian improvements including, but not limited to, missing sidewalks and curb ramps, bulbouts, traffic signals timed for pedestrians, alternative crosswalk striping patterns and raised crosswalks aimed at improving safety, accessibility, connectivity and walkability as identified and recommended in the City's Pedestrian Master Plan effort.
- 3.1.2 Provide pedestrian countdown timers at all signalized intersections.
- 3.1.3 Provide street furniture where needed in the commercial core and the beach areas.
- 3.1.4 Improve pedestrian connections within the parks and along the beaches, to/from transit stops and with other communities. These connections may include, but not limited to:
 - Sunset Cliffs Boulevard sidewalk along the bridge that leads to paths to Mission Bay Park, Linda Vista, and Mission Valley.
 - West Point Loma Boulevard, across Nimitz Boulevard on the south side of West Point Loma Boulevard, leading to the inbound (eastbound) transit stop on West Point Loma Boulevard at Nimitz Boulevard.
 - Voltaire Street, Point Loma Avenue, and other local streets that connect over the hill to the Peninsula community.

3.2 Public Transit

Ocean Beach has historically been served by two bus routes operated by the Metropolitan Transit System (MTS) as is today. Ocean Beach is included in the Central Coastal area of MTS, with transit mode share of 5% for the community. The San Diego Association of Governments' (SANDAG) Regional Transportation Plan (RTP) projects total transit mode share for the Central Coastal area to be between 10% to15% in 2050. To this effect, the RTP is proposing a new Rapid Bus Route to be extended to Ocean Beach with stops located at key intersections.

Year 2010 transit ridership is expected to grow by 35% by Year 2020 for the two bus routes currently serving Ocean Beach. Due to the introduction of the Rapid Bus service, the expected transit ridership increase in Year 2020 is more than three times the 2010 levels.

Figure 3-2 illustrates the two existing bus routes and the new Rapid Bus Route in Ocean Beach. General Plan Policies ME-B.1 through ME-B.10., as well as the following community-specific recommendations should be consulted when evaluating transit improvements.



Recommendations

- 3.2.1 Support the implementation of transit priority measures for buses as feasible.
- 3.2.2 Coordinate with SANDAG on the needed project-level studies for Rapid Bus service.
- 3.2.3 Coordinate with MTS to provide shelters, benches, and trash and recycling receptacles at all bus stops to make transit more attractive to current and potential riders.
- 3.2.4 Coordinate with MTS to provide a shuttle service during summer months to serve the beach and residential areas via a route that would tracel easat-west with trasnfer opportunities to and from the two bus routes serving Ocean Beach.
- 3.2.5 Coordinate with MTS to ensure weekend and evening service serving Ocean Beach as soon as possible.
- 3.2.6 Coordinate with SANDAG to ensure high-quality transit service to Ocean Beach.

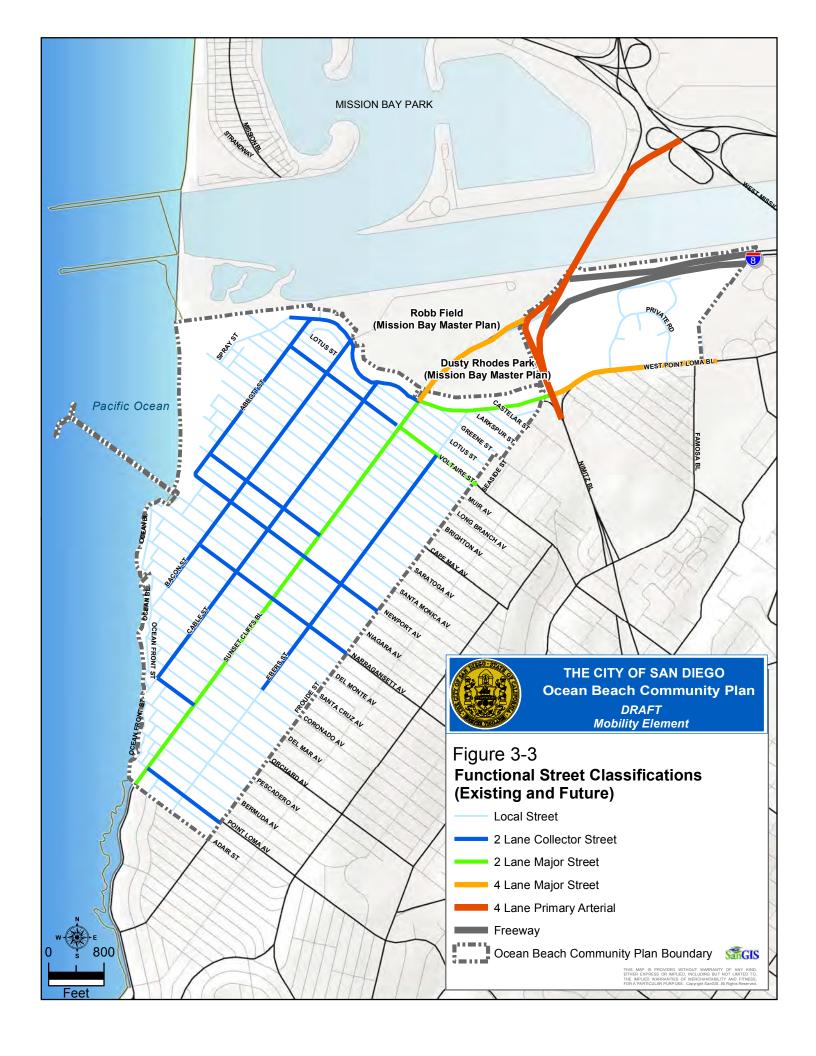
3.3 Streets and Freeways

Ocean Beach is accessed by Interstate (I-8) and local streets. The terminus of I-8 is at Ocean Beach and access to it is provided via Sunset Cliffs Boulevard. The street pattern is a grid network with ocean orientation of the roadways. This pattern provides multiple mobility opportunities to pedestrians, bicyclists, and motorists. Local streets provide intercommunity access to the neighboring communities of Midway to the east, Peninsula to the south and Mission Bay Park to the north. Due to the location of Ocean Beach, this community cannot be accessed from the west.

Due to the community's already mature development and the desire of the residents to maintain Ocean Beach's unique character, widening of street segments serving intra-community trips is not recommended. Therefore, it is imperative that the community's street system be utilized in the most efficient way possible. To this effect, implementing strategic and spot improvements to accommodate traffic demand should be considered. Such improvements include, but not limited to, synchronizing and adjusting traffic signal timing to accommodate seasonal changes in traffic volumes and patterns to facilitate traffic flow, adding capacity to heavily congested approaches at major intersections serving as entry/exit gateways to/ from the community, and restriping street segments with adequate street width to increase their carrying capacity.

The Functional Street Classifications are depicted on Figure 3-3. A summary of the counts made in various years are shown on Figure 3-4. The future daily traffic that is based on the build-out of the community and the regional growth are shown on Figure 3-5.

General Plan policies ME-C.1 through ME-C.7, as well as Table ME-2 (Traffic Calming Toolbox), along with the following community-specific recommendations should be consulted when considering future street and intersection improvements.







Recommendations

- 3.3.1 Synchronize and adjust traffic signal timing to address seasonal change in traffic volumes and patterns at all signalized intersections along Sunset Cliffs Boulevard, Voltaire Street, and West Point Loma Boulevard.
- 3.3.2 Implement traffic calming measures at the intersections of Bacon Street with WEst Point Loma Boulevard, Brighton Avenue with Sunset Cliffs Boulevard, and Orchard Avenue with Sunset Cliffs Bouldevard. Facilities should accommodate all users of roads, including motorists, cyclists, and pedestrians.
- 3.3.3 Implement traffic congestion and safety measures at the intersections of West Point Loma Boulevard with Sunset Cliffs Boulevard, and West Point Loma Boulevard with Nimitz Boulevard. These measurtes should accommodate all users of roads, and may include, but are not limited to, additional dedicated turn lanes for motorists, and pedestrian and bicycle facility improvements and safety measures.
- 3.3.4 Support improving Nimitz Boulevard between Sunset Cliffs Boulevard to West Point Loma Boulevard to improve multi-modal function.

3.4 Bicycling

The General Plan goals for bicycling include emphasizing this mode as a viable choice for trips that are less than 5 miles, on a safe and comprehensive network that provides social and personal benefits. Ocean Beach is an ideal community for bicyclists because of its relatively flat terrain and short distances between the residential and commercial areas. The access to the area beach is also made by many, including surfers who carry their surf boards while riding their bikes. The grid pattern of the street system makes it easy for the cyclists to get access to their destinations. Parking shortage in the commercial core and the beach area is also another factor that encourages bicycle use.

The City's Bicycle Master Plan was updated in 2013. In 2010, Ocean Beach was served by 5 miles of designated bicycle facilities. The 2013 Bicycle Master Plan proposes 7.46 additional miles for a total of 12.46 miles of bicycle facilities in Ocean Beach. The bicycle network consists of a combination of facilities that include Class I bicycle paths, Class II bicycle lanes,

Class III bicycle routes, a Bicycle Boulevard, and a Cycle Track. For characteristics of each bicycle facility and classification, consult the San Diego Bicycle Master Plan. The 2011 Bicycle Master Plan proposes a Cycle Track on Nimitz Boulevard, and a Bicycle Boulevard along Bacon Street, Brighton Avenue, and Coronado Avenue.

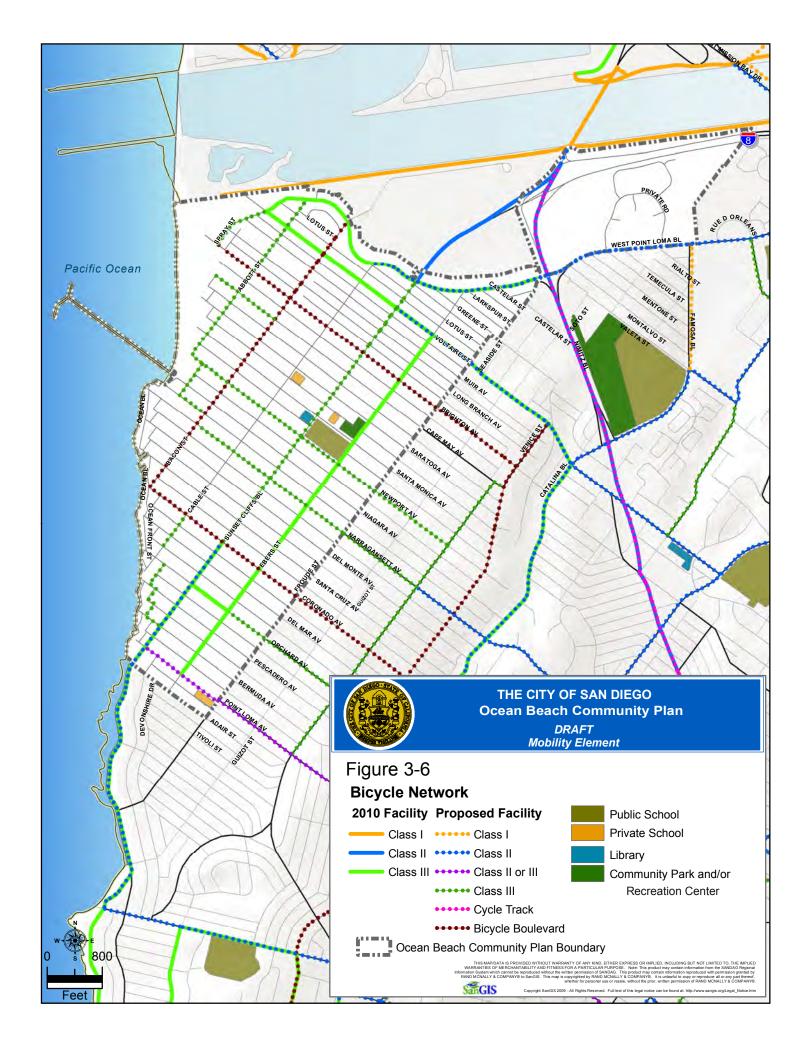
Critical to meeting the goals to increase bicycle use is the continued development of a continuous bikeway network that serves important destinations and connects to bikeways in neighboring communities. The Bicycle network for Ocean Beach is illustrated on Figure 3-6. As depicted on this figure, all the residential and commercial areas of the community are within one block of a classified bicycle facility. The figure also illustrates the location of bicycle facilities in relation to public facilities and schools.

In order to further promote bicycle use in the community and also address the parking shortage in an economical way, especially during summer months, implementation of bike share stations is recommended in Ocean Beach. Bike sharing consists of a series of secure bicycle stations from where a publicly-owned specialty bicycle may be checked-out and returned at a destination bicycle station.

General Plan policies ME-F.1 through ME-F.6 as well as the following community-based recommendations should be considered when evaluating new bicycling facilities and improvements.

Recommendations

- 3.4.1 Implement bicycle facilities shown on Figure 3-6 to develop a rich bicycle network that connects destination areas within and outside the community.
- 3.4.2 Expand the City's bike share program to provide bike stations at convenient and visible locations that effectively serve the commercial core, the beach, the recreation center and the library.
- 3.4.3 Provide parking in conjunction with a bike station within the northeast corner of Robb Field and establish a Park and Bike facility.
- 3.4.4 Provide short-term bicycle parking including bike racks, bike corrals and bike lockers in high-activity areas. Encourage businesses to support active transportation by providing safe and secured parking for bicycles.



3.4.5 Implement and expand upon the bicycle strategy specified in the San Diego Bicycle Master Plan by creating an intra-community bikeway network.

3.5 Parking

Because the community's beach is a regional source of attraction and due to increased number of vehicles per dwelling units, parking shortage is a problem in Ocean Beach, especially during summer months. For the purpose of addressing beach parking impacts, Ocean Beach lies within the Beach Impact Area of the Parking Impact Overlay Zone. The overlay zone serves as a tool to identify areas of high parking demand and increase the off-street parking requirements accordingly.

On-street parking is free. However, some streets have time limit parking. Parking shortages are evident along streets in the area north of Del Mar Avenue and west of Sunset Cliffs Boulevard. Due to regional growth coupled with community buildout, the demand for parking will continue to increase. This will result in parking spillover to expand further to the east of Sunset Cliffs Boulevard and south of Del Mar Avenue. To effectively manage the increase in parking demand, implementation of tailored parking management strategies aimed at improving parking efficiency allows addressing those impacted street segments. Address public beach parking needs, with the objective to improve public beach access, in development of any parking management strategy.

While paid parking has been introduced on some privately owned parcels, paid parking should only be implemented in the context of a Parking District. All revenues generated from paid parking should be reinvested in the Ocean Beach community. This would allow the opportunity to manage and implement community-identified improvements. The Ocean Beach community adamantly opposes paid parking at beaches. Therefore, paid parking on beach surface lots should only be considered as part of a city-wide beach parking program.

Proposed Robb Field improvements include additional parking. Complemented with the implementation of bike share stations, quick and convenient access to the community is made available from this location.

Visitor-oriented parking and shared parking arrangements offer additional opportunities to increase off-street parking supply. While lack of available lots with adequate size within the community complicates

identifying and providing additional off-street parking, multiple smaller size lots could serve this need.

General Plan policies ME-G.1 through ME-G.5 and Table ME-3 (Parking Strategy Toolbox), as well as the following community-specific recommendations should be considered when evaluating new parking facilities.

Recommendations

- 3.5.1 Evaluate curb utilization to identify opportunities for increasing on-street parking supply.
- 3.5.2 Evaluate the roadway access to Robb Field to implement additional parking spaces.
- 3.5.3 Evaluate parking lots located at the northwest side of the community near Robb Field and Bacon Street for additional off-street parking spaces.
- 3.5.4 Implement parking management strategies along streets that serve the commercial and beach areas. Address public beach parking needs, with the objective to protect public beach access, in the development of any residential permit parking program. Preferential residential parking programs would require a Land Use Plan amendment. Refer to Section G of the General Plan's Mobility Element.
- 3.5.5 Encourage pedicab operators to provide transportation between Robb Field parking lot and the community's beach and commercial areas, especially in the summertime.
- 3.5.6 Evaluate visitor-oriented parking opportunities within the community.
- 3.5.7 Encourage shared parking arrangements that accommodate the parking needs of the existing use as well as other users.
- 3.5.8 Apply water quality protection measures to mobility projects in conformance with the City's Storm Water Standards Manual.
- 3.5.9 Encourage transit use by visitors and residents to relieve demand for parking.
- 3.5.10 Encourage developers to provide secure bike parking in addition to meeting the number of car parking spaces provided.
- 3.5.11 Encourage the installation of electric-vehicle charging stations and parking areas for car-share vehicles in high-activity areas of the community.
- 3.5.12 Provide adequate off-street parking for new development.

Chapter Four: Urban Design Element

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4. Urban Design Element

Introduction

The purpose of the Urban Design Element of the City of San Diego General Plan is to guide physical development toward a desired form and image consistent with the social, economic, and aesthetic values of the City. Specific policies address general urban design, distinctive neighborhoods and residential design, mixed-use villages and commercial areas, office and business park development, public spaces and civic architecture and public art and cultural amenities. The principles of providing the framework for the Urban Design strategy are to contribute to the qualities distinguishing San Diego as a unique living environment; build upon the City's existing communities; direct growth into commercial areas where a high level of activity already exists; and preserve stable residential neighborhoods. The core values of urban form are based on the natural environment; the City's extraordinary setting as defined by its open spaces, natural habitat and unique topography; a compact, efficient, and environmentally sensitive pattern of development; and the physical, social, and cultural diversity of the City and its neighborhoods.

The urban form of Ocean Beach derives from its natural features. The coastline is Ocean Beach's greatest natural asset, and the topography and location provide expansive ocean views and sea breezes. Ocean Beach is a developed, urbanized community with opportunities for enhancement of existing properties and limited infill development potential. Patterned after General Plan Urban Design policies, this Element encourages urban design based on the natural and existing manmade environment.

4.0 Discussion

Ocean Beach is a compact, small-scale coastal community, with stable neighborhoods, active commercial centers, a rich history, and a diverse engaged population. The character of Ocean Beach is typified by an eclectic mix of beach cottages, larger single-family residences, - multi-family housing and commercial establishments. The community of Ocean Beach aspires to maintain, augment, and enhance its unique community character to ensure that future generations of residents and visitors will be able to enjoy its distinctive ambience

The Urban Design Element builds from the framework established in the Urban Design Element of the General Plan, and works in conjunction with the other elements of the Community Plan. The Element offers recommendations for building and site development elements which have greatest impact on overall appearance and connectivity. The recommendations are intended to provide guidance to ensure that new construction relates in a compatible way to complement and coordinate with surrounding structures. The Goals and Policies contained in the Urban Design Element of the General Plan are applicable when reviewing development proposals as well as the following recommendations specific to Ocean Beach. These policies apply to all new development in Ocean Beach with a discretionary permit, including residential and commercial development proposals. Please note all figures are for illustrative purposes only.

Goals

- A coastal community that values the coastline and topography as an amenity and provides an attractive built
 environment.
- New development with a high degree of design excellence.
- Distinctive residential neighborhoods.
- Vibrant mixed-use village commercial districts.
- Public art to augment the pedestrian experience.
- New development that is environmentally friendly and attains LEED and/or Cal Green standards or equivalent.
- Connectivity of neighborhoods and commercial districts to activity centers and adjacent communities.
- Coastal views protected and enhanced.
- Pedestrian friendly walkable neighborhoods.

ARCHITECTURAL TERMS AND DEFINITIONS

Fenestration: The arrangement of doors, windows, entrances, passages and other openings. Size, proportion, and detail of openings has a critical impact on the general appearance of a building and its orientation to pedestrians, streets, and open space.

Roofs: Diversity in roof forms, materials and colors can add interest to a collection of buildings. Roofs contribute to an interesting and articulated skyline.

Materials: Materials, colors and textures add vibrancy to new buildings and assist with achieving compatibility with surrounding development.

Bulk and Scale: Bulk is related to concentration of Floor Area Ratio and site characteristics. Scale describes the relationships of buildings to each other and to human dimensions.

Height: In 1972, Proposition D was passed in a city-wide ballot, and limited the height of buildings west of the Interstate 5 to thirty (30) feet.

Setback: a required distance from and perpindicular to a property line at or behind which all structures must be located unless otherwise specified

Stepback: to build so that successive stories recede farther and farther from the front, side or back.

Floor area ratio (FAR), is a term for the ratio of a building's total floor area to the size of the piece of land upon which it is built. For example, a 2,500 square foot lot with an FAR of .7 would limit the size of a structure to 1,750 square feet.

San Diego Municipal Code Chapter 14 Article 2 Division 3 regulates the location and the height of the fences in the required setbacks and in the visibility area as follows:

- 1. Solid fences and standard all metal chain link fences (open fences), located on the front or street side property line, shall not exceed 3 feet in height except as provided in Section 142.0310(c)(1)(C) of the SDMC
- 2. Fences located in required side yards and re-quired rear yards are permitted up to 9 feet in height. Any portion of the fence above 6 feet in height shall be an open fence.
- 3. Fences in visibility areas shall not exceed 3 feet in height.

Fence height per SDMC - Fence height is measured from the lowest grade abutting the fence to the top of the fence, except that the height of a fence on top of a retaining wall is measured from the grade on the higher side of the retaining wall.

4.1 General Urban Design

Architecture

Development in Ocean Beach presents an eclectic mix of architectural styles. While there is no dominant architectural style, there are several aspects of architecture which combine to create quality design. The aspects include fenestration, roofs, materials, height, and bulk and scale.

Bulk and Scale

Building bulk and scale has the greatest impact on new and infill development's overall appearance and integration with existing neighborhood character. Breaking down large surfaces through the creation of façade articulation is a valuable concept when designing new projects for maintaining a pedestrian orientation and human scale with the public right-of-way.

Fenestration

The size, proportion and detail of openingssuch as doors and windows is one of the most important factors affecting the visual relationship between buildings and how pedestrians, streets, and open space relate to the buildings.

Roofs

The roofscape of any neighborhood is a significant component of its overall visual character. Ocean Beach presents a collection of individual buildings that has grown over time, with the visible input of many different designs from different historical periods contributing to a diverse skyline.

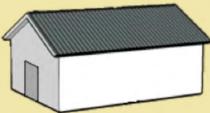
Materials

There is no predominant material which defines the Ocean Beach character. There is however, existing precedent of materials used in the various residential and commercial districts. It is critical that new and infill construction relate in a compatible way to the materials, colors and textures of their immediate neighbors, as well as facades across the street and the predominant patterns in the area in which they are sited.

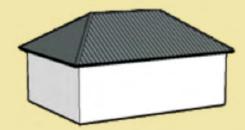
Roof Types

Gable: has two roof surfaces of the same size, that are pitched at the same angle back to back, making a ridge at the top and forming a triangular roof.

Front Gable Roof

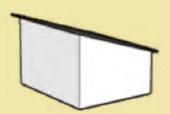


Hip: the hip roof (or hipped roof) does not have flat sides like the gable roof - instead all sides of the roof slope down to meet the walls of the house. *Simple Hip Roof*

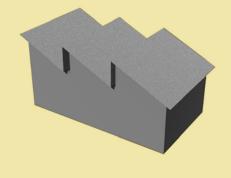


Lean-to: is typically a single roof face that slopes down the entirety of the structure or structure addition.

Lean-to Roof



Saw Tooth: A roof system having a number of parallel roof surfaces of triangular section with a profile similar to the teeth in a saw.



General Urban Design Recommendations

- 4.1.1 Building bulk should be minimized through the use of vertical and horizontal offsets and other architectural features, including step backs and articulation which serve to break up building facades and provide a visual hierarchy of design elements.
- 4.1.2 Ensure that the scale and articulation of projects are compatible with the surrounding development.
- 4.1.3 Building doors, windows and other openings should create visual rhythms or patterns that break down the horizontal and vertical scale of taller buildings, and allow light and the free flow of ocean breezes.
- 4.1.4 Proportion fenestration elements to reflect the scale and function of interior spaces.
- 4.1.5 New residential and commercial development on corner lots must be mindful of both street frontages. New corner development should activate both street frontages and provide architectural features which take advantage of the unique location.
- 4.1.6 Encourage a variety of roof types for new and infill development in Ocean Beach, including but not limited to flat and pitched roofs of various forms such as hips, gables, lean-to and saw-tooth roofs. A variety of roof types helps to provide visual interest and minimize the bulk and scale of development. Consider a variety of roof type designs to accentuate distinct elements of a building project and provide visual diversity.
- 4.1.7 Avoid large areas of uninterrupted, blank surfaces. Highly reflective, mirrored or tinted glasses are strongly discouraged.
- 4.1.8 Incorporate water quality protection measures to new development projects in conformance with the City's Storm Water Standards Manual.
- 4.1.9 Encourage the use of permeable landscaping for yards and driveways in new private and public construction projects.
- 4.1.10 Accentuate a building's pedestrian entrance with the use of distinct colors, materials, an awning or canopy and/or other architectural features.
- 4.1.11 Provide a dedicated pedestrian access way to a building development that is separate from the automobile access.

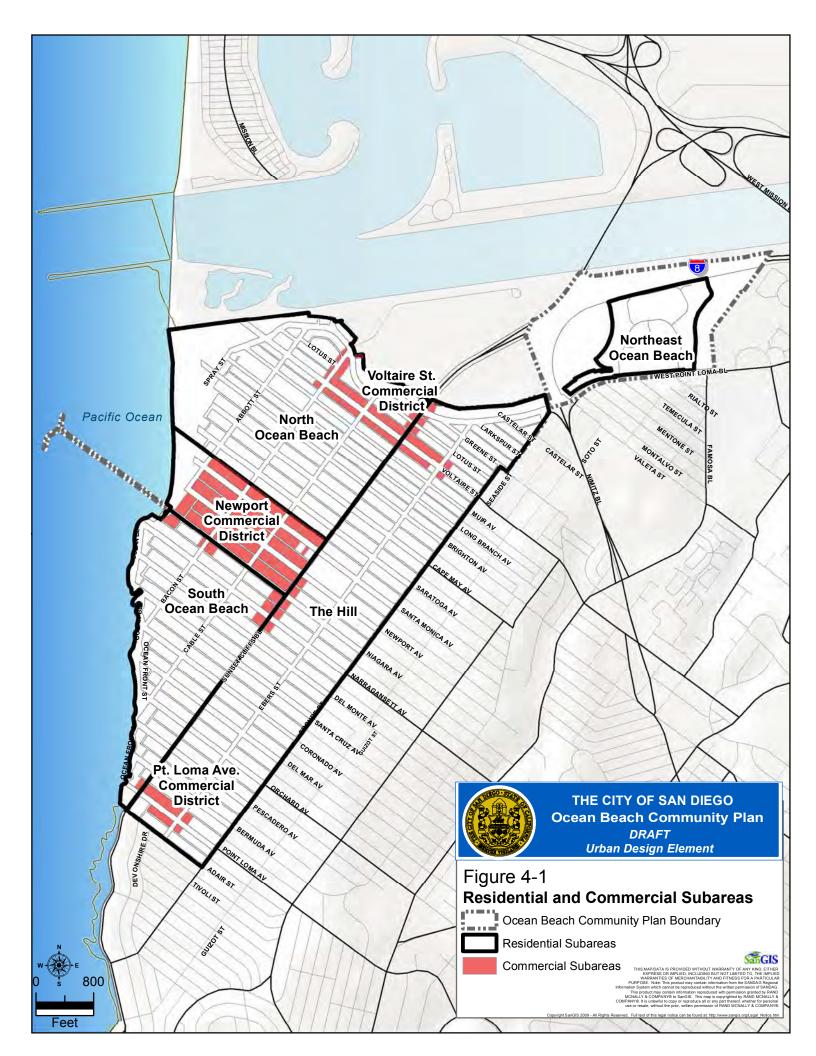
- 4.1.12 Minimize and evaluate the use of night lighting along the shoreline and adjacent to sensitive habitat areas, consistent with MHPA Adjacency Guidelines, ESL regulations, and Outdoor Lighting regulations. Evaluate the provision of lighting on the pier during non-daylight hours of operation.
- 4.1.13 Encourage the use of special design and window treatments to improve the degree to which new developments are bird-safe. Green design that facilitates bird safety includes: reduction of reflectivity and transparency in glass, the avoidance of light pollution, reduced disturbance to natural landscapes and biological systems, and lowered energy use.
- 4.1.14 Encourage new development to meet the requirements of the US Green Building Council (USGBC) Leadership in Energy and Environmental Design Program® (LEED®) certification, or equivalent CALGreen standards.

4.2 Distinctive Neighborhoods and Residential Design

Ocean Beach is a small coastal community with four residential neighborhoods, which include North Ocean Beach, Northeast Ocean Beach, The Hill, and South Ocean Beach (Figure 4-1).

North Ocean Beach typifies the history of the community as a beach resort destination. Although multi-family complexes provide the majority of housing opportunities in the neighborhood, there remain numerous smaller residential structures that reflect the early development pattern of the community. Smaller residential structures contribute to the community's emerging beach cottage historic district. Please see the **Historic Preservation Element** for a complete discussion about the emerging historic district. The newer multi-family residences are typically two, but sometimes three-stories tall. Most residential neighborhoods have alleyway access.

East Ocean Beach, known as The Hill, is a neighborhood of mainly single-family residences. Many have been remodeled to add second stories, rooftop decks, and guest quarters. Structures tend to be newer and larger on The Hill and in South Ocean Beach. All residential land use designations and underlying zoning allow multiple dwellings on a single parcel.



Urban Design Element

South Ocean Beach is similar to North Ocean Beach in terms of proportion of multi-family residential development to the mixture of older single-family homes. Architecturally, the older beach cottages are an eclectic blend of styles and materials, with consistent front and side-yard setback. These attributes contribute to the pedestrian, small-scale character of the established neighborhoods and maintain a human scale. Alleyways provide access to detached parking garages and for public services for the majority of residential parcels. By placing the parking in the rear of the property, the street frontage is not dominated by garages, and provides an opportunity to engage the street with visually interesting fenestration, offsets, and porches or balconies.

Northeast Ocean Beach is characterized by multifamily housing, private/commercial recreation uses, and open space. The Famosa Slough channel provides an opportunity for passive recreation uses such as trails and bird-watching.

Older multi-family housing constructed in accordance with previous development regulations do not observe front yard setbacks, and allowed parking in the front yards. Architecturally, the newer structures appear to be boxy, plain, and unarticulated, and exhibit massing that does not respect the small-scale, pedestrian-friendly character of Ocean Beach.

A number of residential lots throughout the community do not have alleyway access. Lacking alleyway access presents a unique design challenge when attempting to minimize the bulk and scale of new construction while providing required parking.

Within the Ocean Beach neighborhoods, many small garages are rented out for storage uses. The storage use, as opposed to off-street parking use, contributes to the parking issues for both residents and visitors.

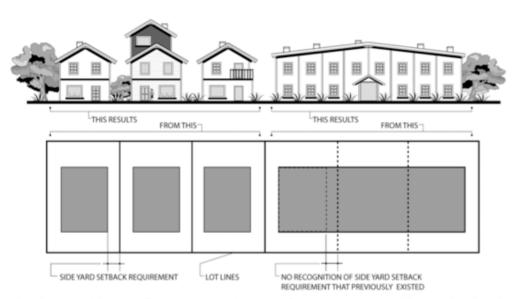
Residential Neighborhood Recommendations

4.2.1 Encourage inclusion of balconies, decks, porches, patios, stoops, garden walls, awnings, canopies, and landscaped yards in residential design in order to engage the public right-of-way and increase pedestrian interest (Refer to General Plan Policy UD-B.4).

- 4.2.2 Encourage new multi-family residential projects to be in the form of courtyard or garden-type units, to provide a visual connection to the public right-of-way, and stay in keeping with the dominant small-scale character.
- 4.2.3 Encourage gradual transitions between new residential structures and existing adjacent buildings by incorporating side yard setbacks and upper story stepbacks. Create visual interest and variety, while maintaining a sense of harmony and proportion along street frontages and other portions of the project exposed to the public view (Refer to General Plan Polices UD-A.5 and UD-B.1).
- 4.2.4 New residential development should take design cues from the historic small-scale character of the residential areas in Ocean Beach. Establish respectful and functional site arrangement of buildings and parking areas, and a high quality of architectural and landscape design.
- 4.2.5 Buildings should reflect the prevalent pattern and rhythm of spacing between structures, and the bulk and scale of the surrounding neighborhood's character (Fig. 4-2).
- 4.2.6 Residential development on parcels without alleyway access should enclose required parking on-site in a manner consistent with zoning requirements. Parking that is not enclosed should be screened from the street by landscaping, low walls, or other attractive architectural features.
- 4.2.7 Development on larger lots resulting from lot consolidation should mimic the development pattern of the surrounding neighborhood with buildings, and facades that are broken up to complement the smaller scale of the neighborhood. New structures should be built within existing lot lines to preserve the pattern and rhythm of spacing between buildings.
- 4.2.8 Discourage lot-splitting in single family areas and maintain residential lot sizes in their existing conditions to the highest degree possible.
- 4.2.9 Maintain the community's small-scale character and avoid exceptions to established floor area ratios to the greatest extent possible under the law, ²

² Existing regulations specify FAR's of 0.7, 0.75, 1.80, and 2.0 for the RM-2-4, RM-1-1, RM-5-12, and CC-4-2 zones, respectively.

Figure 4-2 Pattern and Rhythm of Spacing



Buildings should exemplify the pattern and rhythm of spacing between buildings and bulk and scale already existing within the block. When smaller lots are joined to make one large lot, without observing side yard setback, and the architecture is simplistic, the result is often a structure that in no way resembles the other buildings in the neighborhood.



Existing and new structures built within existing lot lines appear to be harmonious when many smaller lots are joined to make one large lot. When development recognizes the side yard setback requirement that previously existed a pattern and rhythm of spacing between buildings is preserved.

4.3 Mixed-Use Village and Commercial Districts

There are three distinct commercial districts in Ocean Beach: the Voltaire Street, Newport Avenue, and Point Loma Avenue areas (Figure 4-1). The commercial districts are entirely within the coastal zone. Commercial businesses are typically two, with some three-stories in height, with ground floor retail and residential uses occupying the upper floors, and offer retail sales and services for residents and visitors.

The commercial districts display a high degree of interaction with the streets by constructing buildings on the edge of the sidewalks and incorporating transparency on ground floors. Several businesses include interior courtyards visible from the street or exterior plazas and other public gathering places. Such spaces create pedestrian interest and provide a greater connection with the street.

Ocean Beach Sign Enhancement District (Sign

District) – The Sign District was created in 1991 for the purpose of maintaining, preserving, and promoting the distinctive commercial signs of Ocean Beach and to regulate identification of commercial enterprises within the Ocean Beach community's Newport Avenue commercial core area. Neon tubing and other design elements that reference the 1920's to 1940's era are encouraged, if feasible, as elements in new or renovated signs.

Mixed-Use Village and Commercial District Recommendations

- 4.3.1 New commercial development should derive design cues from the historic small-scale character of the commercial districts in Ocean Beach, and actively engage the public right-ifway. (Refer to General Plan Policy UD-C.2).
- 4.3.2 Incorporate pedestrian access ways, plazas and courtyards into the design of projects to establish physical linkages and connect to main public ways and common open space areas.(Refer to General Plan Policy UD-C.4).
- 4.3.3 Design new commercial development to attain a 60% ground-floor transparency to highlight interior activity from the street Storefront window sills should have a maximum height of four feet to maximize the depth of view into the building.

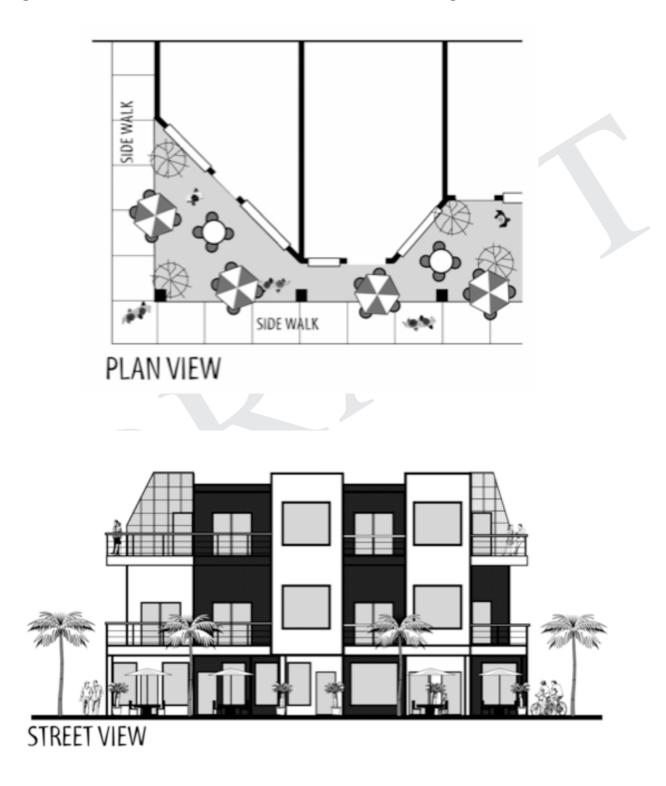
- 4.3.4 Commercial parking should be provided at the rear of commercial buildings with ingress and egress from the alley wherever possible.
- 4.3.5 Parking lot security lighting should not illuminate adjacent residential properties (Refer to General Plan Policy UD-A.11).
- 4.3.6 Restrict additional curb cuts along Sunset Cliffs
 Boulevard and in the Voltaire Street, Newport
 Avenue, and Point Loma Avenue Commercial
 Districts to minimize conflicts between pedestrians
 and vehicles. Remove curb cuts in commercial
 areas whenever possible.
- 4.3.7 Interior roll-down doors and security grilles should be predominantly transparent, retractable and designed to be fully screened from view during business hours.
- 4.3.8 Consider chamfered or beveled corners, or enclosures or courtyards with seating, or fully-operational windows, to engage the pedestrian right-of-way along street corner frontages, (See Fig. 4-3).



A **chamfer** is a beveled edge connecting two surfaces. If the surfaces are at right angles, the chamfer will typically be symmetrical at 45 degrees.

- 4.3.9 Discourage drive-through service in any new commercial and retail development, including replacement and/or reconstruction of former structures.
- 4.3.10 Continue implementing the Ocean Beach Sign Enhancement program.
- 4.3.11 Encourage shared parking agreements and allow businesses to utilize parking lots that are not in use.
- 4.3.12 Secure and convenient bicycle parking shall be provided with new commercial development.
- 4.3.13 Encourage sustainable development in mixed-use districts through district-scale best practices that focus on creating ecologically healthy and resilient communities. Evaluate opportunities for efficiencies in systems such as utilities, transportation and waste-stream management.
- 4>3.14 Encourage increased use of sidewalk cafes and outdoor seating that conform to public right-of-way requirements.

Figure 4-3 Chamfered Corners with outdoor seating



4.4 Streets and Alleyways Connectivity/Accessibility

The original subdivision pattern of Ocean Beach emphasized east-west circulation within an extra wide right-of-way. This changed to a north-south orientation when the connection to the Interstate 8 Freeway was completed. All the streets are lined with concrete sidewalks. Alleyways were also a component of the original subdivision. The right-of-way allowed for planting of trees which have matured and provide shade. The streets, sidewalks and alleyways all serve to provide residents and visitors with easy access to all parts of the community, and encourage walking, cycling and skateboarding. Alleyways in the commercial districts also provide access for deliveries and parking.

A number of crosswalks have been improved to meet ADA requirements, but there are others that still require retrofitting before the community can be fully accessible. There are also a number of sidewalks that have been damaged due to tree roots, neglect, or fatigue, and will need to be repaired.

Streets and Alleyways Recommendations

- 4.4.1 Orient structures and building design elements toward the street to promote walkability and bikability, help activate the street and contribute to a better definition of the street edge (refer to General Plan Policy UD-B.6).
- 4.4.2 Discourage curb cuts where alley access exists and to minimize conflicts between pedestrians and vehicles.
- 4.4.3 Provide well planned and coordinated decorative lighting, street trees, benches, recycling receptacles, bicycle racks, and other pedestrian amenities throughout the community. Incorporate art into these streetscape elements, when available and appropriate.
- 4.4.4 Provide a clear path of travel along streets free of obstructions such as ill-placed street lamps, utility boxes, bike racks, benches, signs, planter boxes, low branches or other landscaping, and bus stops. (See General Plan Policy UD-C.7)
- 4.4.5 New development should be designed to interact with streets and alleyways to provide visual interest, pedestrian comfort, and easy access for patrons.

4.4.6 Ensure that any improvements to existing streets and alleyways do not compromise the ability to perform effective street sweeping, and all drainage and storm drains are retained or improved to meet City standards.

4.5 Public Art

Public art has the power to energize our public spaces and transform the places where we live, work, and play into more welcoming and beautiful environments. Public art expresses a community's positive sense of identity and values, and enhances the quality of life by encouraging a heightened sense of place. The streetscape is also enlivened by public art and provides opportunities to engage pedestrians. Public art may also transform utility boxes into more meaningful elements of the pedestrian experience.

Public Art Recommendations

4.5.1 Use public art as functional elements of site and building design, such as streetscape furniture, façade treatments, and murals.



- 4.5.2 Consider public art murals on institutional buildings such as recreation centers, libraries, fire stations, and schools.
- 4.5.3 Continue working with local artists to improve the esthetics of utility boxes and other infrastructure elements.
- 4.5.4 Continue displaying community art murals produced at the Ocean Beach Street Fair.
- 4.5.6 Encourage private developments to incorporate art into the design which reflects the unique atmosphere of an urbanized coastal community.

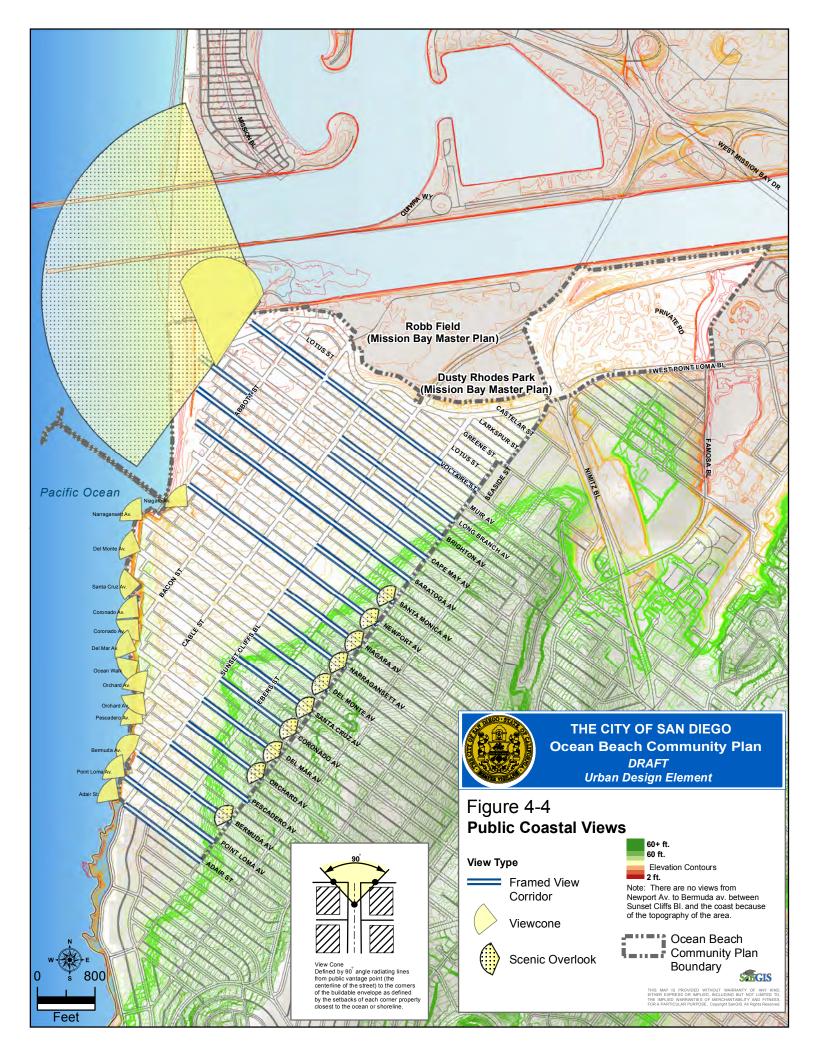
4.6 Public Coastal Views

The California Coastal Act requires both visual and physical access to the shoreline be protected and expanded. Accordingly, development should not be permitted to interfere with the public use of the coastline and should not obstruct the public views of the ocean. In addition to providing routes of travel for vehicles, pedestrians, and bicyclists, the east/west streets of Ocean Beach also provide the opportunity for coastal views. (See Conservation element for Physical Coastal Access).

Coastal views from western street ends and the southeastern upslope of the community are expansive. However, the coastal views from the upslope at the eastern community boundary vary. In the northern part there are no appreciable ocean views until Muir Avenue, which provides a framed/obstructed view to Ebers Street, after which the view terminates. Framed coastal views to the coast occur at Voltaire Street, Long Branch, Brighton, Cape May and Saratoga Avenues.

A "Scenic Overlook" is a point of public access providing a view over private property and allowable building envelope. A "View Cone" is typically located at a street end, provides extensive views, and is defined by a 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. A "Framed View Corridor" is a roadway offering a view from a public right-of-way or public property without obstruction from allowable building envelopes on adjacent private property. Due to the topography of Ocean Beach, identified view corridors on Figure 4.4 do not extend the entire length of the east-west streets, only along the portions identified. Coastal scenic overlooks, view cones, and framed view corridors are identified in Figure 4.4.



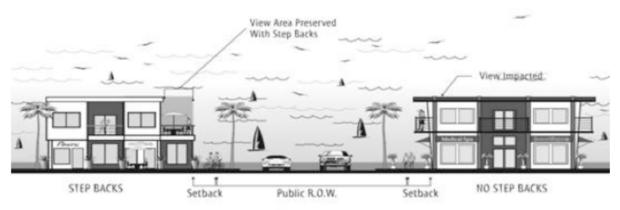


Public Coastal Views Recommendations

- 4.6.1 Design multi-story buildings to avoid "walling off" public views and incorporate building articulation techniques including front, side and rear and upper story step backs, and aligning gable end with view corridor to maximize public coastal views. (See Figures 4-4, 4-5 and 4-6)
- 4.6.2 Protect and improve visual access at street ends in conjunction with coastal physical access projects. Such public improvements should consider inclusion of benches, landscaping, improved walkways, bicycle racks and stairwells from street ends to the beaches below. (See Figure 4.4)
- 4.6.3 Enhance visual access by requiring development near the bluff top and within the area between the ocean and the first public right-of-way from the ocean to maintain setbacks free from structural or landscape elements greater than three feet (3') in height, allowing taller plants outside setbacks. (See Figure 4.4)
- 4.6.4 Consider incorporating upper story sundecks or patios, or utilize cross-gabling on upper stories to align with and protect view corridors.

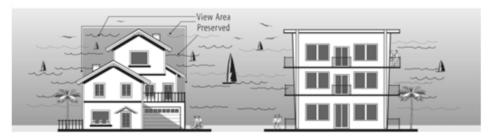
 (See Fig. 4.4 and Fig. 4.6)
- 4.6.6 Delineate building roofs and meet the sky with a thinner form, through utilization of successive step backs on upper stories along view corridors.

Figure 4-5 Upper Story Stepbacks



The second story (and subsequent stories) of residential and mixed-use proposals should be stepped back from the first story in order to help preserve views.

Figure 4-6 Utilization of Cross-Gabling



Utilization of urban design guidelines featuring pitched roof design with gable aligned with designated view corridor, should be utilized on designated public coastal access view corridors.

Non-utilization of urban design guidelines featuring minimum view preservation or "walling off" of coastal visual access.



Maximum view preservation magnified by adjacent development.

Minimum view preservation through "walling off" effect magnified by adjacent development.



Utilization of urban design guidelines featuring cross-gabled roof design with gable aligned with designated view corridor, should be utilized on designated public coastal access view corridors.

Non-utilization of urban design guidelines through cross-gabling resulting in minimum view preservation or "walling off" of coastal visual access.



Maximum view preservation magnified by adjacent development utilizing cross-gabled design. Minimum view preservation through "walling off" effect magnified by adjacent development.

Chapter Five: Public Facilities, Services & Safety Element

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5. Public Facilities, Services & Safety Element

Introduction

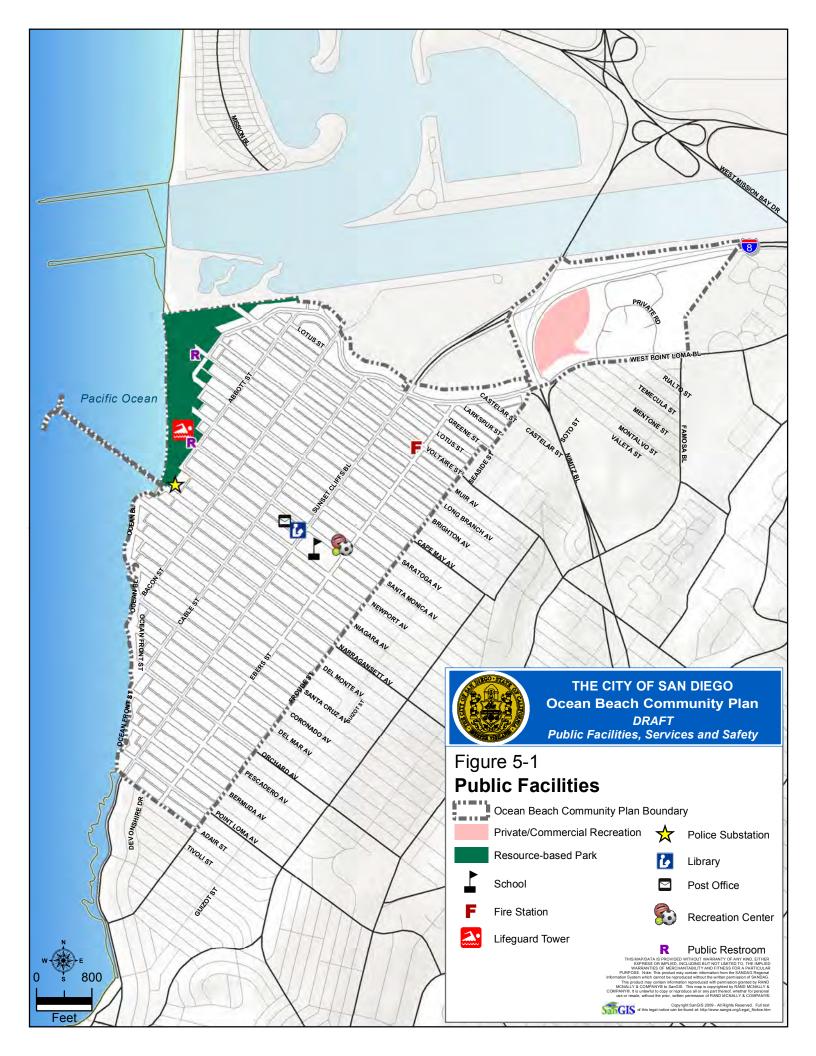
Ocean Beach is an older urbanized community that developed prior to current public facilities standards, leading to current facilities deficiencies. Some new residential infill development may occur, although most is expected as part of mixed use projects in the community commercial districts. Since new development will pay only its proportionate fair share of facility costs, sources of funding for new facilities to address deficiencies of current facilities must be sought through Capital Improvements funding and other outside sources. Public facilities in the community must also be prioritized to address the greatest need and desires. The General Plan also contains policies related to citywide or regional services that apply in Ocean Beach.

Ocean Beach is an urbanized community with very little capacity for new development and limited opportunities for generating revenue to pay for new or expanded facilities. Residents, while recognizing there are deficiencies in certain public facilities, have not limited their expectations regarding an acceptable level of public facilities, services, and safety. Therefore, the emphasis of the community plan is to identify community priorities for public facility improvements, and to create specific criteria for defining and describing the desired character and location of needed facilities.

5.0 Discussion

The Public Facilities, Services and Safety Element addresses the public facilities and services needed to serve the existing population and new growth anticipated in Ocean Beach. This element includes specific policies regarding fire-rescue, police, lifeguard services, wastewater, storm water infrastructure, water infrastructure, waste management, parks, libraries, schools, and public utilities. Existing public facilities are illustrated in Figure 5-1. The community plan is the blueprint for future development in the community, and is utilized to determine the future level of needs for facilities/services. The Public Facilities Financing Plan (PFFP) implements the community plan; it is a guide for future development of public facilities within the community and serves to determine the public facility needs through full community development. The PFFP includes the community's boundary and area of benefit for which Development Impact Fees (DIF) are collected, projected community build out, and identifies public facility needs.

In urbanized communities, DIF are developed to collect fees proportionate to the impact of new development. Since impact fees are collected from future development and there is little opportunity for new development in Ocean Beach, impact fees will provide only a minimal portion of the financing needed for facilities. Therefore, as most urbanized communities are approaching full community development, other funding sources and public facility needs must be identified. The City of Villages strategy emphasizes an increase in joint use facilities toward remedying existing public facilities shortfalls while still providing high quality public facilities and services in the future. Identifying joint use opportunities is particularly important in a fully developed community such as Ocean Beach because of the lack of vacant land available for conversion to public use.



Goals

- Public facilities and services provided commensurate with need and accessible to the community.
- Development that fully mitigates their impacts to public facilities and services.
- Police, fire and lifeguard safety services that meet the current and future needs of the Ocean Beach community.
- Safe and convenient park and recreation facilities.
- A reliable system of water, wastewater, storm water, and sewer facilities that serve the existing and future needs of the community.
- High levels of emergency preparedness, including an adequate plan to prepare and respond to issues resulting from seismic conditions.
- Park equivalencies utilized when park acreage cannot be added to the existing inventory.

