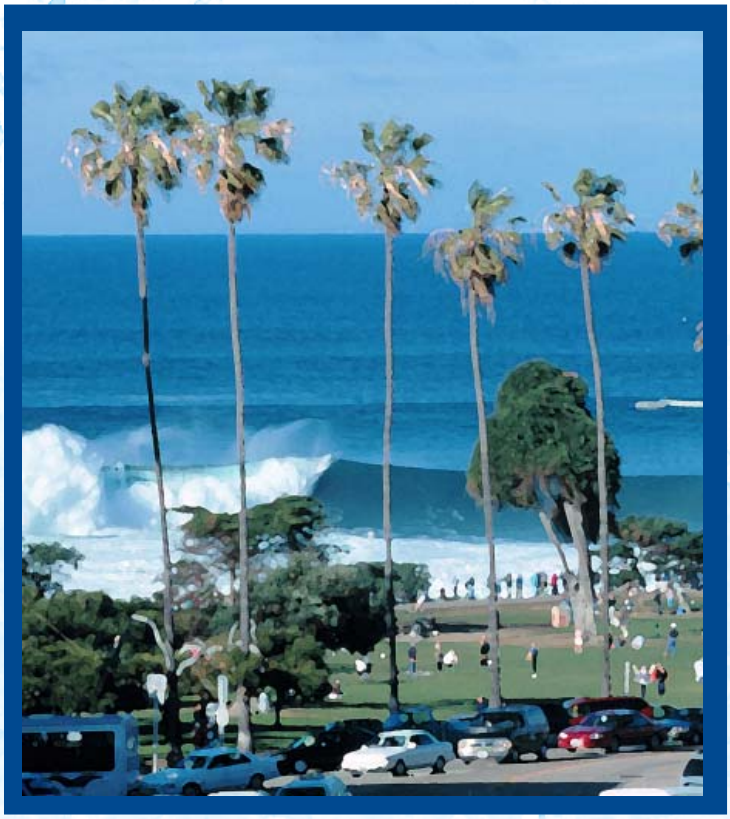

La Jolla Community Plan and Local Coastal Program Land Use Plan

February 2004

Community Plan and Local Coastal Program Land Use Plan

City of San Diego Planning Department
202 C Street, MS 4A
San Diego, CA 92101

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The following has been incorporated into this March 2004 posting of this community plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
La Jolla Community Plan and Local Coastal Program Land Use Plan	December 6, 2001	3206-PC	November 4, 2003	R-298578
California Coastal Commission Certification	February 19, 2004	Local Coastal Program Amendment No. 1-02A.		

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EXECUTIVE SUMMARY

Vision Statement
Community Land Use Map
Community Issues
General Community Goals

EXECUTIVE SUMMARY

VISION STATEMENT

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