5.1 Police, Fire, and Lifeguard Services

Ocean Beach is served by the Police Department's Western Division, located at 5215 Gaines Street in western Mission Valley and by the Peninsula Storefront on Sports Arena Boulevard in the Midway area. There is a "temporary" police trailer, placed in 1999, which occupies 6 parking spaces in the parking lot between the Ocean Beach Pier and at the westerly terminus of Newport Avenue.

Fire and rescue services are provided by Station 15, located at 4711 Voltaire Street in Ocean Beach, and by Station 22 at 1055 Catalina Boulevard in the Peninsula area. Emergency response vehicles are dispatched based on the closest unit using a global positioning system.

Lifeguard Services are provided from the main tower, located at the western terminus of Santa Monica Street, and six portable "Dunleavy" towers that are deployed along the beach south of the San Diego River during the summer months. The San Diego City Lifeguard Service performs a variety of functions including rescue operations, boat tows, pump outs and salvages, public safety lectures, fire calls, first aid, arrests, parking citations, and lost and found.

Police, Fire, and Lifeguard Services Recommendations

- 5.1.1 Continue to fund infrastructure improvements that allow police, fire, and lifeguard services to continue meeting the needs of the community.
- 5.1.2 Maintain police and fire and rescue response levels within established San Diego Police and Fire-Rescue departmental goal levels.
- 5.1.3 Accommodate lifeguard, police, and comfort station needs with construction of new facilities that are joint-use or collocated.



- 5.1.4 Remove the "temporary" police trailer from the parking lot at the westerly terminus of Newport Avenue.
- 5.1.5 Encourage high-quality design and sensitive placement of corporate logos associated with the City's Corporate Partnership Program on public facilities. Ensure corporate partnerships have a positive impact on community.

5.2 Water, Waste Water and Storm Water

Maintaining, monitoring and upgrading the community's existing infrastructure occurs on an ongoing basis. Replacement of storm water infrastructure is based on a prioritization process and is performed through the General Fund, as funding allows.

Storm water runoff and tidal actions contribute to erosion of the bluffs, which directly impacts the ocean's water quality. Storm water drains from the hillsides east of Ocean Beach and from the upland Hill Neighborhood of the community toward the coast. Sand berms are regularly installed at Ocean Beach Park to prevent further erosion and associated flooding from tidal action.

The major existing storm water conveyance system in the community consists of: the Abbott Street, Bacon Street, Newport Avenue, and Point Loma Avenue systems, each of which has a system to divert nonstorm low water flows to the sanitary sewer systems during dry weather periods. There are also a few smaller non-diverted storm drain systems located along the coast. The City has adopted the Master Storm Water Maintenance Program to address flood control issues by cleaning and maintaining the channels to reduce the volume of pollutants that enter the receiving waters.

Water, Waste Water, and Storm Water Recommendations

- 5.2.1 Upgrade infrastructure for water, waste water, and storm water, facilities and institute a program to clean the storm drain system prior to the rainy season.
- 5.2.2 Install low impact development infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching the Pacific Ocean and San Diego River.
- 5.2.3 Identify and implement Best Management Practices as part of projects that repair, replace, extend or otherwise affect the storm water conveyance system, and include design considerations for maintenance and inspection.
- 5.2.4 Encourage the use of innovative Best
 Management Practices that provide opportunities
 for enhanced storm water management in public
 works projects, transportation facilities and
 private developments. These may include curb
 inserts, paver filter strips, bulb-out infiltration
 zones, linear detention basins and infiltrating
 tree wells.

5.3 Parks, Schools, and Library

Parks

Population based parks and facilities in Ocean Beach include the Ocean Beach Community Park and Ocean Beach Recreation Center; the Ocean Beach Gateway Pocket Park; and a joint-use facility at the Ocean Beach Elementary School. In addition, the population is served Ocean Beach Park, a resource-based park. Ocean Beach is also adjacent to the Mission Bay Regional Park.

See the **Recreation Element** for a full park and recreation facility discussion.

Schools

There is one public education facility in the Ocean Beach plan area, the Ocean Beach Elementary School, built in 1910, located on Santa Monica Avenue. No additional public school facilities are planned within the community.

Library

The Ocean Beach Public Library, located on Santa Monica Avenue, was designated as a historic site by the Historic Preservation Board. The current library building was built in 1927 and is 4579 square feet. In 2012 preliminary designs for expansion onto an adjacent site were completed using the original 1927 wing of the building on the current site.



Parks, Schools, and Library Recommendations

- 5.3.1 Maintain park and school facilities and expand facilities where opportunities arise.
- 5.3.2 Utilize park equivalencies when park acreage cannot be added to the existing inventory.
- 5.3.3 Ensure that future library services provide the necessary resources to Ocean Beach residents.
- 5.3.4 Continue to fund improvements for the Ocean Beach Recreation Center.

5.4 Public Utilities, Utility Lines, Wireless Communications Facilities, and Street Lights

San Diego Gas and Electric Company, along with various telecommunications providers, are the primary builders and operators of non-city public utilities. Two visible products of utility system development and maintenance are the undergrounding of overhead utility lines and the placement of utility boxes needed to successfully maintain the underground systems. The impacts of both taking down of the lines as well as placement and design of above-ground utility boxes is a matter of importance to the community and should be compatible with other urban design elements of the communities

The last few years have seen the proliferation of wireless communications antennae to service the huge demand for better service on the part of wireless users. In general, wireless communication facilities should be sited in commercial areas so as not to detract from the ambience of residential neighborhoods. Refer to Council Policy 600-43's discussion of purpose, intent, and procedures.

Lateral and upward light pollution associated with street lighting is a concern for Ocean Beach. The community also recognizes that street lighting can improve neighborhood safety, especially near transit stops, and public parks. Ocean Beach residents support "sustainability" and the use of solar-powered streetlights.

Public Utilities, Utility Lines, Wireless Communications Facilities, and Street Lights Recommendations

- 5.4.1 Support the ongoing utility line undergrounding program.
- 5.4.2. Require an environmental aesthetic involving landscaping, screening, and other methods to minimize impacts and to address community character in conjunction with siting of wireless communications facilities.
- 5.4.3 Seek opportunities to form a lighting and landscape maintenance district for the installation and maintenance of solar-powered street lighting.
- 5.4.4 When reviewing applications for new wireless communication facilities, particular attention should be given to the quality and compatibility of design and screening; measures to minimize noise impacts; impacts on public views and the visual quality of the surrounding area; and the availability of other facilities and buildings for collocation.

5.5 Solid Waste

Business and most apartment buildings do not receive City collection services. Waste generators choose any of the City's franchised haulers. This results in multiple collection vehicles, operated by different haulers, passing each other on an inefficient collection and routing schedule.

Solid Waste Recommendations

- 5.5.1 Investigate the selection of one franchised solid waste collection hauler for the entire community.
- 5.5.2 Maintain efficient waste collection and waste reduction services.

Chapter Six: Recreation Element

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6. Recreation Element

Introduction

The purpose of the City of San Diego General Plan Recreation Element is to preserve, protect, acquire, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City of San Diego for all users. The Ocean Beach Recreation Element includes specific policies and recommendations addressing park and recreation needs, preservation, accessibility, open space lands and resource-based parks. These policies and recommendations, along with the General Plan Policies, provide a comprehensive parks strategy intended to accommodate the community through the next twenty years.

Ocean Beach's coastal location, diverse topography and temperate climate is conducive to year-round outdoor recreational activity. Although the Ocean Beach community is deficient in population-based park land, the community is surrounded by beautiful neighboring regional park facilities within resource-based parks.

6.0 Discussion

Ocean Beach is an urbanized coastal community with limited opportunities for providing new recreation facilities due to the lack of large vacant parcels. The community wishes to maintain existing parks and to expand opportunities for new facilities through park equivalencies. The park system in Ocean Beach is made up of population-based parks, resource-based parks and open space lands. Population-based parks and recreation facilities are located within close proximity to residents and are intended to serve the daily needs of the neighborhood and community. This element is intended to work in conjunction with the General Plan when reviewing development proposals.

Goals

- Recreation facilities in Ocean Beach augmented through the promotion of alternative methods, such as park equivalencies, where development of typical facilities and infrastructure may be limited by land constraints.
- Public parks that meet the needs of a variety
 of users in the Ocean Beach Community, such
 as children, the elderly population, persons
 with disabilities, and the underserved teenage
 population.
- Parklands commensurate with the Ocean Beach population growth through timely acquisition of available land and new facilities located in redevelopment projects.
- Parks, open space, and recreation programs in the Ocean Beach Community that are preserved, protected and enhanced.
- A sustainable park and recreation system that meets the needs of Ocean Beach residents and visitors by using 'Green' technology and sustainable practices in all new and retrofitted projects.
- To preserve, protect and enrich the natural, cultural, and historic resources that serve as recreation facilities in the Ocean Beach Community Plan Area.
- Recreation facilities in Ocean Beach accessed by foot, bicycle, public transit, automobile, and alternative modes of travel.
- Recreation facilities designed for an interconnected park and open space system that is integrated into and accessible to Ocean Beach Community residents.
- Park and recreational facilities retrofitted to meet the highest level of accessible standards to accommodate persons with all disabilities.
- Recreational facilities in the Ocean Beach
 Community that are available for programmed and
 non-programmed uses.
- An open space and resource-based park system in the Ocean Beach Community that provides for the preservation and management of significant natural and man-made resources and enhancement of outdoor recreation opportunities.

- Natural terrain and drainage systems of Ocean Beach's open space lands and resource-based parks protected to preserve the natural habitat and cultural resources.
- Preserve, protect, and enhance lower-cost visitor serving recreational facilities and overnight accommodations, where feasible.

6.1 Park and Recreation Resources

Ocean Beach has three population-based parks, a community park, a pocket park/plaza and a joint use facility; see Figure 6-1 and Table 6.1, Existing Population-based Parks. The Ocean Beach Community Park, located in the center of the community, features a recreation center that provides space for informal indoor athletics, such as basketball and volleyball, as well as classes in karate, gymnastics, jazz, tap dancing, yoga, ceramics and senior programs. The community park also has an outdoor basketball court, passive lawn areas and a tot lot which is referred to by the community as Saratoga Park.



The new .22 acre Ocean Beach Gateway Park features an artistic plaza of colorful pavement and interpretive signs, benches, bike racks, landscaping and a pedestrian path connecting to Robb Field. The joint use facility at Ocean Beach Elementary School provides a ball field for community use during after-school hours and on weekends and holidays pursuant to a joint use agreement between the City of San Diego and the San Diego Unified School District. The community park, gateway pocket park and the joint use facility are the existing parks and recreation facilities that satisfy some of the population-based park needs for the Ocean Beach Community.

Within and adjacent to the Ocean Beach Community

are two resource-based parks: Ocean Beach Park and Mission Bay Park. Ocean Beach Park is located in the community on the western perimeter and stretches from the San Diego River Channel to the Ocean Beach Pier. Mission Bay Park is located outside the community along the northern boundary and includes the San Diego River Channel, Dog Beach, Robb Field and Dusty Rhodes Park. Open space lands include the Famosa Slough, and are located in the north east corner of the community. The Slough was once part of the San Diego River and features an estuary habitat for migrating seabirds.

Population - Based Parks

Population-based park requirements are calculated based on SANDAG's Regional Growth Forecast for the year 2030, which is also defined as full community development. The acreage recommendations in the General Plan call for a 2.8 useable acres per 1,000 residents, composed of community parks of 13 acres to serve a population of 25,000; neighborhood parks of 3 to 13 acres to serve a population of 5,000 within a one mile; mini-parks of 1 to 3 acres within ½ mile; and pocket parks/plazas of less than 1 acre within ¼ mile.

For the Ocean Beach Community, the projected population at full community development is 15,071 residents. Therefore, according to General Plan Guidelines for population-based parks at full community development, the Ocean Beach Community should be served by a minimum of 42.20 useable acres of population-based park land. A Community Park is not planned specifically for the Ocean Beach Community due to the future full community development; however active recreation and sports fields can be accessed at Rob Field in Mission Bay Park. The Community Plan park strategy focuses on neighborhood parks, mini parks, pocket parks, and park equivalencies.

Recreation Facilities

The General Plan also establishes minimum guidelines for recreation facilities which include Recreation Centers and Aquatic Complex based on population. The existing Ocean Beach Recreation Center is currently 10,090 square feet and should be enhanced to meet the full community development and provide an additional 5,000 square feet to the east side of the building for community meeting rooms, senior citizen meeting and activity room and children's activity room. An Aquatic Complex is not planned specifically for Ocean Beach because the projected population at full community development is below the requirement of one per 50,000 residents. However, to meet the aquatic needs for the Ocean Beach community, the future Aquatic Complex is to be located at NTC Park at Liberty Station in the adjacent Peninsula Community and will be shared between the Ocean Beach, Peninsula and Midway/ Pacific Highway Communities.

Opportunities for additional park land and recreation facilities within the Ocean Beach Community are anticipated to come through redevelopment of private and public properties and through the application of park equivalencies. While the City's primary goal is to obtain land for population-based parks, in some communities where vacant land is not available or is cost-prohibitive, the City's General Plan allows for the application of park equivalencies to be determined by the community and City staff through a set of guidelines. The guidelines suggest what type of facilities can be considered and how to evaluate these facilities. Facilities that may be considered as population-based parks include: joint use facilities, trails, portions of resource-based parks, privately-owned publicly-used parks, and non-traditional parks, such as roof top recreation facilities or indoor basketball or tennis courts.



Table 6.1 Existing and Future Population-based Parks and Recreation Facilities in Ocean Beach

Existing Population-Based Parks	Existing Useable Acres
Community Parks:	
Ocean Beach Community Park	1.21 acres
Neighborhood and Pocket Parks:	
Ocean Beach Gateway Pocket Park	0.22 acres
Park Equivalency:	
Ocean Beach Elementary Joint Use Facility	1.20 acres
Total:	2.63 acres
Future Park Acreage Required	42.20 acres
Future Park Deficit	39.57 acres

^{*} General Plan Guideline: 15,071 people divided by 1,000 = 15.07 x 2.8 acres = 42.20 acres of population-based parks.

Existing Recreation Center(s):	Future Requirements	Future Deficit
10,090 square feet Ocean Beach Community Recreation Center	10,200 Square Feet**	110 Square Feet

^{**} General Plan Guideline: Recreation Center (17,000 square feet) serves population of 25,000. 15,071 people divided by 25,000 people = 60 % of a 17,000 square foot Recreation Center = 10,200 square feet.

Existing Aquatic Complex:	Future Requirements	Future Deficit
0 Existing	30 % of an Aquatic Complex***	30 % of an Aquatic Complex

^{***} General Plan Guideline: Aquatics Complex serves population of 50,000. 15,071 people divided by 50,000 people = 30 % of an Aquatics Complex.

Recreation Opportunities and Park Equivalencies

The Ocean Beach community is an urbanized community where park equivalencies would be appropriate for satisfying some of the communities population-based park needs. All new park equivalencies as identified by the community and City staff will be added to the Ocean Beach Community's Public Facilities Financing Plan and be eligible to receive Development Impact Fee funds to pay for a portion of the proposed park projects.

Through the Ocean Beach Community Plan Update process, the community and City staff evaluated potential park equivalency sites for their public accessibility, consistency with General Plan policies, and if they could include typical population-based park amenities. A variety of sites and facilities within and adjacent to the Ocean Beach Community do, or could, serve as park equivalencies, see Figure 6.2, Park Equivalencies. These include three pocket park sites within Ocean Beach Park, three park sites within Mission Bay Park, two joint use sites and one trail within an open space area.



The three pocket park sites within Ocean Beach Park are referred to by the community as: Brighton Avenue Park, Saratoga Beach Park and Veterans Park. Within Brighton Park additional park amenities include walkways, picnic areas, lighting and barbeques and hot coal receptacles. Within Saratoga Beach Park additional park amenities include walkways, children's play area, plaza area, fitness course, seating and lighting. Within Veterans Park additional park amenities include a plaza area, walkways, seating, interpretive panels relating to Veterans, lighting, landscaping and a park sign.

Mission Bay Park is outside the Ocean Beach Community Plan Area, but due to close proximity to Ocean Beach, three park equivalences sites have been identified: Dog Beach, Robb Field, and Dusty Rhodes Park.



Dog Beach is approximately 52 acres and located within the San Diego River Channel. Access to this area is by an existing, accessible 12-foot wide concrete path, built and paid for by the community, and contains benches within a large sand area. The Ocean Beach Community has identified approximately five acres of this area as a park equivalency. Additional benches, plaza area, lighting, landscaping and a retaining wall with an accessible pathway would be added to increase the community recreational use of Dog Beach.

Robb Field, also within Mission Bay Park, is a large active sports complex serving both the region and local community of Ocean Beach. The Ocean Beach Community has identified approximately 3.5 acres east of Bacon Street as a park equivalency. Within this area, a new children's play area, small multi-purposed courts, picnic areas, benches connected by a new pathway and an accessible pedestrian ramp to the San Diego River Park trail would be added to enhance the area for the community's recreational use.

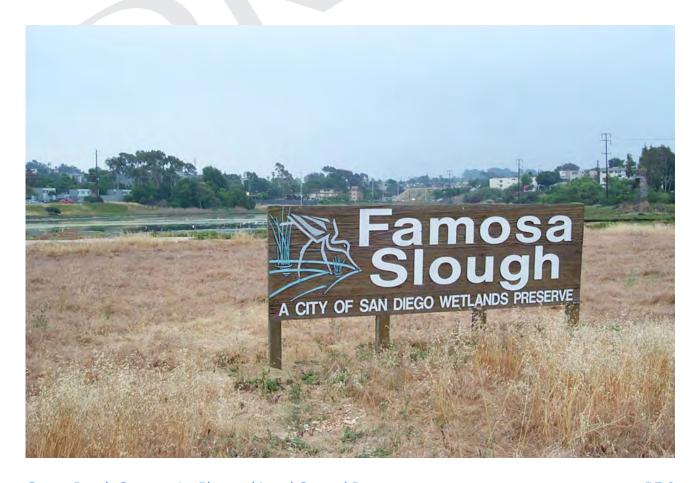
The third area of Mission Bay Park identified as a park equivalency is approximately five acres of Dusty Rhodes Park. This existing park provides for passive recreation and a large off-leash dog area. A new children's play area, picnic areas, parking, benches, an accessible pedestrian path with security lighting connecting the parking lot to the west with the parking lot to the east would expand the community's recreational use.

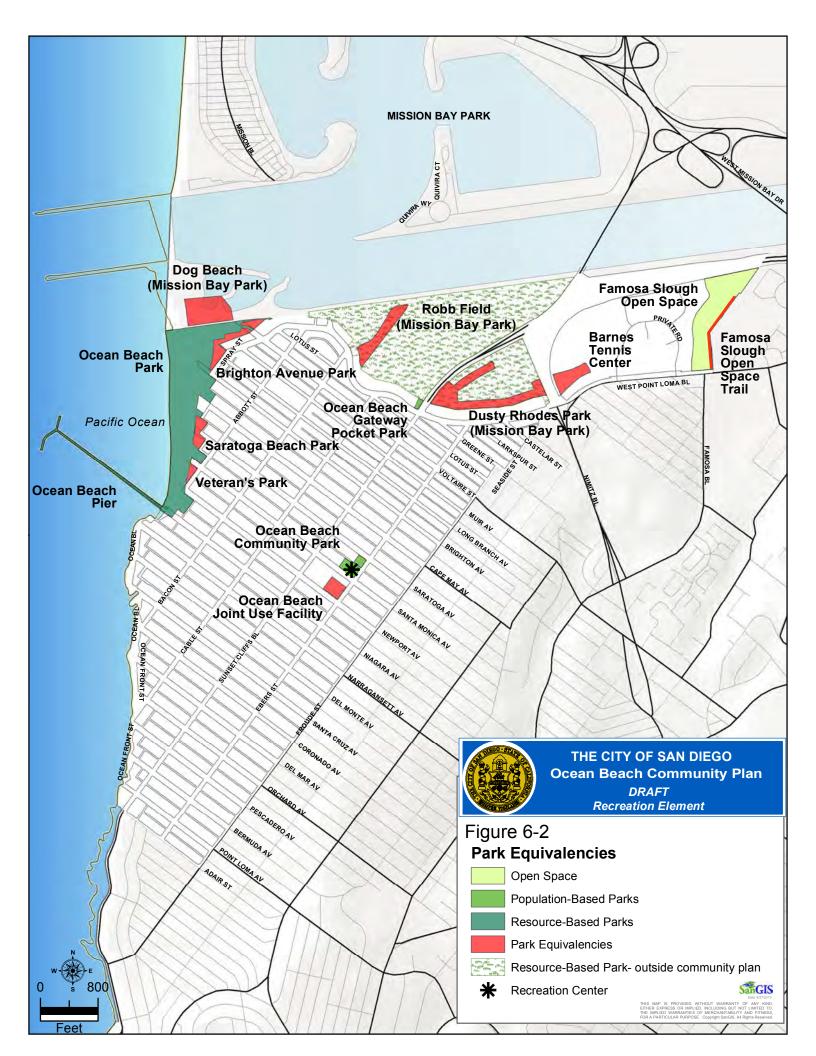
There are two locations in Ocean Beach where joint use facilities can serve as park equivalencies: Ocean Beach Elementary School and Barnes Tennis Center. The Ocean Beach Elementary School, an existing joint use facility, provides one ball field on approximately 1.20 acres. The joint use agreement was entered into in 1989 between the City of San Diego and the San Diego Unified School District for a 50-year term and will expire in the year 2039. The public has use of the ball field before and after school hours, on the weekends and holidays.

The other joint use facility is proposed at the Barnes Tennis Center. This facility is operated by a non-profit organization and is located on approximately 12.6 acres of City-owned land and is leased from the City. Various services are provided to the public including low-and no-cost tennis programs for youth and special programs for persons with disabilities and the economically disadvantaged. The facility includes tennis courts, which are open to the public for a fee, and a clubhouse where rooms are available for City or community use for a fee. Currently, there are three acres of undeveloped land located on the south side of the leasehold which are identified as a passive park in

the lease agreement. Since the lessee has been unable to fund the development of this area, the Ocean Beach Community would like to develop approximately three acres into a neighborhood park and provide park amenities that could include passive picnic areas, children's play areas, a community garden, and a path with intermittent exercise equipment, pursuant to the community input process for park development.

The last park equivalency is the existing trail at the Famosa Slough Open Space. This dedicated open space is one of the best areas in Ocean Beach for observing coastal birds, located on the north side of West Point Loma Blvd. This unique open space is a natural slough that connects to the San Diego River and contains an undeveloped, informal trail along the east side of the slough. The Ocean Beach Community would like to develop approximately 0.55 acres of this open space as a park equivalency to include 1,200 linear feet of trail within a 20- foot wide corridor. Improvements would include an accessible trail, benches, interpretive/educational signs, fencing where needed to control access and protect the natural resources, and native landscaping.





The following Table 6.2, Park Equivalency Credits, summarizes the park equivalencies that have been selected by the Ocean Beach Community to supplement their existing population-based park inventory.

Table 6.2 Park Equivalency Credits

Park Equivalencies	Net Useable Acreage to be used as a Park Equivalency Credit	Recreation Components and Amenities
Portion of Resource-Based Parks		
Brighton Avenue Park (within Ocean Beach Park)	2.00 acres	Walkways, picnic areas, lighting, barbecues, and hot coal receptacles.
Saratoga Beach Park (within Ocean Beach Park)	1.20 acres	Walkways, children's play area, plaza area, fitness course, seating and lighting.
Veterans Park (within Ocean Beach Park)	.40 acres	A plaza area, walkways, seating, interpretive panels, landscaping, lighting and a park sign.
Dog Beach (within Mission Bay Park)	5.00 acres	Hardscape, landscape, accessible pathway, retaining wall, and lighting.
Dusty Rhodes Park (within the Mission Bay Park)	5.00 acres	New children's play area, picnic areas, parking, benches, an accessible pedestrian path with security lighting connecting the parking lot to the west with the parking lot to the east.
Robb Field (within Mission Bay Park)	3.50 acres	Children's play area, small multi-purposed courts, picnic areas, benches connected by a new pathway and an accessible pedestrian ramp to the San Diego River Park trail.
Trails		
Famosa Slough Open Space Trail	0.55 acres	Improve an existing trail to meet accessibility standards and provide benches, interpretive signs, fencing where needed, native landscaping, trash and recycling containers.
Joint Use Facilities		
Ocean Beach Elementary School	Existing	Turf and irrigation upgrades and/or replacement after the year 2014, 25 years into the term of the existing 50-year joint use agreement, to extend the life of the facility.
Barnes Tennis Center	3.00 acres	New passive park may include a comfort station, basketball courts, picnic facilities, barbecues, drinking fountains, children's play areas, security lighting, walkways, trash and recycling containers, community garden, landscaping and fencing, where needed.
Credit	20.65 acres	

Table 6.3 Revised Population-based Park Inventory Summary at Full Community Development

Existing Population-based Parks	2.63 acres
New Park Equivalency Credits	20.65 acres
Future Park Acreage Required	42.20 acres
Future Park Deficit	18.92 acres

Table 6.3 and Figure 6-2 summarizes the existing and proposed population-based parks and park equivalencies to supplement the population-based park inventory. The future parks and park equivalencies will address a majority of the population-based park needs. The remaining park acre deficit will need to be fulfilled in the future by land acquisitions/ donations or future equivalencies identified by the City or the community.

In addition to the General Plan policies addressing "Park Planning", "Park Standards", "Equity", and "Implementation", the following are recommendations specific to Ocean Beach related to park and recreation facilities:

Park and Recreation Recommendations

- 6.1.1 Continue to pursue land acquisition for the creation of public parks through urban infill and redevelopment proposals.
- 6.1.2 Provide improvements at: Brighton Avenue Park, Saratoga Beach Park, Veteran's Park, a portion of Dog Beach, Dusty Rhodes Neighborhood Park, Robb Field, Ocean Beach Elementary School Joint Use Facilities, Barnes Tennis Club and Famosa Slough Open Space Trail to help meet the community's park and recreation needs, and continue to pursue additional park and recreation "equivalencies" as opportunities arise.
- 6.1.3 As Ocean Beach redevelops, encourage new private project proposals to include public recreational facilities within their building footprint when there are land constraints. Provision of park and recreation amenities should be considered on rooftops of buildings and parking structures, and/or on the ground level or within new buildings.
- 6.1.4 As public agency land or buildings are redeveloped, such as the Ocean Beach Library or Fire Station, active or passive recreation should be incorporated into the buildings, or the surrounding exterior.
- 6.1.5 Increase recreational opportunities by acquiring and developing land through street/alley rightsof-way vacations, where appropriate, to provide pocket parks.

- 6.1.6 Retain and promote safety of Ocean Beach parks to the public by providing park designs that incorporate the City's 'Crime Prevention Through Environmental Design' (CPTED) measures (see General Plan Policy UD-A.17).
- 6.1.7 Include storm water LID practices in the development or redevelopment of recreation facilities.
- 6.1.8 Provide improvements to the Ocean Beach Community Park, within the area known as Saratoga Park, with seating and picnic tables for additional recreational opportunities and expand the Recreation Center by 5,000 square feet to provide for a community meeting room, senior citizen meeting and activity room, and children's activity room.
- 6.1.9 Encourage private lessees of public lands to provide free recreation facilities for community use.

6.2 Preservation

The demand for park and recreation opportunities will continue to grow as the population of the Ocean Beach Community continues to grow. Undeveloped land for parks has already become difficult to find in the Ocean Beach Community, making preservation of the existing parks, open space and resource-based parks essential to providing recreation opportunities in this community. Preservation can include improvements to existing facilities to increase their life span, or expand their uses and sustainability. The Ocean Beach Recreation Center will continue to serve as the main Recreation Center for the community, but with increased demand and usage, the building will need to be upgraded and designed with sustainable and green technology features, and could serve as a model for other public and private development.



Preservation can also include the enhancement of resource-based parks and open space that provides a balance between protecting the natural resources and allowing for a certain level of public recreation use. For the Ocean Beach community, this would mean concentrating active recreational use improvements towards larger resource-based parks, such as at Ocean Beach Park, and focusing passive use improvements at smaller open space areas, such as Famosa Slough. In addition, to protect the natural resources and still add recreation value, interpretive signs (which do not block views) could be featured at parks to educate the public about the unique natural habitat or the history of the place. See the **Conservation Element** for additional information on preservation of coastal resources.

The following are recommendations specific to Ocean Beach related to preservation of recreation facilities:

Preservation Recommendations

- 6.2.1 Upgrade the Ocean Beach Community
 Recreation Center to meet increased demand.
 Use sustainable materials and "Green"
 technology that also respects the historical
 significance of the building. Refer to Historical
 Preservation Element.
- 6.2.2 Enhance the quality of the exterior recreation spaces at the Ocean Beach Community
 Recreation Center by making all areas fully utilized for recreation.
- 6.2.3 Protect Ocean Beach Park and Famosa Slough from overuse by keeping the active recreational uses at the larger resource-based park, such as Ocean Beach Park, and the passive recreational uses at the smaller parks such as Famosa Slough.
- 6.2.4 Provide interpretive signs (which do not block views) at Ocean Beach Park and Famosa Slough to alert users of sensitive habitats and cultural habitats by educating them on the unique natural and historic qualities of these areas.
- 6.2.5 Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas.
- 6.2.6 Preserve existing unpaved and natural areas where possible.
- 6.2.7 Continue enhancing and developing Veteran's Plaza

6.3 Accessibility

Accessibility within the Ocean Beach Community has three main components: 1) all facilities should be located within walking distance of neighborhoods, employment centers and parks; 2) facilities should be accessible to the broadest population possible and 3) facilities should be open for use by the general public with a balance between programmed and non-programmed activities.

All parks within the Ocean Beach Community are planned to be linked by a network of existing and proposed bikeways and pedestrian paths. The Ocean Beach Community Park and Ocean Beach Elementary School Joint Use Facility are located across the street from one another and are linked to the community by public sidewalks and a designated Class III bike route on Ebers Street. The Ocean Beach Gateway Pocket Park is planned to be accessed from Robb Field and a Class II bike lane on Sunset Cliffs Blvd. and a Class

I bike path parallel to the San Diego River. Famosa Slough Open Space is accessed from the public sidewalk on West Point Loma Blvd. and on-street public parking is available. This open space area contains an unimproved, informal trail along the east side of the slough that terminates approximately 1,200 feet into the site. Currently, there are no bike paths from Ocean Beach Park to Famosa Slough Open Space.

Ocean Beach Park is accessed from several public parking lots and public sidewalks. The San Diego River Pathway, located along the top of the river channel, provides a link to Ocean Beach Park through Dog Beach. A series of public sidewalks and bike routes connects Ocean Beach Park to the Ocean Beach Pier including the public right-of-way trail along Ocean Front Street. There are several existing bikeways to Ocean Beach Park along Brighton Avenue and Abbot Street.

For discussion of future accessibility and linkages to the Ocean Beach parks and open space lands, see the **Mobility Element**.

The 1990 American with Disabilities Act (ADA) recognizes and protects the civil rights of persons with disabilities. Specifically, the ADA requires that newly constructed and/or altered local government facilities are to be readily accessible and usable by individuals with physical disabilities. Therefore, all new and existing parks and recreation facilities within the Ocean Beach Community are required to meet ADA guidelines when they are constructed or retrofitted for improvements. This could include adding accessible pedestrian ramps, providing paved pathways at acceptable gradients that lead from a public street sidewalk or parking area to a children's play area or other park destination (referred to as the "path of travel"), remodeling of restrooms and building interiors, and providing interpretive signage (which do not block views) along a nature trail.

Accessibility also means the availability of active and passive recreation to all community residents. The Ocean Beach Community Recreation Center and the Ocean Beach Elementary School Joint Use Facilities are programmed to allow organized sport leagues use of the facilities at specific times while making the facilities available for open, unstructured play at other times for impromptu users. The schedule is adjusted each year to make sure a balance is provided for community residents. Future park and recreation

areas should be designed to accommodate a variety of uses as determined by community desires consistent with General Plan Guidelines. When special uses are designed into parks, such as off-leash dog areas or community gardens, these areas should also include amenities, such as pathways, benches, exercise course, or picnic tables on the perimeter that could accommodate more than one type of user. Special uses, such as off-leash dog areas and community gardens would be required to undergo a City approval process facilitated by the Park and Recreation Department.

The following are recommendations specific to Ocean Beach related to accessibility for all users of recreation facilities:

Accessibility Recommendations

- 6.3.1 Retrofit the Ocean Beach Community
 Recreation Center to meet accessibility
 standards while respecting the building's historic
 architectural, significance and attributes. Refer
 to the **Historical Preservation Element**.
- 6.3.2 Upgrade all picnic areas in Ocean Beach Park to provide additional accessible pathways and amenities for persons with disabilities.
- 6.3.3 Provide bus stops or accessible parking at all park and recreation facilities within the Ocean Beach community so persons with disabilities have access.
- 6.3.4 Provide improvements to the existing pedestrian ramp at Dog Beach to ensure pathways remain accessible.
- 6.3.5 Provide access for all types of users at Famosa Slough through provision of an existing trail improved to meet ADA standards with benches at overlooks on the east side of the slough.
- 6.3.6 Provide information, park maps, and other way-finding measures on public facilities that identify all parks in Ocean Beach, accessible by biking, hiking or public transit.
- 6.3.7 Provide a neighborhood park on the undeveloped City-owned land within the Barnes Tennis Center leasehold to meet the needs of a variety of users in the Ocean Beach Community, such as children, the elderly population, persons with disabilities, and the underserved teenage population.

- 6.3.8 Provide an aquatic complex at Liberty Station (the former Naval Training Center) in the Peninsula Community that will serve the Ocean Beach, Peninsula and Midway/Pacific Highway communities' public recreational swimming needs.
- 6.3.9 Develop and increase access to senior and youth services, activities and facilities wherever possible within the community's public park and recreation system.
- 6.3.10 Extend the Class III bike route on Nimitz Blvd. to the Famosa Slough on West Point Loma Blvd.
- 6.3.11 Preserve, protect, and enhance public access to the beach/coast within the community. Maximize retention of existing on-street public parking for protection of the public beach parking reservoir.

6.4 Open Space Land and Resource-Based Parks

Open space lands are typically land or water that is free from development and kept natural or developed with very low intensity uses. Resource-based parks are typically large areas of outstanding scenic, natural or cultural interest; see Figure RE-1, Existing Parks and Recreation Facilities. In Ocean Beach, the Famosa Slough is dedicated as open space because of its relationship to the San Diego River and its biological resources and habitat value, particularly for its abundant bird life. The Famosa Slough is approximately 32.0 acres, however, only 10.97 acres are within the Ocean Beach Community Plan Area, and the remaining acreage is within the Peninsula Community. All new development would meet the design guidelines found in the Famosa Slough Enhancement Plan, dated November 1993.

The other community plan designated open space is Ocean Front Street with pocket beach parks, approximately eight acres. This area is an unutilized street right-of-way, also known as a 'Paper Street', and consists of existing public sidewalks, stairways, a paved and unpaved trail, and overlooks with benches along the ocean bluff. The trail below Ocean Front Street is cut into the cliff and can only be accessed by ablebodied people during periods of low tide. Because this open space area is within a street right-of-way and partially inaccessible, it's full development as a recreational amenity for public use may be unfeasible.

Ocean Beach Park, is a resource-based park in the Ocean Beach Community, and is approximately 37.0 acres. This resource-based park was dedicated as park land in 1958 to preserve the natural and scenic beauty of the beach and the Pacific Ocean. Ocean Beach Park provides active recreation for the region and local users and a free parking area. Swimming, volleyball, running, picnicking, kite flying, and fishing are just some of the recreational uses that regularly occur. Within the park is the Ocean Beach Pier that was built in 1965. The Pier is the longest concrete pier on the west coast, approximately 2,200 linear feet, and provides passive recreation, such as fishing, strolling and a small restaurant; see Historic Preservation



Element for more information. Parking is provided on the east perimeter of the park, and during the summer months parking is difficult to find due to increased visitors.

The San Diego River Park is a newly-established resource-based park, located outside the Ocean Beach Community Plan boundaries, on the north perimeter of the Ocean Beach Community. The San Diego River Park overlays an area of the Mission Bay Park and features the San Diego River Pathway located at the top of the river channel. The San Diego River Park Master Plan contains policies and design guidelines for all development to occur within its boundaries. The San Diego River Park Master Plan recommends several projects that will connect the Ocean Beach Community to the San Diego River including; 1) the creation of a San Diego River Park trailhead at Dog Beach and Robb Field, 2) the initiation of a study to explore the benefits and impacts of connecting the trail

Recreation Element

at Famosa Slough to the San Diego River pathway, and 3) the re-vegetation of all areas adjacent to and within the San Diego River with appropriate native plant material.

The following are recommendations specific to Ocean Beach related to open space land and resource-based parks:

Open Space Land and Resource-Based Parks Recommendations

- 6.4.1 Protect and enhance the natural resources of open space lands by re-vegetating with native and location-appropriate plant communities, drought-tolerant, and non-invasive plants and utilizing open wood fences adjacent to very sensitive areas to provide additional protection while still allowing views into the area.
- 6.4.2 Preserve and protect Famosa Slough Open Space by limiting public use to an existing trail on the east side of the slough and providing a trail that meets accessibility standards and interpretive signs (which do not block views) that educate the public on the uniqueness of the site.
- 6.4.3 Require all storm water and urban run-off drainage into resource-based parks or open space lands to be captured, filtered or treated before entering the area.

- 6.4.4 Provide a recognizable entrance to the San Diego River Park pathway at Ocean Beach Park and Robb Field. The entrance should include a trail kiosk which does not block views and includes a map of how the San Diego River Park interfaces with the Ocean Beach Community. Provide re-vegetation of all areas adjacent to and within the San Diego River with native and location-appropriate plant communities, drought-tolerant, and non-invasive plants.
- 6.4.5 Provide interpretive signs which do not block views within the San Diego River Channel at Dog Beach to provide information about the estuarine function, wildlife habitat and San Diego River Park pathway system.
- 6.4.6 Collaborate with community and special interest groups to initiate a feasibility study and explore the benefits and impacts of providing a pedestrian and bicycle trail connection between Famosa Slough and the San Diego River.
- 6.4.7 Collaborate with the community and special interests groups to initiate a feasibility study for river channel embankment modifications to create a varied edge with native vegetation.

Chapter Seven: Conservation Element

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7. Conservation Element

Introduction

The purpose of the City of San Diego General Plan Conservation Element is to provide for the long-term conservation and sustainable management of the City's natural resources. Recognizing that they define the City's identity, contribute to its economy, and improves its quality of life, the Element intends to promote the City as an international model of sustainable development. Specific element policies relate to sustainable development, open space and landform preservation, coastal resources, water resource management, urban runoff management, air quality, biological diversity, wetlands, energy independence, urban forestry, mineral production, agricultural resources, border/international conservation, and environmental education.

The community of Ocean Beach recognizes the importance of natural resources and the need for conservation. Residents are proud of the community's environmental tradition, and actively participate in maintaining clean and healthy natural surroundings. Preservation of natural features will depend on the enhancement, maintenance and promotion of Ocean Beach's resources, as well as the integration of sustainable development practices. The policy recommendations embodied herein will serve to guide future development in the community.

Discussion

The Ocean Beach Community Plan Conservation Element addresses the conservation goals and recommendations that can be effective in managing, preserving and thoughtfully using the natural resources of the community. Topic areas included in this element include Coastal Resources, Physical Coastal Access, Erosion, Storm water and Urban Runoff Management, Sustainability and Resource Management, and Urban Forestry and Sustainable Landscape. This element additionally addresses Climate Change, which is seen as a major issue that could affect the health and longevity of the community and the ecological environment in Ocean Beach. This element is intended to work in conjunction with the General Plan when reviewing development proposals.

Goals

- Ocean Beach's natural amenities, such as its open space, coastal bluffs, beaches, tide pools, and coastal waters, preserved for future generations.
- Physical public access to the coastline maintained and enhanced in order to facilitate greater public use and enjoyment of the natural amenities.
- Coastal and waterway resources protected by promoting sensitive development and restoring and preserving natural habitat.
- Sustainable development and green building practices utilized to reduce dependence on nonrenewable energy sources, lower energy costs, and reduce emissions, water consumption.
- Encourage programs that promote efficiency of in-flow streams (including water and energy) and outflow streams (waste) to the community.
 Evaluate opportunities including, but not limited to, shared utility systems, transportation and waste stream management at the neighborhood scale.
- Preparation for sea level rise and climate change impacts.

7.1 Coastal Resources

The community of Ocean Beach contains significant coastal resources (see Figure 7-1). At the northeastern limit of the community is the tidally influenced Famosa Slough which is within the San Diego River Flood Control Channel. As the San Diego River reaches the ocean, it forms a coastal estuary known as Dog Beach. Adjacent to the estuary is the Ocean Beach Park which extends south to the Ocean Beach Fishing Pier. Further south lie small beaches, tide pools and adjacent bluffs.

Famosa Slough comprises an 11-acre channel and a 20-acre wetland area which are connected by a culvert under West Point Loma Avenue. The eleven-acre channel to the north of West Point Loma Boulevard is within the plan area. The wetland area contains open water, salt marsh and upland habitat and is tidally influenced by the channel area. A major storm drain project also discharges into the Famosa Slough on the north side of West Point Loma Boulevard. The slough is mapped within the City's Multiple Species Conservation Program's (MSCP) Multi-Habitat Planning Area (MHPA) as a riparian wetland with disturbed habitat and is located within state tidelands.

The 1993 Famosa Slough Enhancement Program calls for the "restoration and preservation of Famosa Slough as a natural habitat, to provide sanctuary for wildlife and to educate the public in the appreciation of plants and animals that comprise a wetland system." Both the slough and the channel area are open to the public via nature trails.

The San Diego River, although outside of the community boundaries, is a very important environmental resource to Ocean Beach. Extending fifty-two miles from the river's headwaters in the Cleveland National Forest to its resolution as a coastal estuary adjacent to Ocean Beach, the river is home to numerous wildlife species. The tidal estuary at the mouth of the San Diego River is home to seasonal bird populations and acts as a natural bio-filter that washes pollutants from storm water runoff and developments upstream before they enter the Pacific Ocean. During heavy rains or storm water overflow episodes, the estuary can become overtaxed and unable to filter excess pollution collected from upstream by the San Diego River and it's associated watershed.



Storm events result in the occasional influx of wastes and pollution into Dog Beach and the Pacific Ocean and causes beach closures. A City report from 2002 recognized the significant contribution that nesting and migrating birds make to the high bacteria levels responsible for beach closures. In addition to the community beach clean-ups, volunteer organizations are involved in wetland restoration where the San Diego River meets the Pacific, including trail maintenance, removal of invasive plants and trash, and planting of native species.

In order to protect birds frequenting the San Diego River, Famosa Slough and other coastal resources, new development and redevelopment can pursue new trends in green architecture to decrease the risk of bird collissions with buildings. There are special problems posed for birds living in or flying through cities. Over 30 years of research has documented that buildings and windows contribute to the demise of wild birds in North America.

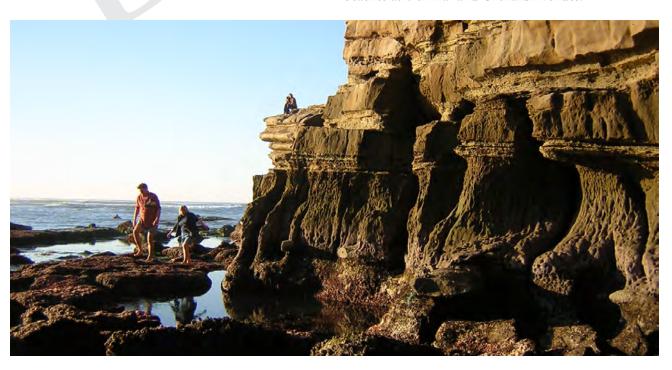
Dog Beach, located adjacent to the estuary and just outside the Ocean Beach boundaries, is the oldest offleash dog area in the country. The area is also impacted by the line of kelp and other debris including bird and dog feces, known as a "wrack line", deposited on the sand from the tidal surge. Just east of Dog Beach is an area of sand dune habitat. East of the sand dunes is the Southern Wildlife Preserve, one location of a least tern nesting site, an area that is fenced off during the nesting period from April through September of each year.

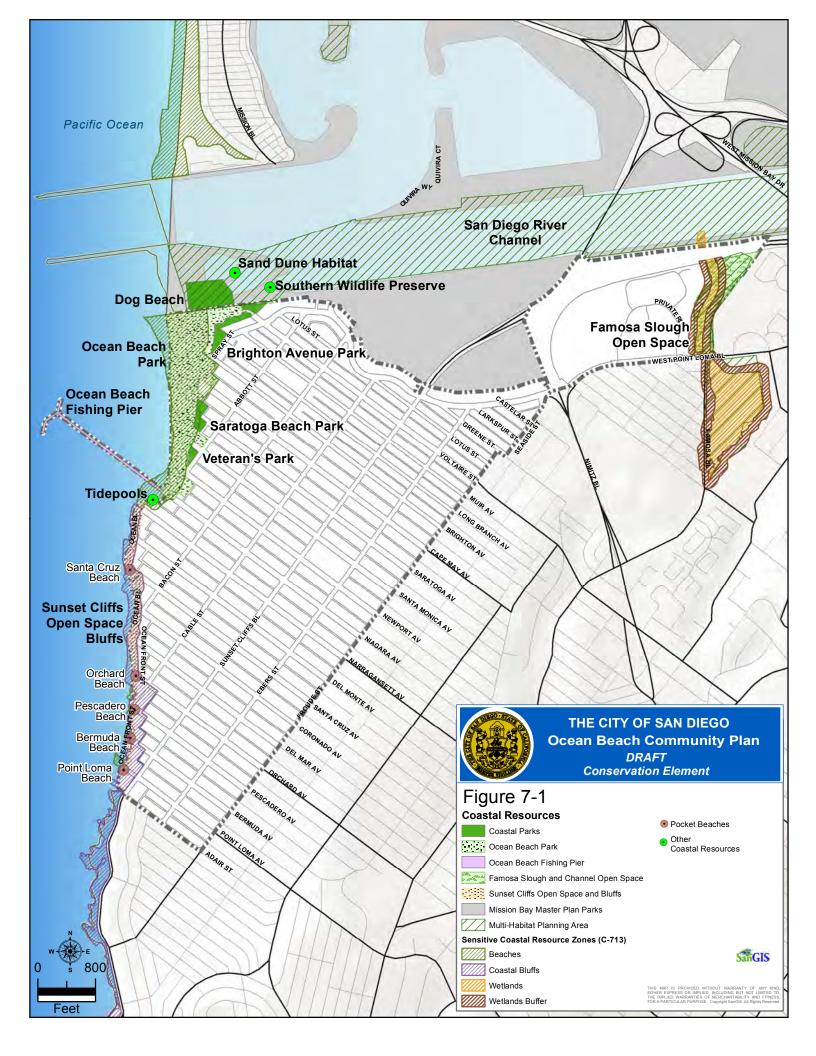
Ocean Beach Park is a resource-based park that attracts visitors from throughout the region. The significance of this resource is highlighted in a 2003 San Diego Association of Governments Regional Planning Committee agenda, which stated, "Beaches are by far the region's most important outdoor recreational resource. A number of studies show that beaches attract many more visits annually than all other outdoor recreational opportunities combined. This comparison includes local, regional, state, and national parks and commercial theme parks." The 37-acre park contains beach and grassy park areas.

The Ocean Beach Fishing Pier, at 1,971 feet, is one of the longest concrete piers in the world, with nearly a mile of railing space. Amenities include restrooms, bait and tackle shop, snack shop, cleaning stations, lights and handicapped parking. The pier is open 24 hours a day and fishing licenses are not required.

The bluffs south of the pier are one of the community's defining natural features. Bluff top residences have commanding views of the Pacific, although many older structures have experienced the effects of severe tidal action which has eroded the bluff face. More recent regulations require an increased distance of up to forty feet between the bluff face and the development envelope to prevent the need for shoreline armoring. Several property owners have received emergency permits to shore up seawalls and revetments in order to prevent homes from sliding down the bluffs. The California Coastal Act allows repairing or rebuilding seawalls when a structure is in imminent danger. Rip rap revetments are discouraged due to their increased encroachment into beach areas. Seawalls are also discouraged as they fix the back of the beach and will prevent public beach access as sea level rise increases over time.

Tidepools and pocket beaches are found along the area south of the Pier to Adair Street. Pocket beaches at Pescadero Avenue and Point Loma Avenue have disappeared due to tidal erosion. Sand replenishment is needed to restore beach areas and replenish pocket beaches at Del Mar and Orchard Avenues.





In addition to the General Plan policies addressing Coastal Resources noted on Pages CE-20 and CE-21, the following recommendations are specific to Ocean Beach.

Coastal Resources Recommendations

- 7.1.1 Monitor Ocean Beach Park, Dog Beach, Ocean Beach Fishing Pier, and the San Diego River Park to ensure they are maintained in a clean, healthy state through a cooperative partnership with various county, state, City, and community agencies.
 - a. Require a focused plant survey in accordance with the City of San Diego's Biological Guidelines for any project conducted in Dog Beach which could potentially impact sensitive resources.
 - b. Remove the non-native species and plant native vegetation to restore the cliff area to reflect the native state of the cliffs, should funding become available.
- 7.1.2 Prohibit coastal bluff development, on or beyond the bluff face, except for public stairways and ramps that provide access to and from the bluff top to the beach and coastal protective devices only if necessary to protect existing development and as consistent with other provisions of the Land Use Plan. Require new development to be independently safe without shoreline armoring.
- 7.1.3 Continue implementation of the MHPA Adjacency Guidelines and the Famosa Slough Enhancement Plan to guide the restoration and enhancement of the area.
 - a. Require a focused plant survey in accordance with the City of San Diego's Biological Guidelines for any project conducted in the Famosa Sough which could potentially impact sensitive resources, including golden club (Bergenercactus emoryi), California boxthorn (Lycium californicum) and Shaw's agave (Agave shawii).
 - b. Remove the non-native plant species from the Famosa Slough and plant native vegetation to provide a buffer between developed public right-of-ways and the marsh, should funding become available.
 - c. Place signage to alert users of Famosa Slough that pets need to be leashed at all times,

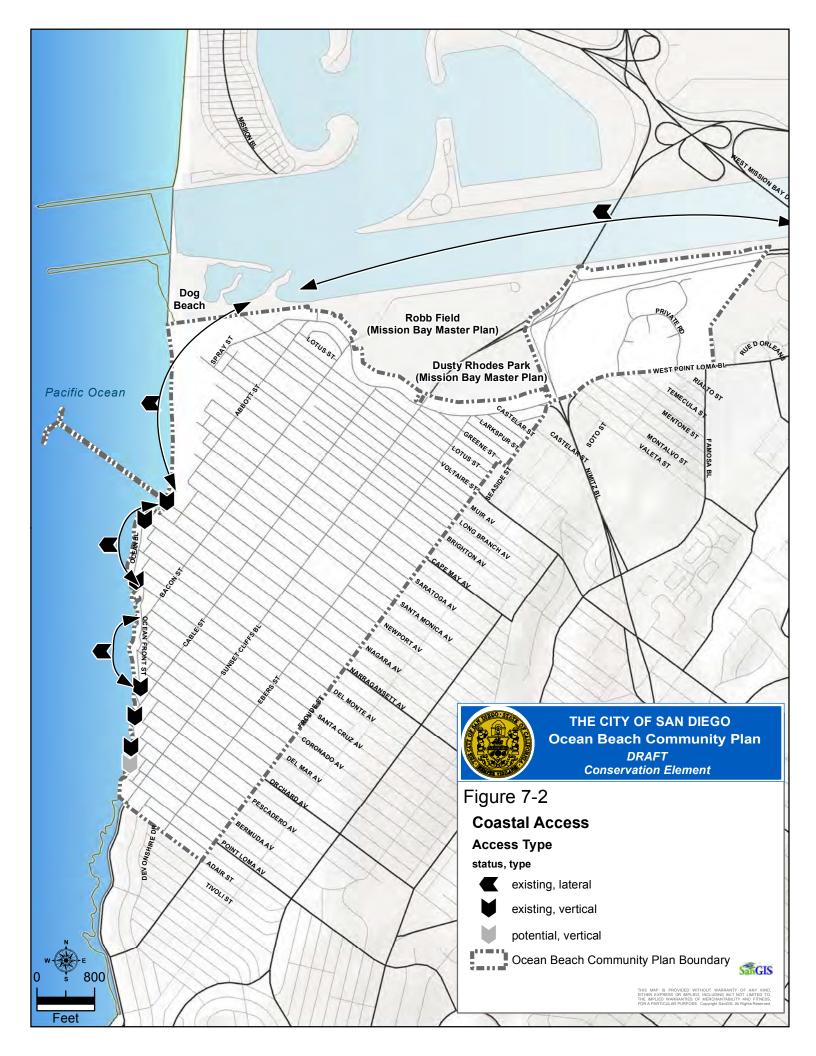
- and place pet waste plastic bag dispensers strategically along the trail, should funding become available.
- 7.1.4 Maintain and expand environmental education opportunities within Famosa Slough and other areas of the community through nature trails, interpretive signs and other measures.
- 7.1.5 Encourage the participation of organizations, such as Friends of the San Diego River and Friends of Dog Beach, in their community outreach and environmental education efforts.
- 7.1.6 Encourage pollution control measures to promote the elimination of pollutant sources, and the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system and receiving waters.
- 7.1.7 Implement the City's Environmentally Sensitive Lands regulations and Biology Guidelines for preservation, acquisition, restoration, management and monitoring of biological resources.

7.2 Physical Coastal Access

The California Coastal Act requires both visual and physical access to the shoreline be protected and expanded. Accordingly, the California Coastal Commission has mandated development should not be permitted to interfere with the traditional public use of the coastline and should not obliterate the public views of the ocean. (See **Urban Design Element** for Public Coastal Views).

There are two types of physical access to the coastline. Lateral access involves movement along the shoreline while vertical access involves access from a public road to the shoreline. Access to the shoreline north of the Ocean Beach Fishing Pier is readily available. However, access to the coastal bluff areas south of the pier has become problematic. Many vertical access points, stairways, etc. have been deemed unsafe due to the topography or their state of deterioration, creating hazardous conditions for would be users.

There are currently six public coastal vertical physical access points, including the Ocean Beach Fishing Pier, for the Ocean Beach community (see Figure 7-2). Lateral access is available from the Ocean Beach Fishing Pier at Niagara Street south to Santa Cruz Avenue and again from Coronado Avenue to Orchard



Avenue. Lateral access also exists along the south levee of the San Diego River and along Ocean Beach Park. Furthermore, in areas where physical access to the shoreline does not exist within 500 feet of a private development project proposed on the shoreline, a new access way across private property should be considered.

Physical Coastal Access Recommendations

- 7.2.1 Maintain building setbacks free of structural elements over three feet in height in developments between the ocean and the first public right-of-way from the ocean to protect public coastal views.
- 7.2.2 Explore the feasibility of re-establishing safe public coastal access at the ends of, but not limited to, Del Monte, Pescadero, and Point Loma Avenues, as well as their lateral connections. Maintain and improve existing vertical public coastal access as needed.
- 7.2.3 Obtain public access easements across private property between the first public right-of-way in areas where physical access to the shoreline does not exist.
- 7.2.4 Promote, not restrict or prevent, vertical or lateral access to the shoreline, or to and from recreational areas, from all new development, where applicable (see Figure 7-2).
- 7.2.5 Incorporate sea level rise into a comprehensive beach management strategy as part of a Citywide Adaptation Plan (see also recommendation 7.3.3).

Coastal Act Chapter 3 Section 30235 Construction altering natural shoreline:

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.

7.3 Erosion

The beach area has experienced significant sand erosion over the years, due in part to the Mission Bay and San Diego River jetties which block the southward migration of sand. Sand replenishment programs have been implemented by the regional planning agency in the past and periodic replenishment should continue in order to protect Ocean Beach Park. Bluff erosion between the Fishing Pier and Adair Street is also a problem. These bluffs, which include the tide pools adjacent to the Fishing Pier, as well as several streetend beaches, are part of a unique, beautiful and living coastal environment. Bluff erosion is proceeding in a non-uniform rate, with certain areas experiencing more than others, and will continue to accelerate with sea level rise. The rate of erosion is a factor when considering development proposals for structures along the bluffs, as well as emergency permits for revetments to save structures determined to be in imminent danger from bluff collapse.

Erosion Recommendations

- 7.3.1 Set back development on property containing a coastal bluff a sufficient distance so the structure is safe from geologic and other hazards for its economic life, at least 40 feet from the bluff edge. 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 for its economic life and without requiring construction of shoreline protective devices. Do not allow a bluff edge setback less than 40 feet if erosion control measures or shoreline protective devices exist on the sites which are necessary to protect the existing principal structure in danger from erosion and do not assume retention of such structures when calculating bluff setback requirements. Incorporate sea level rise projections into calculations for determining the bluff edge setback.
- 7.3.2 Ensure the preservation of the coastal bluffs in their natural state by working cooperatively with the community, City officials, and the California Coastal Commission.
- 7.3.3 Work with San Diego Association of Governments, including persuing grants, to implement a clean sand replenishment program to restore, maintain and enhance beach areas. Consider sea level rise when determining the need for sand replenishment.

- 7.3.4 Allow the placement of shoreline protective works, such as concrete seawalls, revetments and parapets, only when required to serve coastal-dependent uses or when there are no other feasible means to protect existing principal structures, such as homes, in danger from erosion, consistent with Coastal Act Section 30235 and 30253, and, included as Figure D-4 for reference. Shoreline protective works should be designed to blend with the surrounding shoreline and provide lateral public access. The seawall along the Bermuda Avenue beach is an excellent example of an appropriately designed shoreline protective work. Site and design development so it does not rely on existing or future shoreline protective devices.
- 7.3.5 To the maximum extent possible, implement Low Impact Development practices on new construction or infill development in conformance with the City's Storm Water Standards Manual to minimize storm water runoff and bluff erosion.
 - a. Avoid plastic netting in temporary rolled erosion and sediment control products.
 - Alternatives may include loose-weave natural fiber netting, erosion control products without netting, and unreinforced silt fences.

Coastal Act Chapter 3 Section 30253

New development shall do all of the following: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) 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. (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. (d) Minimize energy consumption and vehicle miles traveled. (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

7.4 Storm Water and Urban Runoff Management

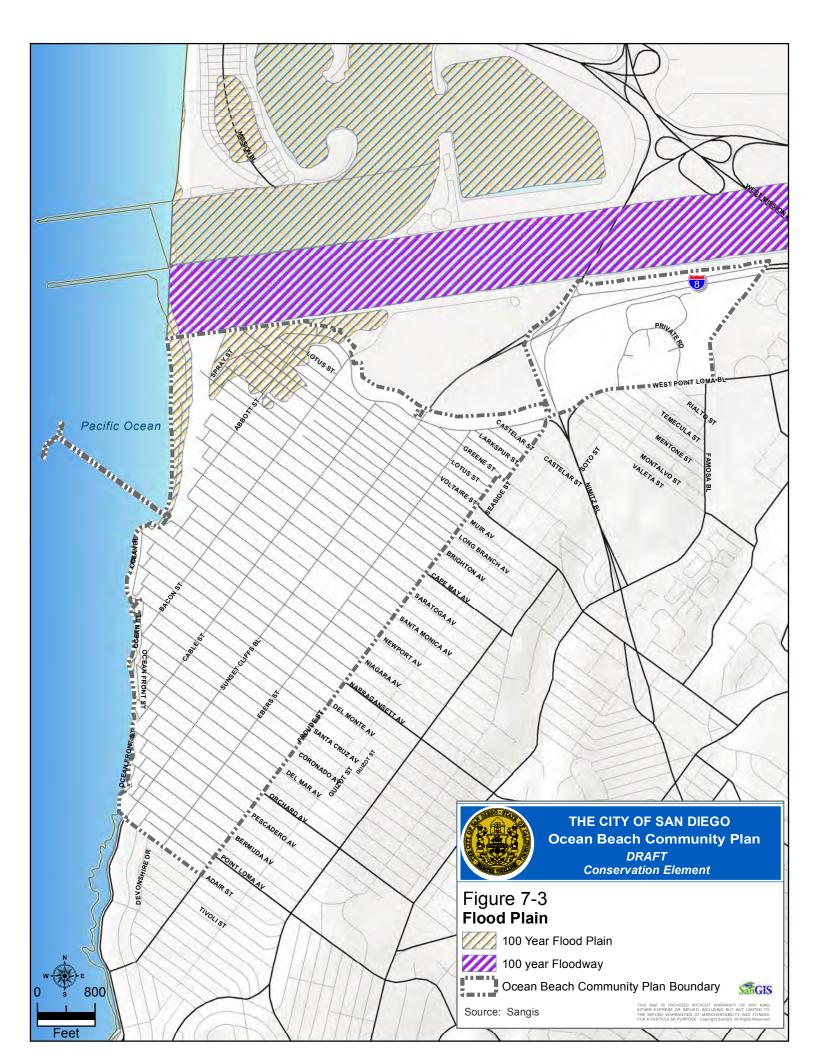
Water flows resulting from either storms or from the population's use of water both require management strategies to protect public safety and property in the case of extreme water events, and to recognize environmental and aesthetic requirements and benefits associated with everyday use of outdoor water. Urban runoff is storm water runoff generated from surfaces associated with urbanization. It picks up pollutants from city streets, parking lots, sidewalks, building roofs and other surfaces which then enter the storm drains and waterways. Even if the community's waterway and drainage areas do not contain development, development near or adjacent to them may cause impacts to natural areas.

The General Plan Conservation Element contains policies to manage urban runoff, including protecting and restoring water bodies and preserving natural attributes of floodplains and floodways. The Element also contains policies supporting water quality protection through development practices to protect water quality. The City complies with the requirements of its National Pollutant Discharge Elimination System Permit by documenting Best Management Practices – designed to prevent pollutants from entering storm water and urban runoff – in its annual Urban Runoff Management Plan.

Three areas within the community are mapped as being within the 100-year floodplain by the Federal Emergency Management Agency. See Figure 8-3. The City's Land Development Code contains regulations to guide the location of development and protect health and safety as well as the floodplain.

Storm water and Urban Runoff Recommendations

- 7.4.1 Apply all Best Management Practices found in General Plan, Conservation Element Section C, D and E, to reduce the impacts of construction on adjacent properties and open space or other environmentally sensitive areas.
- 7.4.2 Incorporate criteria from the City's Storm
 Water Standards Manual and the Low Impact
 Development (LID) practices into public and
 private project design, including but not limited
 to, bioretention, porous paving & landscape
 permeability, and green roofs to reduce the



- volume of runoff, slow runoff, and absorb pollutants from these urban surfaces.
- 7.4.3 Educate the community to recognize situations where LID design may have degenerated from the original installation and rehabilitation efforts are necessary.
- 7.4.4 Repair and maintain drainage structures that discharge directly to, or are within, open space lands.
- 7.4.5 Investigate the possibility of utilizing permeable surfaces to re-pave all public areas, including the parking lot at Ocean Beach Park, and in conjunction with public right-of-way improvements.
- 7.4.6 Allow new construction within floodplain areas only in accordance with adopted development regulations and proper setbacks and buffer areas from wetland areas as applicable. .

7.5 Sustainable Development and Natural Resource Management

The City of San Diego's General Plan contains goals and policies to guide future development in ways that conserve natural non-renewable resources through sustainable development practices. Pursuing this model of development considers a balance between natural resources and economic prosperity while protecting the public health, safety and welfare and reducing our environmental footprint.

Conservation Element policies address: development and use of sustainable energy types, including solar; reuse or recycling of building material; adaptively retrofitting and reusing existing buildings; constructing energy efficient buildings with healthy and energy-efficient interior environments; creating quality outdoor living spaces; improving materials recycling programs; water resource management, sustainable local food practices, and other issues. See applicable policies in **Conservation Element** Sections A, I, and L.

The Ocean Beach community has the opportunity to implement General Plan policies related to infill development and sustainability as future development within the community generally occurs on previously-utilized lots. In addition, its coastal location allows weather influences to provide significant natural cooling opportunities.

Sustainable Development and Natural Resource Management Recommendations

- 7.5.1 Implement applicable General Plan sustainable development and resource management goals and policies as discussed in its Conservation Element and the Urban Design Element.
- 7.5.2 Assure that required recycling facilities for buildings with alleys are accessed by the alleys but do not encourage the alley right-of-way to become the location for the recycling containers. Recycling containers should be located on private property.
- 7.5.3 In residential and mixed-use locations create quality outdoor space that considers protection from excess noise, shadow impacts, and maximizes the positive effects of breezes to heat or cool the outdoor spaces. See also **Urban Design Element**.
- 7.5.4 Encourage the use of solar energy systems to supplement or replace traditional building energy systems.
- 7.5.5 Seek small City-owned sites not suitable for recreation use as opportunities for community gardens where individuals can supplement their food supply.
- 7.5.6 Identify commercially-designated lots that may be appropriate for commercial farms where a business person may create income by selling locally-produced agricultural products.
- 7.5.7 Implement applicable General Plan water resources management goals and policies as discussed in its Conservation Element.
- 7.5.8 Encourage community gardens to help increase local food sources.
- 7.5.9 Install additional recycling bins on sidewalks in high-use areas, as needed.
- 7.5.10 Encourage the use of native and locationappropriate plant communities, and droughttolerant landscaping to reduce water usage.

7.6 Climate Change and Sea Level Rise

Sea level rise caused by climate change is an issue of growing concern in California and in coastal communities around the world. The State of California projects rise of 10 to 17 inches (.26 to .43 m) by the year 2050 and a rise of 31 to 69 inches (.78 to 1.76 m) by the year 2100 (State of California, Sea Level Rise Task Force of the coastal and Ocean Working Group of the California Climate Action Team, Sea Level Rise Interim Guidance Document, October 2010).

Based on available research, if sea level rise reaches 1.4-1.5 meters (which is considered to be in the intermediate/high range of projections), San Diego could experience some loss of beaches and coastal habitat (Gersberg, R., San Diego Waters. Retrieved on July 2, 2013 from http://www.sdcoastkeeper.org/learn/san-diegos-waters/). The National Oceanic and Atmospheric Administration's Sea Level Rise and Coastal Flooding Impacts Viewer shows that street flooding is another possible impact if the sea level rises to this level. See Figure D-4 in Appendix D for a map showing sea level rise projections available in July 2014. Refer to the Cal Adapt website, which was developed per the California Climate Adaptation Strategy.

The California Global Warming Solutions Act (Assembly Bill 32) requires that the State's global warming emissions to be reduced to 1990 levels by the year 2020. In accordance with AB32, the City of San Diego General Plan discusses climate change and provides a broad range of policies designed to reduce greenhouse gas emissions citywide. As of 2014, the City was in the process of updating its Climate Action Plan to more specifically address green house gas (GHG) reduction in accordance with AB 32 and to make progress toward meeting more ambitious 2050 GHG reduction goals. The draft Climate Action Plan also addressed the need for the City to prepare a standalone Climate Adaptation Plan to proactively prepare for a range of anticipated climate change impacts.

The anticipated Citywide Adaptation Plan should include in its scope of work an assessment of potential measures to address the managed retreat or relocation of exisiting development at risk from bluff erosion or failure, and the degree to which property owners should assume risks associated with their properties in hazardous areas.

Climate Change Recommendations

- 7.6.1 Encourage individual and community-level actions that contribute to implementation of General Plan and Climate Action Plan climate change and sustainability policies. Support development and implementation of citywide climate mitigation and adaptation measures that could include: innovative programs, regulations and incentives; identification of vulnerable populations, infrastructure and habitat; and other means.
- 7.6.2 Build on Ocean Beach's attributes as a walkable community, and its efficient land use patterns, to enhance the health of the community and its contribution to the City's sustainable development strategies. See **Land Use** and **Mobility Elements** of this plan.



- 7.6.3 Use best available science and site-specific geotechnical reports as needed, to assess public and private projects for their vulnerability to impacts from sea level rise and, if vulnerable, propose a reasonable adaptation strategy. Use best available adaptation strategies that do not rely on shoreline protective devices in accordance with the California Coastal Act (see Coastal Act text boxes).
- 7.6.4 Avoid new bluff development in hazardous locations, and properly site new development to avoid the need for future shoreline protective devices. Utilize adaptation strategies and the best available science, and monitor sea level rise impacts over time.
- 7.6.5 Monitor sea level rise impacts and adjust adaptation strategies as needed over time.
 - a. Protective measures considered as adaptation strategies must follow Coastal Act guidance related to construction altering the natural shoreline (Coastal Act Section 30235, see text box).

- b. Adaptation measures should be designed to achieve co-benefits related to recommendations found in Section 7.3 (Erosion) and 7.4 (Storm Water and Urban Runoff).
- c. When designing projects, consider the additional benefit of localized attenuation of sea level rise impacts through implementation of the hydromodification (measures designed to reduce and slow the amount of water runoff) and flood risk management efforts required by the Municipal Storm Water Permit.
- d. Develop a strategy to retrofit and/or relocate public access sites at risk of sea level rise impacts as part of a Citywide Adaptation Plan.

7.7 Urban Forestry and Sustainable Landscape Design

Street trees and private tree planting programs are low cost, low-technology methods for improving the visual landscape and air quality in Ocean Beach. Trees can provide shading and cooling for adjacent buildings as well as for pedestrians. Trees can reduce energy consumption resulting from reduction in size of the urban heat island, reduce storm water runoff through absorption of water by the trees, enhance or create visual corridors, and improve air quality by converting CO2 into oxygen.

The City of San Diego General Plan Conservation Element contains the goal of protecting and expanding a sustainable urban forest. Policies speak to development of street tree master plans in community plans and implementing the plan through the development process. See the **Urban Design Element** for this plan's master plan and development policies.

An 'Urban Ecosystem Analysis' was prepared for the communities of San Diego in 2003 by the American Forests organization. Its analysis logically concluded that as development has occurred, San Diego has lost 'green infrastructure', more heat islands have occurred or expanded while natural areas have been reduced, and trees previously providing canopies removed.

The community of Ocean Beach contains many large established trees. Saratoga Avenue between Ebers and Froude Streets has a number of large Torrey Pines that were planted in connection with a Works Progress Administration program in 1940. Numerous mature palms exist throughout the community. In addition, more than 200 trees have been planted by the Ocean Beach Community Development Corporation.

Sustainable landscape design includes a focus on composting, water conservation, using recycled materials, plant selection that reflects the arid coastal environment, the use of permeable paving and bioswales to facilitate groundwater recharge, and minimizing the use of herbicides and pesticides. Incorporating sustainable landscape principles will result in a greater degree of resource conservation in Ocean Beach and the City of San Diego.



For purposes of neighborhood street tree selection, the community has been divided into the following seven districts based on their built environments: Northeast Ocean Beach, Park Row, Beach, Central Ocean Beach, Highlands, Urban Ocean Beach, and Cliffs. See Figure B-1, Appendix B for Neighborhood Areas map. Each district will be distinguished by a unique selection of trees. Within each selection, any of the listed trees can be established as the theme tree for a particular block, street or area. Consistent tree planting within neighborhoods will help to foster a cohesive sense of place. Theme trees are trees that form the dominant character of the street and should be used to unify the street unless site conditions require that an alternative or an accent tree be used. Alternate trees are threes that are considered appropriate for the site, due to view corridors, or orientation of the street to views. New planting should use the theme trees, however when conditions for the tree cannot be achieved, an alternate tree should be used. Accent trees should be selected based on flowering habit, foliage color and texture, and/or tree form. Accent trees should complement the theme tree.

Urban Forestry and Sustainable Landscape Recommendations

- 7.7.1 Increase the overall tree canopy cover throughout Ocean Beach to the citywide generalized target goal of 20% in the urban residential areas and 10% in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of air and water management. (See Appendix B: Street Trees)
- 7.7.3 Require new development to retain significant and mature trees unless they are diseased and pose a threat to safety and welfare.
- 7.7.4 Work with the City's Urban Forester to resolve issues that may arise in individual development projects or in implementing the Ocean Beach Street Tree Master Plan.
- 7.7.5 Replace street trees that are 'missing' or have been removed to restore a 'visual resource' or 'continuous canopy'
- 7.7.6 New private as well as public development should incorporate sustainable landscape techniques.
- 7.7.7 Landscape plans for all new development should, to the greatest extent possible and in conformance with the City's Storm Water Standards Manual, incorporate LID development features, including planter boxes, native plant species, permeable materials, bioswales, water conservation strategies, mulch and/or compost, and natural pest and weed control measures.
- 7.7.8 Ensure that the standard design and installation of street trees allow for adequate clearance of street sweeping operations.
- 7.7.9 Incorporate shade-producing street trees along all streets and roadways, selecting species from the Street Tree Plan, Appendix B.
 - a. Maximize tree canopy in accordance with street size, existing infrastructure, community needs, environmental limitations, and aesthetic considerations.
 - b. Provide an appropriate mix of droughttolerant tree types in order to provide a diverse ecosystem more able to adapt to changing environmental pressures.
 - c. Provide a mixed age tree population to ensure a constant level of benefits.

- d. Provide varied forms, textures, structure, flowering characteristics and other aesthetic benefits to enhance the types of street environments found in Ocean Beach.
- 7.7.10 Encourage and support community design and plantings of additional street trees that are consistent in theme and character.
- 7.7.11 Removal of trees in the public right-of-way should occur only in accordance with Council Policy 200-05 and the Municipal Code.
- 7.7.12 Preserve Torrey Pines and other rare trees that exist throughout the community. Encourage new development to incorporate the Torrey Pine as a street tree along Saratoga Avenue to continue the existing character of the street.

Chapter Eight: Noise

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8. Noise Element

Introduction

The General Plan Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. Noise can affect the environment and well-being of people living, working, and visiting a community. Where possible, new noise-sensitive uses should avoid or attenuate excessive or harmful noise levels. Sensitive land uses include residential, schools for children, libraries, and places of religious assembly. Operators of existing noise-generating uses and activities should cooperatively work with residents of abutting homes to take steps to address excessive noise whenever possible. These actions together can help maintain a pleasant and livable noise environment.

The General Plan provides sufficient policy direction for noise-related issues; therefore minimal additional policies have been provided specifically for Ocean Beach. Community Noise Equivalent Level or CNEL is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in decibels (dbA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods.

Discussion

Ocean Beach is an urbanized coastal community with a mix of residential and commercial uses and has a higher ambient noise level than most suburban communities. Ambient noise level is the composite of noise from all normal background noise sources at a given location. Single event noises, such as an aircraft flyover, also affect the background noise level in the community. This element of the community Plan complements the General Plan goals and policies by addressing Ocean Beach specific noise sources and issues.

Goals

Reduce excessive noise affecting noise-sensitive land uses.

8.1 Aircraft Noise

Aircraft noise and overflight of aircraft from San Diego International Airport (SDIA) at Lindbergh Field affects Ocean Beach. The SDIA serves as the commercial air carrier airport for the region. Aircraft noise can affect people living and working in Ocean Beach at varying degrees, depending on a person's level of annoyance. Due to the proximity of SDIA to Ocean Beach, aircraft noise from over-flying aircraft is the primary source of noise affecting the community. The Aircraft Overlay Zone is illustrated in Appendix D.

The community is under the flight path that aircraft most commonly use for departures from SDIA. Typically, departing commercial aircraft flying over Ocean Beach are ascending at near full power to gain altitude, which creates a higher level of noise. Commercial aircraft noise has been declining due to advances in engine technology. However, aircraft noise will affect more areas as operations at SDIA increase in the future.

As the airport operator, the San Diego County Regional Airport Authority has implemented monitoring in the community and long-term mitigation program to minimize aircraft noise affecting residential areas. The Federal Aviation Administration (FAA) allows the Airport Authority to prohibit most late night and early morning takeoffs to help limit noise impacts. The FAA provides funding to the Airport Authority for the Quieter Home Program to retrofit existing homes in areas affected by noise above the 65 dbA CNEL level contour to reduce interior noise levels.

Ocean Beach is within the Airport Influence Area, which is the boundary for the Airport Land Use Compatibility Plan (ALUCP) for SDIA. The Airport Land Use Commission (ALUC) for San Diego County adopted the ALUCP. Aircraft noise and overflight are two of the factors that the ALUCP addresses as discussed in the Land Use Element for new development. The noise and overflight policies, criteria, and noise contours contained in the ALUCP are addressed in the General Plan (Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego

Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations.

The Community Plan allows residential uses in areas with 65 dbA CNEL aircraft noise contour as depicted in the ALUCP. The General Plan requires that future residential use located in an area with or greater than the 60 dbA CNEL must include noise attenuation measures to ensure an interior noise level of 45 dbA CNEL. Typical noise attenuation measures are addressed in the General Plan.

Aircraft Noise Recommendations

- 8.1.1 Work with the Airport Authority as the operator of SDIA to provide noise attenuation for older existing residential and other noise-sensitive uses in areas affected by aircraft noise above the projected 65 dbA CNEL noise contour in a timely manner.
- 8.1.2 Work with the ALUC to implement the adopted ALUCP policies and criteria affecting the Ocean Beach community including the provision of noise attenuation and avigation easements for new noise-sensitive uses.

8.2 Commercial Activity

Ocean Beach is an older community with an urban form that has residential abutting vibrant commercial districts along street corridors and rear alleys. Commercial activities, such as deliveries during late night and early morning hours, generate noise that can affect the nearby residential uses. Reducing the affect from commercial activity noise involves identifying and integrating noise attenuation measures in new buildings for noise-sensitive uses to reduce interior sound levels. It is also important to work cooperatively with the commercial use owners and operators to develop operational strategies and practices that minimize excessive noise, especially during late night and early morning hours. Wherever possible, it is important to encourage site design techniques that help to reduce the affect of noise from commercial operations for new commercial uses without affecting the existing older urban form and neighborhood character.

Commercial Activity Recommendations

- 8.2.1 Encourage site design techniques that help to reduce the effect of noise from commercial operations for new commercial uses without affecting the existing older urban form and community character, where possible.
- 8.2.2 Work cooperatively with the commercial use owners and operators to develop operational strategies and practices that minimize excessive noise, especially during late night and early morning hours.
- 8.2.3 Consider applying restrictions on hours of operation and outside uses where new commercial development abuts a residential neighborhood.

8.3 Motor Vehicle Traffic Noise

Residential areas abutting the commercial districts and along Sunset Cliffs Boulevard are affected by motor vehicle traffic noise due to higher traffic volumes and speeds. Since Ocean Beach is a coastal beach community, it experiences an influx of vehicles during weekends, including buses motor scooters, and motorcycles. Unlike other typical motor vehicles, the decibel level from tailpipe exhaust and engine noise associated with motorcycles and motor scooters can be excessive and disruptive. Reducing the affect from vehicle noise involves identifying integrating noise attenuation measures in new buildings for noise-sensitive uses to reduce interior sound levels traffic calming measures, and working with the Police Department to enforce vehicle code regulations for excessive exhaust and engine noise.

The General Plan specifies that noise levels at or below 70 dbA CNEL are compatible for multifamily and mixed-use residential if sound attenuation measures are included to reduce the interior noise levels to 45 dbA CNEL. Although not generally considered compatible, the General Plan does conditionally allow multiple unit and mixed-use residential uses within areas up to 75 dbA CNEL with noise attenuation in areas affected primarily by motor vehicle traffic noise with existing residential uses.

Motor Vehicle Traffic Noise Recommendations

8.3.1 Enforce the state vehicle code to ensure that motor vehicles, including buses, motorcycles and motor scooters, are equipped with a functioning muffler and are not producing excessive noise levels.

8.4 Public Activity Noise

Residential areas can be affected by excessive public noise such as loud music and barking dogs. Ocean Beach does have an influx of college students and younger adults that live within and visit the community. As a result, the community does experience problems associated with excessive and persistent party related activities that can be disturbing and annoying to other residents. The City has implemented programs to curb persistent party related activities in residential areas near colleges and universities. Reducing the effect from residential parties involves identifying the location of the activities and working with the property owners, the community, and the City to enforce the City's Noise Abatement and Control Ordinance which addresses and limits excessive noise.

Public Activity Noise Recommendations

8.4.1 Work with property owners and the community to implement a program to reduce excessive public noise related to persistent party activities.

8.5 Special Event Noise

Community events can enhance the lifestyles and provide benefits to Ocean Beach's residents and visitors through the creation of unique venues for community expression and entertainment. Ocean Beach hosts different community events throughout the year. These special community events, which are typically located along Newport Avenue, beach, and park areas, generate noise that can affect abutting residential uses. The noise levels for these activities are highly variable because the number of events occurring and the noise levels experienced from the events can fluctuate. Reducing the effect from special event noise involves enforcing the Special Event Ordinance, which addresses and seeks to limit excessive noise from special events. It is also important to work cooperatively with event organizers and promoters to develop operational strategies and practices that minimize excessive noise, especially during late night and early morning hours.

Special Event Noise Recommendations

8.5.1 Work cooperatively with event organizers and promoters to develop operational strategies and practices that minimize excessive noise, especially during nighttime hours.

Chapter Nine: Historic Preservation

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9. Historic Preservation Element

Introduction

The purpose of the City of San Diego General Plan Historic Preservation Element is to preserve, protect, restore and rehabilitate historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The element's goals for achieving this include identifying and preserving historical resources, and educating citizens about the benefits of, and incentives for, historic preservation.

Ocean Beach has a rich history that has been shaped by its seaside location, natural resources and economic booms and busts. Native Americans visited and camped in Ocean Beach for thousands of years, gathering shell fish and plants and fishing off-shore. Remains of early campsites and these abundant coastal resources can be found throughout the community. European immigrants and later Americans were likewise drawn to Ocean Beach for picnics on the sand dunes, visits to Wonderland Park and sunny vacations along the shoreline. By the late 1920s, with the grading of streets and installation of a sewer system, development of a hotel, entertainment venues, a theater and scores of permanent beach cottages and bungalows, Ocean Beach made the transition from a seaside resort to a community.

Discussion

The Ocean Beach Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Ocean Beach in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Ocean Beach. A complete discussion of the community's Prehistory and History can be found in the Historic Context Statement (Appendix C).

Goals

- Ocean Beach's rich history identified and preserved.
- Greater use of educational opportunities and incentives related to historical resources in Ocean Beach.
- Heritage tourism opportunities increased.

9.1 Identification and Preservation of Historical Resources

Ocean Beach contains a variety of property types and architectural styles reflecting the significant themes and associated periods of development in the community. Identified themes discussed in the historic context statement (Appendix C) include:

- Theme: Resort Town (1887-1930)
 - Periods
 - » Carlson and Higgins (1887-1890)
 - » Quiet Years (1890-1907)
 - » D.C. Collier (1907-1913)
 - » Height of the Resort Era (1913-1930)
- Theme: Ocean Beach, The Community (1930–Present)

Periods

- » Transition to Community (1930-1945)
- » Post-War Development (1945-1970)

Designated Historical Resources

The City of San Diego Historical Resources Board has designated 73 properties within the Ocean Beach Community Planning Area.

Ocean Beach's designated resources includes one archaeological resource, called the Ocean Beach Gateway Site. The site is a prehistoric campsite occupied as part of a series of major encampments along the course of the San Diego River. It was occupied during the Archaic and Late Prehistoric periods. Artifacts include grinding tools, flaked tools used for scraping, pounding and cutting, pottery, animal bone, marine shell, fire-affected rock, and other lithic materials used during the occupation of the site. Sparse and fragmentary scatter of historic materials dating from the 1920s and 1930s were found as well.

The seventy-two other designated resources are contributing resources to the Ocean Beach Cottage Emerging Historical District, which is comprised of beach cottages and bungalows built between 1887 and

1931 within the boundary of the original Ocean Beach subdivision. Two of the 72 contributing resources are designated as individually significant structures – the Strand Theater and the Ocean Beach Library.

The Strand Theater is a Mission Revival style structure on the north side of Newport Avenue. The Strand became an important landmark in the community and spurred additional commercial growth along Newport Avenue. The building has undergone several modifications over the years, but was designated as Historic Resource Site #561 (as well as Ocean Beach Cottage Emerging Historical District Site #442-064) for its importance to the Ocean Beach community as well as the Ocean Beach Cottage Emerging Historical District. The building has been adaptively reused and currently serves as retail space.

The Ocean Beach Library located at 4801 Santa Monica Avenue was constructed in 1928 in a Spanish/ Monterey style and is designated as Historical Resources Board Site #565 (as well as Ocean Beach Cottage Emerging Historical District designated as individually significant structures – the Strand Theater and the Site #442-065). The library was designated for its importance to the Ocean Beach community and the Ocean Beach Cottage Emerging Historical District, as well as for its architectural significance and quality

In addition to General Plan **Historic Preservation Element** Policies, the following recommendations are specific to Ocean Beach:

Identification and Preservation Recommendations

- 9.1.1 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in Ocean Beach.
- 9.1.2 Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.
- 9.1.3 Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites at the project level. In order to determine ethnic or cultural significance of archaeological sites or landscapes to the Native American community, meaningful consultation is necessary.
- 9.1.4 Include measures during new construction to monitor and recover buried deposits from the

- historic period and address significant research questions related to prehistory.
- 9.1.5 Identify, designate, preserve, and restore historical buildings in Ocean Beach and encourage their adaptive reuse
- 9.1.6 Conduct a reconnaissance survey of the Planning Area to identify more precisely the location of potentially significant historic resources.
- 9.1.7 Conduct an intensive survey of the Planning Area to identify any remaining resources not previously brought forward for designation as part of the Ocean Beach Cottage Emerging Historical District. Convert the District to a Multiple Property Listing under the Beach Cottage context.
- 9.1.8 Conduct an intensive survey of the three commercial areas at Voltaire Street, Newport Avenue and Point Loma Avenue to determine whether or not historic districts may be present at these locations and process any potential districts.
- 9.1.9 Evaluate Depression-era and Post-World
 War II structures for significance to the postWar development of Ocean Beach and for
 architectural significance within the San Diego
 Modernism Historic Context Statement.
- 9.1.10 Catalogue and preserve historic street lighting and furniture. Maintain and preserve other nonstructural features of the historic and cultural landscape, such as sidewalk scoring and coloring, sidewalk stamps and landscaping.
- 9.1.11 Develop a historic context statement related to the surfing culture of Ocean Beach to assist with the identification, evaluation and preservation of resources significant to that history.

9.2 Educational Opportunities and Incentives Related to Historical Resources

Revitalization and adaptive reuse of historic buildings and districts has many benefits. These include conservation of resources, use of existing infrastructure,, local job creation and tax revenue from consumer purchases, supports small business development and heritage tourism, and enhances quality of life and community character.

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts. The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards and the character of the community. The Mills Act, which is a highly successful incentive, provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future. In addition to direct incentives to owners of designated historical resources, all members of the community enjoy the benefits of historic preservation through reinvestment of individual property tax savings into historical properties and an increased historic tourism economy. There is great opportunity to build on the existing tourism base drawn to the community's beaches by highlighting and celebrating the rich history of Ocean Beach.

In addition to General Plan Historic Preservation Element Policies, the following recommendations are specific to Ocean Beach for implementation of educational opportunities and incentives for preservation of the community's historical resources.

Educational and Incentives Recommendations

- 9.2.1 Include well-preserved archaeological artifacts in an exhibit that could temporarily be housed at the Ocean Beach Library to better inform the public about the prehistoric occupation and the historic development of Ocean Beach.
- 9.2.2 Provide opportunities for education and interpretation of Ocean Beach's early resort town history through the distribution of printed brochures and walking tours, and the installation of interpretative signs, markers, displays, and exhibits at public buildings and parks.
- 9.2.3 Partner with the Ocean Beach Historical Society to better inform and educate the public on the merits of historic preservation by providing information on the resources themselves, as well as the purpose and objectives of the preservation program. Support the ongoing efforts of the Ocean Beach Historical Society to advance the understanding and preservation of the history of Ocean Beach.
- 9.2.4 Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through a variety of financial and development incentives.
- 9.2.5 Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.
- 9.2.6 Work with local businesses and organizations, such as the Ocean Beach Main Street Association and the Ocean Beach Historical Society, to create and promote new heritage tourism programs.

9.3 Historically and Culturally Significant Buildings

Historic and cultural preservation efforts can be some of the most effective tools used to maintain the small-scale character of the community. The Ocean Beach Cottage Emerging Historical District, which is comprised of beach cottages and bungalows constructed between 1887 and 1931, is a voluntary program that allows property owners to apply for historical designation under the guidelines of the National Historic Preservation Act of 1966.

All new development or improvements, as applicable, to an existing structure 45 years or older must go through the City's Historic Review process.



Historic Strand Theatre

Historically and Culturally Significant Buildings Recommendations

- 9.3.1 Encourage the reuse of materials and the adaptation of historically significant structures to help sustain the community character.
- 9.3.2 Preserve notable landmarks and areas of historic, architectural or aesthetic value.
- 9.3.3 Promote the preservation of buildings and features that provide continuity with the past.
- 9.3.4 Encourage new buildings to express a variety of architectural styles, but to do so with full awareness of, and respect for, the height, mass, articulation and materials of the surrounding historic buildings and culturally significant resources.
- 9.3.5 Look to historic buildings for design and architectural ideas and inspiration.

9.4 Cultural Heritage Tourism

Ocean Beach is well positioned to benefit from its history. The entire community is within the Ocean Beach Cottage Emerging Historical District, and historically designated buildings within the Newport Commercial District include the Strand Theater, and the Ocean Beach Library. Ocean Beach recognizes the benefits associated with preserving historic resources and creating additional destinations for visitors and residents. Holding cultural events such as those sponsored by the Ocean Beach Historical Society and other organizations, showcasing period architecture, and conducting walking tours are methods to increase interest in Ocean Beach. Preservation and promotion of these resources could continue to help create new businesses, provide job opportunities, and increase property values by inspiring local job creation, generating tax revenue from consumer purchases, supporting small businesses, and enhancing quality of life and community character.



Historic Cottages and Wonderland

Cultural Heritage Tourism Recommendations

- 9.4.1 Expand cultural heritage tourism opportunities, such as the preservation of the Strand

 Theater and encourage its use as a mixed-use entertainment venue. Conduct walking tours of historical resources, and protect historical properties and cultural assets.
- 9.4.2 Partner with the Ocean Beach Main Street
 Association, Ocean Beach Historical Society
 and other environmental preservation
 organizations and interested parties to promote
 conservation, restoration, educational programs/
 tours, stewardship, and create cultural tourism
 programs focusing on the community's seaside
 heritage.

Appendix A: Implementation Matrix

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Appendix A: Implementation Matrix

The Ocean Beach Community Plan will be implemented through a number of different mechanisms which are outlined in this Appendix. Necessary actions, key parties responsible for realizing the Plan's vision are described. Implementing the proposals will require the active participation of the City departments and agencies, regional agencies such as SANDAG, and MTS, and the community.

The matrix also recommends a number of funding mechanisms for the City and Ocean Beach to pursue as ways to viably finance the implementation of the Plan.

A.1 Funding Mechanisms

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available dependent on the nature of the improvement project:

Impact fees for new development

Requiring certain public improvements in conjunction with new development

Grants or other financing sources

A.2 Priority Public Improvements and Funding

The proposals for improvement to streets, parks and open spaces described in this Plan vary widely in their range and scope – some can be implemented incrementally as scheduled public facilities improvements and maintenance occurs, and others will require significant capital funding from city, state, regional and federal agencies. Grants and other sources of funding should be pursued whenever possible. A complete list of project is included in the Ocean Beach Public Facilities Financing Plan. Table A-1 articulates some of the higher priority recommendations.

Table A-1					
	PROJECT NO.	ELEMENT ACTIONS	POLICY	RESPONSIBLE DEPARTMENTS/ AGENCIES	TIME FRAME
Mobility Projects					
	1	Pedestrian Improvements at Narragansett Ave. and Sunset Cliffs Blvd.	ME 3.1.1	Streets Department	Short-term
	2	Pedestrian Improvements at W. Pt. Loma Blvd. and Bacon St.	ME 3.1.1	Streets Department	Short-term
	3	Pedestrian Countdown Timers	ME 3.1.2	Streets Department	Short-term
	4	Pedestrian Improvements at W. Pt. Loma Blvd. and Nimitz Blvd.	ME 3.1.4	Streets Department	Short-term
	5	Pedestrian Improvements at North Ocean Beach Entryway	ME 3.1.4	Parks Department	Mid-term
	6	Traffic Signal Upgrades	ME 3.3.1	Streets Department	Mid-term
	7	Traffic Signal at Bacon St. and W. Pt. Loma Blvd.	ME 3.3.2	Streets Department	Mid-term
	8	Traffic Signal at Brighton Ave. and Sunset Cliffs Blvd.	ME 3.3.3	Streets Department	Long-term
	9	Traffic Signal at Orchard Ave. and Sunset Cliffs Blvd.	ME 3.3.4	Streets Department	Long-term
Park and Recreation Projects					
	1	Brighton Avenue Park upgrades	RE 6.1.2	Parks and Recreation	Mid-term
	2	Saratoga Beach Park upgrades	RE 6.1.2	Parks and Recreation	Mid-term
	3	Veterans Beach Park upgrades	RE 6.1.2	Parks and Recreation	Mid-term
	4	Dog Beach upgrades	RE 6.1.2	Parks and Recreation	Mid-term
	5	Dusty Rhodes Neighborhood Park upgrades	RE 6.1.2	Parks and Recreation	Mid-term
	6	Robb Field upgrades	RE 6.1.2	Parks and Recreation	Mid-term
	7	Famosa Slough Open Space upgrade	RE 6.1.2	Parks and Recreation	Mid-term

	8	Ocean Beach Elementary School Joint Use Park upgrades	RE 6.1.2	Parks and Recreation/San Diego Unified School District	Long-term
	9	Barnes Tennis Center Park development	RE 6.1.2	Parks and Recreation/Real Estate Assets	Long-term
	10	Ocean Beach Recreation Center expansion	RE 6.2.1	Parks and Recreation	Long-term
	11	Aquatic Complex for Ocean Beach and adjacent communities	RE 6.3.8	Parks and Recreation	Long-term
	12	Acquisition and Development of Neighborhood Parks and equivalencies	RE 6.1.1	Parks and Recreation/Real Estate Assets	Ongoing
Library Projects					
	1	Ocean Beach Library Expansion	PFSSE 5.3.3	Library/Real Estate Assets	Short-term
Fire Projects					
	1	Fire Station No. 15 Expansion	PFSSE 5.1.1	San Diego City	Mid-term
Police Projects					
	1	"Temporary" Police trailer relocation		San Diego Police Department	Short-term
Storm Drain improvements					
	1	Expand or upgrade existing storm drains and install new storm drains	PFSSE 5.1.1 Storm Water		Ongoing
Implementation					
	1	Correct zoning inconsistencies		Development Services Department	Immediate



Appendix B: Street Trees

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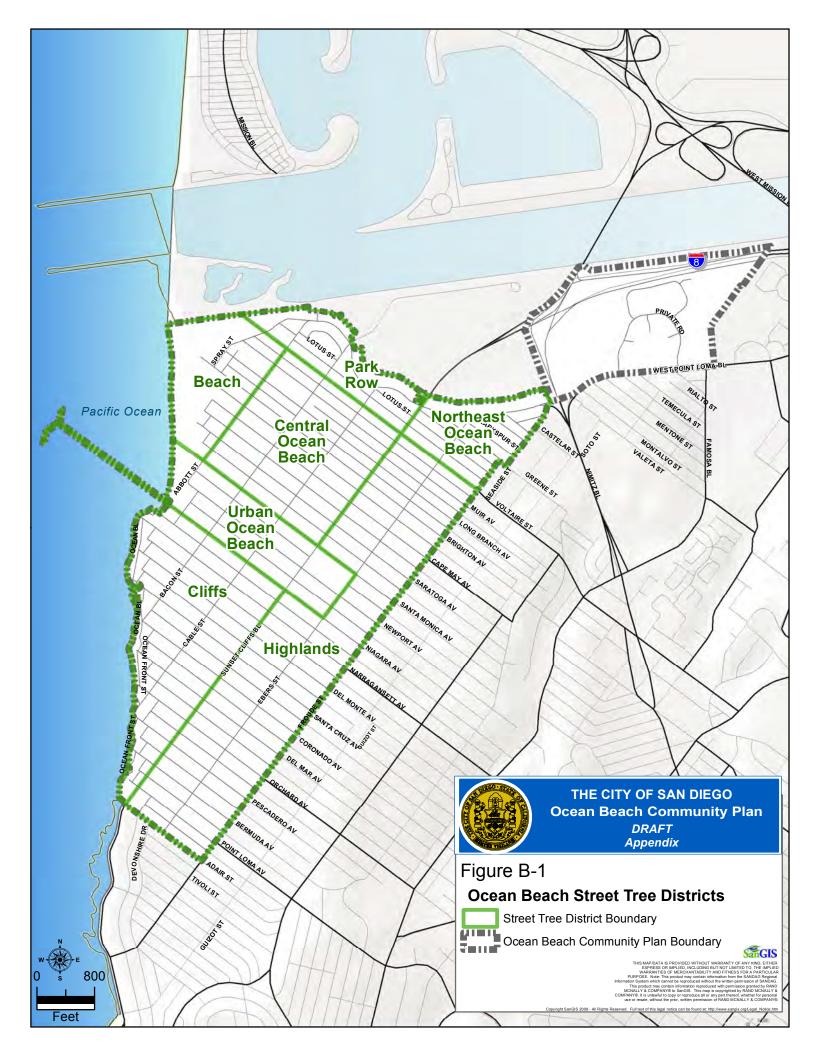


Table B.1 Ocean Beach Street Trees - Tree List

			Stre	et Tree Co	orridors				
Street Tree Types	1 Cable Street	2 Sunset Cliffs	3 Ebers Street	4 W. Point Loma Blvd.	5 Voltaire Street	6 Santa Monica Avenue	7 Newport Avenue	8 Narragansett Avenue	9 Point Loma Avenue
Bauhinia blakeana (Hong Kong Orchid)		Theme							
Bauhinia purpurea (Purple Orchid Tree)						Theme	Theme		Theme
Bauhinia v. candida (White Orchid Tree)	Theme							Theme	
Calodendrum capense (Cape Chestnut)				Alternate					
Cassia leptophylla (Gold Medallion)			Alternate						
Eriobotrya deflexa (Bronze Loquat)			Accent						Accent
Erythrina caffra (Coral Tree)				Alternate					
Eucalyptus ficifolia (Red Gum)				Alternate					
Geijera parvifolis (Australian Willow)	Alternate								
Koelreuteria bipinnata (Chinese Flame Tree)	Alternate					Alternate			Alternate
Koelreuteria paniculata (Golden Rain Tree)					Alternate				
Magnolia grandiflora (St. Mary's Magnolia)				Alternate				Alternate	Alternate
Melaleuca quinquenervia (Paperbark)	Alternate		Alternate					Alternate	
Metrosideros excelsus (New Zealand Christmas)				Theme					

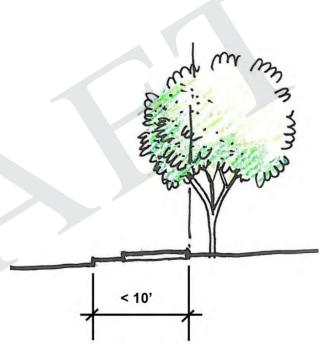
	Street Tree Corridors continued								
Street Tree Types	1 Cable Street	2 Sunset Cliffs	3 Ebers Street	4 W. Point Loma Blvd.	5 Voltaire Street	6 Santa Monica Avenue	7 Newport Avenue	8 Narragansett Avenue	9 Point Loma Avenue
Olea europaea (Fruitless Olive)						Accent		Accent	Accent
Phoenix canariensis (Canary Island Date Palm)			Alternate			Alternate			
Pittosporum undulatum (Victorian Box)			Alternate		Alternate				
Prunus cerasifera (Purple Leaf Plum)			Alternate						
Stenocarpus sinuatus (Firewheel Tree)		Alternate			Alternate				
Syagrus romanzoffianum (Queen Palm)			Alternate						
Tabebuia impetiginosa (Pink Trumpet)			Theme		Theme	Theme			
Washington robusta (Mexican Fan Palm)	Alternate	Alternate	Alternate	Alternate	Alternate	Alternate	Alternate	Alternate	Alternate

Table B.2 Ocean Beach Street Tree District

Tree District	Major Tree Theme	Alternate Tree
Northeast Ocean Beach	Magnolia grandiflora (St. Mary's Magnolia) Cassie leptophylla (Gold Medallion)	Eriobotrye deflexa (Bronze loquat) Pittosporum undulatum (Victorian Box) Washingtonia robusta (Mexican fan palm)
Park Row	Stenocarpus sinuatus (Firewheel tree) Koelreuteria paniculata (Golden Rain tree)	Eucalyptus ficifolia (Red Gum) Washingtonia robusta (Mexican Fan palm)
Beach	Calodendrum capense (Cape Chestnut) Metrosidero excelsus (New Zealand Christmas)	Koelreuteria bipinnata (Chinese Flame) Melaleuca quinquenervia (Paperbark) Washingtonia robusta (Mexican Fan palm)
Central Ocean Beach	Bauhinia blakeana (Hong Kong Orchid) Tabebuia impetiginosa (Pink Trumpet)	Washingtonia robusta (Mexican Fan Palm)
Highlands	Prunus ceresifea (Purple-leaf Plum) Bauhinia blakeana (Hong Kong Orchid) Tabebuia impetiginosa (Pink Trumpet	Washingtonia robusta (Mexican Fan Palm) Syagrus romanzoffianum (Queen Palm)
Urban Ocean Beach	Cassie leptophylla (Gold Medallion) Bauhinia purpuree (Purple Orchid Tree)	Washingtonia robusta (Mexican Fan Palm)
Cliffs	Magnolia grandiflora (St. Mary's Magnolia) Calodendrum capense (Cape Chestnut) Metrosidero excelsus (New Zealand Christmas)	Olea europea (Fruitless Olive) Geijera parvifolia (Australian Willow) Syagrus romanzoffianum (Queen Palm) Washingtonia robusta (Mexican Fan Palm)

Ocean Beach 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).
- 2. Palms should be a minimum of 8 feet (brown trunk) in height.
- 3. Tree grates shall 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. Where site conditions do not allow the installation of street trees in the public right of way due a right of way width of less than 10 feet or utility conflicts, street trees may be located on private property.
- 8. All species of pines, palms, etc. not specifically identified require approval of Development Services, and Park and Recreation Departments.



Street Trees on Private Property are allowed where the R.O.W. is less than 10'

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Executive Summary

This historic context statement was prepared in support of the Ocean Beach Community Plan Update (OBCPU). The purpose of the context statement is to provide the historic context for the development of Ocean Beach and identify themes significant to that development. The information in this document will be used to identify locations in Ocean Beach which contain significant historical resources. In addition, this document will shape the goals and recommendations of the Historic Preservation element of the OBCPU.

Project Overview

The historic context and survey apply to the area bounded by the limits of the Ocean Beach Community Planning Area. The Community Planning Area is bounded by San Diego River on the north, the Pacific Ocean on the west, Froude and West Point Loma Boulevard on the east, and Adair Street on the south. As this document is intended to inform the OBCPU, the context statement does not address events or resources outside of the Planning Area which many may consider part of the history of Ocean Beach, including Sunset Cliffs and the Theosophical Institute.

Investigations for the historic context statement included archival research and a cursory windshield survey. Archival research was conducted to gain specific information about the development of Ocean Beach within the context of the City and County of San Diego. Archival research included an examination of various documents relating to the history of Ocean Beach. Items reviewed included primary and secondary sources such as historic maps, historic photographs, current aerial photographs, cultural resource studies, building evaluation reports, master's theses, previous historic context statements, and first-hand accounts and oral histories. Research was conducted at the San Diego Public Library, the University of California San Diego Library, the San Diego State University Library, and the San Diego City Clerk's archives.

A records search was conducted in support of the OBCPU. The records search revealed 10 historical sites have been recorded within Ocean Beach. In addition to those resources recorded at SCIC, the City of San Diego has designated 73 properties within the Ocean Beach Community Planning Area, including one archaeological resource, the Ocean Beach Gateway Site. The site is a prehistoric campsite occupied as part of a series of major encampments along the course of the San Diego River. It was occupied during the Archaic and Late Prehistoric periods. Artifacts include grinding tools, flaked tools used for scraping, pounding and cutting, pottery, animal bone, marine shell, fire-affected rock, and other lithic materials used during the occupation of the

site. Sparse and fragmentary scatter of historic materials dating from the 1920s and 1930s were found as well. The seventy-two other designated resources are contributing resources to the Ocean Beach Cottage Emerging Historical District, which is comprised of beach cottages and bungalows built between 1887 and 1931 within the boundary of the Planning Area, as well as a small area immediately west of the Planning Area which is part of the original Ocean Beach subdivision. Two of the 72 contributing resources are designated as individually significant structures – the Strand Theater and the Ocean Beach Library. A complete listing of all contributing resources can be obtained by contacting the City's Historical Resources section of the City Planning & Community Investment Department.

Historic Context

Introduction

The history of a region provides the context for the identification, evaluation and management of historical resources. The historic context statement is the foundation for preservation planning and is a valuable tool for understanding, identifying, and evaluating the historic resources of Ocean Beach. Based on one or more themes, a geographical area, and periods of significance, the context statement describes the broad patterns of historical development of a community or region that are represented by the physical development and character of the built environment. It also identifies important associated property types, and establishes eligibility criteria and integrity thresholds.

The broad patterns of the historical development of Ocean Beach are represented by several themes presented below.

- Resort Town (1887-1930)
 - » Carlson and Higgins (1887-1890)
 - » Quiet Years (1890-1907)
 - » D.C. Collier (1907-1913)
 - » Height of the Resort Era (1913-1930)
- Ocean Beach, The Community (1930–Present)
 - » Transition to Community (1930-1945)
 - » Post-War Development (1945-1970)

In addition, the prehistoric context for Ocean Beach is presented along with significant research questions that may be addressed by the archaeological and Native American resources extant within the planning area.

Pre-History

The prehistory of the region is evidenced through archaeological remains representing up to 10,500 years of Native American occupation. The myths and history that is repeated by the local Native American groups now and at the time of earlier ethnographic research indicate both their presence here since the time of creation and, in some cases, migration from other areas. The earliest archaeological remains in San Diego County are believed by some investigators to represent a nomadic hunting culture characterized by the use of a variety of scrapers, choppers, bifaces, large projectile points and crescentics, a scarcity or absence of milling implements, and a preference for fine-grained volcanic rock over metaquartzite materials. A gathering culture which subsisted largely on shellfish and plant foods from the abundant littoral resources of the area is seen in the archaeological record dating from about 6000 BC to AD 650. The remains from this time period include stone-on-stone grinding tools (mano and metate), relatively crude cobble-based flaked lithic technology and flexed human burials.

The Late Prehistoric Period (AD 650 to 1769) in the City of San Diego is represented by the people ancestral to the Kumeyaay people of today. Prehistorically, the Kumeyaay were a hunting and gathering culture that adapted to a wide range of ecological zones from the coast to the Peninsular Range. A shift in grinding technology reflected by the addition of the pestle and mortar to the mano and metate, signifying an increased emphasis on acorns as a primary food staple, as well as the introduction of the bow and arrow, pottery, obsidian from the Obsidian Butte source in Imperial County, and human cremation serve to differentiate Late Prehistoric populations from earlier people in the archaeological record. However, living Kumeyaay people trace their ancestors to the earliest cultural remains found throughout their traditional territory in San Diego County.

The Kumeyaay are generally considered to be a hunting-gathering society often with a bipolar settlement pattern. While a large variety of terrestrial and marine food sources were exploited, emphasis was placed on acorn procurement and processing as well as the capture of rabbit and deer. Kumeyaay houses varied greatly according to locality, need, choice and availability of raw materials. Formal homes were built only in the winter as they took some time to build and were not really necessary in the summer. During the summer, the Kumeyaay moved from place to place, camping where ever they were. In the winter they constructed small elliptically shaped huts of poles covered with brush or bark. The floor of the house was usually sunk about two feet into the earth. Most activities, such as cooking and eating, took place outside the house. The cooking arbor was a lean-to type structure or four posts with brush over the top. Village owned structures were ceremonial and were the center of many activities. Sweathouses were built and used by the Kumeyaay men. They were built around four posts set in a square near a river or

stream and usually had a dug-out floor. The sweathouse was also used sometimes as a place for treating illnesses.

Ethnohistory

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commences with the earliest European arrival in San Diego and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The coastal Kumeyaay were quickly brought into the mission or died from introduced diseases. Earliest accounts of Native American life in San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public significant contributions in the understanding of native culture and language. These studies have continued to the present day and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across the County. The Kumeyaay are the identified Most Likely Descendents for all Native American human remains found in the City of San Diego.

Recorded Archaeological Sites

Several prehistoric and historic period archaeological resources have been identified within the Ocean Beach community¹. Three prehistoric shellfish refuse mounds were recorded in 1967 by C. N. Nelson with little detail or specifics. Systematic test excavations at one of these sites (CA-SDI-47) was undertaken by DeBarros in 1996 resulting in the recovery of large amounts of shellfish remains, lithic waste, and two radiocarbon dates indicating occupation of the site ca 500BC and AD 800. These dates place this site at the very early Late Prehistoric period. DeBarros suggests the site reflects a prehistoric campsite used for the procurement, processing and consumption of shellfish. The site is located near a now filled-in embayment of Mission Bay and the San Diego River. Another of these sites (CA-SDI-46) was investigated by Smith in 1992 and 1999. This site is a prehistoric campsite occupied as part of a series of major encampments along the course of the San Diego River. It was occupied during the Archaic and Late Prehistoric periods. Artifacts include grinding tools, flaked tools used for scraping, pounding and cutting, pottery, animal bone, marine shell, fire-affected rock, and other lithic materials used during the occupation of the site. Sparse and fragmentary scatter of historic materials dating from the 1920s and 1930s was found as well. The site was found to be eligible

¹ Chrid Data, accessed by City of San Diego November 17, 2008

for listing on the National Register of Historic Places and was designated a historical resource by the City's Historical Resources Board in 1999 (HRB Site #398).

An earlier Archaic period shell midden was originally identified in 1991 and updated in 2001 following discovery of additional deposits during sewer and water line trenching. This site also evidenced abundant amounts of shellfish remains with little lithic artifacts. This site is not thought to represent a habitation area but rather a food processing site where the processed shellfish were discarded. Another prehistoric shell midden discovered during excavation for sewer and water lines evidenced similar abundant deposits of shellfish remains and limited lithic waste. It seems clear from this small number of sites that shellfish procurement and processing was a major activity within Ocean Beach during prehistoric times. New construction should continue to be monitored for potential deposits that can address significant research questions related to prehistory.

Historic period deposits have also been uncovered during replacement of water and sewer lines within existing streets and alleys and during construction of new buildings within established neighborhoods. The deposits consist of household and business refuse discarded from the 1910s through approximately 1955. An array of bottles, glass, ceramic sherds, buttons, metal objects, porcelain tableware, medical paraphernalia, cosmetics containers, and children's toys have been identified in these refuse deposits. Some pieces are well preserved and could be used to precisely date the refuse; other items are less intact. The deteriorated wooden supports, rock retaining wall, and cross-beams of the southern side of the 1914-1915 Mission Bay Bridge were identified during construction monitoring. This resource was determined to be significant and other portions of the bridge support system may be present.

These historic period artifacts can shed light on everyday living of the early residents and visitors of Ocean Beach. New construction should include measures to monitor and recovery these deposits. The better preserved items should be included in an exhibit that could temporarily be housed at the Ocean Beach Library to better inform the public about the historic period of development of the area.

Archaeological Property Types and Significance

An archaeological site must consist of at least three associated artifacts within a 50 square meter area, or a single feature and must be at least 45 years of age. Archaeological sites containing only a surface component are generally considered not significant, unless demonstrated otherwise. Such site types may include isolated finds, bedrock milling stations, sparse lithic scatters, and shellfish processing stations.

All other archaeological sites are considered potentially significant. The determination of significance is based on a number of factors specific to a particular site including site size, type and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostics, and datable material; artifact and ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance. Research questions that can be addressed by significant archaeological resources are presented in Appendix A to the General Plan and in the Prehistoric and Historic Archaeology of Metropolitan San Diego: A Historic Properties Background Study (ASM Affiliates, Inc. 2008). Although the specific questions differ for each of the prehistoric periods, archaeological research questions generally fall into the following domains: chronology, environmental change, settlement systems, social organization, subsistence, technology, ornamentation, and social change.

A site will be considered to possess ethnic significance if it is associated with a burial or cemetery; religious social or traditional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the mythology of a discrete ethnic population. In order to determine ethnic or cultural significance of archaeological sites or landscapes to the Native American community, meaningful consultation is necessary.

Early History (1769-1887)

Spanish Period (1769-1822)

Spanish colonization of Alta California began in 1769 with the founding of Mission San Diego de Alcalá by Father Junípero Serra. Concerns over Russian and English interests in California motivated the Spanish government to send an expedition of soldiers, settlers and missionaries to occupy and secure the northwestern borderlands of New Spain through the establishment of a Presidio, Mission, and Pueblo. The Spanish explorers first camped on the shore of the bay in the area that is now downtown San Diego. Lack of water at this location, however, led to moving the camp on May 14, 1769 to a small hill closer to the San Diego River and near the Kumeyaay village of Cosoy. The Spanish built a primitive mission and presidio structure on the hill near the river. Under Spanish rule, land was divided into presidios, missions and pueblos. The presidios were military installations which provided protection for the missions. It was expected that eventually each mission and presidio would become a civilian community, or pueblo, once the indigenous population had been converted into Catholics and Spanish citizens.²

² Crane, Claire B. "The Pueblo Lands: San Diego's Hispanic Heritage" *The Journal of San Diego History* 37, No. 2

^{(1991):} http://www.sandiegohistory.org/journal/91spring/pueblo.htm, 1

Bad feelings soon developed between the native Kumeyaay and the soldiers, resulting in construction of a stockade which, by 1772, included barracks for the soldiers, a storehouse for supplies, a house for the missionaries and the chapel, which had been improved. The log and brush huts were gradually replaced with buildings made of adobe bricks. Flat earthen roofs were eventually replaced by pitched roofs with rounded roof tiles. Clay floors were eventually lined with fired-brick. In August, 1774 the Spanish missionaries moved the Mission San Diego de Alcalá to its present location six miles up the San Diego River valley (modern Mission Valley) near the Kumeyaay village of Nipaguay. The initial Spanish occupation and mission system brought about profound changes in the lives of the Kumeyaay people. Substantial numbers of the coastal Kumeyaay were forcibly brought into the mission or died from introduced diseases. Beginning in 1791, military commandants were authorized to grant house lots and planting fields near the presidios.³ This gradual outgrowth resulted in the establishment of Old Town San Diego as a presidial pueblo.

Mexican Period (1822-1846)

In 1822, the political situation changed as Mexico won its independence from Spain and San Diego became part of the Mexican Republic. The Mexican Government opened California to foreign trade; began issuing private land grants in the early 1820s, creating the rancho system of large agricultural estates; secularized the Spanish missions in 1833; and oversaw the rise of the civilian pueblo. By 1827, as many as 30 homes existed around the central plaza and in 1835, Mexico granted San Diego official pueblo (town) status. At this time the town had a population of nearly 500 residents, later reaching a peak of roughly 600. The secularization in San Diego County triggered increased Native American hostilities against the Californios during the late 1830s. The attacks on outlying ranchos, along with unstable political and economic factors helped San Diego's population decline to around 150 permanent residents by 1840. When the Americans took over after 1846, the situation had stabilized somewhat, and the population had increased to roughly 350 non-Native American residents. The Native American population continued to decline, as Mexican occupation brought about continued displacement and acculturation of Native American populations.

Prior to Spanish settlement of San Diego in 1769, the area currently known as Ocean Beach had been used for seasonal gathering of shellfish and various plants by the Kumeyaay Indians for over 800 years. Under both Spanish and Mexican rule, Ocean Beach was used for picnics and light recreation, but the area was too remote and lacked fresh running water required for

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³ Ibid, 2.

⁴ Brian F. Smith and Associates, "Results of an Archaeological Evaluation for the Anthony's Pizza Acquisition Project in Ocean Beach", March 1992 rev. July 1999, 3.0-4.

settlement. Families would travel from Old Town by ox-drawn cart with the men on horseback. Carrying their own water, visitors traveled past the sand dunes - which covered several acres near the shore - to the mussel beds between Narragansett and Santa Cruz Streets.⁵ Ocean Beach was referred to at this time as "Los Médanos" or "Los Meganos" ("The Dunes"), "The Rocks" and "The Mussel Beds". Because Ocean Beach was not settled during the Spanish and Mexican Periods, no extant buildings or structures from these periods are expected to be identified within Ocean Beach.

American Period (1846-Present)

When United States military forces occupied San Diego in July 1846, the town's residents split on their course of action. Many of the town's leaders sided with the Americans, while other prominent families opposed the United States invasion. In December 1846, a group of Californios under Andres Pico engaged U.S. Army forces under General Stephen Kearney at the Battle of San Pasqual and inflicted many casualties. However, the Californio resistance effectively ended by January 1847. The Americans assumed formal control with the Treaty of Guadalupe-Hidalgo in 1848 and introduced Anglo culture and society, American political institutions and especially American entrepreneurial commerce. Under the Treaty, residents were guaranteed property rights held under Mexican Law; however, a process for claiming land was not established until 1851 with the passage of the Land Act. After a lengthy process, San Diego was granted over 47,000 acres of land it held as a pueblo, a claim that could be substantiated by a mapped survey of pueblo lands completed in 1845 by Santiago Arguello, Jose Antonio Estudillo, Jose Matias Moreno, Captain Henry Delano Fitch and others. 10 Later maps divided the pueblo lands into lots. All or portions of Pueblo lots 192, 193, 195, 202, 203, 204, 205 and 206 comprise present-day Ocean Beach.

San Diego grew slowly during the next decade. San Diegans attempted to develop the town's interests through a transcontinental railroad plan and the development of a new town closer to the bay. The failure of these plans, added to a severe drought which crippled ranching and the onset of the Civil War, left San Diego as a remote frontier town. The troubles led to an actual drop in the town's population from 650 in 1850 to 539 in 1860. Not until land speculator and developer Alonzo Horton arrived in 1867 did San Diego begin to develop fully into an active American town. Horton's development of a New San Diego (modern downtown) in 1867 began

⁵ Held, Ruth Varney. Beach Town: Early Days in Ocean Beach. San Diego, CA: Ruth Varney Held, 1975, 2

⁷ Fitch, Henry Delano. (1854) Pueblo lands of San Diego, California 1:55,000

⁸ Brennan, John Edward. "History of Ocean Beach 1542-1900" A Paper Presented to the Faculty of the Department of History, San Diego State University, 1960.

Crane, 3.

¹⁰ Crane, 3, 6.

to swing the community focus away from Old Town and began the urbanization of San Diego. Expansion of trade brought an increase in the availability of building materials. Wood buildings gradually replaced adobe structures. Some of the earliest buildings to be erected in the American Period were "Pre-fab" houses which were built on the east coast of the United States and shipped in sections around Cape Horn and reassembled in San Diego. Development spread from downtown based on a variety of factors, including the availability of potable water and transportation corridors. Factors such as views and access to public facilities affected land values, which in turn affected the character of neighborhoods that developed. At the time downtown was first being built, there began to be summer cottage/retreat development in what are now the beach communities.

Not long after the American period began, the U.S. Coast Survey reported in 1851 that the San Diego River, which had changed course from its outlet in False Bay (Mission Bay) and was now emptying into San Diego Bay, posed a serious threat to the economic vitality of San Diego. False Bay had gained its moniker after early explorers discovered that the bay was too shallow to be navigable due to silt deposits from the river. It was feared that San Diego Bay would meet the same fate unless the river was diverted back to False Bay. In 1853 Lt. George Horatio Derby of the U.S. Army Corps of Engineers was sent to San Diego to build a dike. He was ordered to deepen the old channel and build a levee from the foot of Presidio Hill to the foot of Point Loma, nearly 2,000 yards. The rather flat and direct connection between Old Town and Ocean Beach created by the dike served as a new means of access for visitors, who continued to picnic there. The dike was washed away by flooding two years later, but was reconstructed in 1877.

The first permanent settler of Ocean Beach took up residence around the time the Derby Dike was first constructed. Little is known of him, other than his last name – Palmer – and that he built a shack at an unknown location where he hosted visitors to Ocean Beach until at least the 1870's. Newspapers carried announcements and advertisements for outings and events at Ocean Beach which referred to "Palmer's Place", "Palmer's Old Town Resort" and "Palmer's Ocean House." Ocean Beach itself appears to have been referred to on occasion as "Palmiro's" and "Palmiro's Mussel Beds." In 1872, Old Town boosters hosted a Fourth of July Celebration at Ocean Beach, hoping to draw revelers away from "New Town" with advertisements promising a

¹¹ Papageorge, Nan Taylor. "The Role of the San Diego River in the Development of Mission Valley" *The Journal of San Diego History* 17, No. 2 (1971): http://www.sandiegohistory.org/journal/71spring/river.htm, 5-6

¹³ Pourade, Richard F. *City of the Dream.* San Diego CA: Copley Press, 1977 http://www.sandiegohistory.org/books/pourade/dream/dreamchapter3.htm

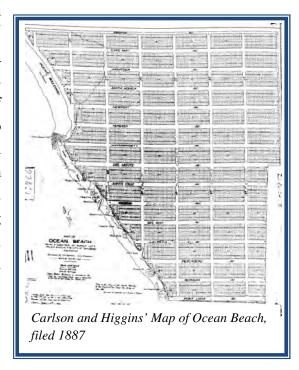
free lunch of mussels and musical entertainment. The event was a success, with nearly the entire population of Old Town – approximately 200 – in attendance. 14

The second permanent resident of Ocean Beach appeared in the late 1870's or early 1880's. "Captain" Abraham Thomas built a shack at the foot of the cliff just south of the present pier. He constructed a well and a windmill near the sand dunes and laid a pipeline from there to his house and corral on Newport Street. From his shack on the beach he served meals and rented fishing poles and bathing suits to visitors, stabling and caring for their horses at his corral. Families that frequented Ocean Beach for camping trips during this time included the Oscar family, the Gregory family, the Mumfords, and the Moffetts. Thomas passed away in September 1913. "General" A.B. Crook moved in with Thomas in 1886 while he built two cottages of his own, "The Winona" and "La Blanche", and a blacksmith shop. He also planted a potato patch at the north end of the beach and raised chickens. "No clear evidence of Thomas or Crook's structures can be found on the 1921 Sanborn Maps.

The Resort Town (1887-1930)

Carlson and Higgins Establish Ocean Beach (1887-1890)

In 1887 the first subdivision map was filed within the limits of the current community planning area. The coming of the railroad in 1885 ushered in an era of tremendous growth for San Diego, as well as unprecedented real estate speculation. The number of new subdivision maps jumped from zero in 1884 to four, nineteen, and 51 in the years 1885, 1886 and 1887, respectively. Twenty-three year old William H. (Billy) Carlson and his business partner, Frank J. Higgins sought to capitalize on the boom, marketing real estate in Oceanside, Lakeside Ramona, Del Mar, La Jolla and Lugonia, as well as neighborhoods in



¹⁴ Held, 6-10.

¹⁵ Held, 3.

¹⁶ Ibid, 4.

¹⁷ Some consider the first Ocean Beach subdivision to be Map No. 30, filed by JM DePuy in 1884. This subdivision is located just east of the Community Planning Area, at the northern end.

¹⁸ Tinsley, Wendy L. "How Cities Grow: A History of San Diego's Neighborhood Development Patterns; 1769-1955". Masters Thesis, San Diego State University, 2003, 10.

the City of San Diego. ¹⁹ Together they purchased 600 acres of Pueblo lots 195, 202 and 203 which they divided into 84 blocks, three of which could only be considered slivers of land south of Point Loma Avenue. The subdivision was bounded by Brighton Avenue to the north, the Pacific Ocean to the west, Point Loma Avenue to the south, and generally Guizot Street to the east. The blocks were predominantly 600 feet long by 300 feet wide, each containing a 20 foot alley running west to east and 48 lots measuring 140 feet deep by 25 feet wide. Irregularly shaped blocks and lots were located along the coast. Avenues, running generally west to east, measured 80 feet wide and were named after resort towns; while Streets, running generally north to south, measured 60 feet wide. Improvements such as water and sewer systems were not provided. Their subdivision, "Ocean Beach" was filed as map number 279 with the County Recorder on May 28, 1887.

Carlson and Higgins had grand plans for their new subdivision which included a resort hotel à la Hotel del Coronado and a railroad to access their rather remote subdivision. They began running ads on April 24, 1887 which claimed that over two thousand lots had been sold without advertising. Lots initially sold for \$40 and \$60, with \$20 down and the balance paid within a year. They hosted large picnics, enticing potential buyers out to Ocean Beach with mussel roasts, free ice cream, bands, hot air balloons, and rental bathing suits. With each event, lot prices increased to \$300-\$400 per lot by August 1887. Still, lots – which were significantly less expensive than those in New Town which were selling for thousands of dollars – were priced to draw average income and vacation buyers. By January 1888, construction of Carlson and Higgins' resort hotel at the foot of Niagara Avenue, Cliff House, was completed at the cost of \$85,000. The Victorian style building bore a modest resemblance to the Hotel del Coronado, another anchor to a resort community. Cliff House featured round towers and bays crowned with steeply pitched roofs, as well as broad wrap-around porches that looked out to the ocean and the beach below. Cliff House drew vacationers and potential buyers to Carlson and Higgins' new subdivision, but the lack of transportation remained problematic.

Carlson planned a railroad running along three sections: San Diego to Old Town, Old Town to Roseville and Roseville to Ocean Beach. Issues with financing reduced the railroad to the Roseville-Ocean Beach section, as ferry access to Roseville was already available. The Ocean Beach Railway ran from Roseville Warf up Carlson Canyon (now Nimitz), over Tennyson and Voltaire, to Brighton and Cable; west on Cape May to Bacon; south to Del Monte; east to De

¹⁹ McCoy, Priscilla and Sally West. *A Statement of Significance Regarding the Beach Cottage Community*. March 1999, 3.

²⁰ Ibid.

²¹ Ibid.

²² Held, 12.

Foe (now Sunset Cliffs Boulevard and referred to as such from this point forward) and south again to Point Loma Avenue.²³ No more than several months after its opening in April 1888, the rail line was discontinued, largely due to the fact that the company which had sold the rail ties to Carlson demanded their return for non-payment.²⁴ Carlson continued to work on establishing his railroad sections, but the national economic "bust" of 1888 curtailed his plans as well as development in Ocean Beach. The population of San Diego dropped from 35,000 at the height of the boom in 1887 to only 15,000 just three years later. Banks failed, debts went unpaid and properties were abandoned. The pressure was too much for Higgins, who was placed in an insane asylum in 1889 before committing suicide. Carlson sold Cliff House and moved on to other ventures, becoming Mayor of San Diego in 1893.²⁵

The Quiet Years (1890-1907)

At the end of the 19th century, Ocean Beach reverted back to a remote vacation and picnic destination and would remain that way for the next twenty years. The Loring and Gibbs families were among those who camped in Ocean Beach regularly during this time. In 1898 Cliff House burned down, eliminating the only lodging. By 1900 there were several shacks scattered throughout Ocean Beach, and at least one home. Still without improvements such as water and sewer connections, residents and visitors drew their water from the well located on the alley south of Santa Monica near Bacon Street²⁶ or a cistern north of Saratoga Avenue and east of Ebers Street²⁷. The location of the cistern allowed some settlement on the hillside. By 1908, early residents recall that there were just 18 houses in Ocean Beach, some of which were vacation shacks or tent houses.²⁸ Vacation shacks were typically single wall board and batten construction, 400 to 600 square feet in size on a pier and post foundation with minimal interior amenities. Some were true shacks; others had features such as front porches and garages off the alleys. Tent houses consisted of canvas stretched over a wooden frame, complete with a gable roof, windows and on occasion a front porch. Lifelong resident and historian Ruth Varney Held provided a narrative of early settlers in her book *Beach Town*, which is summarized in Table 1 below.

Table 1

Early Ocean Beach Settlers				
Family	Year	Location		

²³ Ibid, 14.

²⁴ Ocean Beach Historical Society, ed. *The Passing Parade: True Tales of Ocean Beach History*. San Diego, CA: Tecolte Publications, 2001, 8.

²⁵ McCoy, 4.

²⁶ Ibid, 9.

²⁷ Held, 20

²⁸ Ibid, 24.

	Early Ocean Beach Settlers					
Family	Year	Location				
"Captain" Abraham	circa 1880	Shack at the foot of the cliff just south of the present pier; a well				
Thomas		and a windmill near the sand dunes.				
"General" A.B. Crook	1886	Location unknown				
D.C. Collier	1887	Shack at the foot of Coronado Avenue and Bacon Street.				
Bellamy	circa 1890	Saratoga Avenue and Guizot Street* (*outside of the OB Planning Area, within the original Ocean Beach Subdivision)				
Archer	1893	4604 Pescadero Avenue				
Ernest Julius Pester	1894-1903	Near Saratoga and Guizot*				
		(*outside of the OB Planning Area, within the original Ocean Beach Subdivision)				
Hockings	circa 1900	Vacation shack at unknown location				
Wade	circa 1900	Vacation shack at the Mission Bay entrance				
Frank McElwee	1905	Permanently camped behind 2030 Abbott Street				
Reid	1905	Foot of Santa Cruz Street ("Bonnie Doon")				
Moffett	1905	4651 Niagara Avenue				
Steinberg	1906	Newport Avenue				
Mulville	1906	Del Mar Avenue at Cable Street				
Phillips	1906	Brighton Avenue and Ebers Street				
Colan	1907	Bought the old Corral from Thomas, had a livery stable, and				
		lived at 1957 Bacon Street.				
W.A. Thomas	1907	4986 Santa Monica Avenue				
Dr. C.C. Valle	1907	Newport Avenue above Ebers Street.				
McGregor	1908	Cable Street near Niagara Avenue				
Charles Moore	1908	Location unknown				
G.H. Johnson	1908	4984 Newport Avenue				
Lucy Hoover	1908	5062 Narragansett Avenue				
F.J. Peeler	1908	5067 Niagara Avenue				
George Ulrich	1908	On Muir Avenue, above Sunset Cliffs Boulevard				

D.C. Collier: The Father of Ocean Beach (1907-1913)

Another semi-permanent resident during this time was David Charles (D.C.) Collier Jr., son of a lawyer, judge and newspaper man who moved to San Diego with his family in 1884. At 16 years of age Collier purchased one of the first lots sold by Carlson on the oceanfront at the foot of Bacon Street and Coronado Avenue where he built a modest vacation shack. He would later expand the shack and live in it part time. By 1906 he had added a pool and some apartments and named his property Alligator Rock Lodge. After graduating law school Collier began practicing in his father's law office. Clients still feeling struggling with the economic bust often

²⁹ Held, 20.

paid Collier in lots – nearly worthless at the time – in communities ranging from East San Diego to Normal Heights, North Park, Pacific Beach and Ocean Beach. Finding himself thrust into the real estate business, Collier began selling and developing lots in these communities.³⁰

Collier began his development ventures in Ocean Beach in 1907 with the filing of subdivision map 1080, Ocean Beach Extension, and map 1079, Ocean Beach Extension No. 2 on August 28, 1907. Both maps were filed at the request of Ralston Realty Company, of which Collier was president; however ownership is listed as Point Loma Syndicate (D.C. Collier, President) and Abstract Title and Trust Company of San Diego, respectively. Ocean Beach Extension was bounded by the Pacific Ocean on the west, Brighton Avenue to the south, Abbot Street to the east, and included the lots on the north side of Long Branch Avenue to the north. The block numbers, 85 and 86, picked up where Carlson's Ocean Beach subdivision left off. A "Park and Children's Playground" measuring roughly 180 feet by 351 feet is shown on the block east of Spray Street, and is the first park land specifically identified and set aside on a subdivision map in Ocean Beach.³¹ Immediately to the west, Ocean Beach Extension No. 2 was bounded by Abbot Street on the west, Brighton Avenue to the South, and included the lots on the east side of Bacon Street to the east as well as the lots on the north side of Long Branch Avenue to the north. Block numbering continued with 87, 88 and 89. Full blocks in both subdivisions measured roughly 215 feet wide by 600 feet long with 15 foot alleys running west to east and an average lot size of 40 feet wide by 100 feet deep. It is unclear why Collier chose to deviate from the 25 foot wide lot standard established by Carlson which he would apply to his next and much larger subdivision, Ocean Beach Park.

The subdivision map for Ocean Beach Park, map 1167, was filed around February 1909 by Union Title and Trust Company, the managing agent for Collier's Ocean Beach Park Syndicate. The subdivision was bounded by a line drawn 96 feet east of Bacon Street on its west side; Brighton Avenue to the south; the properties on the east side of Froude Street, then jogging over to Seaside Street on the east; and included the properties on the north side of West Point Loma Boulevard to the north. Blocks were numbered one through twenty-nine and measured generally 215 feet wide by 600 feet long, with some irregular blocks. Lots measured 25 feet wide by 100 feet deep on average. Alleys ran west to east and measured 15 feet wide. Collier maintained the 60 foot width of the north/south Streets established by Carlson; but established significantly narrower west/east Avenues which measured only 50 feet wide, with the exception of Voltaire Street and West Point Loma Boulevard which measured 80 feet wide. The configuration of Collier's Ocean Beach Extension No. 2 resulted in the interruption of Long Branch Avenue just

³⁰ McCoy, 5.

³¹ Most of this parkland remains intact and is part of Ocean Beach Park.

east of Bacon Street by lots 3 and 4 of block 89. The City of San Diego purchased the blocks in 1914 to connect the two sections of Long Branch, but the work would not be completed for years.³² In August of 1909 Collier filed subdivision map 1217, Ocean Beach Park Annex, which reconfigured and lengthened some of the lots in blocks 28 and 29 of the Ocean Beach Park subdivision, along the north side of West Point Loma Boulevard.

Collier understood that as a developer he would need to provide significant improvements to entice buyers to his new subdivision and establish a viable neighborhood. Improvements completed by Collier would include grading of streets, installation of water, gas and electricity infrastructure, a functional streetcar line, and a two-room schoolhouse. On February 15, 1909 Collier's Syndicate petitioned the City of San Diego to allow them to lay 20,000 linear feet of two-inch water pipe through Ocean Beach Park, connected to the City's water main located at the southeasterly portion of Pueblo Lot 207. The water lines would run down the east/west streets, connecting with a north/south line running down Seaside and Froude Streets. On March 1st, the Syndicate petitioned the City to have the city engineer establish and stake the route where the water pipe would be laid, noting that grading would be required to complete the work and that ten houses were to begin construction within the next sixty days. Then on December 17, 1909 the Syndicate petitioned the City once again, this time for permission to grade Lotus, Green, Larkspur, Castellar, West Point Loma Boulevard, and portions of Froude, Ebers and Sunset Cliffs Boulevard by private contract.

Collier submitted plans for his streetcar, the Point Loma Railroad, to the City on May 18, 1909. Covering much the same ground as Carlson's failed Ocean Beach Railway, the Point Loma Railroad ran from Old Town and Middletown down Rosecrans, then headed northwest up McCaulay Street through Wabaska Canyon (now Nimitz Boulevard) to Tennyson Street and Wabaska Drive, then continuing northwest on Voltaire Street to Bacon Street where it turned south down Bacon Street to Santa Cruz Avenue. The line would later be extended up Santa Cruz to Sunset Cliffs Boulevard; and then extended again to Guizot Street, southeast to Santa Barbara and Orchard Avenue to the station at Catalina, then back north to Voltaire, forming a loop. Collier sold the Point Loma Railroad to John D. Spreckels not long after completion. Collier also constructed a two-room schoolhouse at Sunset Cliffs Boulevard and Santa Monica Avenue in 1908. Although not located within his own subdivisions, the school was centrally located within the overall Ocean Beach community. Some residents at the time felt that the school was too far from the recent improvements. Initial enrollment was very low, with only 35 students in 1910-11. Grades 1 through 8 were taught in one room, and upper grades in the other. Collier's investments and efforts to lay the foundation of a community were fruitful. Completion of the

³² The 1921 Sanborn Map shows lots 3 and 4 continuing to divide Long Branch Avenue.

streetcar line resulted in a flurry of lot sales, with at least one source recalling as many as 100 houses completed by 1910³³, and served by seven established businesses.³⁴

The last new subdivision filed completely within the limits of the current Ocean Beach Planning Area was Ocean Bay Beach, map 1189, filed by Willson Chamberlain on June 22, 1909. Ocean Bay Beach was bounded by Mission Bay on the north, the Pacific Ocean on the west, Ocean Beach Extension and Ocean Beach Extension No. 2 to the south, and included the properties on the east side of Bacon Street to the east. Block numbers resumed where Ocean Beach Extension No. 2 left off, and numbered from 90 to 103. Block and lot configurations generally mirrored that of Collier's Ocean Beach Park – blocks 215 feet wide by 600 feet long, some irregular, with lots 25 feet wide by 100 feet deep on average. Alleys ran west to east and measured 15 feet wide. Street names and widths took their cue from the surrounding established subdivisions, the one exception being Chamberlain Court, a 150 foot long street shoehorned between blocks 100 and 101. The intersection of Chamberlain's subdivision with Collier's two Ocean Beach Extension subdivisions resulted in the only two substantial blocks in Ocean Beach which lack an alley blocks 86/91 and 87/92 between Muir Avenue and Long Branch and West Point Loma and Bacon Street. Chamberlain constructed a plunge or "bathing pavilion" on the sand at the foot of Voltaire and his own home on lower West Point Loma Boulevard in 1908.³⁵

The Height of the Resort Era (1913-1930)

In 1913, in an effort to promote Ocean Beach as a resort town and weekend destination, Chamberlain and his business associates at the Ocean Bay Beach Company built Wonderland Park, San Diego's first large amusement park on the site of Chamberlain's soon-to-bedemolished bathing pavilion. Covering 8 paved acres at the foot of Voltaire Street with a grand entrance accented by two white towers and 22,000 lights, Wonderland boasted the largest roller coaster on the coast; a casino that included a large dance pavilion and a café that could seat 650 for dinner; a zoo containing monkeys, lions and bears; and over 40 attractions, including a giant water slide.³⁶ The park was wildly successful, bringing an estimated 35,000 visitors to Ocean Beach on the first day of operation alone. Visitors to Wonderland and Ocean Beach strolled down the boardwalk to the cliffs, stopping at the various concession stands along the way. Increased popularity and development brought additional improvements for Ocean Beach, including finish grading of streets in the original Ocean Beach subdivision and the installation of a sewer system in 1913-1914. Following a tragic incident in 1913 in which 13 swimmers in the water off of Ocean Beach drowned, the City established the first lifeguard service consisting of

³³ OB Historical Society, 15.

³⁴ Held, 25 ³⁵ Held, 165, 178.

³⁶ Ibid, 26-27.

three lifeguards attached to the Police Department who were assigned to guard the beaches around Wonderland Park.³⁷ In 1914 Fire Station No. 15 was constructed on the north side of Newport Avenue near Cable Street. The Fire Station was a two-story Mission Revival style structure that cantilevered over the sidewalk on a large low-point stucco arch support. (Fire Station 15 was relocated to its current site at 4711 Voltaire Street in 1949 and the original station was subsequently demolished.) A small store-front branch of the library opened on Abbott Street in 1916.

By 1915 Wonderland's immense popularity was overshadowed by the Panama-California Exposition, headed by Director-General D.C. Collier. In 1916 a flood irreparably damaged the roller coaster, dealing a harsh blow to the struggling amusement park, which would close its doors shortly thereafter. Ocean Beach, however, continued to thrive. Extremely popular with weekend visitors, the boardwalk and beaches continued to bustle with activity, especially at the foot of Newport Avenue where local businessmen catered to those seeking recreation, leisure and social activity. R.G. Vallin had opened a popular dance hall in 1910-11 at the foot of Newport Avenue. William (Bill) Benbough opened his own dance hall in 1916-17 at the corner of Santa Monica Avenue and Abbott Street. He converted it to a skating rink a few years later and opened the Ocean Beach Dancing Pavilion, a large mission-style ballroom that dominated the beach front at the foot of Newport Avenue in 1918 – the same year that O.F. Davis built a merry-goround at the foot of Santa Monica Avenue. In 1919 William Dougherty built the Silver Spray Apartments and the Silver Spray Plunge, a warm salt-water pool on the rocks just above the foot of Narragansett Avenue. The plunge was very popular with local swimmers, divers and swimming clubs who used the pool for practice.³⁸

By this time the social dynamic in Ocean Beach was changing. Young people were no longer visiting with their families, but with friends instead. Groups of friends would gather and enjoy the seaside amenities at Ocean Beach, play the ukulele and sing songs, and have a hamburger at Mac's on Abbot and Newport.³⁹ The surfing culture, initially limited to boys and young men who would lie on the boards and ride them in, began to take off in 1916 when Duke Kahanamoku of Hawaii exhibited his considerable skill riding the board while standing. Local swimming instructor and lifeguard George Freeth, also from Hawaii, became the local surfing expert and instructor. In 1926, Ocean Beach resident Faye Baird would become, by some accounts, San Diego's first female surfer.⁴⁰

³⁷ City of San Diego Lifeguard Services website: http://www.sandiego.gov/lifeguards/about/history.shtml

³⁸ Ibid, 37-38. ³⁹ Ibid, 40.

⁴⁰ Ibid, 35.

The first church in Ocean Beach was located in a tent in the heart of activity at the foot of Newport Avenue. The Union church eventually moved to a permanent redwood structure on the north side of Santa Monica Avenue 200 feet west of Sunset Cliffs Boulevard, made possible in part by funding from the Congregationalists. The Union Congregationalist Church remained in that location until 1928, when they sold their lot to the library and their membership dissolved. The building was given to the Ocean Beach School, who relocated it to their site and used it for classrooms until 1944, when it was donated to the Ocean Beach Women's Club and relocated to its present site at the southwest corner of Muir Avenue and Bacon Street for their club. The location of the Union Congregationalist Church near Santa Monica and Sunset Cliffs Boulevard provided an anchor which drew other churches, including The Sacred Heart, Ocean Beach First Baptist, Holy Trinity Episcopal Church, and Bethany Lutheran Church, all of which would locate their congregations within a three block area along Sunset Cliffs Boulevard between Santa Monica and Brighton Avenues. A summary of the churches found in Ocean Beach, as well as their construction date and location, can be found in Table 2 below. 41

Table 2

	CHURCHES IN OCEAN BEACH					
Church	Date Built	Location	Status			
Union Congregational Church	1914	The north side of Santa Monica Ave, 200 feet west of Sunset Cliffs Blvd	EXTANT Given to the Ocean Beach School in 1929 and relocated to 4719 Santa Monica Avenue. Given to the Women's Club in 1944 and relocated to the southwest corner of Muir Avenue and Bacon Street, where it currently sits.			
Sacred Heart Church	pre- 1921	The NW corner of Sunset Cliffs Blvd and Santa Monica Ave	DEMOLISHED Relocated to NE corner of Sunset Cliffs Blvd and Saratoga Ave in 1923. Demolished to make way for the new church.			
	circa 1931	The NE corner of Sunset Cliffs Blvd and Saratoga Ave	EXTANT (in-situ)			
Ocean Beach First Baptist Church	1922	The NE corner of Sunset Cliffs Blvd and Santa Monica Ave	EXTANT (in-situ)			
Holy Trinity Episcopal Church	1925	The SE corner of Sunset Cliffs Blvd and Brighton Ave	EXTANT (in-situ)			
Point Loma United Methodist Church	1930	The SW corner of Sunset Cliffs Blvd and Saratoga Ave	EXTANT (in-situ)			
Elim Gospel Mission (Elim Assembly of	circa 1930	The NE corner of Ebers Street	EXTANT (in-situ), remodeled			

⁴¹ Ibid, 78-86.

CHURCHES IN OCEAN BEACH				
Church	Date Built	Location	Status	
God)		and Cape May Ave		
Pathany Lutharan	1936		DEMOLISHED	
Bethany Lutheran Church	1960	The NE corner of Sunset Cliffs Blvd and Cape May Ave	EXTANT (in-situ)	

Review of the 1921 Sanborn Maps reveal the development patterns and land uses that developed in Ocean Beach during the first quarter of the twentieth century. Development was most dense to the north in Collier's improved Ocean Beach Park subdivision and along the coast. Small dwelling units, generally set toward the front of the lot, are scattered with the greatest intensity in the areas closest to the streetcar line, specifically, Voltaire Street, Muir Avenue, Long Branch Avenue and Brighton Avenue between Bacon and Ebers Streets. Some apartments, lodging and multiple detached dwellings are located in this area, but no commercial uses, which are found nearly exclusively along Newport Avenue. These uses included a post office, drug store, bakery, hardware and feed store, two auto garages, and a laundry on Niagara. Development consisting of multiple units, either attached or detached, was located in the greatest concentration closer to the coast and along streets south of Saratoga Avenue. The school and local churches were located near the geographic center of the community at Sunset Cliffs and Santa Monica, but were still remote for many members of the community.

A lodging house was located on the south side of Newport roughly mid-block between Bacon and Cable Streets. Built circa 1900, the Newport Hotel (originally the Pearl Hotel) is reportedly the oldest remaining hotel in Ocean Beach, and is currently home to the Ocean Beach International Hostel. Recreational and entertainment uses, including the aforementioned dancing pavilions and bath houses were located along the coast. The first theater in Ocean Beach, built in 1913 by Joseph H. James, was a small movie house called the Ocean Theatre and was located on the south side of Newport not far from Benbough's dance pavilion. James sold the theater in 1921 to Raymond Ericsson, who, after several years running the Ocean Theatre, decided to build a new theater with modern features. In 1925 he built the Strand Theater, a Mission Revival style structure on the north side of Newport Avenue roughly one block to the east. The Strand became an important landmark in the community and spurred additional growth along Newport Avenue.

The hillsides to the east were very sparsely developed, particularly east of Ebers Street, which was not mapped by the Sanborn Fire Insurance Company in 1921. Construction up to this point

⁴² Studio C Architects. "The Strand Theater". Historic Resource Evaluation, undated, 2.

was a combination of the simply constructed vacation cottages described earlier, as well as more substantial cottage development intended for permanent residence. These homes typically had foundation walls, stucco siding or a wood shingle exterior, full lath and plaster interior partitions, service porches, closets, gas floor furnaces and fireplaces. 43 Most homes prior to the mid-1920's were designed in the Craftsman style or a vernacular variant. Modest Spanish Revival style bungalows emerge in the mid-1920's as the popularity of the style increased following the 1915 Exposition. Larger estate homes were located at the top of the hill, outside of the Ocean Beach subdivision and the current Ocean Beach Planning Area.

Another feature of note on the 1921 Sanborn Map is a wooden bridge to Mission Beach extending north off of West Point Loma Boulevard between Abbott and Bacon Streets. The bridge was built in 1915 by the Bay Shore Railroad Company to provide access to and promotion of the new subdivision of Mission Beach. The 1,500 foot long bridge connected to the southern tip of Mission Beach. At 50 feet wide, the bridge carried a trolley line, two lanes of vehicular traffic, and a sidewalk on each side for pedestrians and those wanting to spend an afternoon fishing in Mission Bay. 44 The popularity of the new resort town to the north eventually drew visitors away from Ocean Beach when Mission Beach's Belmont Amusement Park was completed in 1925. By 1930 Ocean Beach's "resort" era was over, but the foundation had been laid for rather self-sufficient neighborhood with a distinct sense of place.

Ocean Beach: The Community (1930-Present)

Transition to Community (1930-1945)

By the late 1920's Ocean Beach had begun the transition from a seaside resort to a community. The local silent theater had been replaced with the new Strand Theater. Street paving began in the mid-1920's and would continue through the end of the decade. In 1926 Albert G. Spalding subdivided his land at the southern end of Ocean Beach and named it Sunset Cliffs (map no. 1889). (This context shall reference this significant subdivision only in passing, as the vast majority of it is located within the Peninsula Community Planning Area, with only the northernmost portion located in the Ocean Beach Planning Area.) In 1928 the current Ocean Beach Branch Library opened on the southwest corner of Santa Monica Avenue and Sunset Cliffs Boulevard. Local clubs and social organizations, such as the Ocean Beach Women's Club and the Tuesday Club helped to foster a sense of community. The local Chamber of Commerce promoted local businesses and provided support. In 1930 the Ocean Beach Lighting District was

⁴³ McCoy, 9. ⁴⁴ Held, 55.

formed and decorative street lights were installed. Plans of Lighting District No. 1 called for 128 lamps, as detailed in Table 3 below.

Table 3

OCEAN	OCEAN BEACH LIGHTING DISTRICT NO. 1					
Street	Bounded By	Lamp Type				
Abbott Street	Newport Avenue & West	Union Metal No. 883				
	Point Loma Blvd					
Newport Avenue	Abbott Street & Sunset	GE Marbellite No. 1110				
	Cliffs Blvd					
Santa Monica Avenue	Abbott Street & Bacon	GE Marbellite No. 1110				
	Street					
Voltaire Street	Abbott Street & Froude	GE Marbellite No. 1900				
	Street					
Bacon Street (SW	Newport Avenue &Santa	GE Marbellite No. 1110				
side)	Monica Avenue					

Also in 1930, the first zoning maps and regulations were established in the City. Zoning in Ocean Beach was divided into three residential zones of varying density and a commercial zone. The commercial zones (C) were identified in three separate locations and resulted in three separate commercial districts. The first was located along Voltaire Street from roughly Sunset Cliffs Blvd to Abbott Street, and along Abbott Street from Muir Avenue north along West Point Loma Boulevard down Bacon Street just past Muir Avenue. The second was located down Newport Avenue from Sunset Cliffs Blvd to the ocean, down Santa Monica Avenue and Niagara Avenue from Bacon Street to the ocean, and along Sunset Cliffs Boulevard from Newport Avenue to Narragansett Avenue. The third commercial district was a small strip along Point Loma Avenue between Ebers Street and Sunset Cliffs Boulevard. High density residential zones (R-4) were located generally west of Sunset Cliffs Boulevard and low density residential zones (R-2 and R-1) were located generally east of Sunset Cliffs Boulevard. Although City-wide zones have changed and expanded over the years, the land use designations and allowable residential density have remained relatively unaltered in Ocean Beach since the first zoning action, which is reflected in the development patterns in Ocean Beach.

The Great Depression brought development in Ocean Beach and San Diego as a whole to a crawl. Local merchants extended credit to struggling residents in the tight-knit community. Little new development occurred during this time. Development which did occur expressed a more contemporary design aesthetic in the Streamline Moderne and Minimal Traditional styles. These styles, with their sleek, simple styling and minimalist use of traditional design elements were

well suited to the lean times of the Depression and World War II. In 1938-39, with great opposition from the community, streetcar service through Ocean Beach was discontinued in favor of bus service. Decommissioned streetcars were sometimes salvaged and reused as housing within the community.

Post-War Development (1945-1970)

The population and development in Ocean Beach exploded in the wake of the World War II. Between 1940 and 1950 the population of Ocean Beach doubled from 12,500 to 25,000⁴⁶ as military personnel, the wartime civilian workforce, and later returning GIs and their families flooded the community. Single family housing and low residential multi-family housing began to fill the once-sparse hillside. Areas west of Sunset Cliffs Boulevard with higher land values and residential density allowances developed and redeveloped with more dense multi-family housing developments consisting of apartment courts and the now-ubiquitous "6-pack" and "8-pack" apartments.

Stylistically, residential development transitioned from Minimal Traditional to Contemporary, Post and Beam, and Ranch styles. Single family homes were typically one story with a small footprint characteristic of development throughout Ocean Beach's history. Multi-family development, especially the higher density multi-family development west of Sunset Cliffs Boulevard, was typically two stories and deviated from the small scale residential development which had characterized Ocean Beach prior to the War. The building footprint covered much of the lot, and in a number of cases spanned two or more lots. With the end of trolley service to Ocean Beach and the ever increasing popularity of the car, multi-family housing development began to incorporate parking into the site design.

By the early post-War period the bath houses and dance halls along the coast were gone, replaced by store fronts and lodging. The Ocean Beach Recreation Center, designed by William Templeton Johnson and Harold Abrams, was built across from the school on Santa Monica Avenue in 1945. Commercial development along Newport Avenue intensified to serve the growing resident population. New buildings were added and older buildings updated to reflect post-War styles. The City began paving the alleys through Ocean Beach in 1940 and would continue through the 1960s. The wood fishing bridge connecting Ocean Beach to Mission Beach was permanently closed in 1950 and demolished the following year, to be replaced by a new bridge one half mile to the east. Upset residents petitioned the City to keep the bridge, but were promised instead that a new fishing pier would be constructed. It eventually was built 15 years later at the foot of Niagara Avenue.

⁴⁵ Tinsley, 7.

⁴⁶ Ibid.

The dredging of Mission Bay and the re-routing of streets required by the construction of Interstate 5 in the 1950s began to isolate Ocean Beach once again. Many Ocean Beach residents appreciated this isolation, which protected the unique character of the community. This same isolation and relative inaccessibility attracted the "hippie element" during the 1960s which evolved into an independently-minded entrepreneurial business community of co-ops and homegrown businesses in the 1970s. By the 1980s many of these independent businesses along Newport Avenue struggled to compete with chain stores in surrounding communities. As variety, clothing and department stores closed, antique stores began moving in to the vacant storefronts, creating a unique shopping experience along Newport Avenue which continues to thrive.⁴⁷

In 1972, voters in the City of San Diego passed Proposition D, which limited the height of new structures in the coastal zone west of Interstate 5 (excluding Downtown and Little Italy) to not more than 30 feet. The ballot language in favor of Proposition D stated that the intended purpose of the proposition was to preserve "the unique and beautiful character of the coastal zone of San Diego," and prohibited buildings that obstructed "ocean breezes, sky and sunshine." The passage of Proposition D was instrumental in protecting San Diego's coastal communities from over-development and helped to preserve the small scale seaside character of Ocean Beach.

Property Types and Themes

Ocean Beach contains a variety of property types and architectural styles reflecting the significant themes and associated periods of development in the community. Identified themes discussed in the context statement include:

- Resort Town (1887-1930)
 - » Carlson and Higgins (1887-1890)
 - » Quiet Years (1890-1907)
 - » D.C. Collier (1907-1913)
 - » Height of the Resort Era (1913-1930)
- Ocean Beach, The Community (1930–Present)
 - » Transition to Community (1930-1945)
 - » Post-War Development (1945-1970)

Residential structures are the most prevalent structure types, with low-density development located on the hillside east of Sunset Cliffs Boulevard and higher-density development located

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⁴⁷ Ocean Beach Main Street Association website: www.oceanbeachsandiego.com/OceanBeachCommunity.shtml

Appendix C: Historic Context Statement

west of Sunset Cliffs Boulevard. Commercial development is located primarily along three locations at Voltaire Street, Newport Avenue and Point Loma Avenue. Institutional uses, such as schools, churches and government buildings are generally grouped along Sunset Cliffs Boulevard. Architectural styles vary and transition from simple vernacular shacks and tents in the earliest period of development, to Craftsman and Spanish Revival style buildings during the first third of the twentieth century, to Streamline Moderne and Minimal Traditional styles during the Depression and World War II years, and finally Contemporary, Post and Beam, and Ranch styles in the post-War Period through 1970. Each of these property types is discussed in greater detail, including eligibility criteria and integrity thresholds, in the following sections. A summary of the character defining features of each of these styles is found in Table 4 below.

Table 4

Style/Type	Period	Character Defining Features				
Vernacular Shacks	1887-1915	» Single wall board and batten construction;				
		» 400 to 600 square feet in size;				
		» Pier and post foundation;				
		» Minimal interior amenities; and may also include				
		» Front porches; and				
		» Garages off the alleys.				
Vernacular Tents	1887-1915	» Canvas stretched over a wooden frame;				
		» Gable roof;				
		» Windows; and may also include				
		» Front porch				
Craftsman	1905-1930	» Gabled roofs;				
		» Overhanging eaves with exposed rafter tails (clipped or				
		boxed eaves are less common);				
		» Wood siding in shingle or lap form; and				
		» Windows are typically simple one-over-one single or				
		double-hung wood windows and casement windows,				
		although multi-lite windows may be present.				
Spanish Revival	1915-1940	» Flat roofs with simple parapets or gabled clay tile roofs				
		(or a combination of both);				
		» Stucco walls; and				
		» Windows are typically one-over-one single or double-				
		hung wood windows and casement windows, although				
40		multi-lite windows may be present.				
Streamline Moderne ⁴⁸	1925-1950	» Flat roofs with coping or a flat parapet;				
		» Asymmetrical façade;				
		» Horizontal massing and emphasis;				
		» Smooth stucco or concrete exterior finish;				
		» Horizontal accents;				
		» Restrained detailing; and may also include				
		» Curved building corners;				
		» Curved horizontal railings, overhangs, & coping with				
		horizontal projections above doorways & at the cornice;				
		» Steel sash windows;				
		» Corner windows;				
		» Glass block; and				
N. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	1005 105-	» Round "porthole" windows.				
Minimal Traditional ⁴⁹	1935-1955	» Compact size, which is usually single story;				
		» Low-pitch gabled or hipped roofs with shallow				
		overhangs;				
		» Simplified details of limited extent, reflecting traditional				

48 San Diego Modernism Context Statement, 55. 49 Ibid, 57.

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include » Simple floor plan with minimal corners; » Small front porches; » Modestly sized wood framed windows; and » Detached or attached front-facing garages. Contemporary ⁵⁰ 1955-1965 Strong roof forms, typically with deep overhangs; » Large windows, often aluminum framed; » Non-traditional exterior finishes such as vertical siding, concrete block, stucco, flagstone and mulli	0					
 » Simple floor plan with minimal corners; » Small front porches; » Modestly sized wood framed windows; and » Detached or attached front-facing garages. Contemporary⁵⁰ 1955-1965 » Strong roof forms, typically with deep overhangs; » Large windows, often aluminum framed; » Non-traditional exterior finishes such as vertical siding, concrete block, stucco, flagstone and mulli 						
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siding, concrete block, stucco, flagstone and mulli	Lwood					
=	i woou					
	siding, concrete block, stucco, flagstone and mullion-free					
glass; and may also include						
» Angular massing;						
» Sun shades, screens or shadow block accents;						
	» Attached garages or carports;					
	» Split-level design;					
	» Horizontally oriented commercial buildings;					
· · · · · · · · · · · · · · · · · · ·	» Distinctive triangular, parabolic or arched forms;					
» "Eyebrow" overhangs on commercial buildings; ar	ıd					
» Integrated, stylized signage on commercial buildin						
7.1						
» Horizontal massing;						
» Flat or shallow pitch roofs;	» Flat or shallow pitch roofs;					
» Floor-to-ceiling glass; and may also include	» Floor-to-ceiling glass; and may also include					
» Repetitive façade geometry;						
» Minimal use of solid load bearing walls;						
» Absence of applied decoration;						
» Strong interior/exterior connections;						
» Open interior floor plans; and						
» Exterior finish materials of wood, steel and glass.						
Ranch ⁵² 1950-1975 » Horizontal massing, usually single-story;						
» Low sloped gabled roofs with deep overhangs; an	nd may					
also include	-					
» Attached carports or garages;						
» Traditional details such as wood shutters, wood wi	ndows,					
and wide brick or stone chimneys; and						
» Traditional building materials such as wood	shingle					
roofing, wood siding, brick, stucco and stone.	C					

Residential

⁵⁰ Ibid, 83. ⁵¹ Ibid, 68. ⁵² Ibid, 71.

Residential development will include a range of building types and configurations – from small single wall shacks to framed bungalows, duplexes, bungalow courts, "6 pack" and "8 pack" apartments and larger apartment buildings. These buildings will reflect the same stylistic trends as commercial and institutional development, including vernacular, Craftsman, Spanish Revival, Streamline Moderne, Minimal Traditional, Contemporary, Post and Beam, and Ranch styles.

The earliest residential development is somewhat scattered, as indicated in the list of early settlers in Table 3. Development following Collier's subdivision and improvements was generally clustered within those improved areas near transit. However, by 1921 residential development was dispersed throughout Ocean Beach, primarily west of Sunset Cliffs Boulevard with some low-density development on the hillside. Build-out of the community occurred during the post-War years, at which time empty lots on the hillside were in-filled with low-density residential development and areas west of Sunset Cliffs were developed and redeveloped with higher density residential development.

HRB designation Criteria most likely applicable to residential buildings eligible for individual listing are HRB Criterion A as a special element of the neighborhood's development, Criterion B for an association with a historically significant individual, Criterion C as an architecturally significant structure, and Criterion D as a notable work of a Master Architect or Master Builder. To be eligible for individual listing a building must retain a majority of its character-defining features and elements. Properties significant under HRB Criterion A may still be eligible for listing with less of the historic fabric and features intact, provided that it retains sufficient integrity related to the resource's significance in the development of the community. Similarly, properties significant under HRB Criterion B may still be eligible for listing with less of the historic fabric and features intact, provided that it retains sufficient integrity of association with the historically significant individual. Residential cottage and bungalow buildings may also be eligible under HRB Criterion F as a contributing resource to the Ocean Beach Cottage District, provided that the property falls within the period of significance (1887-1931). Properties significant under HRB Criterion F as a contributing resource need not be individually significant nor retain all of their original elements. However, the property must retain sufficient integrity to convey the significance of the District.

Single Family

The earliest residential development pre-dating Collier's subdivision activities in 1907 would consist primarily of vernacular vacation shacks and some single family housing, including tent houses. Some vacation shacks may still be extant and may have been retrofitted with more

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substantial framing. Tent houses will no longer be present in their original configuration, but may have been retrofitted to accommodate permanent residency.

Residential development following 1907 and prior to 1930 began to shift from vacation rentals to primary residences. These homes typically had foundation walls, stucco siding or a wood shingle exterior, full lath and plaster interior partitions, service porches, closets, gas floor furnaces and fireplaces. Most homes prior to the mid-1920s were designed in the Craftsman style or a vernacular variant. Modest Spanish Revival style bungalows emerge in the mid-1920s as the popularity of the style increased following the 1915 Exposition.

Residential development during the Depression expressed a more contemporary design aesthetic in the Streamline Moderne and Minimal Traditional styles. These styles, with their sleek, simple styling and minimalist use of traditional design elements were well suited to the lean times of the Depression and World War II. Residential Development following World War II transitioned from Minimal Traditional to Contemporary, Post and Beam, and Ranch styles. Single family homes throughout these development periods were typically one story with a small footprint. East of Sunset Cliffs Boulevard the underlying 25 foot lots were often combined into 50 foot wide lot developments, while single family residential development to the west of Sunset Cliffs Boulevard can be found on lots measuring both 25 feet and 50 feet.

Multi-Family

Early multi-family development consisted primarily of clustered shack and cottage developments. Multi-family residential examples of Craftsman, Spanish Revival, Streamline Moderne and Minimal Traditional architecture may be found in duplex and bungalow or apartment court configurations and will typically be single story, although some two story examples may be found. Many of these developments have a central courtyard component, although they may not reflect traditional bungalow courtyard configurations. Duplex units, either attached or detached, are prevalent throughout the community.

World War II and Post-War multi-family residential structures were developed at a greater intensity. The building footprint covered much of the lot (or more than one lot) and almost always incorporated two stories. These larger apartment court, "6-pack" and "8-pack" apartment buildings are located west of Sunset Cliffs Boulevard and in a number of cases replaced older development. In response to the increasing popularity of the car and the elimination of the trolley line, on-site parking was incorporated into most post-War multi-family developments.

Commercial

Commercial development in Ocean Beach reflects the resort town and small community character of the Planning Area. Commercial development will include visitor and resident-serving commercial structures such as shops, restaurants and offices; hotels and other lodging catering to visitors; and entertainment venues such as theaters, dance halls, skating rinks, and swimming pools. These buildings will reflect the same stylistic trends as residential and institutional development, including vernacular, Craftsman, Spanish Revival, Streamline Moderne, Minimal Traditional, Contemporary, Post and Beam, and Ranch styles.

Commercial areas are found primarily in three locations: to the north along Voltaire Street between Abbott Street and Sunset Cliffs Boulevard (including the blocks immediately north and south of Voltaire Street on Abbott Street, Bacon Street and Sunset Cliffs Boulevard); in the center of the community down Newport Street from the beach to Sunset Cliffs Boulevard, as well as portions of Santa Monica Avenue and Niagara Avenue generally west of Bacon Street; and to the south along Point Loma Boulevard from the beach to Ebers Street. Retail, office and entertainment uses are found primarily in these areas. Hotels and lodging are also located in the core commercial areas and scattered throughout the community west of Sunset Cliffs Boulevard and especially near the shore.

HRB designation Criteria most likely applicable to commercial buildings eligible for individual listing are HRB Criterion A as a special element of the neighborhood's development, Criterion C as an architecturally significant structure, and Criterion D as a notable work of a Master Architect or Master Builder. To be eligible for individual listing a building must retain a majority of its character-defining features and elements. Properties significant under HRB Criterion A may still be eligible for listing with less of the historic fabric and features intact, provided that it retains sufficient integrity related to the resource's significance in the development of the community. Commercial buildings may also be eligible under HRB Criterion F as a contributing resource to the Ocean Beach Cottage District, provided that the property falls within the period of significance (1887-1931) and is directly tied to the historic context and significance of the District in an important way. It is also recommended that the commercial areas be intensely surveyed to determine whether or not a commercial historic district may be present at one or more of the commercial areas. Properties significant under HRB Criterion F as a contributing resource need not be individually significant nor retain all of their original elements. However, the property must retain sufficient integrity to convey the significance of the District.

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Retail and Office

Retail and office buildings can be found throughout the Planning Area, but are located primarily along Voltaire Street, Newport Avenue area, and Point Loma Boulevard. There are no retail or office buildings currently designated. Retail and office buildings are typically smaller one or two story buildings on 25-foot wide lots, but some are built across two or more lots. Typically, those spanning more than one lot were built or expanded in the post-War period. Retail and office buildings are commonly either wood frame construction or masonry construction. Pre-War and a number of post-War retail and office buildings are sited immediately adjacent to the sidewalk, while other post-War retail and office buildings are set back from the sidewalk with parking provided in front of the building. Due to the ever-changing nature of retail and office buildings, alterations to storefronts and fenestration to accommodate new tenants are likely to have occurred. Such changes should not preclude designation, especially in a district context. However, properties evaluated for individual significance, particularly under HRB Criteria C and D, must still retain sufficient integrity to convey the style and/or significant association.

Hotels and Lodging

Hotels and lodging within Ocean Beach date back to the earliest development in the Planning Area and the construction of Cliff House. Other lodging and accommodations followed, including the Pearl Hotel (1900) on Newport Avenue which is reportedly the oldest remaining hotel in Ocean Beach and now home to the Ocean Beach International Hostel. Hotel and lodging uses are scattered in the area west of Sunset Cliffs Boulevard and concentrated to some degree along commercial and coastal areas. Early hotels and lodging generally consisted of two story buildings built across one or two lots. Many of the small vacation shacks and tents were also available for rent, and are similarly found along commercial areas, coastal areas and transportation routes. Post-War hotels and lodging were larger and located at prime coastal locations, including the Ocean Villa Hotel at the foot of Voltaire Street on the former Wonderland Park site, and the San Vincente Inn Hotel (now the Ocean Beach Hotel) at the foot of Newport Avenue.

Entertainment

As a seaside resort town, Ocean Beach was home to a number of dance halls, bathing houses, skating rinks, theaters, and even an amusement park. As visitors were drawn away to new resort areas and attractions such as Mission Beach, the Planning Area transitioned to a more traditional community with fewer entertainment venues. The Wonderland amusement park at the foot of Voltaire Street closed its doors shortly after a flood severely damaged the roller coaster in 1916. Only a closed dance hall and a vacant building remain at the Wonderland Park site on the 1921

Sanborn Map, with all remnants of the park gone by the time the 1950 map was prepared. R.G. Vallin's 1910 dance hall at the foot of Newport Avenue is not present on the 1921 Sanborn Map. William Benbough's 1918 Ocean Beach Dancing Pavilion, also at the foot of Newport, is seen on the 1921 map, as is his 1916 dance hall at the southeast corner of Santa Monica and Abbott Street, which he had converted to a skating rink. The 1916 building is no longer present on the 1950 Sanborn Map. The Ocean Beach Dancing Pavilion is present on the 1950 map, but was also converted to a skating rink. The Pavilion was demolished and replaced by parking (the current use) by the time the 1956 map was prepared.

The 1921 Sanborn Map also shows a bath house on the west side of Abbott Street between Santa Monica and Newport Avenues and the Silver Spray Plunge on the bluffs just north of Narragansett. The bath house is gone by the publication of the 1950 map and the Silver Spray Plunge by the 1956 map. The merry-go-round built by O.F. Davis in 1918 at the northwest corner of Santa Monica Avenue and Abbott Street was briefly considered for reuse as a recreation center before the current recreation center was built in 1945. The merry-go-round was demolished sometime after the publication of the 1956 Sanborn Map and has been replaced with parking. The 1956 map also shows the presence of a bowling alley at the southeast corner of Santa Monica Avenue and Bacon Streets which is not present on the 1950 Sanborn Map. This building remains, but no longer serves as a bowling alley. The significance and integrity of the building has not yet been evaluated.

Theaters readily served visitors and residents alike, and appear to be one of the few entertainment venues remaining, although they have been converted to new uses. The 1921 Sanborn Map shows the location of the Ocean Theatre, labeled as "Moving Pictures", at 5051 Newport Avenue. By 1950 the theater had been converted to a store and the address changed to 5049 Newport Avenue. A building with a similar footprint remains at this location today and serves as a restaurant. No clear evidence of a theater use remains, and the significance and level of integrity has not been evaluated. In 1925 the Ocean Theatre was replaced by the Strand Theater, a Mission Revival style structure on the north side of Newport Avenue roughly one block to the east. The Strand became an important landmark in the community and spurred additional growth along Newport Avenue. The building has undergone several modifications over the years, but was nonetheless designated as Historic Resource Site #561 for its importance to the Ocean Beach community as well as the Ocean Beach Cottage Emerging Historical District. The building has been adaptively reused and currently serves as retail space.

Based on available information, it is not expected that many entertainment venues are extant. The existing buildings at the sites of the former Ocean Theater and bowling alley should be

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evaluated for significance and integrity. The HRB designation Criterion most likely applicable to these buildings is HRB Criterion A for significance within the development of the community. However, this determination cannot be made without an intensive level evaluation.

Institutional

As a seaside resort community, Ocean Beach contains smaller community serving institutional buildings. These include a library, school, recreation center, fire, police and lifeguard stations, a post office and churches. These buildings will reflect the same stylistic trends as residential and commercial development, including vernacular, Craftsman, Spanish Revival, Streamline Moderne, Minimal Traditional, Contemporary, Post and Beam, and Ranch styles. Institutional uses are generally concentrated around the area of Sunset Cliffs Boulevard and Santa Monica Avenue.

HRB designation Criteria most likely applicable to institutional buildings eligible for individual listing are HRB Criterion A as a special element of the neighborhood's development, Criterion C as an architecturally significant structure, and Criterion D as a notable work of a Master Architect or Master Builder. To be eligible for individual listing a building must retain a majority of its character-defining features and elements. Properties significant under HRB Criterion A may still be eligible for listing with less of the historic fabric and features intact, provided that it retains sufficient integrity related to the resource's significance in the development of the community. Institutional buildings may also be eligible under HRB Criterion F as a contributing resource to the Ocean Beach Cottage District, provided that the property falls within the period of significance (1887-1931) and is directly tied to the historic context and significance of the District in an important way. Properties significant under HRB Criterion F as a contributing resource need not be individually significant nor retain all of their original elements. However, the property must retain sufficient integrity to convey the significance of the District.

Government

The original Fire Station No. 15 built in 1914 in the Mission Revival style on the north side of Newport Avenue near Cable Street was demolished after the fire station was relocated in 1949. The new fire station is located at 4711 Voltaire Street, near the northeast edge of the Planning Area. The original school built by Collier in 1908 was demolished in 1923 and replaced with the current Ocean Beach School on the same site at Sunset Cliffs Boulevard and Santa Monica Avenue. The school is designed in the Spanish Revival style and appears to retain a fairly high degree of integrity, although there have been additions of permanent and temporary buildings to the school site. The Ocean Beach Library located at 4801 Santa Monica Avenue was constructed

in 1928 in a Spanish/Monterey style and is designated as Historical Resources Board Site #565 (as well as Ocean Beach Cottage Emerging Historical District Site #442-065). The Ocean Beach Recreation Center, located at 4726 Santa Monica Avenue, was designed by Master Architects William Templeton Johnson and Harold Abrams and built in 1945. The structure is an International style masonry structure and appears to retain a high degree of integrity. A small police substation and lifeguard station is present on the 1950 Sanborn Map at the foot of Santa Monica Avenue. The current lifeguard station is located at the same location (1950 Abbott Street), and may have been expanded into its current configuration. The Post Office at 4833 Santa Monica Avenue, designed in the Modernist Contemporary style, was built c.1960 according to water permit records.

Churches

Ocean Beach is home to several community-serving churches, most of which are clustered along Sunset Cliffs Boulevard between Brighton Avenue and Santa Monica Avenue. The first permanent church in Ocean Beach was a redwood structure located on the north side of Santa Monica Avenue 200 feet west of Sunset Cliffs Boulevard and was occupied by the Union Congregationalist Church. In 1928 the building was given to the Ocean Beach School, who relocated it to their site and used it for classrooms until 1944, when it was donated to the Ocean Beach Women's Club and relocated to its present site at the southwest corner of Muir Avenue and Bacon Street for their club. The building is still in use and has undergone some modifications. A summary of the churches found in Ocean Beach, as well as their construction date and location, can be found in Table 4 of the context statement.

Objects and Streetscape Features

Objects and streetscape features contribute to the historic and cultural landscape of the Ocean Beach community. These resources may include remnants of streetcar lines, including streetcars converted to housing and track buried in paving; historic light posts; sidewalk stamps, coloring and scoring related to one of the historic periods; and infrastructure projects such as the pier. Mature landscaping, especially those within the public right-of-way, also contribute to the historic streetscape and should be preserved whenever possible.

Many of the objects and streetscape features may not be eligible for individual listing. These resources will most likely be eligible for listing under Criterion F within the context of a District designation. However, the historic light posts, taken together and listed under a multiple property listing, may be eligible for designation. Many of the light posts have undergone painting and have been modified with the addition of parking signs and community identification signs and banners. These modifications are not significant and would not preclude designation.

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Finally, although not addressed in detail in this context statement, resources which embody or reflect the surfing history and culture of Ocean Beach, which extends from the early part of the twentieth century through the present, may be significant and should be evaluated. This may be done on a property-by-property basis; however, development of a complete context related to the surfing culture of Ocean Beach should be undertaken to assist with the identification, evaluation and preservation of these resources.

Survey Results

Survey efforts were limited to a cursory windshield survey conducted by historical resources staff in 2007 and 2009. Staff observed early residential cottage/bungalow structures scattered throughout the Planning Area, not all of which have been evaluated for significance to the Ocean Beach Cottage Emerging Historical District. Post-World War II development is scattered throughout the community, but is found in the greatest concentrations on the hillside to the far east and south, and west of Sunset Cliffs Boulevard close to the ocean where land values and density allowances are higher. The three commercial districts appear to retain at varying degrees of integrity. Individually significant resources may be present throughout the community. Historic street lighting is extant in several locations, including Abbott Street, Newport Avenue, Santa Monica Avenue, Voltaire Street and Bacon Street, as detailed in Table 5.

Recommendations

Based on the historic context and cursory windshield survey, a complete reconnaissance survey should be completed for the Planning Area to identify more precisely the location of potentially significant historic resources. The Ocean Beach Cottage Emerging Historical District should be intensely surveyed to identify any remaining contributing resources not previously brought forward for designation. It is also recommended that the three commercial areas at Voltaire, Newport and Point Loma Avenue be intensely surveyed to determine whether or not districts may be present at these locations. Post-World War II structures should be evaluated for significance to the post-War development of Ocean Beach and for architectural significance within the City-wide Modernism Context Statement. Historic street lighting and furniture should be catalogued and preserved. A complete context related to the surfing culture of Ocean Beach should be undertaken to assist with the identification, evaluation and preservation of resources significant to that context. Lastly, it is recommended that interpretation of Ocean Beach's early resort town history be pursued in the form of interpretative signs, markers, displays, exhibits and/or printed brochures.

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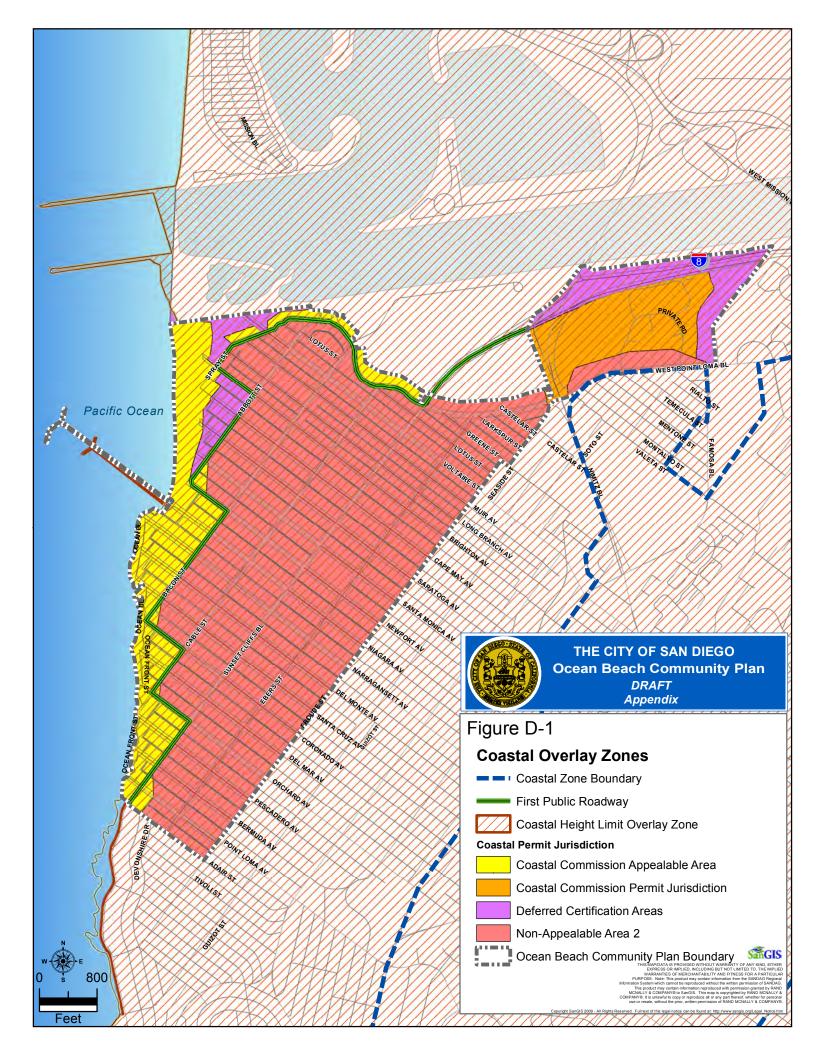
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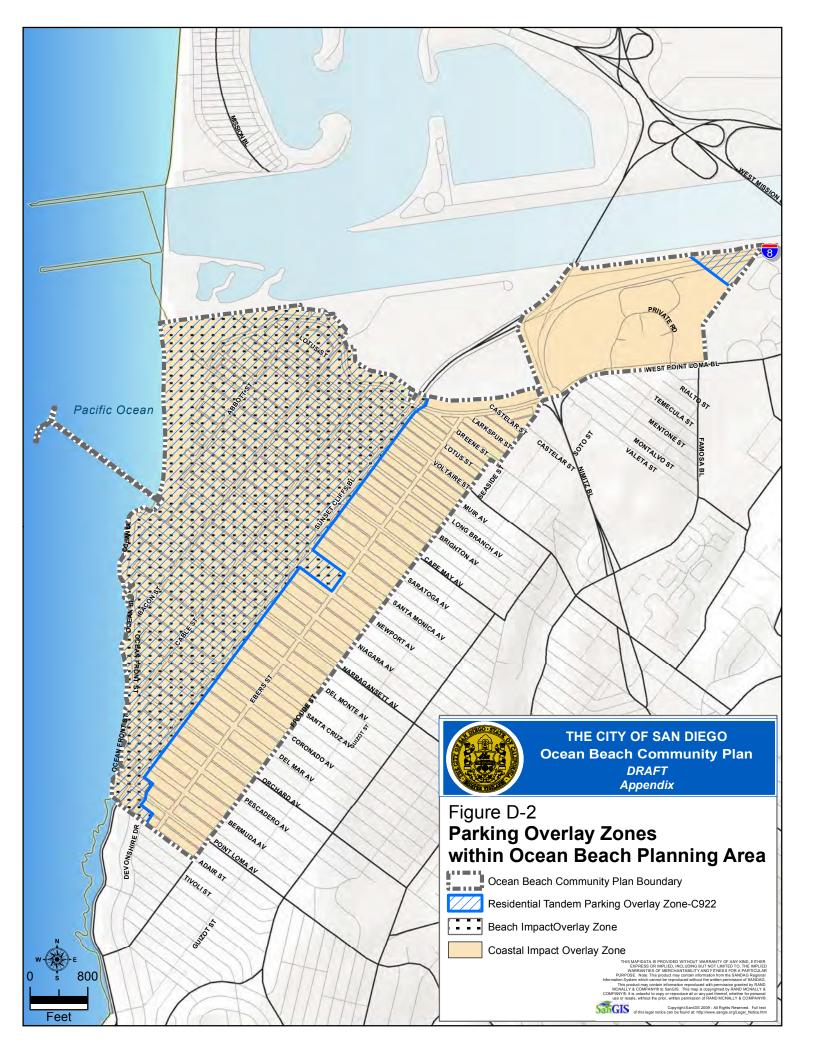
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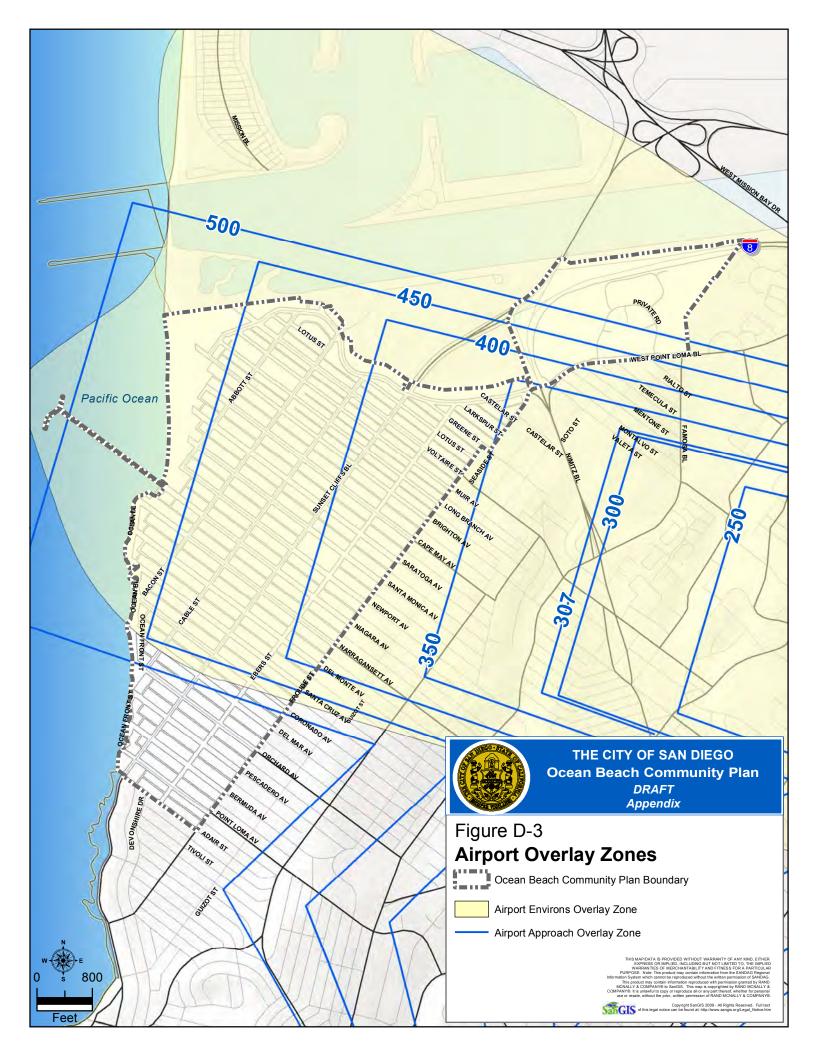
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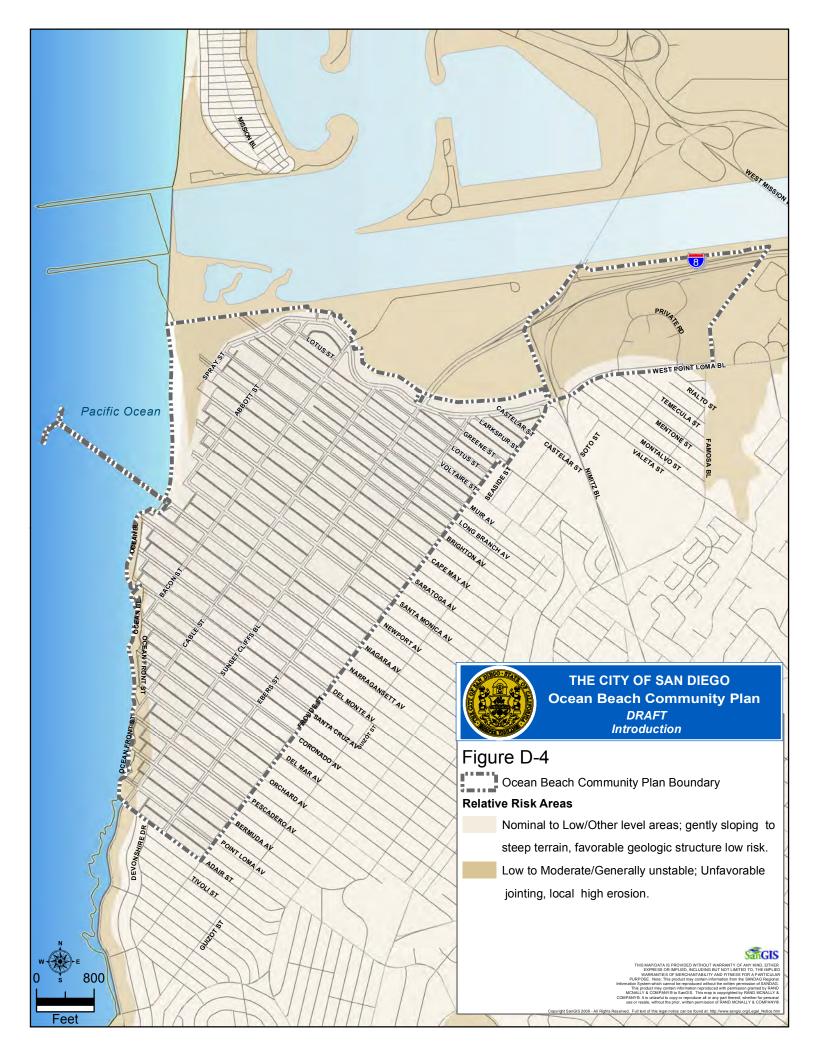
Appendix D: Overlays

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RESOLUTION NUMBER R-309179

AUG-1-1 2014 DATE OF FINAL PASSAGE

A RESOLUTION APPROVING AN AMENDMENT TO THE OCEAN BEACH COMMUNITY PLAN AND THE GENERAL PLAN TO EFFECT A COMPREHENSIVE UPDATE TO THE OCEAN BEACH COMMUNITY PLAN

WHEREAS, on July 29, 2014 the City Council of the City of San Diego held a public hearing for the purpose of considering amendments to the Ocean Beach Community Plan, the General Plan and Implementation Plan and other actions associated with the comprehensive update to the Ocean Beach Community Plan and Local Coastal Program; and

WHEREAS, the current Ocean Beach Community Plan and Local Coastal Program was adopted in 1975; and

WHEREAS, the Ocean Beach Community Plan Update provides a balanced land use plan, and preserves the existing mixed-use, coastal village community character and continues to meet the needs of the Ocean Beach community; and

WHEREAS, the update to the Ocean Beach Community Plan Update focuses on urban design, community character, public views, multi-modal mobility, protection of sensitive resources, and sea level rise; and

WHEREAS, as part of the plan update, the General Plan will be amended because the Community Plan is a component of the General Plan; and

WHEREAS, the City desires to correct an inconsistency between the zone and the residential land use designation for a portion of Ocean Beach by rezoning 99 properties as part of the update process; and

EXHIBIT NO. 2

City Resolution - LUP Update



WHEREAS, the Planning Commission of the City of San Diego held a public hearing on May 29, 2014, to consider this amendment to the Ocean Beach Community Plan and Local Coastal Program; and

WHEREAS, the Planning Commission found, based on its hearing record, that this comprehensive community plan update is consistent with and implements the City of San Diego's 2008 General Plan and that the proposed update helps achieve long-term community and city-wide goals; and

WHEREAS, the City Council has considered the Planning Commission record and recommendation as well as the maps, exhibits, and written documents contained in the file for this update on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego that the Ocean Beach Community Plan Update incorporates each of the policies of the City of San Diego's 2008 General Plan that the City Council has determined are mandatory and fundamental to advancement of the General Plan's goals as they apply to the Ocean Beach community: and

BE IT FURTHER RESOLVED, that the City Council of the City of San Diego hereby adopts amendments to the Ocean Beach Community Plan and Local Coastal Program that implement the comprehensive update thereto, and that it adopts corresponding amendments to the General Plan, with a copy of said update being on file in the office of the City Clerk as Document No gR- 309179

BE IT FURTHER RESOLVED, that prior to becoming effective, this resolution shall be submitted to the San Diego County Regional Airport Authority (SDCRAA) for a consistency determination.

BE IT FURTHER RESOLVED, that if the SDCRAA finds this resolution consistent with the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (Lindberg Field), this resolution shall take effect and be in force on the thirtieth day from and after the finding of consistency, except that the provisions of this resolution inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment, shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

BE IT FURTHER RESOLVED, that if the SDCRAA determines that this resolution is inconsistent or conditionally consistent, subject to proposed modifications, with the ALUCP for Lindberg Field, the resolution shall be submitted to the City Council for reconsideration.

BE IT FURTHER RESOLVED, that if the SDCRAA determines that this resolution is conditionally consistent with the ALUCP for Lindberg Field, but that consistency is subject to proposed modifications, the City Council may amend this resolution to accept the proposed modifications, and this resolution as amended shall take effect and be in force on the thirtieth day from and after its final passage, except that the provisions of this resolution as amended inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

BE IT FURTHER RESOLVED, that a proposed decision by the City Council to overrule a determination of inconsistency or to reject the proposed modifications for a finding of conditional consistency shall include the findings required pursuant to Public Utilities Code

section 21670 and require a two-thirds vote; the proposed decision and findings shall be forwarded to the SDCRAA, California Department of Transportation, Division of Aeronautics, and the airport operators for Lindberg Field; and the City Council shall hold a second hearing not less than 45 days from the date the proposed decision and findings were provided, at which hearing any comments submitted by the public agencies shall be considered and a final decision to overrule a determination of inconsistency shall require a two-thirds vote.

BE IT FURTHER RESOLVED, that if the City Council makes a final decision to overrule a determination of inconsistency, resolution shall take effect and be in force thirtieth day from and after that final decision, except that the provision of this resolution inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

APPROVED: JAN I. GOLDSMITH, City Attorney

By

Corrine Neuffer
Deputy City Attorney

CLN:dkr 5/16/2014

7/25/2014 Cor. Copy

Or.Dept: DSD

Doc. No. 790076_3

Comp. R-2014-747

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		ELIZABETH S. MALAND City Clerk
		By Dan Ille Duls Deputy Oity Clerk
Approved:	8/11/14 (date)	KEVIN L. FAULCONER, Mayor
Vetoed:	(date)	KEVIN L. FAULCONER, Mayor

by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused	
Sherri Lightner	₹,				
Ed Harris	\not				
Todd Gloria	立,				
Myrtle Cole	₫				
Mark Kersey	<u>t</u>				
Lorie Zapf	\pm				
Scott Sherman	11/1				
David Alvarez	<u>#</u>				
Marti Emerald	\Box				

AUG 1 1 2014 Date of final passage

(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER Mayor of The City of San Diego, California.

(Seal)

ELIZABETH S. MALAND

City Clerk of The City of San Diego, California.

Office of the City Clerk, San Diego, California

CLERK'S FILE COPY

309178 RESOLUTION NUMBER R-

AUG 1 1 2014 DATE OF FINAL PASSAGE

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO CERTIFYING ENVIRONMENTAL IMPACT REPORT PROJECT NO. 308424/SCH, NO. 2011071082 AND ADOPTING THE MITIGATION MONITORING AND REPORTING PROGRAM, FINDINGS, AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE COMPREHENSIVE UPDATE TO THE OCEAN BEACH COMMUNITY PLAN AND LOCAL COASTAL PROGRAM.

(R-2014-747) COR. COPY MAR I 7 2015 COMMISSION

TAN DIRGO COAST DISTRICT

WHEREAS, the City of San Diego undertook a comprehensive update to the 1975 Ocean Beach Community Plan and Local Coastal Program, which project includes amendments to the Ocean Beach Community Plan and Local Coastal Program and General Plan and Implementation Plan, an update of the Ocean Beach Public Facilities Financing Plan, and associated actions (Project); and

WHEREAS, the matter was set for a public hearing to be conducted by the City Council of the City of San Diego; and

WHEREAS, the matter was heard by the City Council on July 29, 2014; and WHEREAS, the City Council considered the issues discussed in the Environmental Impact Report Project No. 308424/Sch. No. 2011071082 (Report) prepared for this Project; NOW, THEREFORE.

BE IT RESOLVED, by the City Council of the City of San Diego, that it is hereby certified that the Report has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (California Public Resources Code Section 21000 et seq.), as amended, and the State Guidelines thereto (California Code of Regulations, Title 14, Chapter 3. Section 45000 et seg.), that the Report reflects the independent judgment of the City of

EXHIBIT NO. 3

City Resolution - CEQA



San Diego LCP #LCP-6-OCB-15-0006-1

San Diego as Lead Agency and that the information contained in said Report, together with any comments received during the public review process, has been reviewed and considered by the City Council in connection with the approval of the Project; and

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081.6, the City Council hereby adopts the Mitigation and Monitoring Reporting Program, or alterations to implement the changes to the Project as required by the City Council in order to mitigate or avoid significant effects on the environment, a copy of which is attached as Exhibit A hereto and incorporated herein by reference; and

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081 and CEQA Guidelines Sections 15091 and 15093, the City Council hereby adopts Findings and a Statement of Overriding Considerations with respect to the Project, copies of which are attached hereto as Exhibit B and Exhibit C and incorporated herein by reference; and

BE IT FURTHER RESOLVED, that the Report and other documents constituting the record of proceedings upon which the approval is based are available to the public at the office of the City Clerk at 202 C Street, San Diego, CA 92101; and

(R-2014-747) COR. COPY

BE IT FURTHER RESOLVED, that the City Clerk is directed to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego regarding the Project after final passage of the ordinances associated with the Project.

APPROVED: JAN I. GOLDSMITH, City Attorney

Ву

Corrine Neuffer
Deputy City Attorney

CLN:dkr 5/16/2014

7/25/2014 Cor. Copy

Or.Dept: DSD Doc. No. 790100_3

Doc. No. 790100_3 Comp. R-2014-746

ATTACHMENT(S): Exhibit A, Mitigation Monitoring and Reporting Program

Exhibit B, Findings

Exhibit C, Statement of Overriding Considerations

City Clerk

Deputy City Clerk

ELIZABETH S. MALAND

KEVIN L. FAULCONER, Mayor

Vetoed:

Approved: 6/11/14 (date)

(date)

KEVIN L. FAULCONER, Mayor

Mitigation Monitoring and Reporting Program

CEQA, Section 21081.6, requires that a mitigation monitoring and reporting program be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The proposed OBCPU is described in the PEIR. The PEIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City of San Diego. The issues addressed in the PEIR include Land Use, Transportation/Circulation and Parking, Biological Resources, Historical Resources, Air Quality, Noise, Paleontological Resources, Geologic Conditions, Visual Effects and Oder, Neighborhood Character, Public Utilities, Public Services and Facilities, Greenhouse Gasses, and Human Health/Public Safety/Hazardous Materials. Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts requiring mitigation were identified for Land Use, Transportation/Circulation and Parking, Biological Resources, Historical Resources and Paleontological Resources. The environmental analysis concluded that all of the significant and potentially significant impacts, with the exception of Traffic/Circulation and Parking, could be avoided or reduced through implementation of recommended mitigation measures.

The mitigation monitoring and reporting program for the proposed OBCPU is under the jurisdiction of the City of San Diego and other agencies. The mitigation monitoring and reporting program for the proposed project addresses only the issue areas identified above as significant. The following is an overview of the mitigation monitoring and reporting program to be completed for the project.

Summary of Project Impacts and Mitigation Measures

The following discussion summarizes the potentially significant project impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented. All the mitigation measures identified in the EIR are stated herein.

10.1 Land Use

The following mitigation measures would reduce potential direct and indirect program impacts to Land Use to below a level of significance.

LU-1

For all projects adjacent to the MHPA, the development shall conform to all applicable MHPA Land Use Adjacency Guidelines of the MSCP Subarea Plan. In particular, lighting, drainage, landscaping, grading, access, and noise must not adversely affect the MHPA.

- Drainage should be directed away from the MHPA; or, if that is not possible, it must not drain directly into the MHPA. Instead, runoff should flow into sedimentation basins, grassy swales, or mechanical trapping devices prior to draining into the MHPA. Drainage shall be shown on the site plan and reviewed to the satisfaction of the City Engineer.
- The landscape plan shall be reviewed and approved by the ERM to ensure that no invasive non-native plant species shall be planted in or adjacent to the MHPA.
- All manufactured slopes must be included within the development footprint for projects within or adjacent to the MHPA.
- All brush management areas shall be shown on the site plan, reviewed, and approved by the ERM. Zone 1 brush management areas must be included within the development footprint and outside the MHPA. Brush management Zone 2 may be permitted within the MHPA (considered impact neutral) but cannot be used as mitigation. Any vegetation clearing will be done to minimize impacts to covered species and will follow the City standards.
- Access to the MHPA, if any, should be directed to minimize impacts; and, if necessary, barriers will be used to direct access to appropriate locations and shall be shown on the site plan and reviewed and approved by the ERM.
- Construction noise as it effects sensitive avian species: the construction of projects will be scheduled to avoid impacts to wildlife (e.g., avoid the breeding season for sensitive species) to the extent practicable. If avoidance of construction during the breeding season is not feasible, project specific review shall define specific mitigation measures, such as berms and sound walls, which would reduce construction and operational noise impacts".
- A. Grading/Land Development/MHPA Boundaries MHPA boundaries on-site and adjacent properties shall be delineated on the CDs. DSD Planning and/or MSCP staff shall ensure that all grading is included within the development footprint, specifically manufactured slopes, disturbance, and development within or adjacent to the MHPA. For projects within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint.
- B. Drainage All new and proposed parking lots and developed areas in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA.
- C. Toxics/Project Staging Areas/Equipment Storage Projects that use chemicals or generate byproducts such as pesticides, herbicides, and animal waste, and other substances that are potentially
 toxic or impactive to native habitats/flora/fauna (including water) shall incorporate measures to
 reduce impacts caused by the application and/or drainage of such materials into the MHPA. No

trash, oil, parking, or other construction/development-related material/activities shall be allowed outside any approved construction limits. Where applicable, this requirement shall incorporated into leases on publicly-owned property when applications for renewal occur. Provide a note in/on the CD's that states: "All construction related activity that may have potential for leakage or intrusion shall be monitored by the Oualified Biologist/Owners Representative or Resident Engineer to ensure there is no impact to the MHPA."

- D. <u>Lighting Lighting within or adjacent to the MHPA shall be directed away/shielded from the MHPA and be subject to City Outdoor Lighting Regulations per LDC Section 142.0740.</u>
- E. Barriers New development within or adjacent to the MHPA shall be required to provide barriers (e.g., non-invasive vegetation; rocks/boulders; -foot high, vinyl-coated chain link or equivalent fences/walls; and/or signage) along the MHPA boundaries to direct public access to appropriate locations, reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed.
- F. <u>Invasives- No invasive non-native plant species shall be introduced into areas within or adjacent to the MHPA.</u>
- G. Brush Management –New development adjacent to the MHPA shall be set back from the MHPA to provide required Brush Management Zone 1 area on the building pad outside of the MHPA. Zone 2 may be located within the MHPA provided the Zone 2 management will be the responsibility of an HOA or other private entity except where narrow wildlife corridors require it to be located outside of the MHPA. Brush management zones will not be greater in size than currently required by the City's regulations, the amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done and vegetation clearing shall be prohibited within native coastal sage scrub and chaparral habitats from March 1-August 15 except where the City ADD/MMC has documented the thinning would be consist with the City's MSCP Subarea Plan. Existing and approved projects are subject to current requirements of Municipal Code Section 142.0412.
- H. Noise Due to the site's location adjacent to or within the MHPA where the Qualified Biologist has identified potential nesting habitat for listed avian species, construction noise that exceeds the maximum levels allowed shall be avoided during the breeding seasons. If construction is proposed during the breeding season for the sensitive species, U.S. Fish and Wildlife Service protocol surveys shall be required in order to determine species presence/absence. If protocol surveys are not conducted in suitable habitat during the breeding season for the aforementioned listed species, presence shall be assumed with implementation of noise attenuation and biological monitoring.

10.2 Transportation/Circulation and Parking

Trans-1: Add a 2nd South Bound Right Turn lane by widening and removing approximately 5 parking spaces along the north side of West Point Loma Boulevard

Trans-2: Install a 2nd East Bound and West Bound left turn lane by widening the south side of West Point Loma Boulevard

Trans-3: Signalize the intersection of Bacon Street and West Point Loma Boulevard.

Trans-4: Reclassify and widen Nimitz Boulevard from Sunset Cliffs Boulevard to Point Loma Boulevard to a 6-lane primary arterial. This improvement partially mitigates the Proposed Plan's impact.

10.3 Biological Resources

BIO-1: To reduce potentially significant impacts that would cause a reduction in the number of unique, rare, endangered, sensitive, or fully protected species of plants or animals, if present all future projects with the OBCPU area shall be analyzed in accordance with the CEQA Significance Thresholds, which require that site-specific biological resources surveys be conducted in accordance with City of San Diego Biology Guidelines. The locations of any sensitive plant species, including listed, rare, and narrow endemic species, as well as the potential for occurrence of any listed or rare wildlife species shall be recorded and presented in a biological resources report. Based upon the habitat focused presence/absence surveys shall be conducted in accordance with the biology guidelines and applicable resource agency survey protocols to determine the potential for impacts resulting from the project on these species. Engineering design specifications based on project-level grading and site plans shall be incorporated into the project design to minimize or eliminate direct impacts on sensitive plant and wildlife species consistent with the ESA, MBTA, Bald and Golden Eagle Protection Act, CESA, MSCP Subarea Plan, and ESL Regulations.

BIO-2: Prior to the issuance of any authorization to proceed, the City of San Diego (or appointed designee) shall verify that the MHPA boundaries and the following project requirements regarding the coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher are shown on the grading and building permit plans:

No clearing, grubbing, grading or other construction activities shall occur between March 1 and August 15, the breeding season of the coastal California gnatcatcher; between March 15 and September 15, the breeding season of the least Bell's vireo; and between May 1 and September 1, the breeding season of the southwestern willow flycatcher, until the following requirements have been met to the satisfaction of the City of San Diego.

A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit) shall survey habitat areas (only within the MHPA for gnatcatchers) that would be subject to the construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the coastal California gnatcatcher, least Bell's vireo, and the southwestern willow flycatcher. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the USFWS within the breeding season prior to the commencement of construction. If the coastal California gnatcatchers, least Bell's vireo, and/or the southwestern willow flycatcher are present, then the following conditions must be met:

- a. Between March 1 and August 15 for occupied gnatcatcher habitat, between March 15 and August 15 for occupied least Bell's vireo habitat, and between May 1 and September 1 for occupied southwestern willow flycatcher habitat, no clearing, grubbing, or grading of occupied habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; AND
- b. Between March 1 and August 15 for occupied gnatcatcher habitat, between March 15 and August 15 for occupied least Bell's vireo habitat, and between May 1 and September 1 for occupied southwestern willow flycatcher habitat, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of the occupied habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing a current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City of San Diego at least two weeks prior to the commencement of construction activities; OR
- c. At least two weeks prior to the commencement of clearing, grubbing, grading and/or any construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the aforementioned avian species. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the appropriate breeding season.

Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the City of San Diego, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

If the aforementioned avian species are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ERM and applicable resource agencies which demonstrate whether or not mitigation measures such as noise walls are necessary during the applicable breeding seasons of March 1 and August 15, March 15 and September 15, and May 1 and September 1, as follows:

- 1. If this evidence indicates the potential is high for the aforementioned avian species to be present based on historical records or site conditions, then Condition 1-b or 1-c shall be adhered to as specified above.
- 2. If this evidence concludes that no impacts to the species are anticipated, no new mitigation measures are necessary.

If the City begins construction prior to the completion of the protocol avian surveys, then the Development Services Department shall assume that the appropriate avian species are present and all necessary protection and mitigation measures shall be required as described in Conditions1 a, b, and c, above.

BIO-3: In areas where development that could potentially impact sensitive avian species through grading and clearing activities the following mitigation measure shall be implemented:

- If the project grading is proposed during the raptor breeding seasons (Feb. 1 Sept. 15) the project biologist shall conduct a pre-grading survey for active raptor nests within 300 feet if the development area and submit a letter report to MMC prior to the preconstruction meeting. If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, monitoring schedules, etc.) to the satisfaction of the City's ERM. Mitigation requirements determined by the project biologist and the ERM shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report. If no nesting raptors are detected during the pre-grading survey, no mitigation is required.
- To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a preconstruction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction (precon) survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the precon survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City DSD for review and approval and implemented to the satisfaction of the City. The City's MMC Section or RE, and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction. If nesting birds are not detected during the precon survey, no further mitigation is required.

BIO-4: The following mitigation measure shall be implemented for development within or adjacent to the Famosa Slough Wildlife Refuge or any potential habitat for the federally endangered Light Footed Clapper Rail, California Least Tern, and Western snowy plover.

- Prior to the issuance of any authorization to proceed, the City's ERM (or appointed designee), A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit) shall survey habitat areas that would be subject to the construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of Light Footed Clapper Rail (a State Fully Protected Species under Fish and Game Code Section 3511), California Least Tern, and Western snowy plover. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the USFWS within the breeding season prior to the commencement of construction.
 - 1. If the aforementioned avian species are detected during the protocol survey, the applicant shall obtain take authorization through the USFWS and provide evidence that permitting has been issued to the ERM prior to commencement of construction related activities.
 - 2. If the aforementioned avian species are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ERM and USFWS that species are not present in a proposed project area.

BIO-5: The following measure is currently applied to projects that affect biological resources. As future projects are reviewed under CEQA, additional specificity may be required with respect to mitigation measures identified below. These measures may be updated periodically in response to changes in federal and state laws and new/improved scientific methods.

- Development projects shall be designed to minimize or eliminate impacts to natural habitats and known sensitive resources consistent with the City's Biology Guidelines, MSCP Subarea Plan, and the ESL ordinance.
- Biological mitigation for upland impacts shall be in accordance with the City's Biology Guidelines, Table 3.3.4 as illustrated in Table 4.3-7 of the PEIR. Prior to the commencement of any construction-related activity onsite (including earthwork and fencing) and/or the preconstruction meeting, mitigation for direct impacts to Tier I, Tier II, Tier IIIA, and Tier IIIB shall be assured to the satisfaction of the Development Services Department Environmental Review Manager (ERM) through preservation of upland habitats in conformance with the City's Biology Guidelines, MSCP, and ESL Regulations. Mitigation for upland habitats may include onsite preservation, onsite enhancement/restoration; payment into the Habitat Acquisition Fund; acquisition/dedication of habitat inside or outside the MHPA; or other mitigation as approved by the ERM, MSCP staff, and the City's Parks and Recreation Department.
- Development projects shall provide for continued wildlife movement through wildlife corridors
 as identified in the MSCP Subarea Plan or as identified through project-level analysis. Mitigation
 may include, but is not limited to, provision of appropriately-sized bridges, culverts, or other
 openings to allow wildlife movement."

For all Tier I impacts, the mitigation could (1) occur within the MHPA portion of Tier I (in Tier) or (2) occur outside the MHPA within the affected habitat type (in-kind).

For impacts to Tier II, IIIA, and IIIB habitats, the mitigation could (1) occur within the MHPA portion of Tiers I through III (out-of-kind) or (2) occur outside the MHPA within the affected habitat type (in-kind).

BIO-6: As part of the project-specific environmental review pursuant, all unavoidable wetlands impacts (both temporary and permanent) would need to be analyzed; and mitigation would be required in accordance with Table 2a of the Biology Guidelines (June 2012), see Table 4.3-8 of PEIR. Proposed mitigation shall be based on the impacted type of wetland habitat and must prevent any net loss of wetland functions and values of the impacted wetland.

The following provides operational definitions of the four types of activities that constitute wetland mitigation under the ESL regulations: Wetland Creation, Wetland Restoration, Wetland Enhancement, and Wetland Acquisition.

Wetland creation is an activity that results in the formation of new wetlands in an upland area. An example is excavation of uplands adjacent to existing wetlands and the establishment of native wetland vegetation.

Wetland restoration is an activity that re-establishes the habitat functions of a former wetland. An example is the excavation of agricultural fill from historic wetlands and the re-establishment of native wetland vegetation.

Wetland enhancement is an activity that improves the self-sustaining habitat functions of an existing wetland. An example is removal of exotic species from existing riparian habitat.

Wetland acquisition is an activity resulting in wetland habitat being bought or obtained through the purchase of offsite credits and may be considered in combination with any of the three mitigation activities above.

Wetland enhancement and wetland acquisition focus on the preservation or the improvement of existing wetland habitat and function and do not result in an increase in wetland area; therefore, a net loss of wetland may result. As such, acquisition and/or enhancement of existing wetlands may be considered as partial mitigation only for any balance of the remaining mitigation requirement after restoration or creation if wetland acreage is provided at a minimum of a 1:1 ratio. For permanent wetland, impacts that are unavoidable and minimized to the maximum extent feasible, mitigation must consist of creation of new, in-kind habitat to the fullest extent possible and at the appropriate ratios. In addition, unavoidable impacts to wetlands located within the Coastal Overlay Zone must be mitigated onsite, if feasible. If onsite mitigation is not feasible, then at least a portion of the mitigation must occur within the same watershed. All mitigation for unavoidable wetland impacts within the Coastal Overlay Zone must occur within the Coastal Overlay Zone.

The City's Biology Guidelines and MSCP Subarea Plan require that impacts to wetlands, including vernal pools, shall be avoided and that a sufficient wetland buffer shall be maintained, as appropriate, to protect resource functions/values. For vernal pools, this includes avoidance of the watershed necessary for the continued viability of the ponding area. Where wetland impacts are unavoidable, (determined case-by-case), they shall be minimized to the maximum extent practicable and fully mitigated for per the Biology Guidelines. The biology report shall include an analysis of onsite wetlands (including City, state, and federal jurisdiction analysis) and, if present, include project alternatives that fully/substantially avoid wetland impacts. Detailed evidence supporting why there is no feasible, less environmentally damaging location or alternative to avoid any impacts must be provided for City staff review, as well as a mitigation plan that specifically identifies how the project is to compensate for any unavoidable impacts. A conceptual mitigation program (which includes identification of the mitigation site) must be approved by the City staff prior to the release of the draft environmental document. Avoidance is the first requirement; mitigation can only be used for impacts clearly demonstrated to be unavoidable. Disturbance to native vegetation shall be limited to the extent practicable, revegetation with native plants shall occur where appropriate, and construction staging areas shall be located in previously disturbed areas.

BIO-7: Prior to the commencement of any construction-related activities on site for projects impacting wetland habitat (including earthwork and fencing) the applicant shall provide evidence of the following to the City of San Diego prior to any construction activity:

- Compliance with USACE Section 404 nationwide permit;
- Compliance with the RWQCB Section 401 Water Quality Certification; and
- Compliance with the CDFG Section 1601/1603 Streambed Alteration Agreement.

10.4 Historical Resources

Hist-I: Prior to issuance of any permit that could directly affect an archaeological resource or resources associated with prehistoric Native American activities, the City shall require the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources that may be impacted by a development activity.

<u>Initial Determination</u>: The environmental analyst shall determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the California Historical Resources Inventory System) and conducting a site visit. If there is any evidence that the site contains archaeological resources, then an evaluation consistent with the City of San Diego's Historical Resources Guidelines shall be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City's Historical Resources Guidelines.

Step 1: Based on the results of the Initial Determination, if there is evidence that the site contains archeological resources, preparation of an evaluation report is required. The evaluation report could generally include background research, field survey, archeological testing, and analysis. Before actual field reconnaissance would occur, background research is required that includes a record search at the South Coastal Information Center (SCIC) at San Diego State University and the San Diego Museum of

Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections shall also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

Once the background research is complete a field reconnaissance must be conducted by individuals whose qualifications meet City standards. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance must be performed by a qualified archaeologist.

Step 2: Once a resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative, which could result in a combination of project redesign to avoid and/or preserve significant resources, as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required that includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies including surface and subsurface investigations can be found in the City of San Diego's Historical Resources Guidelines.

The results from the testing program will be evaluated against the Significance Thresholds found in the Historical Resources Guidelines and in accordance with the provisions outlined in Section 15064.5 of the State CEQA Guidelines. If significant historical resources are identified within a project's Area of Potential Effect (APE), the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

<u>Step 3</u>: Preferred mitigation for archeological resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program (RDDRP) is required or is required to follow alternate treatment recommendations by

the Most Likely Descendant (MLD), which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2. If the archaeological site is an historical resource, then the limits on mitigation provided under Section 21083.2 shall not apply, and treatment in accordance with Guidelines Section 15162.4 and 21084.1 is required. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring shall be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground disturbing activities whenever a Native American Traditional Cultural Property (TCP) or any archaeological site located on City property, or within the APE of a City project, would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of PRC Section 5097 must be followed. These provisions would be outlined in the Mitigation Monitoring and Reporting Program included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4: Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation (OHP) "Archaeological Resource Management Reports (ARMR): Recommended Contents and Format" (see Appendix C of the Historical Resources Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover), along with historical resource reports for archaeological sites and TCPs, containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects that result in a substantial collection of artifacts, which must address the management and research goals of the project, the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City of San Diego. Appendix D (Historical Resources Report Form) shall be used when no archaeological resources were identified within the project boundaries.

<u>Step 5</u>: For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historical deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvenently discovered is governed by state (i.e., AB 2641 and California Native American Graves

Protection and Repatriation Act [NAGPRA]) and federal (i.e., federal NAGPRA) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased-individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collections (dated May 7, 1993) and, if federal funding is involved, Part 36, Section 79 of the Code of Federal Regulations. Additional information regarding curation is provided in Section II of the Historical Resources Guidelines.

Prior to issuance of any permit for a future development project implemented in accordance with the OBCPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- a. Preparing a historic resource management plan;
- b. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- c. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- d. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource;
- e. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; and
- f. Removing industrial pollution at the source of production.

Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance. If required, mitigation programs can also be included in the report.

10.5 Paleontological Resources

Paleo-1:

Prior to approval of development projects the City shall determine, based on review of the project application, that future projects are sited and designed to minimize impacts on paleontological resources in accordance with the City Paleontological Resources 2011 Significance Thresholds and 2002 Paleontological Resources Guidelines. Monitoring for paleontological resources required during construction activities would be implemented at the project level and would provide mitigation for the loss of important fossil remains with future discretionary projects that are subject to environmental review. Future design of projects as noted below in accordance with the City's Paleontological Resources 2011 Significance Thresholds and City 2002 Paleontology Guidelines shall be based on the recommendations of a project-level analysis of potential impacts on paleontological resources completed in accordance with the steps presented below.

I. Prior to Project Approval

- A. The environmental analyst shall complete a project level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:
 - Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.
 - Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
 - Require construction within a known fossil location or fossil recovery site.

 Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.
- B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.
 - Monitoring is always required when grading on a fossil recovery site or a known fossil location.
 - Monitoring may also be needed at shallower depths if fossil resources are present or likely to
 be present after review of source materials or consultation with an expert in fossil resources
 (e.g., the San Diego Natural History Museum).
 - Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.
 - Monitoring is not required when grading documented artificial fill.

When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

EXHIBIT B

CANDIDATE FINDINGS

REGARDING FINAL ENVIRONMENTAL IMPACT REPORT FOR THE

OCEAN BEACH COMMUNITY PLAN UPDATE

PROJECT NUMBER 308424

SCH No. 2011071082

I INTRODUCTION

The following Candidate Findings are made for the Ocean Beach Community Plan Update (hereinafter referred to as the "Project"). The environmental effects of the Project are addressed in the Final Environmental Impact Report ("FEIR") dated May 8, 2014_(State Clearinghouse No. 2011071082), which is incorporated by reference herein.

The California Environmental Quality Act (CEQA) (Pub. Res. Code §§ 21000, et seq.) and the State CEQA Guidelines (Guidelines) (14 Cal. Code Regs §§ 15000, et seq.) promulgated thereunder, require that the environmental impacts of a proposed project be examined before a project is approved. In addition, once significant impacts have been identified, CEQA and the CEQA Guidelines require that certain findings be made before project approval. It is the exclusive discretion of the decision maker certifying the EIR to determine the adequacy of the proposed candidate findings. Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - 3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project

or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

These requirements also exist in Section 21081 of the CEQA statute. The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Should significant and unavoidable impacts remain after changes or alterations are applied to the project, a Statement of Overriding Considerations must be prepared. The statement provides the lead agency's views on whether the benefits of a project outweigh its unavoidable adverse environmental effects. Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region- wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed and considered the Final Program Environmental Impact Report for the Ocean Beach Community Plan Update Project, State Clearinghouse No. 2011071082 (FEIR), as well as all other information in the record of proceedings on this matter, the following Findings of Fact (Findings) are made by the City of San Diego (City) in its capacity as the CEQA Lead Agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the project.

II. PROJECT SUMMARY

A. Project Location

The Ocean Beach Community Plan Update (OBCPU) area encompasses approximately one square mile. The boundaries of the community are the San Diego River on the north, the Pacific Ocean on the west, Adair Street on the south, and Froude and West Point Loma Boulevard on the east. Ocean Beach is adjacent to the Peninsula Community Planning Area to the south and east and Mission Bay Regional Park to the north.

B. Project Background

The proposed project is an update to the Ocean Beach Community Plan. The proposed OBCPU is a revision of the Ocean Beach Precise Plan and Local Coastal Program Addendum adopted by the City Council in July, 1975. The 1975 Ocean Beach Precise Plan (Precise Plan or existing community plan) was intended to establish as public policy a program for preserving and enhancing the community. The Precise Plan was amended on November 25, 1980 to include the Ocean Beach Precise Plan Local Coastal Program, and again on February 15, 1981, to recognize construction of an excess reclaimed water outfall offshore from the mouth of the San Diego River.

The Ocean Beach Precise Plan was intended to establish as public policy a program for preserving and enhancing the community. The existing community plan designates 319.7 acres for residential development. The residential goals of the Ocean Beach Precise Plan include maintaining the existing residential character of Ocean Beach as exemplified by a mixture of small scale residential building types and styles; promoting the continuation of an economically balanced housing market, providing for all age groups and family types; and enhancing the opportunity for racial and ethnic minorities to live in the community.

The existing community plan recognizes that new residential construction in Ocean Beach should be at a scale that is compatible with the present-small lot development pattern, but the zoning regulations available at the time fell short of providing necessary guidelines for future development. Also, two initiatives had been approved by voters that impacted both residential and non-residential development within Ocean Beach. The first, the Coastal Zone Conservation Act of 1972, was intended to insure the conservation of resources and determine the suitability and extent of all development proposals within 1,000 yards of the coastline. The second was a 30' height limit. Both of these measures tended to restrict residential development. There are approximately 7,914 dwelling units in Ocean Beach with an estimated population of 13,651.

The existing community plan designates 47.3 acres for commercial development, and identifies three major focal points for commercial activity. The community's major commercial center is the Newport Avenue district. Two smaller commercial centers, the Voltaire Street and the Point Loma Avenue districts, function as neighborhood-serving commercial areas.

The Ocean Beach Precise Plan designates 62.7 acres for Open Space, Private/Commercial Recreation, and Parks and Recreation. The Open Space areas of Ocean Beach include Famosa Slough and Sunset Cliffs Natural Park. Private/Commercial Recreation uses include the Barnes Tennis Center, a private recreation facility leased on City owned land. Parks and Recreation lands include Ocean Beach Park and Ocean Beach Recreation Center. The Precise Plan acknowledges that Ocean Beach Park is a leisure and recreational area serving the needs of local residents, the population of the San Diego region, and visitors.

C. Project Description and Purpose

The OBCPU respects and builds upon the rich heritage of the community while anticipating the needs of future residents, businesses and services. The project is designed to revise the Community Plan text with respect to organization and content for consistency with the General Plan and to adopt the Ocean Beach Public Facilities Financing Plan. The Draft Community Plan proposes to change the land use designations of the Voltaire Street and Point Loma Avenue commercial districts from Neighborhood Commercial to Community Commercial. One of the actions associated with the update would correct inconsistencies between existing land use designations and underlying zoning by rezoning those areas. In addition, the project would amend the Local Coastal Program (LCP).

The goals for the OBCPU include the following:

- Encourage development that builds on Ocean Beach' established character as a mixed-use, small-scale neighborhood.
- Provide land use, public facilities, and development policies for Ocean Beach, as a component of the City of San Diego's General Plan.
- Include strategies and specific implementing actions to help ensure that the community plan's

vision is accomplished.

- Incorporate detailed policies that provide a basis for evaluating whether specific development proposals and public projects are consistent with the Plan.
- Provide guidance that facilitates the City of San Diego, other public agencies and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities.
- Include detailed implementing programs including zoning regulations and a public facilities financing plan
- Develop and maintain Ocean Beach as a live/work/play community.
- Encourage smart growth development that is transit-, pedestrian-, and bike-friendly.

The OBCPU includes eight of the nine elements contained in the City's 2008 General Plan, with goals and policies for each element. The eight elements are: Land Use; Mobility; Urban Design; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; and Historic Preservation. As Ocean Beach does not contain employment centers, it looks to the General Plan's Economic Prosperity Element for policies that guide economic prosperity and development.

1. Community Plan Update

a. Land Use Element. The Land Use Element provides land use designations specific to Ocean Beach. Ocean Beach is a developed urbanized coastal community with few vacant lots. The community is mainly residential in nature, containing approximately 7,833 residential dwelling units (Year 2010). Of these, approximately 55 percent were contained in multifamily structures primarily located west of Sunset Cliffs Boulevard with the remaining 45 percent comprised of single-family residential dwellings to the east. Only sixteen percent of residents own and occupy their homes.

Ocean Beach includes a wide diversity of small-scale locally-owned business establishments. Commercial uses occupy approximately seven percent of the community and consist of small-scale retail establishments located in three specific districts. The Voltaire Street District is located in the northern portion of the community and contains commercial establishments interspersed with single-family and multifamily housing. The Newport District is the major commercial district in Ocean Beach, located in the central portion of the community, contains a wide range of commercial businesses and has become a center for antique dealers, drawing a regional clientele. The Point Loma Avenue District, located at the southern limit of the community, is a small commercial district containing a number of commercial establishments interspersed with single-family and multifamily housing. One of the focuses of the OBCPU is to minimize and address potential conflicts and compatibility issues associated with the

collocation of residential and industrial uses, balancing economic viability of employers, and building upon successful developments.

The community of Ocean Beach also contains areas of open space and public parks. Areas of open space include the Famosa Slough, and coastal bluffs. Public parks include Ocean Beach Park, Saratoga Beach Park, Veterans' Park and Brighton Park. The Barnes Tennis Center, a privately operated tennis club on City-owned land, is located in the northern portion of the community. The community is also served by the Ocean Beach Recreation Center. Dusty Rhodes and Robb Field parks, located immediately adjacent to the planning area on the north, also provide recreational opportunities for residents of Ocean Beach.

Ocean Beach also contains institutional uses, including a public library, a fire station, a temporary police mobile trailer, lifeguard station, post office, and an elementary school with joint use activity fields. The goals of the Land Use Element are listed below:

- Maintain the low-medium density residential nature of the neighborhoods in Ocean Beach;
- Encourage mixed-use residential/commercial nature of neighborhoods in Ocean Beach;
- Support transitional housing in Ocean Beach;
- Provide housing for all economic levels;
- Protect and enhance commercial areas;
- Maintain, protect, enhance, and expand park facilities, open spaces, and institutional uses for the benefit of residents and future generations.
- b. Mobility Element. Ocean Beach is an urbanized coastal community and will accommodate a small percentage of new population and associated traffic. Consequently, the focus has shifted from developing new transportation systems, to sustainable policies supporting current densities and alternative transportation modes. The policies are intended to mitigate impacts associated with automobiles while enhancing desirable outcomes associated with the City of Villages growth strategy in terms of walkability and pedestrian orientation. The shift toward additional and improved alternative transportation modes, such as transit, bikeways, and pedestrian paths linking the community with open spaces, supports an enhanced infrastructure, thereby reducing dependence on non-renewable resources, and forming a more sustainable and integrated approach to mobility and land use. The goals of the Mobility Element are listed below:
 - Enhance the street system for bicycles and pedestrians to improve local mobility;

- Reduce vehicular traffic demand placed on the street network by encouraging the use of alternative modes of transportation, including public transit, bicycles, and walking;
- Improve inbound and outbound traffic flow and reduce traffic congestion along major thoroughfares;
- Provide a high level of public transportation, linking Ocean Beach with the region, including employment areas and regional transit system;
- Efficiently manage on-street parking to better serve the beach and commercial areas;
- Implement measures to increase off-street parking available for the community and its visitors;
- Maintain and enhance the pedestrian and bicycle interface with beach and commercial areas and the neighborhoods by insuring that vehicular access to such areas does not compromise pedestrian and bicycle safety;
- Enhance transportation corridors to improve community image and identification;
- Enhance transit patron experience by improving transit stops and increasing transit service frequency;
- Implement a network of bicycle facilities to connect the neighborhoods and major activity centers and attractions within and outside the community;
- Install secure bike parking and bike sharing facilities at major activity centers, including commercial areas, employment nodes, parks, library, and schools.
- c. Urban Design Element. Recommendations in the Urban Design Element are intended to protect public views and encourage new development which minimizes intrusions and maximizes public views. Such recommendations include utilizing upper story stepbacks, gable alignment with view corridors, and avoiding "walling off" public views. Recommendations also place restrictions on landscape, street tree and fence heights. The policies of the Urban Design Element are intended to protect, preserve, and enhance the traditional development pattern in order to ensure future generations of residents and visitors will be able to enjoy the community's unique ambience. The goals of the Urban Design Element of the OBCPU are listed below:
 - A coastal community that values the coastline and topography as an amenity and provides an attractive built environment.

- New development with a high degree of design excellence.
- Distinctive residential neighborhoods
- Vibrant mixed-use village commercial districts.
- Public art to augment the pedestrian experience.
- New development that is environmentally friendly and attains LEED and/or Cal Green standards or equivalent.
- Connectivity of neighborhoods and commercial districts to activity centers and adjacent communities.
- Coastal views protected and enhanced
- d. Public Facilities, Services and Safety Element. The emphasis of the Public Facilities, Services and Safety Element is to identify community priorities for public facility improvements, and to create specific criteria for defining and describing the desired character and location of needed facilities. The goals of the Public Facilities, Services and Safety Element are listed below:
 - Public facilities and services provided commensurate with need and accessible to the community.
 - Development that fully mitigates its impacts to public facilities and services.
 - Police, fire and lifeguard safety services that meet the current and future needs of the Ocean Beach community.
 - Safe and convenient park and recreation facilities.
 - A reliable system of water, wastewater, storm water, and sewer facilities that serve the existing and future needs of the community.
 - High levels of emergency preparedness, including an adequate plan to prepare and respond to issues resulting from seismic conditions.
 - Park equivalencies utilized when park acreage cannot be added to the existing inventory.
- e. Recreation Element. The Recreation Element provides specific policies and recommendations addressing Parks and Recreation Facilities, Preservation, Accessibility, and Open Space Lands, and Resource-based Parks. The community's park and open space systems supports the City's ability to attract and retain visitor serving businesses, as well as providing for the recreational needs of local residents. Ocean Beach's recreational

opportunities are enhanced by its proximity to neighboring regional facilities. The goals of the Recreation Element are listed below:

- Recreation facilities in Ocean Beach augmented through the promotion of alternative methods, such as park equivalencies, where development of typical facilities and infrastructure may be limited by land constraints.
- Public parks that meet the needs of a variety of users in the Ocean Beach Community, such as children, the elderly population, persons with disabilities, and the underserved teenage population.
- Parkland space commensurate with the Ocean Beach population growth through timely acquisition of available land and new facilities.
- Parks, open space, and recreation programs in the Ocean Beach Community are preserved, protected and enhanced.
- A sustainable park and recreation system that meets the needs of Ocean Beach residents and visitors by using 'Green' technology and sustainable practices in all new and retrofitted projects.
- To preserve, protect and enrich the natural, cultural, and historic resources that serve as recreation facilities in the Ocean Beach Community Plan Area.
- Recreation facilities in Ocean Beach accessible by foot, bicycle, public transit, automobile, and alternative modes of travel.
- Recreation facilities designed for an inter-connected park and open space system that is integrated into and accessible to Ocean Beach Community residents.
- Park and recreational facilities retrofitted to meet the highest level of ADA to accommodate persons with all disabilities.
- Recreational facilities in the Ocean Beach Community that are available for programmed and non-programmed uses.
- An open space and resource-based park system in the Ocean Beach Community that
 provides for the preservation and management of significant natural and man-made
 resources and enhancement of outdoor recreation opportunities.
- Natural terrain and drainage systems of Ocean Beach's open space lands and resource-based parks protected to preserve the natural habitat and cultural resources
- f. Conservation Element. The Conservation Element addresses habitat and sensitive lands protection; along with climate change and sea level rise. The community of Ocean Beach recognizes the importance of natural resources and the need for conservation. Preservation of natural resources will depend on the enhancement, maintenance and promotion of Ocean Beach's resources, as well as the integration of sustainable development practices. The policy

recommendations embodied in the OBCPU will serve to guide future development in the community. The goals of the Conservation Element are listed below:

- Ocean Beach's natural amenities, such as its open space, coastal bluffs, beaches, tide pools, and coastal waters, preserved for future generations.
- Physical public access to the coastline maintained and enhanced in order to facilitate greater public use and enjoyment of the natural amenities.
- Coastal and waterway resources protected by promoting sensitive development and restoring and preserving natural habitat.
- Sustainable development and green building practices utilized to reduce dependence on non-renewable energy sources, lower energy costs, and reduce emissions, and water consumption.
- g. Noise Element. The Noise Element of the OBCPU complements the General Plan goals and policies by addressing Ocean Beach specific noise sources and issues. Ocean Beach is an active urban beach community and has a higher ambient noise level than more suburban communities. Ambient noise level is the composite of noise from all normal background noise sources at a given location. Single event noises, such as aircraft flyover, also affect the background noise level in the community. The goal of the Noise Element is to reduce excessive noise affecting sensitive land uses.
- h. Historic Preservation Element. The OBCPU Historic Preservation Element builds upon the General Plan's Historic Preservation Element by including specific policies addressing the community's unique historical and cultural resources. The Ocean Beach Cottage Emerging Historical District was established in 2000, and is a significant resource as an example of a turn of the 19th to 20th century seashore resort and beach cottage area developed between 1887 and 1931. The goal of the Historic Preservation Element are listed below:
 - Ocean Beach's rich history identified and preserved.
 - Greater use of educational opportunities and incentives related to historical resources in Ocean Beach.
 - Heritage tourism opportunities increased.
- i. Implementation Section. The proposed OBCPU would be implemented through a number of different mechanisms that are outlined in the Implementation Plan Matrix for the OBCPU. It describes the necessary actions and key parties responsible for realizing the plan's vision. Implementing these proposals would require the active participation of City departments and agencies; regional agencies such as the San Diego Association of Governments (SANDAG), and the San Diego Metropolitan Transit System (MTS); and the community. This OBCPU

also recommends a number of funding mechanisms for the City to pursue as ways to finance the implementation of this OBCPU in a viable manner.

2. Zoning

One of the associated actions with the OBCPU is to correct an inconsistency between the established Low Medium Density Residential land use designation (10-14 du/ac) and the existing zoning of RS-1-7. The OBCPU includes adoption of a zoning ordinance which would rezone 99 parcels (approximately 21 acres) from RS-1-7 to RM-1-1. The existing zone allows for single dwelling unit (du) density of 9/du per acre for a maximum build out of approximately 189 units (Figure 3-1). The OBCPU would change the zoning to allow up to 15/du per acre and would result in the maximum build out of approximately 315 units, or a net increase of 126 dwelling units. However, the land use assumptions analysis looked at the maximum allowed development in accordance with the underlying zone as the worst case scenario in a very basic fashion by multiplying acreage by zoning intensity which generated a maximum number of units. After determining the maximum number of units, the assumptions created to calculate the development which could be reasonably anticipated included the limitation of undersized parcels which do not meet minimum zoning requirements, non-conversion of schools/churches to residential use, and community plan restrictions on lot consolidations. Based upon land use assumptions used to calculate the development which could be reasonably anticipated, it was determined that the rezone could result in an increase of 62 units. The rezone would allow Ocean Beach to maintain its predominantly residential character while correcting an inconsistency between existing zoning and the land use designation, and is consistent with General Plan policy LU-F.1 which recommends that new policy or regulations are applied to better implement the goals of the General Plan. The OBCPU is not proposing to construct dwelling units as a result of the rezone and redevelopment within these areas is not anticipated at this time because the existing areas are currently developed within the range of the existing Low Medium Density Residential land use designation established with the 1975 plan.

In summary, this project would update the Ocean Beach Community Plan adopted by the City Council in 1975. The proposed OBCPU would be compatible with the adopted City of San Diego General Plan and would provide guidance for future growth and redevelopment within Ocean Beach as to the distribution and arrangement of land uses (public and private), local street and transit network, prioritization and provision of public facilities, community and site-specific urban design guidelines, and recommendations to preserve and enhance natural and cultural resources within the Ocean Beach community. The proposed OBCPU addresses infrastructure and planning needs of the community while meeting the City of Villages strategy and citywide policy direction contained within the City of San Diego's General Plan (2008).

Following adoption of the OBCPU, changes may be required as a result of subsequent project submittals in order to address changed circumstances and opportunities. The City's Planning Commission and City Council are responsible for reviewing and evaluating recommendations, and/or approving any amendments. Any proposed amendment would be subject to environmental review.

D. Statement of Objectives

The project's guiding principles and primary goals and objectives as described in Section 3.5 of the EIR are to:

- · Protect and enhance residential and commercial areas in the community;
- Encourage alternative modes of transportation while reducing traffic and parking impacts;
- Maintain the small-scale nature of the community while improving its visual quality;
- · Support and foster locally-owned businesses;
- Preserve and enhance public facilities and services within the community;
- · Maintain and enhance parks and other community facilities;
- Foster preservation and enjoyment of the Pacific Ocean coastline and other natural resources;
- Preserve the community's important historic resources;
- · Minimize the community's exposure to excessive noise;
- Encourage development that builds on Ocean Beach's established character as a mixed-use, small-scale neighborhood;
- Provide land use, public facilities, and development policies for Ocean Beach, as a component of the City of San Diego's General Plan;
- Include strategies and specific implementing actions to help ensure that the community plan's vision is accomplished;
- Incorporate detailed policies that provide a basis for evaluating whether specific development proposals and public projects are consistent with the OBCPU; and
- Include detailed implementing programs including zoning regulations and a public facilities financing plan.

III. SUMMARY OF IMPACTS

As described in Section 3.0 of the FEIR, the proposed OBCPU is a comprehensive update to the current adopted 1981 Ocean Beach Community Plan. The proposed OBCPU is also a component of the City's General Plan as it expresses the General Plan policies in the proposed OBCPU area through the provision of more site-specific recommendations that implement goals and policies contained within the 10 elements of the General Plan. As such, the proposed OBCPU sets forth procedures for implementation and provides goals and policies for future development within the portion of the proposed OBCPU area.

Controls on development and use of public and private property including zoning, design controls, and implementation of transportation improvements are included as part of the plan implementation program.

The FEIR concludes that the proposed CPU will have no significant impacts and require no mitigation measures with respect to the following issues:

Land Use

- o Land Use Plan Conflict
- o Land Use Compatibility
- o Regulation Consistency
- Biological Resources
 - o Wildlife corridors
 - o Local policies/ordinances protecting biological resources
- Visual/Aesthetics
 - o Public Views
 - o Compatibility
 - o Neighborhood Character
 - o Unique Physical Features
- Air Quality
 - o Plan Consistency
 - o Odors
- Human Health/Public Safety/Hazardous Materials
- Energy
- Public Services
 - o Fire, police services, schools, parkland, and libraries
- Public Utilities
 - Water, Wastewater, Reclaimed Water, Storm Water Infrastructure Communication Systems, Solid Waste
- Hydrology/Water Quality
 - o Runoff
 - o Natural Drainage System
 - o Flow Alteration
 - o Water Quality

- Water Supply
- Population/Housing
 - o Population Growth
 - o Affordable Housing
- Agricultural and Mineral Resources
 - o Conversion of Agricultural Land
 - o City and Regional Consequences of Agricultural Land Conversion
 - o Mineral Resources
- · Geology and Soils
 - o Geologic Hazards
 - o Erosion
- Noise
 - o Traffic Generated Noise
 - o Stationary Source Noise (Collocation)
 - o Construction Noise
- Greenhouse Gas Emissions
 - o Consistency with Adopted Plans, Policies, and Regulations
 - o Cumulative GHG Emissions

Potentially significant impacts of the proposed CPU will be mitigated to below a level of significance with respect to the following issues:

- Land Use
 - o Environmentally Sensitive Lands Regulations
 - o MHPA / Land Use Adjacency Guidelines
- Biological Resources
 - o Sensitive Plants and Animals
 - o Sensitive Habitat
 - o MHPA Land Use Adjacency Guidelines
 - o Invasive Plants
 - o Wetland Impacts
 - o Noise Generation
- Historical Resources
 - o Prehistoric/Historical Sites
 - o Religious or Sacred Uses

- o Human Remains
- Paleontological Resources

No feasible mitigation measures are available to reduce impacts to below a level of significance for the following issues:

- Transportation/Circulation
 - o Capacity
 - o Circulation and Access

IV. FINDINGS REGARDING SIGNIFICANT IMPACTS

A. Findings Regarding Impacts That Will be Mitigated to Below a Level of Significance (CEQA §21081(a)(1) and CEQA Guidelines §15091(a)(1)

The City, having independently reviewed and considered the information contained in the FEIR and the public record for the project, finds, pursuant to Public Resource Code §21081(a)(1) and State CEQA Guidelines §15091(a)(1), that changes or alterations have been required in, or incorporated into, the Project which would mitigate or avoid the significant effects on the environment related to:

- Land Use (Issues 1 and 2)
- Biological Resources (Issues 1-3,5,7,8)
- Cultural/Historical Resources (Issues 1 and 2)
- Paleontological Resource (Issue 1)

Land Use (Issue 1 and 2)

Land Use (MHPA / Land Use Adjacency Guidelines)

Significant Effect

A potentially significant impact could result to sensitive species in the Multiple Species Conservation Program (MSCP), with future projects adjacent to the Multi-Habitat Planning Area (MHPA). The MSCP is a compressive, long-term habitat planning program that covers 900 square-miles in Southwestern San Diego County, with the City implementing its portions of the regional umbrella MSCP Plan through Subarea plans, which describe specific implementing mechanisms. The MHPA delineates core biological resource areas and a corridor targeted for conservation and represents a "hard line" preserve in which boundaries have been specifically determined. Within the MHPA, limited development may occur.

Facts in Support of Finding

The potentially significant impact would be mitigated to below a level of significance with implementation of the mitigation framework LU-1 identified in Section 4.1.3 of the FEIR. Implementation of the mitigation framework would require that future public and private development proposals adjacent to the MHPA conform to all applicable MHPA Land Use Adjacency Guidelines of the MSCP Subarea Plan. In particular, grading, drainage, toxics/project staging areas/equipment storage, lighting, barriers, landscaping, brush management, and noise must not adversely affect the MHPA. Mitigation measures include, but are not limited to: sufficient buffers and design features, barriers (rocks, boulders, signage, fencing, and appropriate vegetation) where necessary, lighting directed away from the MHPA, and berms or walls adjacent to commercial or industrial areas and any other use that may introduce construction noise or noise from future development that could impact or interfere with wildlife utilization of the MHPA.

The biologist for each proposed future project would identify specific mitigation measures needed to reduce impacts to below a level of significance. Subsequent environmental review would be required to determine the significance of impacts related to compliance with the Land Use Adjacency Guidelines of the MSCP Subarea Plan (SAP). Prior to approval of any subsequent development project in an area adjacent to the MHPA, the City of San Diego shall identify specific conditions of approval in order to avoid or to reduce potential impacts to adjacent the MHPA.

Rationale and Conclusion

Mitigation framework LU-1 assures that future development implemented in accordance with the OBCPU would be able to mitigate impacts to sensitive plant and animal species. This mitigation framework would reduce potentially significant impacts to biological resources to below a level of significance.

Implementation of this mitigation framework would be assured through incorporation into the OBCPU's MMRP.

Biological Resources (Issues 1-3,5, 7, 8)

Biological Resources (Sensitive Plants and Animals)

Significant Effect

Implementation of the Recreation Element 6.3.5, 6.4.2 and 6.4.4 recommendations and the Public Facilities, Services, and Safety Element 5.1 through 5.4.4 recommendations from the OBCPU and approval of the PFFP could potentially result in impacts to sensitive species and conflicts with the MSCP. Adherence to the LDC (ESL), General Plan, MSCP and MHPA Land Use Adjacency Guidelines as discussed in Section 4.3.4 of the FEIR and implementation of the below mitigation would reduce the impacts to below a level of significance.

Facts in Support of Finding

The potentially significant impact would be mitigated to below a level of significance with implementation of the mitigation framework BIO-1 through BIO-5. All impacts to sensitive biological resources shall be avoided to the maximum extent practicable and minimized when avoidance is not possible.

Future development shall be subject to review and shall implement the biological resources mitigation framework detailed in Section 4.3.4 of the FEIR and discussed further below. Where impacts are not avoidable or cannot be minimized through project design, site-specific mitigation shall be required to reduce significant impacts to below a level of significance. Mitigation measures typically employed include resource avoidance, restoration, or creation of habitat, dedication, or acquisition of habitat, or payment into the City of San Diego's Habitat Acquisition Fund or other City-approved mitigation bank.

Engineering design specifications based on future project-level grading and site plans shall be incorporated into the project design to minimize or eliminate direct impacts on sensitive plant and wildlife species consistent with the Endangered Species Act, Migratory Bird Treaty Act, Bald and Golden Eagle Protection Act, California Endangered Species Act, Multiple Species Conservation Program Subarea Plan, and Environmentally Sensitive Land Regulations.

Mitigation framework BIO-1 for impacts to sensitive plants and animals would require that site-specific biological resources surveys be conducted in accordance with City of San Diego Biology Guidelines (2012), and mitigation for impacts shall occur in accordance with the MSCP mitigation ratios as specified within the City's Biology Guidelines (City of San Diego 2012a).

Specific measures necessary for reducing potential construction-related noise impacts to the coastal California gnatcatcher, least Bell's vireo, and the southwestern willow flycatcher are further detailed in mitigation framework BIO-2, detailed in Section 4.3 of the FEIR.

Potentially significant impacts to wetlands would be mitigated through implementation of the Mitigation Framework found in BIO-6 and BIO-7, detailed in Section 4.3.4 of the FEIR.

Potentially significant impacts to sensitive plants and animals would be mitigated to below a level of significance with implementation of the mitigation frameworks in BIO-1 through BIO-5 and LU-1 identified in Sections 4.1 and 4.3 of the FEIR. Mitigation measures for sensitive biological resources would be determined and implemented at the project-level. Adherence to the recommendations in mitigation framework BIO-1 through BIO-5 and LU-1 would reduce impacts to sensitive biological resources.

Rationale and Conclusion

Mitigation frameworks BIO-1 through BIO-5 and LU-1 together would assure that future development implemented in accordance with the OBCPU would be able to mitigate impacts to sensitive plant and

animal species. This mitigation framework would reduce potentially significant impacts to biological resources to below a level of significance.

Implementation of this mitigation framework would be assured through incorporation into the OBCPU's MMRP.

Biological Resources (Sensitive Habitat)

Significant Effect

Impacts to Tier I, II, IIIA, and IIIB habitats through implementation of the OBCPU would be significant. These sensitive habitats include: maritime succulent scrub, native grassland, Diegan coastal sage scrub, southern mixed chaparral, non-native grassland, and riparian scrub.

Facts in Support of Finding

All impacts to sensitive biological habitats shall be avoided to the maximum extent practicable and minimized when avoidance is not possible. Future development shall be subject to review and shall implement the biological resources mitigation framework detailed in Section 4.3 of the FEIR. Where impacts are not avoidable or cannot be minimized through project design, site-specific mitigation shall be required to reduce significant impacts to below a level of significance. Mitigation measures include resource avoidance, restoration, or creation of habitat, dedication, or acquisition of habitat, or payment into the City of San Diego's Habitat Acquisition Fund or other City-approved mitigation bank.

The potentially significant impact to sensitive habitat would be mitigated to below a level of significance with implementation of the measures detailed in Mitigation Framework BIO-1, BIO-4, BIO-5, BIO-6 and BIO-7 under Section 4.3 of the FEIR. Implementation of mitigation framework BIO-1 would require that site-specific biological resources surveys be conducted in accordance with City of San Diego Biology Guidelines (2012), and mitigation implemented for impacts to sensitive upland habitats in accordance with the MSCP mitigation ratios specified within the City's Biology Guidelines (City of San Diego 2012a) for all subsequent projects implemented in accordance with the CPU.

Rationale and Conclusion

Mitigation Framework BIO-1, BIO-4, BIO-5, BIO-6 and BIO-7 would assure that future development implemented in accordance with the CPU would mitigate impacts to sensitive habitat. This mitigation framework would reduce potentially significant impacts to biological resources (sensitive habitat) to below a level of significance.

Implementation of this mitigation framework would be assured through incorporation into the CPU's MMRP.

Biological Resources (MSCP)

Significant Effect

Implementation of the OBCPU would introduce land uses adjacent to MHPA; this is a potentially significant impact at the program-level.

Facts in Support of Finding

The potentially significant impact would be mitigated to below a level of significance with implementation of mitigation framework LU-1, detailed in Section 4.1 of the FEIR. Implementation of mitigation framework LU-1 would require that MHPA adjacency impacts be addressed at the project-level, as discussed above under Land Use (MHPA / Land Use Adjacency Guidelines).

Rationale and Conclusion

Mitigation framework LU-1 assures that future projects located adjacent to the MHPA would comply with the Land Use Adjacency Guidelines of the MSCP in terms of land use, drainage, access, toxic substances in runoff, lighting, noise, invasive plant species, grading, and brush management requirements. This mitigation framework would reduce potentially significant land use (regulatory compliance) impacts to below a level of significance.

Implementation of this mitigation framework would be assured through incorporation into the CPU's MMRP.

Biological Resources (Invasive Plants)

Significant Effect

Future grading and development within the OBCPU area has the potential to introduce invasive species into the MHPA. If uncontrolled, invasive species could significantly impact the integrity of the MHPA in the OBCPU area.

Facts in Support of Finding

All future projects would be required to implement the MHPA Land Use Adjacency Guidelines and mitigation framework LU-1, detailed in Section 4.1 of the FEIR, which require that the project's landscape plan would not contain any exotic plant/invasive species and would include an appropriate mix of native species which would be used adjacent to the MHPA. Please also refer to mitigation framework LU-1, discussed above.

Rationale and Conclusion

Mitigation framework LU-1 assures that future projects located adjacent to the MHPA would comply with the Land Use Adjacency Guidelines of the MSCP in terms of invasive plant species. This mitigation

framework would reduce potentially significant Biological Resources (Invasive Plants) impacts to below a level of significance.

Implementation of this mitigation framework would be assured through incorporation into the OBCPU's MMRP.

Biological Resources (Wetlands)

Significant Effect

Impacts to wetlands, waterways, and other jurisdictional water resources resulting from subsequent development projects implemented in accordance with the OBCPU would be significant.

Facts in Support of Finding

All impacts to wetlands, waterways and other jurisdictional water resources shall be avoided to the maximum extent feasible and minimized when avoidance is not possible. Future development shall be subject to review and shall implement the biological resources mitigation framework detailed in Section 4.3 of the FEIR. Where impacts are not avoidable or cannot be minimized through project design, site-specific mitigation shall be required to reduce significant impacts to below a level of significance. Mitigation measures include resource avoidance, restoration, or creation of habitat, dedication, or acquisition of habitat, or payment into the City of San Diego's Habitat Acquisition Fund or other City-approved mitigation bank.

The potentially significant impact to sensitive habitat would be mitigated to below a level of significance with implementation of the mitigation framework BIO-6 and BIO-7 under Section 4.3 of the FEIR. Implementation of mitigation framework BIO-1 would require site-specific biological resources surveys be conducted in accordance with City of San Diego Biology Guidelines (2012), and mitigation implemented for impacts to wetlands, waterways, and other jurisdictional water resources in accordance with the MSCP mitigation ratios specified within the City's Biology Guidelines (City of San Diego 2012a) for all subsequent projects implemented in accordance with the CPU.

Rationale and Conclusion

Mitigation framework LU-1, BIO-6 and BIO-7 would assure that future development implemented in accordance with the ORCFU would mitigate impacts to weilands, waterways, and other jurisdictional water resources. This mitigation framework would reduce potentially significant impacts to biological resources (wetlands, vernal pools and other jurisdictional water resources) to below a level of significance.

Implementation of this mitigation framework would be assured through incorporation into the CPU's MMRP.

Biological Resources (Noise Generation)

There is a potential for temporary noise impacts to wildlife from construction and permanent noise impacts from the introduction of noise generating land uses adjacent to MHPA. Temporary and/or permanent noise impacts to wildlife within the MHPA would be significant.

Facts in Support of Finding

Mitigation for impacts to sensitive wildlife species from temporary and permanent noise impacts) resulting from future projects implemented in accordance with the OBCPU are included in Sections 4.1 (Land Use) and 4.3 (Biological Resources). Please refer to Mitigation Framework BIO-1 through BIO-5 and LU-1 (MHPA Land Use Adjacency Guidelines).

Rationale and Conclusion

Mitigation frameworks BIO-1 through BIO-5 and LU-1 together would assure that future development implemented in accordance with the OBCPU would be able to mitigate impacts to sensitive wildlife species. The mitigation framework would reduce potentially significant impacts to biological resources (noise generation) to below a level of significance.

Implementation of this mitigation framework would be assured through incorporation into the OBCPU's MMRP.

Cultural/Historical Resources (Issues 1 and 2)

Historical Resources (Prehistoric/Historical Sites)

Significant Effect

Impacts to known resources and those not yet found and formally recorded could occur anywhere within the OBCPU area. Future grading of original in situ soils could also expose buried historical (archaeological) resources and features. Future development projects could directly or indirectly affect a building/structure in excess of 45 years of age. Potential impacts to historical resources associated with construction of future projects implemented in accordance with the OBCPU would be significant.

Facts in Support of Finding

The potentially significant impact would be mitigated to below a level of significance with implementation of mitigation framework HIST-1 and HIST-2. HIST-1 would require that prior to issuance of any permit for a future development project implemented in accordance with the OBCPU that could directly affect an archaeological resource, (1) the preparation of a site-specific study to determine the presence of archaeological resources and (2), the appropriate mitigation for any significant resources which may be impacted by a development activity.

Mitigation Framework HIST-2 would require that the City determine whether the affected building/structure is historically significant as outlined in the Historical Resources Guidelines prior to issuance of any permit for a future development project implemented in accordance with the OBCPU that would directly or indirectly affect a building/structure in excess of 45 years of age.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. These measures would be detailed in a site-specific report prepared at the project-level.

Rationale and Conclusion

HIST-1 and HIST-2 would require that future development projects implemented in accordance with the OBCPU area conduct site-specific surveys to identify any significant on-site cultural resources, and if such resources are found, that appropriate measures are taken in accordance with CEQA and the City's Historical Resources Regulations. This mitigation framework would reduce potentially significant impacts to historical resources (prehistoric/historic sites) to below a level of significance.

Implementation of this mitigation framework would be assured through incorporation into the OBCPU's MMRP.

Historical Resources (Religious or Sacred Uses)

Significant Effect

Impacts to religious or sacred uses in association with construction of future projects implemented in accordance with the OBCPU would be significant.

Facts in Support of Finding

The potentially significant impact to religious or sacred uses would be mitigated to below a level of significance with implementation of mitigation framework HIST-1. HIST-1 would require that prior to issuance of any permit for a future development project implemented in accordance with the OBCPU that could directly affect an archaeological resource, including religious or sacred resources, (1) the preparation of a site-specific study to determine the presence of archaeological resources and (2), the appropriate mitigation for any significant resources which may be impacted by a development activity.

Rationale and Conclusion

HIST-1 would require that future development projects implemented in accordance with the OBCPU area conduct site-specific surveys to identify any significant on-site cultural resources, and if such resources, including religious resources and sacred sites, are found, that appropriate measures are taken in accordance with CEQA and the City's HRR. This mitigation framework would reduce potentially significant impacts to historical resources (religious or sacred sites) to below a level of significance.

Implementation of this mitigation framework would be assured through incorporation into the OBCPU's MMRP.

Historical Resources (Human Remains)

Significant Effect

Future grading of original in-situ soils could also expose buried human remains. Potential impacts to human remains associated with construction of projects implemented in accordance with the OBCPU would be significant.

Facts in Support of Finding

The potentially significant impact to human remains would be mitigated to below a level of significance with implementation of mitigation framework HIST-1. HIST-1 would require that prior to issuance of any permit for a future development project implemented in accordance with the OBCPU that could directly affect an archaeological resource, including human remains, (1) the preparation of a site-specific study to determine the presence of archaeological resources and (2), the appropriate mitigation for any significant resources which may be impacted by a development activity.

Rationale and Conclusion

HIST-1 requires that future development projects implemented in accordance with the OBCPU conduct site-specific surveys to identify any significant or potentially significant cultural resources, including human remains, and identify appropriate measures to be undertaken to address potential impacts in accordance with CEQA and the City's Historical Resources Regulation and Guidelines. This mitigation framework would reduce potentially significant impacts to historical resources (human remains) to below a level of significance.

Implementation of this mitigation framework would be assured through incorporation into the OBCPU's MMRP.

Paleontological Resource (Issue 1)

Paleontological Resources

Significant Effect

The OBCPU area contains geology with high and low sensitivity potential for paleontological resources. Therefore, implementation of the OBCPU, including future project grading, could potentially destroy fossil remains, resulting in a significant impact to paleontological resources.

Facts in Support of Finding

The OBCPU's potentially significant impacts to paleontological resources would be mitigated to below a level of significance with implementation of the mitigation framework PALEO-1 identified in Section 4.7 of the FEIR.

Implementation of this mitigation framework would require that future projects be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources shall be required during construction activities, shall be implemented at the project-level, and shall provide mitigation for the loss of important fossil remains with future discretionary projects that are subject to environmental review.

Rationale and Conclusion

Future development implemented in accordance with the OBCPU and mitigation framework PALEO-1, adopted in conjunction with the certification of this FEIR, would be required. This mitigation framework would reduce potentially significant impacts to paleontological resources to below a level of significance.

Implementation of this mitigation framework would be assured through incorporation into the OBCPU's MMRP.

B. Findings Regarding Mitigation Measures Which are the Responsibility of Another Agency (CEQA §21081(a)(2)) and CEQA Guidelines §15091(a)(2))

The City, having reviewed and considered the information contained in the Final EIR and the Record of Proceedings, finds pursuant to CEQA §21081(a)(2) and CEQA Guidelines §15091(a)(2) that there are changes or alterations which could reduce significant impacts that are within the responsibility and jurisdiction of another public agency.

Caltrans/SANDAG

For the intersections of Sunset Cliffs Blvd @ I-8 westbound off-ramp, Sunset Cliffs Blvd @ I-8 eastbound on-ramp, and Sunset Cliffs Blvd @ Nimitz Blvd, impacts are expected to be significant mainly due to the increase in traffic associated with local and regional growth in the San Diego Region. San Diego Association of Governments (SANDAG) in coordination with Caltrans, is currently administering the proposed I-8 Corridor project. This project will assess a set of identified operational improvements between Sunset Cliffs/Nimitz area to the west and College Avenue/SDSU area to the east including, but not limited to, interchange and ramp modifications that are key components of the future improvement strategy of I-8 Corridor. As part of this analysis, access alternatives at I-8 and Sunset Cliffs/Nimitz corridor should be evaluated for potential improvement that will enhance overall travel efficiencies at that location. It should be noted that potential improvements at these intersections may be further defined once SANDAG completes its I-8 corridor study. As a result, the Proposed OBCPU's significant traffic impacts to these intersections would remain significant and unmitigated.

C. Findings Regarding Infeasible Mitigation Measures and Alternatives (CEQA §21081(a)(3) and CEQA Guidelines §15091(a)(3))

Potentially Significant Impacts that cannot be Mitigated Below a level of Significance (Public Resource Code §21081(a)(1) and (3):

The Project would have significant unmitigable impacts in the following issue areas:

Transportation/Circulation

Although mitigation measures are identified in the FEIR that could reduce significant impacts resulting from implementation of the proposed OBCPU, implementation of mitigation measures cannot be assured since the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at the program level. In addition, funding cannot be assured to implement the mitigation measures which would partially reduce the significant program-level impacts arising from the proposed OBCPU, implementing programs including zoning regulations, and the public facilities financing plan associated with the stated issue areas. This finding is appropriate because there are no feasible mitigation measures available that would reduce the identified impacts to below a level of significance. "Feasible" is defined in Section 15364 of the CEQA Guidelines to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." The CEQA statute (Section 21081) and Guidelines (Section 15019(a)(3)) also provide that "other" considerations may form the basis for a finding of infeasibility. Case law makes clear that a mitigation measure or alternative can be deemed infeasible on the basis of its failure to meet project objectives or on related public policy grounds.

Transportation/Circulation

Significant Effect

For this programmatic analysis, the OBCPU would result in a significant impact if a roadway segment, intersection, freeway segment, or freeway ramp meter would operate unacceptably in the buildout year. Roadway segments, intersections, and freeway segments are considered to operate acceptably from LOS A to LOS D, and unacceptably at LOS E or F. Metered freeway ramps are considered to operate unacceptably if the delay exceeds 15 minutes and the downstream freeway segment operates at an unacceptable LOS E or F. The OBCPU would increase the number of intersections, road, or freeway segments at LOS E or F on the planned transportation network and would result in the addition of a substantial amount of traffic to congested roadway segments, intersections, and ramps, but not freeways. These impacts are significant.

a. Roadway Segments

Table 4.2-10 of the FEIR displays the LOS analysis results for the roadway segments under the buildout condition. As shown in the table, there are eighteen roadway segments that would function at LOS E or F and have significant impacts. Table 4.2-14 lists the locations of the significantly impacted segments of the roadways that would be expected to operate at unacceptable levels at the buildout year of the OBCPU. The impacted segments are on the following roadways:

- Abbott Street
 - o Newport Street to Santa Monica Avenue
- Cable Street
 - o Narragansett Avenue to Newport Avenue
 - o Newport Avenue to West Point Loma Boulevard
- Sunset Cliffs Boulevard
 - o Adair Street to Narragansett Avenue
 - o Narragansett Avenue to Voltaire Street
 - o Voltaire Street to West Point Loma Boulevard
 - West Point Loma Boulevard to Nimitz Boulevard
 - o Nimitz Boulevard to I-8 off-ramp
 - o I-8 WB off-ramp to Sea World Drive
- · Ebers Street
 - o Narragansett Avenue to Newport Avenue
 - o Newport Avenue to Voltaire Street
 - o Voltaire Street to West Point Loma Boulevard
- Nimitz Boulevard
 - o Sunset Cliffs Boulevard to West Point Loma Boulevard
- · West Point Loma Boulevard
 - o Abbott Street to Sunset Cliffs Boulevard

- o Sunset Cliffs Boulevard to Nimitz Boulevard
- Voltaire Street
 - Bacon Street to Cable Street
 - o Cable Street to Sunset Cliffs Boulevard
 - o Sunset Cliffs Boulevard to Froude Street

The OBCPU would have a significant impact at all of these roadway segment locations.

b. Intersections

As shown in Table 4.2-13 of the FEIR, a total of eight of the fifteen intersections would be expected to operate at unacceptable levels at the buildout year for at least one of the peak hours, if not both. The OBCPU would have a significant impact at all eight of these intersections:

As shown in the table, the proposed Community Plan Update would have a significant traffic impact at the following study intersections:

- 1 Sunset Cliffs Boulevard/I-8 WB off-ramp (AM and PM peak)
- 2 Sunset Cliffs Boulevard/I-8 EB on-ramp (AM peak)
- 3 Sunset Cliffs Boulevard/Nimitz Boulevard (AM and PM Peak)
- 4 Sunset Cliffs Boulevard/West Point Loma Boulevard (AM and PM Peak)
- 5 Nimitz Boulevard/West Point Loma Boulevard (AM and PM Peak)
- 6 Bacon Street/West Point Loma Boulevard (PM Peak)
- 7 Sunset Cliffs Boulevard/Brighton Avenue (AM and PM Peak)
- 8 Sunset Cliffs Boulevard/Orchard Avenue (AM and PM Peak)

Facts in Support of Finding

a. Roadway Segments

At the program-level, impacts to roadway segments could be reduced through the proposed classifications of roadways and identification of necessary roadway improvements. Roadway improvements necessary to implement the OBCPU Mobility Element roadway network would be included in the PFFP for Ocean

Beach and implemented in accordance with future development projects, as conditions of approval or through collection of Development Impact Fee (DIF) fees. Improvements have been identified in the TIA to fully or partially mitigate the Proposed Plan's significant traffic impact to these locations and are shown in the table below.

	Existing Condition					
Roadway Segment	v/c Ratio	Lo S	v/c Ratio	LO S	□ in v/c	Proposed Improvement
Nimitz Blvd	Phicamerican I	3 4 5 TO			To the County	
Sunset Cliffs Blvd to W Point Loma Blvd	0.93	E	1.16	F	0.23	Reclassify and widen to a 6-lane primary arterial. This improvement partially mitigates the Proposed Plan's impact.
W Point Loma Blvd						I
Abbott St to Bacon St	0.86	E	0.63	С	0.23	Add a TWLTL (2 way left turn lane)
Bacon St to Cable St	1.61	F	1.10	F	0.51	Add a TWLTL
Cable St to Sunset Cliffs Blvd	2.31	F	2.10	F	0.21	Add a TWLTL
Sunset Cliffs Blvd to Nimitz Blvd	1.68	F	1.27	F	0.41	Add a TWLTL
Voltaire St		-				
Sunset Cliffs Blvd to Froude St	1.05	F	0.73	D	0.32	Add a TWLTL

Source: Wilson & Company, Inc., July 2012

Notes:

Bold values indicate roadway segments operating at LOS $\rm E$ or $\rm F$.

It is recommended that Nimitz Boulevard from Sunset Cliffs Boulevard to West Point Loma Boulevard be reclassified and improved as a six lane primary arterial to partially mitigate the Proposed Plan's significant traffic impact. Additionally it is recommended both West Point Loma Boulevard, from Abbott Street to Nimitz Boulevard, and Voltaire Street, from Sunset Cliffs Boulevard to Froude Street, be restriped with a two-way left turn lane to mitigate the Proposed Plan's significant traffic impacts to these roadway segments. Further mitigation for impacted segments include road widening and the loss of onstreet parking spaces. All other significant traffic impacts to roadway segments would remain

unmitigated since appropriate mitigations would require either removal of on-street parking or roadway widening. The Traffic Impact Analysis (TIA) identified a variety of roadway improvements or mitigation measures, that are not included as part of the OBCPU Mobility Element roadway network. These generally consist of the addition of traffic signals, turn lanes, and restriping. Proposed mitigation for impacted roadway segments are shown in Table 4.2-16 of the PEIR and listed below.

Trans-1: Add a 2nd South Bound Right Turn lane by widening and removing approximately 5 parking spaces along the north side of West Point Loma Boulevard.

Trans-2: Install a 2nd East Bound and West Bound left turn lane by widening the south side of West Point Loma Boulevard.

Trans-3: Signalize the intersection of Bacon Street and West Point Loma Boulevard.

Trans-4: Reclassify and widen Nimitz Boulevard from Sunset Cliffs Boulevard to Point Loma Boulevard to a 6-lane primary arterial. This improvement partially mitigates the proposed OBCPU's impact.

b. Intersections

A total of eight intersections would be significantly impacted by the OBCPU. With mitigation framework Trans-1 through Trans-4 provided in Section 4.2 of the FEIR, the impacts to three intersections would be fully or partially mitigated, and a total of five intersections would continue to be significantly impacted. The TIA identified potential improvement measures, such as additional intersection turning movement lanes and traffic signals. Proposed mitigation for intersections are identified in Table 4.2-15 of the PEIR an listed below.

Trans-1: Add a 2nd South Bound Right Turn lane by widening and removing approximately 5 parking spaces along the north side of West Point Loma Boulevard.

Trans-2: Install a 2nd East Bound and West Bound left turn lane by widening the south side of West Point Loma Boulevard.

Trans-3: Signalize the intersection of Bacon Street and West Point Loma Boulevard.

The rational and conclusions for why additional improvements are not feasible and therefore not included in the OBCPU Mobility Element are detailed below.

Rationale and Conclusion

a. Roadway Segments

The purpose of the General Plan Mobility element is to improve mobility through a development of a balanced, multi-modal transportation network. To this end, the element contains goals and policies relating to walkable communities, transit first, street and freeway systems, Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airpons, passenger rail, goods movement/freight, and regional coordination and financing. The Mobility Element

contains goals that discuss preserving community and streetscape character, promoting opportunities for pedestrian and bicycle access, and increasing transit opportunities in balance with street improvements.

The OBCPU Mobility Element contains recommendations for walkability, public transit, streets and freeways, bicycling, and parking, to support the goals of the General Plan. The focus for the OBCPU is shifted from developing new transportation systems to sustainable policies supporting current densities and alternative transportation modes. The OBCPU Mobility Element goals include the preservation of the community and streetscape character, promoting opportunities for pedestrian and bicycle access, and increasing transit opportunities in balance with street improvements. The recommendations are intended to mitigate impacts associated with automobiles while enhancing desirable outcomes associated with the City of Villages growth strategy in terms of walkability and pedestrian orientation. The shift toward additional and improved alternative transportation modes, such as transit, bikeways and pedestrian paths linking the community with open spaces, supports an enhanced infrastructure, thereby reducing dependence on non-renewable resources, and forming a more sustainable and integrated approach to mobility and land use.

Improvements have been identified in Table 4.2-16 for Nimitz Boulevard from Sunset Boulevard to West Point Loma Boulevard to fully or partially mitigate the OBCPU's significant traffic impact to this roadway segment. In Section 4.2 of the FEIR, the following mitigation measure is identified:

Trans-4: Reclassify and widen Nimitz Boulevard from Sunset Cliffs Boulevard to Point Loma Boulevard to a 6-lane primary arterial. This improvement partially mitigates the proposed OBCPU's impact.

For this segment of Nimitz, the City's Bicycle Master Plan includes a cycle track, a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional Bike Lane. This segment is also bounded to the west by Dusty Rhodes Park, a resource-based park that includes a dog park. Any widening would include obtaining right of way for one to two 12-foot wide vehicle lanes and ten feet for the cycle track, and would further encroach into the resource-based parklands. These numbers would be refined at the project level. Recommendation 3.3.7 in the Mobility Element of the OBCPU supports improving the multi-modal function of Nimitz, which is consistent with the Bicycle Master Plan. This measure provides only partial mitigation, and would require obtaining additional right of way that would impact resource-based parklands and impact the Bicycle Master Plan recommendations for Nimitz. Therefore, as this widening improvement would only provide partial mitigation, would be inconsistent with the Bicycle Master Plan, would impact resource-based parklands in a community that is currently park deficient, and there is no assurance that funding will be available within a reasonable amount of time, this improvement is infeasible, and impacts will remain significant and unmitigated.

All other significant traffic impacts to roadway segments are recommended to remain unmitigated since mitigations would likely require removal of on-street parking, roadway widening, and demolition or movement of buildings. The improvements discussed below are not consistent with public policy. The Mobility Element of the OBCPU does not include these improvements due to goals and recommendations

focused on alternative transportation modes. Recommendation 3.3.1 focuses on pedestrian improvements, including bulbouts, ramps, and raised crosswalks. Recommendation 3.3.2 recommends the implementation of traffic calming measures that accommodate bicyclists and pedestrians, and which may include measures other than a traffic signals. Recommendation 3.4.1 focuses on developing a rich bicycle network that connects destination areas within and outside the community.

The TIA analysis shows that reclassification of Sunset Cliffs as a 4 Lane Major, a portion of it as a 6 Lane Primary Arterial, or making it a one-way couplet could partially or wholly mitigate the OBCPU impacts,

The reclassification and construction of Sunset Cliffs Boulevard between Adair Street and West Point Loma Boulevard as a four lane major street would mitigate the Plan Update's significant impact to Sunset Cliffs Boulevard. This would require the construction of a raised center median and roadway widening. The widening would also require demolition and/or removal of 140 structures, some of which may be historical and seen as essential elements to the community's character, such as the Ocean Beach Public Library and the Ocean Beach Elementary School. Therefore, given that street widening would decrease walkability and bikability, is inconsistent with community character, and would impact approximately 140 buildings, widening of Sunset Cliffs Boulevard between Adair Street and West Point Loma Boulevard is infeasible, and impacts will remain significant and unmitigated.

The reclassification and construction of Sunset Cliffs Boulevard between Nimitz Boulevard and Sea World Drive as a six lane primary arterial would fully mitigate the Proposed Plan's significant impact to this portion of Sunset Cliffs Boulevard. Widening Sunset Cliffs Boulevard to six lanes in this area would require the widening of the bridge over the San Diego River, which has an estimated cost in the order of \$100 Million based on nearby bridge project, and could have significant environmental impacts to sensitive biological resources at the project level. The Mission Bay Park Natural Resource Management Plan (NRMP) and the Mission Bay Park Master Plan identify the San Diego River Channel under Sunset Cliffs Boulevard Bridge as part of the Southern Wildlife Preserve, with coastal salt marsh wetland habitat. At the program level, it is anticipated that impacts to habitat would include pile driving, dredging in open water, increased shading due to larger profile of widened bridge, and encroachment by bridge approaches. Impacts would be further refined and identified at the project level and would require further analysis in accordance with CEQA and the Land Development Code Environmentally Sensitive Land Regulations. Review and permitting from other state and federal agencies would also be required. In addition, with limited Development Impact Fee availability due to limited development capacity, it is likely that other projects will be considered higher priority for funding over this widening, because of the high cost of bridge reconstruction, impacts to sensitive biological resources referenced in the Mission Bay Park Master Plan and Natural Resource Management Plan, and overall focus on multi-modal mobility rather than vehicle capacity. More focused and less costly multi-modal mobility projects would better meet community goals, use limited DIF funds in a timely manner, and would avoid impacts to sensitive biological resources. Therefore, given that street widening would require costly bridge expansion with no assured funding and would impact sensitive biological resources, the mitigation is infeasible, and impacts will remain significant and unmitigated.

Although the one-way couplet concept would improve operations along Sunset Cliffs Boulevard, the operations along Cable Street or Ebers Street would degrade since these streets would now carry more traffic from Sunset Cliffs Boulevard. Because a one-way couplet would be anticipated to introduce out of direction travel, promote higher motorized vehicular speeds, create a less pedestrian friendly environment, and reduce emergency vehicle response times, a one-way couplet is not recommended as mitigation.

For Sunset Cliffs Boulevard between West Point Loma Boulevard and Nimitz Boulevard, the reclassification and construction as a six lane primary arterial would fully mitigate the Proposed Plan's significant impact to this portion of Sunset Cliffs Boulevard, and the reclassification and construction of Sunset Cliffs Boulevard between West Point Loma Blvd and Nimitz Blvd as a six lane major street would partially mitigate the Plan Update's significant impact to this portion of Sunset Cliffs Boulevard. In order to widen the road to a six lane primary arterial, additional right of way acquisition and improvements would impact resource-based parkland on both sides of the road, Robb Field to the west and Dusty Rhodes Park to east. This portion of the Sunset Cliffs Boulevard is considered the entryway to Ocean Beach, and the road widening would impact the recently completed median enhancement project and the recently completed Ocean Beach Gateway park project (northwest corner of Sunset Cliffs Boulevard and West Point Loma Boulevard) as portions of these projects would either be removed or reconfigured. These projects contribute to the Ocean Beach community character and road widening would impact the community character. Road widening would also impact the Class I and Class II existing bicycle facilities, which are consistent with the Bicycle Master Plan recommendations for Sunset Cliffs Boulevard. Therefore, given that street widening would impact recently completed public improvement projects, would impact community character, and would impact bicycle facilities, the mitigation is infeasible, and impacts will remain significant and unmitigated.

For Ebers Street between Narragansett Avenue and Voltaire Street, the installation of a two way left turn lane would mitigate the Plan Update's significant impact to Ebers Street. This could be achieved by either re-striping or roadway widening. However, due to the narrow width of the road, restriping would require the removal of approximately 141 on-street parking spaces. Given that parking is heavily utilized in this area and the Ocean Beach Community lies within the Parking Impact Overlay Zone, removal of on-street parking is not recommended. Alternatively, this portion of Ebers Street could be widened to accommodate a two way left turn lane. However, street widening would decrease walkability due to longer crossing distances, is inconsistent with community character due to a wide street cross section as compared to the community's dominant grid pattern of fine grain streets, and would impact approximately 80 structures; therefore, widening is infeasible and not recommended. For Ebers Street between Voltaire Street and West Point Loma Blvd, widening the street to a 4 lane collector would be required to mitigate the Plan Update's significant impact. street widening would decrease walkability, is inconsistent with community character, and would impact approximately 20 building structures; therefore, widening is infeasible, and impacts will remain significant and unmitigated.

For Cable Street, the installation of a two way left turn lane would mitigate the Plan Update's significant impact to Cable Street. This could be achieved by either re-striping or roadway widening. Due to the narrow width of the road, restriping would require the removal of approximately 124 on-street parking

spaces. Given that parking is heavily utilized in this area and the Ocean Beach Community lies within the Parking Impact Overlay Zone, removal of on-street parking is not recommended. Alternatively, this portion of Cable Street could be widened to accommodate a two way left turn lane. However, street widening would decrease walkability, is inconsistent with community character, and would impact approximately 60 building structures; therefore, widening is infeasible, and impacts will remain significant and unmitigated.

For Abbot Street, the installation of a two way left turn lane would mitigate the Plan Update's significant impact to Abbot Street. This could be achieved by either re-striping or roadway widening. Due to the narrow width of the street, restriping would require the removal of approximately 16 on-street parking spaces. Given that parking is heavily utilized in this area and the Ocean Beach Community lies within the Parking Impact Overlay Zone, removal of on-street parking is not recommended. Alternatively, this portion of Abbott Street could be widened to accommodate a two way left turn lane. However, street widening would decrease walkability and is inconsistent with community character; therefore, widening is infeasible, and impacts will remain significant and unmitigated.

For West Point Loma at Nimitz, the installation of a 2nd East Bound and West Bound left turn lane by widening the south side of West Point Loma Boulevard would mitigate the Plan Update's significant traffic impact to West Point Loma Boulevard between Abbott Street and Nimitz Boulevard. This could be achieved by re-striping without the removal of on-street parking since this portion of West Point Loma Boulevard is currently 52 feet wide curb-to-curb. With the installation of the two way left turn lane (Trans-2), the OBCPU's significant impact to West Point Loma Boulevard between Abbott Street and Nimitz Boulevard would be fully mitigated. However, the provision of additional turn lanes would accommodate auto traffic only, and would not consider pedestrian or bicycle activity along the roadway. Due to longer crossing distances for pedestrians and cyclists, this auto-centric improvement would impact pedestrian and bicycle movement and safety. The City's Bicycle Master Plan includes a cycle track along Nimitz, dual turn lanes would impact future bicycle facilities. The additional turn lanes would utilize existing right of way, but would require extending the paved area which would encroach into the resource-based parklands to the west to accommodate the ten-foot cycle track. These numbers would be refined at the project level. Therefore, given that the improvement would decrease walkability and is inconsistent with Bicycle Master Plan, the improvement is infeasible, and impacts will remain significant and unmitigated.

For Voltaire, the installation of a two way left turn lane would mitigate the Plan Update's significant traffic impacts to Voltaire Street along the segments between Bacon Street and Sunset Cliffs Boulevard. Due to the Street's width, the installation of a two way left turn lane could be achieved by re-striping, but the existing diagonal on-street parking would have to be removed and replaced with parallel parking. This would result in the loss of approximately 40 on-street parking spaces. Given that parking is heavily utilized in this area and the Ocean Beach Community lies within the Parking Impact Overlay Zone, loss of on-street parking is not recommended. Alternatively, this portion of Voltaire Street could be widened to accommodate a two way left turn lane. However, street widening would decrease walkability, is inconsistent with community character, and would impact approximately 35 buildings; therefore, roadway widening is infeasible, and impacts will remain significant and unmitigated.

In conclusion, the improvements discussed above include impacts that are not consistent with public policy. The improvements would decrease walkability, are inconsistent with community character, would necessitate demolition or removal of buildings, would impact sensitive biological resources, would impact bike facilities, would impact resource-based parklands and are inconsistent with goals focused on alternative transportation modes, sustainability, and a more integrated approach to mobility and land use. Therefore, the mitigation measures are infeasible, and impacts will remain significant and unmitigated.

b. Intersections

The TIA identifies a variety of intersection improvements for the OBCPU. These generally consist of the addition of turn lanes, widening, and restriping. Proposed mitigation for impacted roadway segments are shown in Table 4.2-15 of the PEIR and listed below.

	Intersection	Proposed Mitigation
1	Sunset Cliffs Blvd @ I-8 WB off-ramp	No mitigation measures identified
2	Sunset Cliffs Blvd @ I-8 EB on-ramp	No mitigation measures identified
3	Sunset Cliffs Blvd @ Nimitz Blvd	No mitigation measures identified
4	Sunset Cliffs Blvd @ W Point Loma Blvd	Add a 2nd SB RT lane by widening and removing approximately 5 parking spaces along the north side of W Point Loma Blvd
5	Nimitz Blvd @ W Point Loma Blvd	Install a 2 nd EB and WB left turn lane by widening the south side of W Point Loma Blvd
6	Bacon St @ W Point Loma Blvd	Signalize intersection
7	Sunset Cliffs Blvd @ Brighton Ave	No improvement recommended, but place intersection on the signal watch list for regular re-evaluation
8	Sunset Cliffs Blvd @ Orchard Ave	No improvement recommended, but place intersection on the signal watch list for regular re-evaluation

In Section 4.2 of the FEIR, the following mitigation measures are identified:

• Trans-1: Add a 2nd South Bound Right Turn lane by widening and removing approximately 5 parking spaces along the north side of West Point Loma Boulevard.

- Trans-2: Install a 2nd East Bound and West Bound left turn lane by widening the south side of West Point Loma Boulevard.
- Trans-3: Signalize the intersection of Bacon Street and West Point Loma Boulevard.

Impacts at intersections No. 1, 2 and 3 are expected to be significant mainly due to the increase in traffic associated with regional growth in the San Diego area. Sunset Cliffs Boulevard (including the bridge) would have to be widened to a six-lane major in order to adequately accommodate expected future traffic demand in the area. San Diego Association of Governments (SANDAG) in coordination with Caltrans is currently administering the proposed I-8 Corridor project which will assess a set of identified operational improvements between Sunset Cliffs/Nimitz area to the west and College Avenue/SDSU area to the east including, but not limited to, interchange and ramp modifications that are key components of the future improvement strategy of I-8 Corridor. As part of this analysis, access alternatives at I-8 and Sunset Cliffs/Nimitz corridor should be evaluated for potential improvement that will enhance overall travel efficiencies at that location. It should be noted that potential improvements at these intersections may be further defined once SANDAG completes its I-8 corridor study. As a result of the impacts being regional impacts under the jurisdiction of other agencies, there are no feasible mitigation options identified and the traffic impacts to these intersections would remain significant and unmitigated.

At the Sunset Cliffs Blvd. intersection (No. 4), an additional turn lane is proposed. However, this would require the loss of 5 on-street parking spaces. Given that parking is heavily utilized in this area and the Ocean Beach Community lies within the Parking Impact Overlay Zone, loss of on-street parking is not recommended. At the Nimitz intersection (No. 5), an additional turn lane is proposed which would require widening West Point Loma Blvd. This turn lane would be addressed through the road widening project identified within the Ocean Beach Public Facilities Financing Plan. However, the road widening only partially mitigates the proposed OBCPU's significant traffic impact, and this auto-centric improvement would impact pedestrian and bicycle movement and safety due to longer crossing distances for pedestrians and cyclists. Funding has not been identified. The installation of a traffic signal would mitigate the proposed OBCPU's impacts at the Bacon intersection (No. 6). However, the OBCPU recommendation 3.3.2 recommends the implementation of traffic calming measures that accommodate bicyclists and pedestrians, and which may include measures other than a traffic signal. With limited Development Impact Fee availability due to limited development capacity, it is likely that other projects will be considered higher priority for funding over this signal. Therefore, there is no assurance that funding will be available within a reasonable amount of time, and impacts will remain significant and unmitigated. Traffic signals are also recommended for Sunset Cliffs Blvd. intersections Nos. 7 and 8, however, the installation of traffic signals at these locations are not recommended since neither location would have the turning volumes at Buildout forecast that would meet the standard warrants for a traffic signal as outlined in Council Policy 200-06. However, it is recommended that these two intersections be periodically re-evaluated in the future and that alternative traffic calming measures be investigated in accordance with OBCPU recommendation 3.3.2.

The Ocean Beach Public Facility Financing Plan (PFFP) lists transportation improvements that would modify traffic signals at various locations and install traffic signals at the intersections of Bacon Street and West Point Loma Avenue, Brighton Avenue and Sunset Cliffs Boulevard, and at Orchard Avenue and

Sunset Cliffs Boulevard. The PFFP lists ADA improvements at the North Ocean Beach Entryway and at the intersection of Narragansett and Avenue and Sunset Boulevard. Additionally, the PFFP would install pedestrian countdown timers at all signalized intersections within the OBCPU area. As Ocean Beach is a built out urbanized community and collects DF Fees that are proportionally to a project's impact, and the PFFP cannot collect fees for existing deficiencies, none of the transportation improvements identified in the PFFP are fully funded.

In conclusion, because the proposed mitigation measures for both the roadway segments and intersections for the OBCPU include street widening, would decrease walkability, are inconsistent with community character, would remove on-street parking, would include the demolition or removal of many buildings, and are inconsistent with public policy, the measures are infeasible, and traffic impacts remain significant and unmitigated. While the Mobility Element of the OBCPU does include evaluating some of the mitigation measures over time, however, implementation of the mitigation measures must be analyzed against competing goals focused on alternative transportation modes, sustainability, and a more integrated approach to mobility and land use.

D. Findings Regarding Alternatives (CEQA § 21081(a)(3) and CEQA Guidelines §15091(a)(3))

Because the proposed project will cause one or more unavoidable significant environmental effects, the City must make findings with respect to the alternatives to the proposed project considered in the FEIR, evaluating whether these alternatives could feasibly avoid or substantially lessen the proposed project's unavoidable significant environmental effects while achieving most of its objectives (listed in Section II.E above and Section 3.3 of the FEIR).

The City, having reviewed and considered the information contained in the FEIR and the Record of Proceedings, and pursuant to Public Resource Code §21081(a)(3) and State CEQA Guidelines §15091(a)(3), makes the following findings with respect to the alternatives identified in the FEIR (Project No. 30330/304032/SCH No. 2004651076):

Specific economic, legal, social, technological, or other considerations, including considerations of the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the FEIR as described below.

"Feasible" is defined in Section 15364 of the CEQA Guidelines to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." The CEQA statute (Section 21081) and Guidelines (Section 15019(a)(3)) also provide that "other" considerations may form the basis for a finding of infeasibility. Case law makes clear that a mitigation measure or alternative can be deemed infeasible on the basis of its failure to meet project objectives or on related public policy grounds.

Background

The FEIR for the proposed OBCPU conducted a review of two alternatives. The two alternatives reviewed include the following:

- · No Project (existing Community Plan); and
- Reduced Project (No Rezone)

These two project alternatives are summarized below, along with the findings relevant to each alternative.

No Project (existing Community Plan) Alternative

The No Project Alternative is the continued implementation of the adopted 1975 Ocean Beach Community Plan, consistent with CEQA Guidelines Section 15126.6(e)(3)(A). The land use plan for the No Project Alternative would retain the Neighborhood Commercial designations for the West Point Loma and Voltaire commercial districts.

Potentially Significant Effects

The No Project Alternative consists of continued implementation of the adopted 1975 Ocean Beach Community Plan, consistent with CEQA Guidelines Section 15126.6(e)(3)(A). The Ocean Beach Precise Plan was originally established as a program for preserving and enhancing the community of Ocean Beach. However, the No Project (existing Community Plan) Alternative would not implement the City of Villages concept of the General Plan and Strategic Framework Element to the same extent as the OBCPU and would only reduce impacts to Biological Resources and Historical Resources. Impacts to Land Use under the No Project (existing Community Plan) Alternative would be greater than those identified for the proposed OBCPU because this alternative would not correct the inconsistency between existing zoning and the land use designation. In addition, under this alternative, the additional potential 62 units would not be permitted and consequently it would result in less intensity of uses. As such, Land Use impacts under the No Project (existing Community Plan) Alternative would be greater than the proposed OBCPU. Impacts would be greater in the following categories: Land Use; Air Quality and Oder; Noise; Geologic Conditions; Hydrology and Water Quality; Visual Effects and Neighborhood Character; Public Services and Facilities; Greenhouse Gases and Human Health and Public Safety. Impacts to Transportation/Circulation would remain significant and unmitigated.

Although the No Project (Existing Community Plan) Alternative would not conflict with adopted land use plans, policies, or ordinances, it would not provide the same level of land use benefits as the proposed OBCPU. Implementation of this alternative would not achieve the goals of the City of Villages strategy to the same extent as the OBCPU.

Finding and Supporting Facts

While adoption of the No Project (existing Community Plan) Alternative would allow future development to proceed in accordance with the adopted community plan, adoption of this alternative

would not achieve important project objectives to incorporate detailed policies that provide a basis for evaluating whether specific development proposals are consistent with the Plan, and including specific implementing actions to help ensure that the community plan's vision is accomplished. Incompatible land uses would continue to be allowed under current zoning, as new potential future development would be inconsistent with the land use designation. Incompatibilities would result over time, as this alternative would not correct the inconsistency between existing zoning and the land use designation. In addition, under this alternative, the additional potential 62 units would not be permitted and consequently it would result in less intensity of uses.

The lack of adequate on-street and structured parking is a primary issue in the project area and would continue under the existing Community Plan. If the update is not approved and the existing plan remains in effect, parking issues would continue to exist but not to the extent under the OBCPU with the rezone. Mobility recommendations identified as part of the proposed OBCPU (see Section 4.2 of this FEIR) would seek to implement measures to increase off-street parking available for the community and its visitors through shared parking agreements, evaluating curb utilization, implementing parking strategies, and encouraging alternative transportation choices.

The existing land use plan and zoning do not provide parking measures as stated above to the extent that would be provided by the proposed OBCPU and may not provide the same level of benefit to the community.

The existing Ocean Beach Community Plan contains a framework to preserve and enhance the character of Ocean Beach and the subsequent Action Plan built upon the framework to further the goal to preserve the character of Ocean Beach. However, the existing community plan does not contain specific polices to address visual quality or neighborhood character.

The No Project (existing Community Plan) Alternative does not include policies specific to the expansion, preservation, and enhancement of parks. Without the use of park equivalencies, the area would carry a greater deficit of required park standards.

Implementation of the No Project (existing Community Plan) Alternative would not benefit from the proposed Mobility, Urban Design, and Conservation elements of the OBCPU, which include specific policies that require dense, compact, and diverse development; encourage highly efficient energy and water conservation design; increase walkability and bicycle and transit accessibility; increase urban forestry practices and community gardens; decrease urban heat islands; and increase climate sensitive community design. These policies would serve to reduce consumption of fossil-fueled vehicles and energy resulting in a reduction in community-wide GHG emissions relative to business as usual.

In addition, the existing community plan does not contain the policy direction in terms of flooding hazards, sea level rise, or green house gas emissions.

Compared to the proposed OBCPU, the No Project (existing Community Plan) Alternative would not provide the same level of beneficial effect related to land use, air quality, neighborhood character, human health/public safety/hazardous materials, hydrology/water quality, energy use, noise, geology, public

services and facilities, public utilities, population and housing, and GHG emissions as compared to the proposed OBCPU. Therefore, because this alternative fails to meet multiple project objectives, and failure to meet even a single objective would be sufficient for rejection of the alternative, this alternative is considered infeasible.

Further, the No Project Alternative is infeasible because it would not meet the General Plan policy regarding preparation of community plan updates. Specifically, Policy LU-C.1 requires that the update process "establish each community plan as an essential and integral component of the City's General Plan with clear implementation recommendations and links to General Plan goals and policies." It further states that community plan updates are important to "maintain consistency between community plans and General Plan, as together they represent the City's comprehensive plan. The No Project Alternative would not allow for the update to proceed and achieve these General Plan policies.

Reduced Project (No Rezone) Alternative

As with the proposed OBCPU, the Reduced Project Alternative would also replace the existing adopted community plan and would implement the goals and recommendations for the eight proposed OBCPU elements addressing Land Use; Mobility; Urban Design; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; and Historic Preservation. However, this alternative would not implement the rezone to 99 parcels (approximately 21 acres) as discussed in Section 3 of the FEIR.

As mentioned above, the Reduced Project Alternative would implement all of the recommendations from the OBCPU. Implementation of this alternative would reduce the total number of proposed residential units by approximately 62 units. However, this alternative would not achieve the same level of compliance with the General Plan as the proposed OBCPU with the rezone because it would not correct the inconsistency between existing zoning and the land use designation. Fewer residential units could also reduce the number and size of much needed dwelling units available in the community.

With a reduction in residential units, under current zoning, trip generation and parking demand would be reduced slightly but traffic conditions would remain significant. Impacts to road segments and intersections would be incrementally reduced since fewer residents and service vehicles would be traveling local and regional roadways in the area. With implementation of some or all of the roadway and freeway improvements discussed in Section 4.2 of the FEIR impacts could be reduced, but not to a level of less than significant.

Additionally, continued adherence to the General Plan and the SANDAG Regional Transportation Plan would be required under this alternative. As such, traffic/circulation and parking impacts under the Reduced Project Alternative would be slightly decreased when compared to those anticipated under the proposed OBCPU with the rezone.

The Reduced Project Alternative would implement the Public Facilities Services and Safety Element and Recreation Element recommendations from the OBCPU that could potentially lead to impacts to biological resources. The Reduced Project Alternative would be required to comply with the MSCP, which provides comprehensive long-term habitat conservation to address the needs of multiple species

and the preservation of natural vegetation communities for lands within the city and sphere of influence boundaries.

While the Reduced Project Alternative does not specifically propose demolition or substantial alteration of a resource or ground-disturbing activities such as grading or excavation, it can be assumed that future development has the potential to result in sign ficant direct and/or indirect impacts to historical resources. Any potential impacts to significant cultural resources would be considered significant. Implementation of this alternative would be required to adhere to all applicable City, federal, state, and local regulations regarding the protection of historical resources.

The Reduced Project Alternative would be consistent with the growth assumptions used in development of the local air quality plans and the General Plan, and therefore would see a reduction of air quality impacts over the existing community plan. This alternative would accommodate fewer residents and businesses and less dense residential development anticipated by the proposed OBCPU with the rezone.

Noise impacts under the Reduced Project Alternative would be incrementally reduced due to construction of fewer residential units and less commercial and associated reductions in residential traffic.

Implementation of the Reduced Project Alternative has the potential to result in significant impacts to paleontological resources (see Section 4.7 of the FEIR). Because of its high sensitivity for paleontological resources, grading into this formation could potentially destroy fossil remains. Application of discretionary review would ensure that impacts to paleontological resources would be less than significant and similar to the proposed OBCPU with the rezone.

The project area contains geologic conditions, which could pose significant risks if the future project area is not properly designed and constructed. Adherence to standard building code measures and City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Adherence to the requirements of the City's Stormwater Standards Manual during construction would also be expected to improve post-construction conditions related to erosion, as new development would be required to adhere to a higher standard of BMPs compared to existing design standards. Impacts would be less than significant.

Current drainage patterns on the project site would remain with the Reduced Project Alternative. Future development under the Reduced Project Alternative would occur in areas that are fully developed and largely impervious due to existing structures, paving, and other improvements; therefore, the volume or rate of runoff to drainage basins, municipal storm water systems, or ultimately to receiving waters would not be expected to change significantly. Implementation would not result in significant changes to the existing hydrology or drainage as compared to the existing condition.

New development projects would be required to comply with existing water quality regulations and design requirements, resulting in incremental improvement to water quality over time.

The Reduced Project Alternative would include the goals and recommendations of the proposed OBCPU with the rezone which specifies design recommendations and guidelines intended to conserve and

enhance Ocean Beach's' community character. The implementation of the Reduced Project Alternative would not have a negative impact on visual effects and neighborhood character.

Fewer residential units would slightly reduce the total needs for parks, libraries, schools, and fire/police protection. However the decreased demand based upon zoning, under the Reduced Project Alternative would be negligible because the need for these services would be similar to existing conditions. Under the alternative there is sufficient capacity to accommodate the existing need for these services. The Reduced Project Alternative would implement the Park and Recreation element which outlines several policies relating to the expansion, preservation, and enhancement of parks.

GHG impacts would be slightly reduced under the Reduced Project Alternative due to the reduction in residential units. Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions. As such, it can be assumed that vehicle emissions would decrease correspondingly. Additional vehicle emissions reductions would also be expected over time due to regulations on auto and fuel manufacturers that would reduce vehicle emissions by 2020.

Implementation of the Reduced Project Alternative would also benefit from the additional GHG-reducing features identified for the proposed OBCPU with the rezone. Other policies within the elements that encourage highly efficient energy and water conservation design; increase walkability and bicycle and transit accessibility; increase urban forestry practices and community gardens; decrease urban heat islands; and increase climate sensitive community design may still apply. These policies would serve to reduce consumption of fossil-fueled vehicles and energy resulting in a reduction in communitywide GHG emissions relative to business as usual.

While the Reduced Project Alternative would propose fewer residential dwelling units, the OBCPU area contains limited properties with human health, public safety, hazardous materials, and environmental concerns. However, future development proposals would be screened and applicants would be required to obtain a clearance from the County's Department of Environmental Health. These compliance measures would reduce the potential for hazardous materials to affect the public or environment regardless of the alternative selected.

As discussed above, the Reduced Project (No Rezone) Alternative would not result in additional significant impacts beyond those previously disclosed for the OBCPU with the rezone. Impacts to Transportation/Circulation/Parking, Air Quality, GHG emissions, Noise, Historical Resources, Public Utilities, would be incrementally less with the reduction in overall density of development.

However, the Reduced Project (No Rezone) Alternative would not meet all of the proposed OBCPU's objectives found in the Project Summary above. Specifically, specific implementing actions to help ensure that the community plan's vision is accomplished would not occur as as the Reduced Project (No Rezone) Alternative would perpetuate the inconsistency between the land use designation and zoning of the 99 parcels. Also, the goal to have policies that provide a basis for evaluating whether specific development proposals are consistent with the plan would not be accomplished, as the inconsistency between zoning and land use designation would not be resolved with the Reduced Project (No Rezone)

Alternative. This alternative would not achieve the same level of compliance with the General Plan as the proposed OBCPU with the rezone because it would not correct the inconsistency between existing zoning and the land use designation. Fewer residential units could also reduce the number and size of much needed dwelling units available in the community. Therefore, because this alternative would not avoid the significant impacts of the proposed OBCPU and fails to meet multiple project objectives, and failure to meet even a single objective would be sufficient for rejection of the alternative, this alternative is considered infeasible.

EXHIBIT C

STATEMENT OF OVERRIDING CONSIDERATIONS

(PUBLIC RESOURCES CODE §21081(b))

Pursuant to Section 21081(b) of CEQA and CEQA Guidelines §15093 and 15043, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project.

If the specific economic, legal, social, technological, or other benefits, outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable pursuant to Public Resources Code §21081. CEQA further requires that when the lead agency approves a project which will result in the occurrence of significant effects which are identified in the FEIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the FEIR and/or other information in the record.

Pursuant to the Public Resources Code §21081(b) and Guidelines § 15093, the City Council, having considered all of the foregoing, finds that the following specific overriding economic, legal, social, technological, or other benefits associated with the proposed Project outweigh unavoidable adverse direct and cumulative impacts related to traffic/circulation. Each of the separate benefits of the proposed Project, as stated herein, is determined to be, unto itself and independent of the other project benefits, a basis for overriding all unavoidable adverse environmental impacts identified in the Findings.

The City Council also has examined alternatives to the Project, and finds that the proposed OBCPU alternatives discussed in the FEIR should not be adopted because none of them succeed in reducing environmental impacts while meeting the proposed OBCPU's objectives; specifically, that economic, legal, social, technological, or other considerations make the alternatives infeasible. The City also finds that the economic, legal, social, and technological benefits of the proposed OBCPU that the City has found to override the alternatives' environmental benefits would be negated by the proposed OBCPU's alternatives.

The City finds that the Project most fully implements the City's desire to incorporate the General Plan's goals and policies into its neighborhoods as part of the long-term community plan update process.

The City Council declares that it has adopted all feasible mitigation measures to reduce the proposed Project's environmental impacts to an insignificant level; considered the entire administrative record, including the FEIR; and weighed the proposed Project's benefits against its environmental impacts. After doing so, the City Council has determined that the proposed Project benefits outweigh its environmental impacts, and deem them acceptable.

The City Council identified the following public benefits in making this determination. Each of these public benefits serves as an independent basis for overriding all unavoidable adverse environmental impacts identified in these Findings and the FEIR. The City Council considers these impacts to be acceptable, consistent with CEQA Guidelines section 15093.

The California Supreme Court has stated that, "[t]he wisdom of approving any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." Citizens of Goleta Valley v. Bd. of Supers. (1990) 52 Cal.3d 553, 576.

Courts have upheld overriding considerations that were based on policy considerations including, but not limited to, new jobs, stronger tax base, implementation of an agency's economic development goals, growth management policies, redevelopment plans, the need for housing and employment, conformity to community plans and general plans, and provision of construction jobs. See *Towards Responsibility in Planning v. City Council* (1988) 200 Cal. App.3d 671; *Dusek v. Redevelopment Agency* (1985) 173 Cal. App.3d 1029; *City of Poway v. City of San Diego* (1984) 155 Cal. App.3d 1037; *Markley v. City Council* (1982) 131 Cal. App.3d 656.

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Therefore, the decision-making body expressly finds that in accordance with Public Resources Code § 21081(b) and 21081.5, and CEQA Guidelines §§15093 and 15043, based on the following specific considerations, the benefits of the Project would outweigh the Project's significant effects on the environment:

1. The OBCPU will provide a comprehensive guide for growth and development in the Ocean Beach Community and implement the General Plan City of Villages strategy.

The OBCPU provides a blueprint for future growth and development that builds on Ocean Beach's key attributes, including maintaining and enhancing Ocean Beach's distinctive coastal village character, protecting coastal resources, and fostering multi-modal mobility. The OBCPU creates land use, public facilities, and development policies for Ocean Beach as a component of the City of San Diego's General Plan. A foundation of the General Plan is the City of Villages strategy which encourages the development or enhancement of mixed-use activity centers, of different scales, that serve as vibrant cores of communities and are linked to the regional transit system. The Ocean Beach community, with its commercial districts, diversity of housing types, parks and public spaces, and interconnected street system, already functions as a village in the context of the General Plan. The OBCPU supports maintaining and enhancing these coastal village attributes. As cited in the FEIR's 4.1 Land Use section, the OBCPU provides strategies and specific implementing actions to help ensure that the Community Plan's vision is accomplished and that it is in conformance with the General Plan. The OBCPU also provides site-specific recommendations that implement the City of Villages strategy and key issues of concern, with a focus on: park equivalencies, urban design, public views, coastal resource protection, and historic preservation.

Accompanying the approval of the OBCPU are related implementing programs, including zoning regulations and a public facilities financing plan (PFFP), that will implement the community plan's goals and policies. The OBCPU provides guidance that facilitates the ability of the City of San Diego, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities. The OBCPU encompasses a range of land use designations defined in the General Plan, supplemented with a more detailed description and distribution of land uses for Ocean Beach. The OBCPU is applying citywide land use designations, with no changes in density or intensity.

The OBCPU provides goals and policies that will facilitate the development of a variety of uses, facilities, and services needed to serve Ocean Beach; protect and enhance the residential and commercial areas in the community; encourage alternative modes of transportation while reducing traffic impacts; maintain the small-scale nature of the community while improving its visual quality; preserve and enhance public facilities and services within the community; maintain and enhance parks and other community facilities; preserve the community's important historic resources; foster preservation and enjoyment of the Pacific Ocean coastline and other natural resources; diversify commercial uses that serve local and community needs; and provide adequate public facilities and institutional resources that serve the needs of the community. Therefore, the goals and policies contained in the OBCPU utilize the General Plan as a foundation to ensure that this community provides a balance of land uses that respects sensitive resources

and includes detailed implementing programs including zoning regulations and a public facilities financing plan.

As such, the OBCPU provides a consistent, comprehensive approach to providing for a variety of land uses, respecting sensitive coastal resources, providing community services, and respecting the historicity of the Ocean Beach community area. These specific factors support the decision to approve the Project despite the significant unavoidable impacts related to Transportation/Circulation identified in the FEIR.

2. The OBCPU provides a balanced land use plan that meets the needs of the Ocean Beach community.

Ocean Beach is a developed urbanized coastal community with only a few vacant lots. There are opportunities for infill development, redevelopment, and enhancement of the existing built environment. The community is mainly residential in nature, containing approximately 7,833 residential dwelling units (Year 2010). Of these approximately 55 percent were contained in multifamily structures primarily located west of Sunset Cliffs Boulevard with the remaining 45 percent comprised of single-family residential dwellings to the east. Only sixteen percent of residents own and occupy their homes.

Ocean Beach includes a wide diversity of small-scale locally-owned business establishments. Commercial uses occupy approximately seven percent of the community and consist of small-scale retail establishments located in three specific districts. The Voltaire Street District is located in the northern portion of the community and contains commercial establishments interspersed with single-family and multifamily housing. The Newport District is the major commercial district in Ocean Beach, located in the central portion of the community, contains a wide range of commercial businesses and has become a center for antique dealers drawing a regional clientele. The Point Loma Avenue District, located at the southern limit of the community, is a small commercial district containing a number of commercial establishments interspersed with single-family and multi-family housing.

The community of Ocean Beach also contains areas of open space and public parks. Areas of open space include the Famosa Slough and coastal bluffs. Public parks include Ocean Beach Park, Saratoga Beach Park, Veterans' and Brighton parks. The Barnes Tennis Center, a privately operated tennis club on Cityowned land, is located in the northern portion of the community. The community is also served by the Ocean Beach Recreation Center. Dusty Rhodes and Robb Field parks, located immediately adjacent to the planning area on the north, also provide recreational opportunities for residents of Ocean Beach. Institutional uses in Ocean Beach include a public library, a fire station, a temporary police mobile trailer, lifeguard station, post office, and an elementary school with joint use activity fields.

Patterned after General Plan land use categories, the OBCPU is consistent with the General Plan in that it provides for a balanced mix of residential and commercial land uses, that does not change from the existing adopted plan. However, the plan will re-designate the Voltaire Street and Pt. Loma Avenue districts from Neighborhood Commercial to Community Commercial to better reflect the role of that commercial area in the community. In addition, Recommendations 4.3.1 – 4.3.12 from the Urban Design Element and Recommendation 2.21 from the Land Use Element of the OBCPU encourage this balanced mix of residential and commercial land uses.

The community's commercial districts have elements of Community and Neighborhood Centers as outlined in the General Plan. The Voltaire Street, Newport Avenue and the Point Loma Avenue Districts comprise vibrant commercial areas with residential units scattered above or near commercial uses. These areas, which are generally well-served by transit, have evolved over time into pedestrian-oriented public gathering spaces.

Mixed-use residential/commercial development is permitted in the commercial districts of Ocean Beach. The Newport District is designated Community Commercial which can accommodate mixed-use

residential/commercial development at densities of 0 to 29 dwelling units per net residential acre. Likewise, the Voltaire Street and Point Loma Avenue Districts are designated Community Commercial which can accommodate mixed-use development at 0 to 29 dwelling units per net residential acre. New mixed-use development within the three commercial districts may offer the best and most realistic alternative for providing future housing and meeting citywide goals for economically balanced communities. There are a small number of existing sites within the commercial districts that could potentially provide opportunities for mixed-use and re-use development.

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Both the Voltaire District and the Point Loma Avenue District are designated for Neighborhood Commercial use. This designation is intended to serve the community at large within three to six miles. The districts offer resident-serving community needs, including retail goods, personal, professional, financial and repair services, recreational facilities, as well as convenience retail, civic uses and regional retail/services. This area is a developing neighborhood with some businesses serving a regional clientele.

The major commercial district in Ocean Beach, the Newport Avenue District, is designated Community Commercial by the OBCPU. The Community Commercial designation offers similar resident-serving community needs as the Voltaire and Point Loma Avenue Districts, but with a more regional appeal and market. The Voltaire District has benefited from being a part of the Sidewalk Café Pilot Project which has allowed shops and restaurants to utilize the sidewalk area for outdoor signage, displays and dining.

The Newport District is also within a Business Improvement District (BiD), which extends to Saratoga Avenue on the north and to Narragansett Avenue on the south District. The Ocean Beach Mainstreet Association (OBMA) is the management organization for the BID and the Newport Avenue Landscape Maintenance District. The OBMA also administers the community's National Main Street designation by the National Trust for Historic Preservation. Improvement projects include street tree plantings, commemorative tile placement, planters, and special color schemes.

The proposed OBCPU would be consistent with the General Plan goal for providing diverse and balanced neighborhoods and communities in that it addresses low and moderate income families as discussed in the City's Housing Element of the General Plan. One of the ways to encourage economically balanced communities is through the City's density bonus program. This program was designed, in part, to assist the housing construction industry in order to provide affordable housing for all economic segments of the community. In addition, the Coastal Housing Replacement Program requires the replacement of existing affordable housing units with emphasis on the retention of existing affordable housing units on-site or within the community. Since most of Ocean Beach is within the Coastal Zone, this program will play an important role in the future development of the community.

Affordable housing is also a priority of the San Diego Housing Commission, as well as the Ocean Beach community. The San Diego Housing Commission works with private and non-profit entities, such as the Ocean Beach Community Development Corporation, to provide affordable housing through the use of local housing assistance programs administered by the Commission. Ocean Beach has 200 affordable units at the Mariner's Cove Apartments set aside for low to moderate income families. The contract for affordability of these units will expire in 2015. Also, there are some units reserved for very low income residents at a transitional housing project. Specifically, Recommendations 2.1.1 and 2.1.2 from the Land Use Element of the OBCPU would encourage the continuing emphasis on providing affordable housing.

The Public Facilities Financing Plan will help implement the OBCPU as it pertains to public facilities and infrastructure to support the proposed land uses. OBCPU Public Facilities, Safety, and Services Element Policies 5.1.1 through 5.2.3 provide for adequate fire and solid waste services as well as water, wastewater, and stormwater infrastructure to serve the future growth of the community. OBCPU Public Facilities, Safety, and Services Element Policies 5.3.1 through 5.3.4 encourage coordination of planning efforts for new schools and provide a framework for the provision of future library services. Policies 5.4.1 through 5.4.4 support the undergrounding of utility lines, the creation of a future lighting and landscape

maintenance district, and provides guidance for the design, placement, and screening of wireless communications facilities. Policies 5.5.1 and 5.5.2 address the investigation of a single solid waste hauler for the community, as well as efficient waste collection and reduction services.

By providing a balanced land use plan, the OBCPU preserves the existing mixed-use, coastal village community character and continues to meet the needs of the Ocean Beach community.

3. The OBCPU provides a more effective means to protect and enhance character and quality of life than existing land use controls.

The OBCPU provides a comprehensive update to the 1975 Precise Plan and 1980 Ocean Beach Local Coastal Program Addendum. While the Precise Plan's goals for respecting the community's coastal environment and addressing the scale and character of infill development are still relevant, the OBCPU addresses a broader range of issues faced by the community and City, and provides an up-to-date array of policies and recommendations that will more effectively protect and enhance character and quality of life than existing land use controls.

The OBCPU Urban Design Element builds from the framework established in the Urban Design Element of the General Plan, and works in conjunction with the other elements of the OBCPU. The element offers recommendations for building and site development elements which have greatest impact on overall appearance and connectivity. The recommendations are intended to provide guidance to ensure that new construction relates in a compatible way to complement and coordinate with surrounding structures. The goals and policies contained in the Urban Design Element of the General Plan are applicable when reviewing development proposals as well as the following recommendations specific to Ocean Beach. These policies apply to all new development in Ocean Beach with a discretionary permit, including residential and commercial development proposals.

OBCPU Urban Design Element Recommendations 4.1.1-4.1.9 address general urban design recommendations related to architecture, bulk and scale, fenestration, roofs, and materials. Recommendations 4.2.1 — 4.2.9 address distinctive neighborhoods and residential design. Recommendations 4.2.3 and 4.2.4 provide key overall guidance to: "encourage gradual transitions in bulk and scale (4.2.3)" and "that new residential development should take design cues from the historic small-scale character (4.2.4). Section 4.3 of the draft community plan addresses mixed-use village and commercial districts. Recommendation 4.3.1 provides key overall guidance to "ensure that new commercial development is compatible with the historic small-scale character of the commercial districts in Ocean Beach" and Recommendations 4.3.2-4.3.12 provide more detailed guidance to help ensure that the overall policy guidance is implemented.

The interconnected street network and the mixed-use, multi-modal design of Ocean Beach is also a part of the character that the community seeks to maintain and enhance. OBCPU Policies 4.4.1 - 4.4.6 address street and alleyway recommendations with a focus on improving the pedestrian environment. The protection of public coastal views is another key issue that is addressed in Section 4.6 of the Urban Design Element (see Recommendations 4.6.1-4.6.3).

The purpose of the City of San Diego General Plan Historic Preservation Element is to preserve, protect, restore and rehabilitate historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The Ocean Beach Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Ocean Beach in order to encourage appreciation of the community's history and culture.

The City of San Diego Historical Resources Board has designated 73 properties within the Ocean Beach

Community Planning Area. Ocean Beach's designated resources include one archaeological resource, called the Ocean Beach Gateway Site. The site is a prehistoric campsite occupied as part of a series of major encampments along the course of the San Diego River. The seventy-two other designated resources are contributing resources to the Ocean Beach Cottage Emerging Historical District, which is comprised of beach cottages and bungalows built between 1887 and 1931 within the boundary of the original Ocean Beach subdivision. Two of the 72 contributing resources are designated as individually significant structures—the Strand Theater and the Ocean Beach Library.

In addition to General Plan Historic Preservation Element Policies, OBCPU Recommendations 9.1.1 – 9.1.11 provide historic "Identification and Preservation" guidance specific to Ocean Beach. In addition, OBCPU Recommendations 9.2.1-9.2.6 address education and incentives, 9.3.1-9.3.5 cover historically and culturally significant buildings, and 9.41-9.42 address cultural heritage and tourism. These recommendations along with the General Plan policies provide a comprehensive historic preservation strategy for Ocean Beach and will assist in meeting community plan goals for maintaining and enhancing Ocean Beach's distinctive coastal village character.

The General Plan Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. Noise can affect the environment and well-being of people living, working, and visiting a community. Where possible, new noise-sensitive uses should avoid or attenuate excessive or harmful noise levels. Sensitive land uses include residential, schools for children, libraries, and places of religious assembly. Operators of existing noise-generating uses and activities should cooperatively work with residents of abutting homes to take steps to address excessive noise whenever possible. These actions together can help maintain a pleasant and livable noise environment.

Ocean Beach is an urbanized coastal community with a mix of residential and commercial uses and has a higher ambient noise level than most suburban communities. Ambient noise level is the composite of noise from all normal background noise sources at a given location. Single event noises, such as an aircraft flyover, also affect the background noise level in the community. The OBCPU complements the General Plan goals and policies by addressing Ocean Beach specific noise sources and issues.

Ocean Beach is within the Airport Influence Area, which is the boundary for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA). The OBCPU allows residential uses in areas with 65 dbA CNEL aircraft noise contour as depicted in the ALUCP. The General Plan requires that future residential use located in an area with or greater than the 60 dbA CNEL must include noise attenuation measures to ensure an interior noise level of 45 dbA CNEL. Typical noise attenuation measures are addressed in the General Plan.

The General Plan and OBCPU policies will be implemented through programs, regulations, zoning, incentives, and the discretionary review process. The City of San Diego Land Development Code (LDC) contains regulations and controls pertaining to land use, density and intensity, building massing, architectural design, landscaping, storm water management, streetscape, lighting, and other development characteristics. The OBCPU area is located within the following over lay zones: Coastal Overlay Zone, the Residential Tandem Parking Overlay Zone, the Parking Impact Overlay Zone, and the Airport Overlay Zones. All development in Ocean Beach must comply with the regulations set forth in the LDC. Therefore, the OBCPU addresses a broader range of issues faced by the community and City, and provides an up-to-date set of recommendations that will more effectively protect and enhance character and quality of life than existing land use controls.

4. The OBCPU promotes the multi-modal mobility and implements state law with respect to complete streets.

The traffic impact study prepared for the OBCPU found that the planning elements from the OBCPU in and of itself would not result in additional failing intersections, roads or freeways, nor would the OBCPU result in substantial increase of traffic on freeways, interchanges or on-ramps. However, the overall build-out of the OBCPU area would result in significant impacts to eight intersections. Despite the impacts to specific identified intersections, the OBCPU, together with the General Plan Mobility Element, sets forth a body of policies and recommendations designed to promote multi-modal mobility and implement state law with respect to complete streets.

The purpose of the General Plan Mobility Element is to improve mobility through a development of a balanced, multi-modal transportation network. To this end, the element contains goals and policies relating to walkable communities, transit first, street and freeway systems, Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, passenger rail, goods movement/freight, and regional coordination and financing. The Mobility Element contains goals that discuss preserving community and streetscape character, promoting opportunities for pedestrian and bicycle access, and increasing transit opportunities in balance with street improvements.

The OBCPU contains recommendations for Walkability, Public Transit, Streets and Freeways, Bicycling, and Parking, to support the goals of the General Plan Mobility Element. Ocean Beach is an urbanized coastal community with very few vacant parcels and will only accommodate a small percentage of new population and associated traffic. Consequently, the focus has shifted from developing new transportation systems, to sustainable policies supporting current densities and alternative transportation modes. The recommendations are intended to mitigate impacts associated with automobiles while enhancing desirable outcomes associated with the City of Villages growth strategy in terms of walkability and pedestrian orientation. The shift toward additional and improved alternative transportation modes, such as transit, bikeways and pedestrian paths, supports reducing dependence on non-renewable resources, and forming a more sustainable and integrated approach to mobility and land use.

Ocean Beach's grid network of two-lane streets with sidewalks and alleyways allows its residents to walk to local commercial districts, community facilities, and recreational attractions such as beaches and parks. As a community, Ocean Beach's pedestrian facilities are generally accessible to persons with disabilities due to its network of mostly barrier-free sidewalks and presence of curb ramps at most intersections and alleys. Pedestrian connectivity within Ocean Beach is excellent due to its complete grid network of streets.

The goals of the OBCPU Mobility Element as they relate to streets, freeways, and intersections are to reduce vehicular traffic demand placed on the street network by encouraging the use of alternative modes of transportation, including public transit, bicycles, and walking; to improve inbound and outbound traffic flow; and to reduce traffic congestion along major thoroughfares. The proposed OBCPU Mobility Element would encourage the implementation of strategic and spot improvements to accommodate traffic demand. Such improvements would include, but would not be limited to: synchronizing and adjusting traffic signal timing to accommodate seasonal changes in traffic volumes and patterns to facilitate traffic flow, adding capacity to heavily congested approaches at major intersections serving as entry/exit gateways to/from the community, and restriping street segments with adequate street width to increase their carrying capacity.

Effective January 1, 2011, state law requires that cities address complete streets upon revisions to their general plan circulation elements. The specific requirement is to "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan." The City's General Plan Mobility Element meets this requirement. In fact, the Mobility Element is cited

as an example of a general plan that has multi-modal goals and policies, and the City's Street Design Manual is listed as an example of a multi-modal transportation implementation document in the "Update to the General Plan Guidelines: Complete Streets and the Circulation Element," published by the State Office of Planning & Research (December 2010).

The OBCPU will encourage alternative transportation and aim to reduce vehicle miles traveled (and greenhouse gas emissions) throughout Ocean Beach through a variety of transportation, pedestrian safety, and open space improvements that are included in the Urban Design, Mobility, Recreation, and Conservation elements. The multi-modal approach is also consistent with the direction provided by SB 375 to reduce GHG emissions associated with vehicle miles traveled from cars and light trucks.

In addition, the proposed OBCPU Mobility Element contains goals that specifically address multi-modal mobility as follows:

- Enhance the street system for bicycles and pedestrians to improve local mobility.
- Reduce vehicular traffic demand placed on the street network by encouraging the use of alternative modes of transportation, including public transit, bicycles, and walking.
- Improve inbound and outbound traffic flow and reduce traffic congestion along major thoroughfares.
- Provide a high level of public transportation, linking Ocean Beach with the region, including employment areas and regional transit system.
- Efficiently manage on-street parking to better serve the beach and commercial areas.
- Implement measures to increase off-street parking available for the community and its visitors.
- Maintain and enhance the pedestrian and bicycle interface with beach and commercial areas and the neighborhoods by insuring that vehicular access to such areas does not compromise pedestrian and bicycle safety.
- Enhance transportation corridors to improve community image and identification.
- Enhance transit patron experience by improving transit stops and increasing transit service frequency.
- Implement a network of bicycle facilities to connect the neighborhoods and major activity centers and attractions within and outside the community.
- Install secure bike parking and bike sharing facilities at major activity centers, including commercial areas, employment nodes, parks, library, and schools.

In addition to the goals listed above, the Mobility Element contains recommendations that promote walkability:

- 3.1.1 Implement pedestrian improvements including, but not limited to, sidewalks and curb ramps where missing, bulb-outs, and enhanced marked crosswalks aimed at improving safety, accessibility, connectivity and walkability as identified and recommended in the City's Pedestrian Master Plan effort.
- 3.1.4 Provide pedestrian countdown timers at all signalized intersections.
- 3.1.5 Provide street furniture where needed in the commercial core and the beach areas.
- 3.1.6 Improve pedestrian connections within the parks and along the beaches, to/from transit stops and with other communities.

The increased use of public transportation would reduce reliance on roadways within the OBCPU area and would potentially reduce impacts. The OBCPU area has historically been served by two bus routes operated by the Metropolitan Transit System (MTS). Ocean Beach is included in the Central Coastal area of MTS, with transit mode share of 5% for the community. The San Diego Association of Governments' (SANDAG) Regional Transportation Plan (RTP) projects total transit mode share for the Central Coastal area to be between 10% to 15% in 2050. To this effect, the RTP is proposing a new Rapid Bus Route to be extended to Ocean Beach with stops located at key intersections.

Year 2010 transit ridership is expected to grow by 35% by Year 2020 for the two bus routes currently serving Ocean Beach. Due to the introduction of the Rapid Bus service, the expected transit ridership increase in Year 2020 is more than three times the 2010 levels. OBCPU Mobility Element Recommendations 3.2.1 – 3.2.4 would encourage and promote public transportation ridership.

The General Plan goals for bicycling include emphasizing this mode as a viable choice for trips that are less than 5 miles, on a safe and comprehensive network that provides social and personal benefits. Ocean Beach is an ideal community for bicyclists because of its relatively flat terrain and short distances between the residential and commercial areas. In addition, many people access the beach by bicycle, including surfers who carry their surf boards while riding their bikes. The grid pattern of the street system makes it easy for the cyclists to get access to their destinations. Parking shortages in the commercial core and the beach area is also another factor that encourages bicycle use.

The City's Bicycle Master Plan was adopted in 2013. In 2010, Ocean Beach was served by 5 miles of designated bicycle facilities. The updated Bicycle Master Plan proposes 5.95 additional miles for a total of 10.95 miles of bicycle facilities in Ocean Beach. The 2013 Bicycle Master Plan proposes a Cycle Track on Nimitz Boulevard, and a Bicycle Boulevard along Bacon Street, Brighton Avenue, and Coronado Avenue.

Critical to meeting the goals to increase bicycle use is the continued development of a continuous bikeway network that serves important destinations and connects to bikeways in neighboring communities. All OBCPU residential and commercial areas of the community are within the vicinity of bicycle paths, lanes, or routes.

In order to further promote bicycle use in the community and also address the parking shortage in an economical way, especially during summer months, implementation of bike share stations is recommended in Ocean Beach. Bike sharing consists of a series of secure bicycle stations from where a publicly-owned specialty bicycle may be checked-out and returned at a destination bicycle station. The proposed OBCPU includes a land use pattern which takes advantage of the existing and future transit network and would improve pedestrian connections to parks and along the beaches, to and from transit stops and with other communities. These specific factors support the decision to approve the project despite the significant unavoidable impacts to Transportation/Circulation identified in the FEIR.

5. The OBCPU protects sensitive coastal resources.

The community of Ocean Beach is located in the Coastal Zone and contains significant coastal resources. At the northeastern limit of the community is the tidally influenced Famosa Slough which is within the San Diego River Flood Control Channel. As the San Diego River reaches the ocean, it forms a coastal estuary known as Dog Beach. Adjacent to the estuary is the Ocean Beach Park which extends south to the Ocean Beach Fishing Pier. Further south lie small beaches, tide pools and adjacent bluffs. Dog Beach, located adjacent to the estuary and just outside the Ocean Beach boundaries, is the oldest off-leash dog area in the country. Just east of Dog Beach is an area of sand dune habitat. East of the sand dunes is the Southern Wildlife Preserve, one location of a least tern nesting site, an area that is fenced off during the nesting period from April through September of each year. Ocean Beach Park is a resource-based park that attracts visitors from throughout the region. The 37-acre park contains beach and grassy park areas. The Ocean Beach Fishing Pier, at 1,971 feet, is one of the longest concrete piers in the world, with nearly a mile of railing space. The bluffs south of the pier are one of the community's defining natural features. Tidepools and pocket beaches are found along the area south of the Pier to Adair Street.

The proposed OBCPU would serve as the community's Local Coastal Program (LCP), and therefore must demonstrate conformance with standards and policies addressing public access, recreation, marine environment, land resources, and development as provided in Chapter 3 of the Coastal Act. The

California Coastal Act requires both visual and physical access to the shoreline be protected and expanded. Recommendations 7.2.1 – 7.2.4 from the OBCPU Conservation Element would encourage both access to the coastline and the preservation of coastal views. Public coastal views are identified in the OBCPU Urban Design Element Figure 4-4 and Recommendations 4.6.1 – 4.6.6 provide guidance on how to protect and improve these views. The Ocean Beach CPU/LCP addresses the full range of coastal issue areas in the following elements:

Coastal Issue Area and Ocean Beach Community Plan Elements			
Public Access Conservation Element, Land Use Element			
Public Coastal Views	Urban Design Element		
Recreation	Recreation Element		
Marine Environment	Conservation Element		
Land Resources	Historic Preservation Element, Conservation Element		
Development	Land Use Element, Mobility Element		
Sea Level Rise Conservation Element			

The OBCPU is consistent with the Recreation Article of the Coastal Act in that the OBCPU Recreation Element includes specific policies and recommendations addressing park and recreation needs, preservation, and accessibility to coastal parks, such as Ocean Beach Park. Specific recommendations from the Recreation Element that addresses beach recreation include:

- 6.1.2 Provide improvements at: Brighton Avenue Park, Saratoga Beach Park, Veteran's Park, a portion of Dog Beach, Dusty Rhodes Neighborhood Park, Robb Field, Ocean Beach Elementary School Joint Use Facilities, Barnes Tennis Club and Famosa Slough Open Space Trail
- 6.2.3 Protect Ocean Beach Park and Famosa Slough from overuse
- 6.2.4 Provide interpretive signs (which do not block views) at Ocean Beach Park and Famosa Slough to alert users of sensitive habitats and cultural habitats by educating them on the unique natural and historic qualities of those areas.

In addition, Recommendations 6.3.2 – 4 addresses accessibility to beaches and recreation areas. The Marine Environment article of the Coastal Act mandates that marine environments shall be maintained and protected. The goals of the Conservation Element include the preservation of natural resources, including marine resources, and to protect coastal and waterway resources by encouraging development that is sensitive to these resources. The following recommendations from the Conservation Element would ensure consistency with the Coastal Act:

- 7.1.1 Monitor Ocean Beach Park, Dog Beach, Ocean Beach Fishing Pier, and the San Diego River Park to ensure they are maintained in a clean, healthy state through a cooperative partnership with various county, state, city, and community agencies.
- 7.1.3 Continue implementation of the MHPA Adjacency Guidelines and the Famosa Slough Enhancement Plan to guide the restoration and enhancement of the area.
 - a. Require a focused plant survey in accordance with the City of San Diego's Biological Guidelines for any project conducted in the Famosa Sough which could potentially impact sensitive resources, including golden club (Bergenercactus emoryi).

 California boxthorn (Lycium californicum) and Shaw's agave (Agave shawii).

- b. Remove the non-native plant species from the Famosa Slough and plant native vegetation to provide a buffer between developed public right-of-ways and the marsh, should funding become available.
- c. Place signage to alert users of Famosa Slough that pets need to be leashed at all times, and place pet waste plastic bag dispensers strategically along the trail. should funding become available.
- 7.1.6 Encourage pollution control measures to promote the elimination of pollutant sources, and the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system and receiving waters.
- 7.1.7 <u>Implement the City's Environmentally Sensitive Lands regulations and Biology</u>

 <u>Guidelines for preservation, acquisition, restoration, management and monitoring of biological resources,"</u>

The Marine Article of the Coastal Act specifies that the biological productivity and the quality of coastal marine and wetland habitat needed to sustain optimum populations of marine organisms, and to protect human health, shall be maintained and, where feasible, restored. Attention given to stopping pollution at the source before it reaches the marine environment is critical to protection the biological health of marine resources and therefore Recommendations 7.4.2-7.4.7 from the OBCPU Conservation Element are being proposed to address eliminating pollution at the sources and incorporate criteria from the City's Storm Water Standards Manual and the Low Impact Development (LID) practices into public and private project design. In addition, Recommendations 5.2.1-5.2.3 from the OBCPU Public Facilities, Services, and Safety Element also support treating pollution at the source.

The Development Article of the Coastal Act mandates that development should occur in such a manner that scenic and coastal access is not impacted, as well as to ensure that development is situated in areas where infrastructure exists to serve any new development which has been addressed above. The goals of the Public Facilities, Services, and Safety Element of the OBCPU are to provide both public facilities and services commensurate with the needs of the community and to also provide a reliable system of water, wastewater, storm water, and sewer facilities that serve the existing and future needs of the community. In addition, Section 4.11 Public Utilities of the FEIR provides analysis of how the OBCPU would potential impact Public Utilities and no impacts were identified in this category. Therefore, the OBCPU is consistent with the Development Article of the Coastal Act.

After the California Coastal Commission has certified the LCP, the City has the authority to issue Coastal Development Permits for projects within its jurisdiction that are consistent with the LCP.

6. The OBCPU addresses climate change and promotes sustainable development.

The purpose of the City of San Diego General Plan Conservation Element is to provide for the long-term conservation and sustainable management of the City's natural resources. The OBCPU Conservation Element addresses the conservation goals and recommendations that can be effective in managing, preserving and thoughtfully using the natural resources of the community. Topic areas included in this element include Coastal Resources, Physical Coastal Access, Erosion, Storm water and Urban Runoff Management, Sustainability and Resource Management, and Urban Forestry and Sustainable Landscape. This element additionally addresses climate change, which is seen as a major issue that could affect the health and longevity of the community and the ecological environment in Ocean Beach. This element is intended to work in conjunction with the General Plan when reviewing development proposals.

General Plan Conservation Element policies address: development and use of sustainable energy types, including solar; reuse or recycling of building material; adaptively retrofitting and reusing existing buildings; constructing energy efficient buildings with healthy and energy-efficient interior environments; creating quality outdoor living spaces; improving materials recycling programs; water resources management, sustainable local food practices, and other issues. The OBCPU supports The

implementation of General Plan policies related to infill development and sustainability. The OBCPU notes that future development within the community generally occurs on previously-utilized lots, and that the community's coastal location provides opportunities for new development to take advantage of significant natural cooling opportunities.

OBCPU Recommendations 7.5.1 – 7.5.8 address "Sustainable Development and Natural Resource Management." OBCPU Section 7.6 - "Climate Change and Sea Level Rise," reports on the best available science related to potential climate effects in Ocean Beach. Sea level rise (SLR) caused by climate change is an issue of growing concern in California and in coastal communities around the world. The State of California projects a rise of 10 to 17 inches (.26 to .43 m) by the year 2050 and a rise of 31 to 69 inches (.78 to 1.76 m) by the year 2100 (State of California, Sea Level Rise Task Force of the coastal and Ocean Working Group of the California Climate Action Team, Sea Level Rise Interim Guidance Document, October 2010).

Based on best available science, if SLR reaches 1.4-1.5 meters (which is considered to be in the intermediate/high range of projections), San Diego could experience some loss of beaches and coastal habitat (Gersberg, R., San Diego Waters. (Retrieved on July 2, 2013 from http://www.sdcoastkeeper.org/learn/san-diegos-waters/) The National Oceanic and Atmospheric Administration's Sea level Rise and Coastal Flooding Impacts Viewer shows that street flooding is another possible impact if the sea level rises to this level.

The California Global Warming Solutions Act of 2006 (Assembly Bill 32) requires that the state's global warming emissions to be reduced to 1990 levels by the year 2020. In accordance with AB 32, the City of San Diego General Plan discusses climate change and provides a broad range of policies designed to reduce greenhouse gas emissions (GHG) citywide. As of 2014, the City is in the process of updating its Climate Action Plan to more specifically address green house gas reduction in accordance with AB 32. The Climate Action Plan also discusses potential adaptation measures that may be needed to proactively prepare for a range of anticipated climate change impacts, and acknowledges that the City should undertake more detailed adaptation planning. The OBCPU also contributes to reducing GHG through the plan's multi-modal mobility strategy (see #4 above).

Climate change recommendations in the OBCPU (Conservation Element Recommendations 7.6.1-7.6.4) build upon the General Plan and the draft updated Climate Action Plan policies and recommendations. Recommendation 7.6.4 to "monitor sea level rise impacts and adjust adaptation strategies as needed over time" is important as SLR impacts are expected to become more of an issue from 2050 - 2100 and beyond, which exceeds the time horizon of the OBCPU. In addition, SLR responses will likely need to be coordinated as a part of a citywide and regional strategy.

The OBCPU Conservation Element also discusses Coastal Resources, Erosion, and Storm Water and Urban Runoff Management, and Urban Forestry and Sustainable Landscape Design. Issues related to these topics would likely be exacerbated by climate change impacts; the recommendations in these issue areas will help achieve OBCPU goals for sustainable development and climate change preparedness. For example, street trees and private tree planting programs are low cost, low-technology methods for improving the visual landscape and air quality in Ocean Beach. Trees can provide shading and cooling for adjacent buildings as well as for pedestrians. Trees can reduce energy consumption resulting from reduction in size of the urban heat island, reduce storm water runoff through absorption of water by the trees, enhance or create visual corridors, and improve air quality by converting CO2 into oxygen. In addition, the OBCPU "Storm water and Urban Runoff Recommendations" which call for application of best management practices and Low Impact Development practices, will have co-benefits for improving climate change resiliency.

In summary the OBCPU further supports and enhances citywide goals related to climate change and sustainability.

7. The OBCPU enhances park and recreational opportunities.

The OBCPU enhances park and recreation opportunities as compared to the existing adopted Ocean Beach Precise Plan. Ocean Beach is an urbanized coastal community with limited opportunities for providing new recreation facilities due to the lack of large vacant parcels. Opportunities for additional park land and recreation facilities within the Ocean Beach community are anticipated to come through redevelopment of private and public properties and through the application of park equivalencies. While the City's primary goal is to obtain land for population-based parks, in some communities where vacant land is not available or is cost-prohibitive, the City's General Plan allows for the application of park equivalencies to be determined by the community and City staff through a set of guidelines. The guidelines suggest what type of facilities can be considered and how to evaluate these facilities. Facilities that may be considered as population-based parks include: joint use facilities, trails, portions of resource-based parks, privately-owned publicly-used parks, and non-traditional parks, such as roof top recreation facilities or indoor basketball or tennis courts.

Through the OBCPU process, staff and the community worked together to develop recommendations on how to maintain existing parks and to expand opportunities for new facilities through park equivalencies. The park system in Ocean Beach is made up of population-based parks, resource-based parks and open space lands.

The projected population at full community development is 15,071 residents. Therefore, according to General Plan Guidelines for population-based parks, Ocean Beach should be served by a minimum of 42 useable acres of park land. Of the 42 useable acres, there should be 8 useable acres of Community Parks and 34 useable acres of Neighborhood, Mini and Pocket Parks.

Due to land constraints, the community and City staff evaluated the use of park equivalencies to help meet the park guidelines. Consideration of potential equivalency sites included an analysis of public accessibility, consistency with General Plan policies, and assessment of whether typical population-based park components and facilities could be provided. It was found that a variety of sites and facilities within and adjacent to the Ocean Beach community already do, or could, serve as park equivalencies.

Through the process of using park equivalencies within the urbanized Ocean Beach community planning area, the population-based park lands deficit for the Ocean Beach community would be reduced from 40.57 acres, to 18.66 acres as shown in the table below.

Revised Population-based Park Inventory Summar at Full Community Development	У
Existing Population-based Parks	1.42 acres
Park Equivalency Credits	21.92 acres
Population-based parks requirements for year 2030	42.00 acres
Population-based parks deficit for year 2030	18.66 acres

CONCLUSION

For the foregoing reasons, the City finds that the Project's adverse, unavoidable environmental impacts are outweighed by the above-referenced benefits, any one of which individually would be sufficient to outweigh the adverse environmental effects of the project. Therefore, the City has adopted this Statement of Overriding Considerations.

Passed by the Council of T	JUL 29 2014 , by the following vote:				
Councilmembers	Yeas	Nays	Not Present	Recused	
Sherri Lightner	d,				
Ed Harris		. —			
Todd Gloria					
Myrtle Cole	_				
Mark Kersey	$\mathbf{\Phi}_{I}$				
Lorie Zapf	□/,				
Scott Sherman	<u> </u>				
David Alvarez	4			□ .	
Marti Emerald	र्ष				
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Date of final passage	AUG 1 1 2014				
(Please note: When a resapproved resolution was	solution is approved by the returned to the Office of		erk.)	·	
AUTHENTICATED BY:		M		AULCONER f San Diego, California	L.
			ELIZABETH	S. MALAND	
(Seal)	·	City		of San Diego, Californ	ia. Deputy
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		Office of	the City Clerk, Sa	an Diego, California	
· .	Res	elution Num	වූ nber R-	00178	

ORDINANCE NUMBER O- 20410 (NEW SERIES)

DATE OF FINAL PASSAGE OCT 0 2 2014

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SAN DIEGO CHANGING 20.53 ACRES LOCATED IN OCEAN BEACH, WITHIN THE OCEAN BEACH COMMUNITY PLAN AREA, IN THE CITY OF SAN DIEGO, CALIFORNIA, FROM THE SINGLE FAMILY ZONE OF RS-1-7 TO THE MULTIFAMILY ZONE OF RM-1-1, AND REPEALING ORDINANCE NO. 32 ADOPTED SEPTEMBER 6, 1932, and ORDINANCE NO. 12793 ADOPTED APRIL 14, 1930, OF ORDINANCES OF THE CITY OF SAN DIEGO INSOFAR AS THE SAME CONFLICT HEREWITH.

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

Section 1. That 20.53 acres located in Ocean Beach and legally described as those portions of Lots 25 through 27 and Lots 33 through 36 in Block 17, and Lots 12 through 44 in Block 18, and Lots 5 through 44 in Blocks 19 and 20, and Lots 5 through 24 in Block 21, all of Ocean Beach, according to map thereof No. 279, filed in the office of the County Recorder of San Diego County on May 28, 1887; and those portions of Lots 25 through 34 in Block 3, and Lots 20 through 27 in Block 4, all of Sunset Cliffs, according to map thereof No. 1889, filed in the Office of the County Recorder of San Diego County on March 1, 1926, and as shown on Zone Map Drawing No. B-4297, filed in the office of the City Clerk, are rezoned from the RS-1-7 into the RM-1-1 zone, as the zone is described and defined by San Diego Municipal Code Chapter 13 Article 1 Division 4. This action amends the Official Zoning Map adopted by Resolution R-301263 on February 28, 2006.

EXHIBIT NO. 4

City Ordinance

Section 2. That Ordinance No. 12793 adopted April 14, 1930 and Ordinance No. 32 adopted September 6, 1932 of the ordinances of the City of San Diego are repealed insofar as the same conflict with the rezoned uses of the land.

Section 3. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

Section 4. That prior to becoming effective, this ordinance shall be submitted to the San Diego County Regional Airport Authority (SDCRAA) for a consistency determination.

That if the SDCRAA finds this ordinance consistent with the Airport Land Use

Compatibility Plan (ALUCP) for San Diego International Airport (Lindberg Field), this

ordinance shall take effect and be in force on the thirtieth day from and after the finding of

consistency, except that the provisions of this ordinance inside the Coastal Overlay Zone, which

are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal

Program amendment, shall not take effect until the date the California Coastal Commission

unconditionally certifies those provisions as a local coastal program amendment.

That if the SDCRAA determines that this ordinance is inconsistent or conditionally consistent, subject to proposed modifications, with the ALUCP for Lindberg Field, the ordinance shall be submitted to the City Council for reconsideration.

That if the SDCRAA determines that this ordinance is conditionally consistent with the ALUCP for Lindberg Field, but that consistency is subject to proposed modifications, the City Council may amend this ordinance to accept the proposed modifications, and this ordinance as amended shall take effect and be in force on the thirtieth day from and after its final passage, except that the provisions of this ordinance as amended inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

That a proposed decision by the City Council to overrule a determination of inconsistency or to reject the proposed modifications for a finding of conditional consistency shall include the findings required pursuant to Public Utilities Code section 21670 and require a two-thirds vote; the proposed decision and findings shall be forwarded to the SDCRAA, California Department of Transportation, Division of Aeronautics, and the airport operators for Lindberg Field; and the City Council shall hold a second hearing not less than 45 days from the date the proposed decision and findings were provided, at which hearing any comments submitted by the public agencies shall be considered and a final decision to overrule a determination of inconsistency shall require a two-thirds vote.

That if the City Council makes a final decision to overrule a determination of inconsistency, ordinance shall take effect and be in force thirtieth day from and after that final decision, except that the provisions of this ordinance inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

Section 5. That permits shall not be issued for development that is inconsistent with the provisions of this ordinance unless complete applications for the permits were submitted to the City prior to the date the California Coastal Commission unconditionally certifies the provisions of this ordinance as a local coastal program amendment.

APPROVED: JAN GOLDSMITH, City Attorney

Corrine Neuffer, Deputy City Attorney

CLN:dkr 05/16/2014 Or.Dept:DSD Doc. No. 790136 2

Attachments: Exhibit A, Ocean Beach Parcel Information

I hereby certify that the foregoing Ordinance was passed by the Council of the City of San Diego, at this meeting of <u>SEP 1.6 2014</u>.

Approved: 19/2/// (date)

Revin L. FAULCONER, Mayor

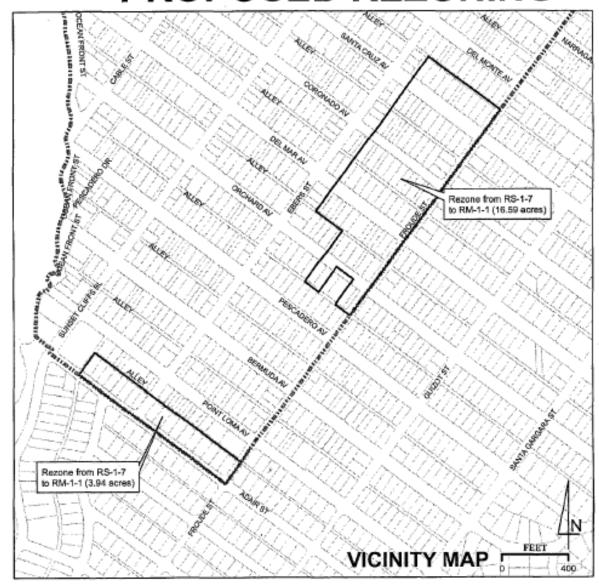
KEVIN L. FAULCONER, Mayor

Ocean Beach Rezone Assessor Parcel Number Information

44848235	44848129	44848132
44848215	44848219	44834215
44848117	44845115	44845120
44834219	44847222	44848127
44848241	44847223	44848109
44848231	44848105	44848234
44848107	44848238	44848134
44834216	44848217	44848110
44847231	44849108	44845123
44847210	44848104	44847224
44849106	44848237	44848239
44849115	44848103	44848240
44845114	44848116	44848227
44849110	44848128	44848111
44845119	44845116	44848130
44847235	44848106	44848218
44847118	44834212	44847220
44848112	44847233	44848229
44847213	44848213	44848131
44845118	44848233	44845117
44848108	44849105	44847218
44849111	44849107	44848133
44849113	44848221	44847209
44834218	44848220	44834214
44847236	44847237	44845121
44847206	44848121	44847211
44848216	44847119	44847114
44849109	44847207	44849112
44848118	44848223	44849114
44847115	44847219	
44848228	44847208	
44834213	44848236	
44848222	44848214	
44834217	44847212	
44845122	44847221	

CITY OF SAN DIEGO . DEVELOPMENT SERVICES

PROPOSED REZONING



ORDINANCE NO.	DECUEST	CASE NO.	
EFF. DATE ORD ZONING SUBJ. TO	REQUEST PLANNING COMM. RECOMMENDATION	DEVELOPMENT SERVICES MANAGER	
BEFORE DATE	CITY COUNCIL ACTION	B-4297	
MAP NAME AND NO.		APN: VARIOUS	

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA 7676 METROPOLITAN DRIVE, SUITE 103 SAN DIEGO, CA 92108-4421 (619) 767-2370



July 25, 2014

VIA E-MAIL

Mayor Kevin Faulconer City Councilmembers City of San Diego 202 "C" Street, 11th Floor San Diego, CA, 92101

Re: Ocean Beach Community Plan Update Suggested Modifications

Dear Mayor Faulconer and City Councilmembers,

Thank you for the opportunity to review the Draft Ocean Beach Community Plan Update (OBPCU) and provide additional comments. Our office has worked extensively with City staff over the course of the last year and appreciates the collaboration and informative exchange we have had with City planners. Commission staff finds the draft plan to be a very thorough, comprehensive update that addresses many outstanding issues present in Ocean Beach planning, such as documenting the location of critical visual and physical access points to the ocean shoreline, bay and river channel; specifying the need to coordinate with SANDAG and MTS on improving public transportation; and establishing the need to utilize best available science to prepare for and adapt to climate change impacts. After productive discussions with City staff, many of this office's initial recommendations were resolved either with new information, clarifications or mutually agreed upon rewording of text and policy recommendations. Noteworthy resolution was achieved on many points including, but not limited to, recognition of the adopted Famosa Slough Enhancement Plan; implementation of the certified Environmentally Sensitive Lands (ESL) regulations through plan recommendations; reserving the ground floor of mixed use developments for commercial use; requirements for native, locationappropriate, drought-tolerant and non-invasive plantings; and green building design goals that facilitate bird safety and energy conservation.

However, there are seven suggested modifications that Commission staff would still recommend be incorporated in the draft OBCPU. These modifications address issues of statewide significance such as preferential resident parking programs, requiring mitigation for any loss of public access or lower-cost visitor-serving accommodations, as well as the issues associated with development in hazardous areas subject to bluff erosion and sea level rise impacts. As a general comment and introduction, a recurring point of debate between our offices arises over the need for greater specificity in the City's land use planning documents. We appreciate and understand how, under general planning

EXHIBIT NO. 5

CCC letter to City Council



law, the City treats community plans as a policy document and includes regulatory provisions only in the municipal code. However, under the Coastal Act, and when the City is acting as the administrator of the Coastal Act, there are different standards. For land use plans or any future plan amendments, the standard of review is consistency with the Chapter 3 policies of the Coastal Act. For the adoption of zoning or implementation plan changes, the standard of review is consistency with the certified land use plan. Therefore, in evaluating any zoning provision or amendment, there needs to be sufficient specificity and standards established in the adopted land use plan. Absent such specificity, inadequate implementation plans could be adopted or result over time leading to coastal resource impacts.

The following paragraphs will address each of the unresolved issues. To hopefully assist in the examination of these issues, our comments will identify the draft specific introduction, goal or plan recommendation that Commission staff recommends be modified, as well as include references to City staff's matrix, entitled "City of San Diego Staff Response to Coastal Commission 6/27/14 memo" as revised by City staff after our meeting on July 15, 2014. In each of the seven suggested modifications, language to be added is <u>underlined</u> and language suggested to be deleted is <u>struck out</u>.

First, on Page ME 14, Recommendation 3.5.4 addresses the potential implementation of parking management strategies (Item 5 on the matrix). Such parking management strategies could potentially include preferential resident parking programs which could have significant impacts on public street spaces that generally provide a key reservoir of beach parking. Section 30210 of the Coastal Act requires maximum access and recreational opportunities shall be provided for the public. Section 30213 of the Act states "lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided." Section 30252 of the Act specifies that the location and amount of new development should maintain and enhance public access to the coast by facilitating alternate transit or providing adequate parking facilities. Given that preferential parking programs for residents could have serious impacts on the availability of public parking supplies, the Commission has generally not been supportive of them. Therefore, Commission staff recommends the following modification be made to the draft recommendation; the revised language would require that such a proposal require a land use plan amendment which would ensure a more comprehensive review for any such proposal in order to address existing public parking facilities, availability of alternate transit and specific operational details. City staff's proposed language only provides for Commission staff review through the permitting process.

On p. ME 14, modify Recommendation 3.5.4 to read:

Implement parking management strategies along streets that serve the commercial and beach areas; however, preferential residential parking programs would require a Land Use Plan amendment. Refer to Section G of the General Plan's Mobility Element.

Turning to the Recreation Element, on Pages RE 4 and RE 15, City staff has agreed to support inclusion of a new Goal and Plan Recommendation (that would be numbered 6.3.12) that specify the need to preserve, protect and enhance both lower-cost visitorserving overnight accommodations and public access in the community (Items 13 and 16 on the matrix). However, Commission staff had also recommended in both these new provisions that "mitigation be required for any loss of such facilities or public access". Again in response to the Act's mandate to support maximum access, Section 30213 provides that "lower cost visitor and recreational facilities shall be protected, encouraged. and, where feasible, provided." Section 30221 of the Act provides that oceanfront land suitable for recreational use be protected for recreational use. Section 30222 of the Act states "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..." In cases where new development would result in the loss of affordable overnight accommodations or public access, Commission staff recommends that mitigation be required to offset such impacts.

For some time, the Commission has been adopting conditions for beach sand mitigation fees, public access and recreation fees, in-lieu fees for moderate or high cost overnight accommodations and mitigation for the loss of affordable motel/hotel rooms. In response to Commission staff's recommended changes, City staff stated a concern about equal protection between the City's coastal planning segments, asserting that it would be inappropriate to adopt such a provision solely for Ocean Beach. While Commission staff agrees that the issue of mitigation for loss of public access and affordable accommodations should be addressed on a city-wide basis, the requirement for such mitigation needs to be added to community plan updates as they are adopted in order to establish the policy mandate for such mitigation. Therefore, the following two revisions should be made to the plan update.

On p. RE 4, please add the following Goal:

<u>Preserve</u>, protect, and enhance lower-cost visitor serving recreational facilities and overnight accommodations. Require mitigation for any loss of such facilities.

On p. RE 15, please add the following as Recommendation 6.3.12:

Preserve, protect, and enhance public access within the community. Require mitigation for any loss of public access. Maximize retention of existing on-street public parking for protection of the public beach parking reservoir.

Although City staff and the community have developed good provisions to address sea level rise and the City has committed to the adoption of a Citywide Climate Adaptation Plan, the draft plan update lacks specific policy language that would effectively restrict shoreline armoring and the loss of public beach access by adopting restrictions on bluff-top and shoreline development and shoreline protective devices. This is a statewide issue arising in many city planning policy documents such as the recently certified Solana

Beach Land Use Plan, exacerbated by current and projected climate change and sea level rise impacts. The four remaining suggested modifications relate to draft provisions in the Conservation Element; they address the need to limit the construction of coastal protective devices; establish necessary setbacks for new development and redevelopment that consider the economic life of structures and sea level rise in those setback determinations; require a waiver of future shoreline protection for new development or redevelopment, as well as site and design such work without reliance on existing or future shoreline protection; tie shoreline protective devices, when approved, to the life of the structure they are protecting; and include mitigation for such devices and require periodic reassessment to consider the need for additional mitigation or changed conditions.

In addition to Sections 30210 and 30221, cited above, the suggested modifications are predicated on the following Coastal Act provisions:

Section 30235

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. [...]

Section 30253

New development shall:

- 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.

Section 30211

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, (3) Agriculture would be adversely affected. [...]

Shoreline armoring contributes to the loss of public beaches as the sea level rises and beaches are no longer able to retreat landward. Siting new development in locations that will not require a seawall in the future and limiting the retention of existing seawalls or the construction of new seawalls, when feasible, will help to ensure maximum public access to the coast.

In approving shoreline armoring requests, the Commission has acknowledged that coastal protective devices have significant adverse impacts on the beach environment, which are ongoing for the life of the device, and cannot be fully mitigated through a one-time sand mitigation payment. In addition, the Commission has acknowledged that impacts can change over time or become more significant as the area of beach available for public access continues to erode. Given the significant impacts that existing and new seawalls can have on coastal resources, especially public access, recreation and sand supply, it must be a high priority for the Commission and the City to ensure that all existing and new seawalls adequately mitigate for their impacts to sand supply, public access and recreation and any other impacts on coastal resources so long as the seawalls exist and still serve the function of protecting the existing structure it was designed to protect. It is important the full risks and costs of developing in hazardous locations, including impacts (costs) to public coastal resources, be borne by the development itself.

With regard to the assumption of risk and an acknowledgement that any right to future shoreline protection is waived in association with new proposals for development or redevelopment in hazardous areas, Commission staff recommends that the plan update be modified. Commission staff acknowledges that the currently certified LCP only requires execution of an assumption or risk/waiver when an applicant seeks to reduce the otherwise required 40 ft. setback along the shoreline as codified in the ESL regulations. However, given the changing conditions and sea level rise, Commission staff believes that an assumption of risk and waiver of future shoreline protection must be obtained in association with development along the shoreline.

Section 30235 only authorizes shoreline protection devices when necessary to protect an existing structure in danger of erosion if specified criteria are met, and shoreline protective devices are no longer authorized by Section 30235 after the existing structures they protect are redeveloped, no longer present, or no longer require armoring. Accordingly, one reason to limit the length of a shoreline protective device's development authorization is to ensure that the armoring being authorized by Section 30235 is only being authorized as long as it is required to protect a legally authorized existing structure.

Another reason to limit the authorization of shoreline protective devices is to ensure that the Commission and City can properly implement Coastal Act Section 30253 together with Section 30235. If a landowner is seeking new development on a blufftop lot,

Section 30253 requires that such development be sited and designed such that it will not require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Sections 30235 and 30253 prohibit such armoring devices for new development and require new development to be sited and designed so that it does not require the construction of such armoring devices. These sections do not permit landowners to rely on such armoring devices when siting new structures on bluff tops and/or along shorelines. If a shoreline protective device exists in front of a lot, but is no longer required to protect the existing structure it was authorized to protect, it cannot accommodate future redevelopment of the site in the same location relying on the provisions of Section 30235. Otherwise, if a new structure is able to rely on shoreline armoring which is no longer required to protect an existing structure, then the new structure can be sited without a sufficient setback, perpetuating an unending construction/redevelopment cycle that prevents proper siting and design of new development, as required by Section 30253. By limiting the length of development authorization of a new shoreline protective device to the existing structure it is required to protect, Section 30253 can be properly administered. As more up-to-date and projection data on sea level rise becomes available, policy makers must evolve their adaptive management strategies accordingly. These recommendations are current policy strategies that the Commission is continuously working to address in local government land use plan updates statewide.

Based on the above analysis, Commission staff would recommend the following modifications be made:

On p. CE 7, modify Recommendation 7.1.2 (Item 22 on the matrix) to read:

Prohibit coastal bluff development, on or beyond the bluff face, except for coastal protective devices, public stairways and ramps that provide access to and from the bluff top to the beach and coastal protective devices only when properly permitted to protect existing development and as consistent with other provisions of the Land Use Plan. Require new development to be independently safe without shoreline improvements armoring.

On p. CE 9, modify Recommendation 7.3.1(Item 27 on the matrix) to read:

Setback new development and redevelopment on property containing a coastal bluff a sufficient distance so the structure is safe from geologic and other hazards for its economic life, typically defined as 75 years for primary structures, at least 40 feet from the bluff edge. 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 for its economic life and without requiring construction of shoreline protective devices. Do not allow a bluff edge setback less than 40 feet if erosion control measures or shoreline protective devices exist on the sites which are necessary to protect the existing principal structure in danger from erosion and do not assume retention of such structures when calculating bluff setback

requirements. Incorporate sea level rise projections into calculations for determining the bluff edge setback.

The City recommends using the term "life span" rather than "economic life." However, with the added explanation that economic life is typically defined as 75 years for primary structures, as recently used in the Solana Beach certified Land Use Plan and the term is used in the City's ESL regulations, Commission staff hopes that the City's concerns with the term "economic life" are resolved.

On p. CE 9, add the following as Recommendation 7.3.6 (Item 29 on the matrix) to read:

Require a waiver of rights to future shoreline protection for any new shoreline development or redevelopment. Site and design development and redevelopment so they do not rely on existing or future shoreline protective devices.

On p. CE 9, add the following as Recommendation 7.3.7 (tem 30 on the matrix) to read:

Tie shoreline protective devices to the life of the structure they are protecting and remove such devices when the structure it is authorized to protect is demolished or redeveloped. Include mitigation for shoreline armoring, if allowed, for impacts to shoreline sand supply and public access and recreation. Require periodic assessment of the need for additional mitigation and of changed conditions.

Aside from these suggested modifications, Commission staff would also like to comment on two additional issues. First, staff has considered the issue related to the granting of variances for floor area ratio (FAR) exceptions along West Point Loma Boulevard. While the Commission and staff found no substantial issue, on appeal, due to the absence of any technical inconsistency with the City's LCP, the mixed development character present in the immediate area, and the absence of any public view encroachment, there is some potential for such variances to have public view impacts as development proceeds seaward or further downcoast in the affected neighborhood. The Commission will continue to review such developments on a case-by-case basis. Therefore, should the City want to add specifics to the OBCPU on community character and urban design or reinforce the scenic resource provisions to regulate build-out in this area of Ocean Beach, it is certainly within the City's prerogative.

Second, the draft plan appropriately addresses and maps the existing sensitive lands in the community such as bluff areas, beaches, open spaces, and Multi-Habitat Planning Area (MHPA). However, there is no mention of environmentally sensitive habitat areas (ESHA) in the draft plan, and under Section 30240 of the Coastal Act, there are specific provisions for protecting ESHA. Land use plans and especially comprehensive updates should identify ESHA within each planning area and adopt policies for protecting them, consistent with Section 30240, both as currently identified and providing for future determinations to be made as resources and conditions change over time. Commission staff needs to consider this issue further and wants to reserve the opportunity to address it in the future.

July 25, 2014 Page 8

Again, Commission staff appreciates the opportunity to provide the above suggested modifications as well as the tremendous coordination work done with City staff. Please feel free to contact me at the above phone number with any questions or concerns.

Sincerely,

Brittney Laver Coastal Planner

(G:\Brittney\OBCPU\OBCPU July 25 2014 letter to City Council.docx)

THE LAW OFFICES OF DAVID STEBBINS

4948 Voltaire St. Unit 1A, San Diego, CA 92107 619.223.9440 Office/619.223.0174 Fax Cal. Bar # 202294 Email: davidstebbins@cox.net



JUL 1 4 2015

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

MEMORANDUM TO CALIFORNIA COASTAL COMMISSION FROM 100 HOMEOWNERS IN OPPOSITION TO ANTI-VARIANCE LANGUAGE IN SECTION 4.2.9 OF THE OCEAN BEACH COMMUNITY PLAN

I represent approximately 20 homeowners of the West Point Loma homeowners association and the over 100 homeowners who have sent letters opposing language in s. 4.2.9 of the OBCP (a recommended change by city staff from original planning commission language) that seeks to affect the way variances are granted ion ocean beach by discriminating against one block.. This language tries to discourage development in an area that is already severely challenged and blighted and that already has the most draconian and restrictive F.A.R. of any beach area in California. (See attachment with new language vs. planning commission language).

Our group and the other property owners have sent letters opposing the anti-variance language in the community plan because the language of 4.2.9 seeks to interfere with the existing variance process in the San Diego Municipal code and create a different set of rules for variances in ocean beach. This language targets one specific block in ocean beach (the 5100 block of West Point Loma). Furthermore, the variance process is part of the San Diego Municipal code, and consequently the anti-variance language creates a conflict with the code and the coastal plan which renders the language unenforceable.

A minor movement to eradicate development on that block came about because some members of the community did not like the small 1700 square foot houses that you yourselves approved! This movement gained traction only because its proponents cynically "piggy backed" the issue with the community plan and implied that the whole plan was in jeopardy if the language of 4.2.9 was left as the planning commission wisely approved.

This new anti-variance language contradicts the San Diego Municipal Code and violates equal protection because it treats different neighborhoods differently as to variances. In our opinion, this language is therefore legally unenforceable. If this language is left as is, litigation will surely follow. Language such as this does not belong in any community plan.

Instead, we support the language passed by the San Diego Planning Commission who correctly understood that there is already a variance process in place to handle individual variance requests and who provide language that does not conflict with the San Diego municipal code or coastal plan. (See Planning Commission language and comments attached).

Page 1 of 3

EXHIBIT NO. 6

Public Comment



We do not oppose the community plan as a whole. Our sole issue is this anti-variance language. This language was created by a group composed mostly of tenants who do not want to see anything built in Ocean Beach over 1200 sq. feet.

Sadly, the San Diego City Council was duped. The proponents of the anti-variance language through sloganeering and misrepresentation obtained petition signatures from people who know nothing about the issue. They have unfortunately been able to hide behind the passage of the community plan and their community organizing and divisive rhetoric to create the myth that somehow there is a move afoot to build "high-rises" in ocean beach. They have touted all the signatures on their petition from last year when the truth is that the vast majority of signatures are from tourists, homeless people and others who were misled at the local community fair by chants of "no high-rises in OB". They were aided by an appointed lame duck councilman for Ocean Beach who ignored the legal issues. Politics has no place in sound land use decisions.

Ironically, at every hearing where an actual variance was heard for the 5100 block, more citizens showed up in favor of the project in question. The anti–variance people admit that 90% of their current support is from tenants. The letters I have attached show the real sentiment which is prevalent among property owners that there should be not anti-variance language in the new community plan. As a group we feel that we may need to litigate the issue to protect our property rights. The targeting of one block is simply unacceptable.

While the San Diego City attorney has "massaged the language of 4.2.9 to make it appear innocuous, the City attorney also provided a cleverly worded memo that makes it clear that were this language to actually be enforced, it might not be legal. The very preamble of section 4.2 speaks about the need for this change due to ONE block and then goes on to restrict the variance process; the proponents of this language then disingenuously claim it was meant to apply to all of Ocean Beach!

The issue here is simple; there are many tiny substandard and almost unbuildable parcels in ocean beach. Ocean beach already has the most restrictive FAR of all the southern California's beach areas (.70). This alone will unfortunately guarantee that ocean beach will be forever stunted and disadvantaged in its ability to change or in any way become a better community. Sadly, the term dilapidated and blighted are usually what one hears about our community. The proponents of the antivariance language are not satisfied with these draconian restrictions; they wish to essentially freeze the ability of any homeowner to go before the planning commission and get a fair hearing when a variance may be warranted as was done on four beautiful small homes on the 5100 block of West Point Loma Blvd.; these are homes that you yourselves voted to approve!

In short, we do not advocate any particular project or variance. We merely state that one cannot put ones thumb on the scale and not allow a fair hearing when there is a challenged parcel. This would be the equivalent of declaring someone guilty before getting a fair trial; we are better than that.

We ask only that the attached language of the San Diego Planning Commission be followed/re-instated so that variance may come forward on a case by case basis in accordance with the San Diego municipal code and consistent with the coastal plan.

Respectfully submitted

David Stebbins

Attorney at Law-

THE TWO VERSIONS OF SECTION 4.2.9 OF THE OCEAN BEACH COMMUNITY PLAN

PROBLEMATIC (POSSIBLY UNENFORCEABLE) ANTI-VARIANCE LANGUAGE RECOMMENDED BY SAN DIEGO CITY STAFF AND CITY COUNCIL:

"Maintain the community's small-scale character and avoid exceptions to established floor area ratios to the maximum extent possible under the law"

ACCEPTABLE LANGUAGE APPROVED BY PLANNING COMMISSION:

"Maintain the community's small-scale character and evaluate exceptions of a case by case basis"

Planning Commission Quotes

Commissioner Peerson-

"I believe the redevelopment on West Point Loma Blvd is a real improvement. I really want to make sure we have language that does not come back to preclude a 2-story or 3-story development."

Commissioner Haase-

"I feel that 4.2.9 is trying to re-write the variance process even though the findings are very clear. The bias of 4.2.9 troubles me."

Commission Austin-

"Mr. Stebbins comments were very thoughtful and clear on the variance language. When in doubt, leave it out. Variances have it tough going in, so neutral is definitely the place to be"

Chairman Golba-

"4.2.9 gives me a lot of grief. I don't think language in a community plan should ever say to the greatest extent possible under the law. That is just wrong. It almost sounds threatening. I thing we are predisposing against the variance process. Sounds like you better lawyer up for your variance application."

— Forwarded Message —

From: D Applebee <d applebee@yahoo.com>

To: martiemerald@sandiego.gov" <martiemerald@sandiego.gov>

Sent: Thursday, June 26, 2014 2:09 PM

Subject: Anti-variance language in the OB Community Plan

Dear Marti.

While I realize that you re not the council member representative for OB, I have had positive outcomes with your support in Tierrasanta's open space. Bringing the media to the trails of Shepard's Canyon when the tree cutting got out of hand was a huge help to resolving our conflict with Park and Recreation several years ago. I have planted a tree in Tierrasanta every year since with the help of Parks and Rec. Thank you again.

Now I need your support in Ocean Beach where a small group of community advisers is attempting to take away the rights of property owners in the 5100 block of West Point Loma by taking away San Diego's variance process. The City Planning Board has recommended compromise language which allows homeowners to apply for a parking variance on a case by case basis. I hope you will support the City Planning Board's recommendation.

I need to inform council members that I am gravely concerned about the way this small group has gone about collecting support from the community. Yesterday while out at the farmer's market, I heard a hawker telling the community that they needed to sign a petition to keep "high rises" out of OB. In addition this group is selling T- shirts for \$10.00 and is offering a \$5.00 rebate if the owner of the shirt comes to the City Council on the 30th. While I am not opposed to political activism this group is part of an elected advisory committee that is supposed to represent all the members of the community. It is disturbing to hear the total misrepresentation by these people.

Thank you for hearing me out Debbie Applebee 5687 Antigua Blvd 858-525-2702 City of San Diego City Council Members 202 C Street San Diego, CA 92101

RE: Ocean Beach Community Plan and Miss-Leading Petition

Dear Sirs,

My name is Barbara and I am a member of the Ocean Beach community. I have always loved OB and the 'Off the beaten path' hominess that I feel here.

Over the last week or so I have been presented with a petition that is circulating regarding new OB Community Plan put out by the OB Planning Board. I read the flyer and was very interested in what it said and how they plan to make OB 'better' and keep the quaint feel of the community. I noticed some signatures on the petition and folks were pretty adament about getting more (mine included). Experience tells me that before I sign anything doing more research is the smarter way to go.

I studied the plan at length and found it to be mostly fabulous. The board has some really great ideas!! Then I got to the area that has me concerned. There is a portion of the plan regarding the Variance process and how for all intents and purposes they want to eliminate that completely. Again, I am merely a citizen with very limited knowledge on how this works. However, it was overwhelmingly evident to me that the verbiage that they are trying to put in the plan about the Variance process seems at the very least one-sided and to be honest a little underhanded and possibly Illegal. The way I read it they are trying to completely take away property owners rights to make certain types of changes to their properties.

I have decided not to sign the petition due to what I have stated above. I have come across more members of the community that have signed the petition and upon asking them if they were aware of the Anti-Variance language and not one of them knew what I was talking about. I explained what I learned through my research and frankly they were appalled at being miss-lead and have since removed their names from the petition.

It is my sincere hope that this portion of the plan does not pass through your voting process and that Ocean Beach property owners can still have their property upgrade plans heard on a case by case basis as it is right now.

Thank you for your time.

June 23, 2014

To: The San Diego City Council via David Stebbins

From: John Spotts

Regarding: Anti-variance Language and Zoning Issues in the Ocean Beach

Community Plan

As a long-term resident of the San Diego Beach Communities, including Ocean Beach, I strongly object to the "anti-variance" language currently in place in the Ocean Beach Community Plan for two reasons.

First, the residential properties on West Point Loma Boulevard lie on a significant thoroughfare through Ocean Beach. Many of these properties appear out dated and run down. This saddens me as I would like the community where I grew up to stand out as a thriving community, especially to people who are visiting. While many of the properties are reminiscent of the "beach cottages" and family dwellings of years past, and rightfully maintain their value as such, an equal number of properties are simply unappealing and the climate is not conducive to their revitalization. The residence of David Stebbins on West Point Loma Boulevard, however, is an example of such a revitalization.

Second, the right to own property is cherished. As such, an owner should be able to do with the property what he or she wishes, providing the ends do not infringe substantially on other's rights. I do not believe that property related activities such as remodeling constitute an infringement on other's rights, but moreover, I think the "don't change anything" attitude that has prevailed in Ocean Beach has been an impediment to other's exercising the rights that theoretically come with property ownership.

Sincerely,

John M. Spotts

833 Capistrano Place, Apt. C

San Diego, CA, 92109

Dear San Diego Councilman Harris and Councilwoman Zaph,

I own property in Ocean Beach, I strongly object to any language in the community plan that would in any way restrict the variance process in Ocean Beach.

I do not want my property rights affected by altering the land development process that is already in place.

I have supported you both in the past elections, as well as Mayor Faulkner. I am most appreciative in advance for your sticking up for my rights as a San Diego citizen.

Best.

Douglas Leiber 5076 Muir Avenue San Diego, CA 92107 To: The San Diego City Council

RE: Opposition to anti variance language in the Ocean Beach Community Plan

Dear City Council Members,

I was born and raised in San Diego and I would like to express my objection to any language in the community plan that would in any way restrict the variance process in Ocean Beach.

I believe that property rights in the area would be negatively affected by altering the land development process that is already in place.

Thank you for your attention in this matter,

- Dly Master

Debra J. Masten

336-A Nature Drive

San Jose, CA 95123

Barbara Nelson

From: david stebbins <davidstebbins@me.com>

Sent: Friday, June 20, 2014 1:52 PM
To: Barbara Nelson Barbara —asst.

Subject: Fwd: Opposition to anti-variance language in OB Community Plan

From: D Applebee <d.applebee@yahoo.com>
Date: June 20, 2014 at 9:42:34 AM PDT

To: "Loriezapf@sandiego.gov" <Loriezapf@sandiego.gov>

Subject: Opposition to anti variance language in OB Community Plan

Reply-To: D Applebee <d.applebee@yahoo.com>

Dear Councilwoman Zaph,

I would like to build in Ocean Beach someday. Currently the anti variance language that the OB planning group wants to insert into the OB Community Plan, would make it impossible for me to build. I am hoping that you will support the City Planning Board's recommendation to keep this language out of the OB community plan. I hope that you will not destroy my dream of moving to OB by altering the current land development process that is in place. A picture is worth a thousand words. Currently parking often obstructs visitors access to the sidewalk on West Pt Loma Blvd. Through the use of the variance process newly built homes decrease the density and improve the parking in the neighborhood.

Sincerely, Debbie Applebee 858.525.2702 sensaideb@yahoo.com



To: David Stebbins

From: Robert Hawck

Date: June 20th, 2014

Subject: Ocean Beach Zoning Issues

I own properties at 5128, 5133 & 5135 W. Point Loma Blvd as well as 4728, 4730 & 4732 Niagara Ave since the 1980s and I am very happy to finally see, after 30 years, some of the residents taking action to counter act the strict zoning "don't change anything" attitude that has held a grip on Ocean Beach development.

After many years of trying different angles and waiting for the atmosphere to change, I finally gave up on building what I wanted at 5133 & 5135 W. Pt. Loma Blvd and just accepted a simple inside remodel.

I have split feelings about OB: I bought into OB because I liked the eclectic grass roots feel of this beach community and I wish to keep it that way, but I also wish to see those that want to "clean up" their properties do so without so much push back and restrictions as we have with our zoning laws and local zoning board.

Thank you for spearheading the effort to lend an opposing voice to this debate and I believe that with the prices of OB homes and the new money and property owners that have bought into OB in the last 10 years that we should not be alone is our interest to allow property owners to "fix up" their properties.

I live in Northern California now, though I will be moving back in the next 5 years or so. If there is anything I can do from here to help you out, just let me know. My contact info is below. I consider myself a local OB resident having lived there for over 25 years and I have an emotional and financial stake in its well being.

I have enclosed the sign statement. I hope it helps.

Thanks again and contact me anytime via any of the following:

2028 Denton Ct., Rocklin, CA 95765 robert_hawck@yahoo.com (916) 630-9003 Neil Czujko

1855 Sunset Cliffs Blvd

San Diego, CA 92107

(619) 254-8703

Fax (619) 741-8744

June 25, 2014

San Diego City Council

Re: Modification to the Ocean Beach Precise Plan regarding variances.

Dear sirs,

I am a real estate broker and I have lived in Ocean Beach for more than 30 years.

Apparently there is a proposed modification to the variance rules for Ocean Beach building permits which is asking the building department to apply the strictest doctrine on issuing variances to Ocean Beach property owners.

I strongly object to the changes. Ocean Beach already has, I believe, the most restrictive FAR of any community in San Diego. I know that the vast majority of buildings in Ocean Beach are constructed using lead paint and asbestos which are now forbidden by federal law. These properties are largely made of inferior construction including many that are single wall construction. Most of these are not historic structures. Given today's rules they could not be reconstructed in the same fashion if the owners were applying for a current building permit as new construction. The existing rules protect Ocean Beach from unwise development in a very serious way. If someone applies for a variance, staff can review the application and rule in a reasonable manner based on the application. Since the rules are already very restrictive, it makes no point to change them.

lurge you to deny the change of language requested. It is completely unnecessary.

hape you,

Neil Czojko

June 27, 2014

San Diego City Councilman Ed Harris

San Diego City Councilwoman Lori Zaph

RE: OPPOSITION TO ANTI VARIANCE IN OCEAN BEACH COMMUNITY
PLAN

I was born and raised in the Ocean Beach area and have owned a business in the area for over 20 years. I am also a property owner in Ocean Beach.

I object to any language in the community plan that would in any way restrict the variance process in Ocean Beach.

I do not want my property rights affected by altering the land development process that has been in place.

Thank you,

Brock C. Walsh

5070 Santa Monica Avenue

San Diego, CA. 92107

Barbara Nelson

From: David Stebbins, <davidstebbins@cox.net>
Sent: Wednesday, June 18, 2014 4:05 PM

To: Barbara Nelson Barbara -- asst

Subject: Fwd. Anti-Variance language in the OB Community Plan

Please print and file

David Stebbins
Attorney at Law/Real Estate Broker
6197086674

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Begin forwarded message:

From: alvin cox <alvinlcox@hotmail.com>
Date: June 18, 2014 at 3:41:55 PM PDT

To: "cbarfibld@sandiego.gov" <cbarfibld@sandiego.gov>

Ce: david stebbins davidstebbins@cox.net, janet sperber sperber <a href="mailto:sperber

Subject: Anti-Variance language in the OB Community Plan

My name is Alvin Cox and I live at 5164 W. Point Loma Blvd. I oppose the efforts by the OB Planning Board to include language in the Community Plan which would restrict or eliminate the variance process. This measure would not be fair to the property owners on this block and the granting or denying of a variance should be left up to the Council members as they have done in the past. This right should not be taken away.

The effort to obtain signatures on a petition which encourages people to maintain the small town charm of OB does not inform them that they are actually retaining the remaining duplexes. Many would not sign if they knew this was the case. The reaction from the people passing by the new construction has been nothing but positive.

Alvin Cox 5164 W. Point Loma Blvd. San Diego, Ca. 92107 619 517 7577

Barbara Nelson

From:

david stebbins <davidstebbins@me.com>

Sent: To: Thursday, June 19, 2014 3:28 PM Barbara Nelson Barbara --asst

Subject:

Fwd: variance restrictions

Please print

Sent from my iPhone

Begin forwarded message:

From: Jim Steinbarth \(\)jimsteinbarth@gmail.com>

Date: June 19, 2014 at 3:18:32 PM PDT

To: davidstebbins@me.com Subject: variance restrictions

David,

Thank you for taking the lead on preventing the restriction or elimination of the variance process. Attached is my letter of opposition. I am in my 2nd home in Northern California right now.

I think that your house plus the house that Al Cox built plus the new ones being built is such an improvement to that block. I hope that all of the crap along that block is taken down and replaced with custom homes such as yours. I have owned and lived in Ocean Beach for over 35 years and while I enjoy the preservation of some of the quality cottages and historic buildings (and I mean real historic not made up historic), I am all for improving the housing in Ocean Beach.

Jim Steinbarth

Licensed Real Estate Broker 01049391 530-289-3535 (office)

Form Letter: 1 of 75 submitted

To: San Diega City Councilmon Harris and Councilwoman Zaph

RE: Opposition to anti variance language in the OB Community Plan

I (we) own property in Ocean Beach. I (we) object to any language in the community plan that would in any way restrict the variance process in Ocean Beach.

We do not want our property rights affected by altering the land development process that is already in place.

NAME TONYA HAINOS

ADDRESS: 4998 VOLTAIRE ST UNIT

SIGNATURE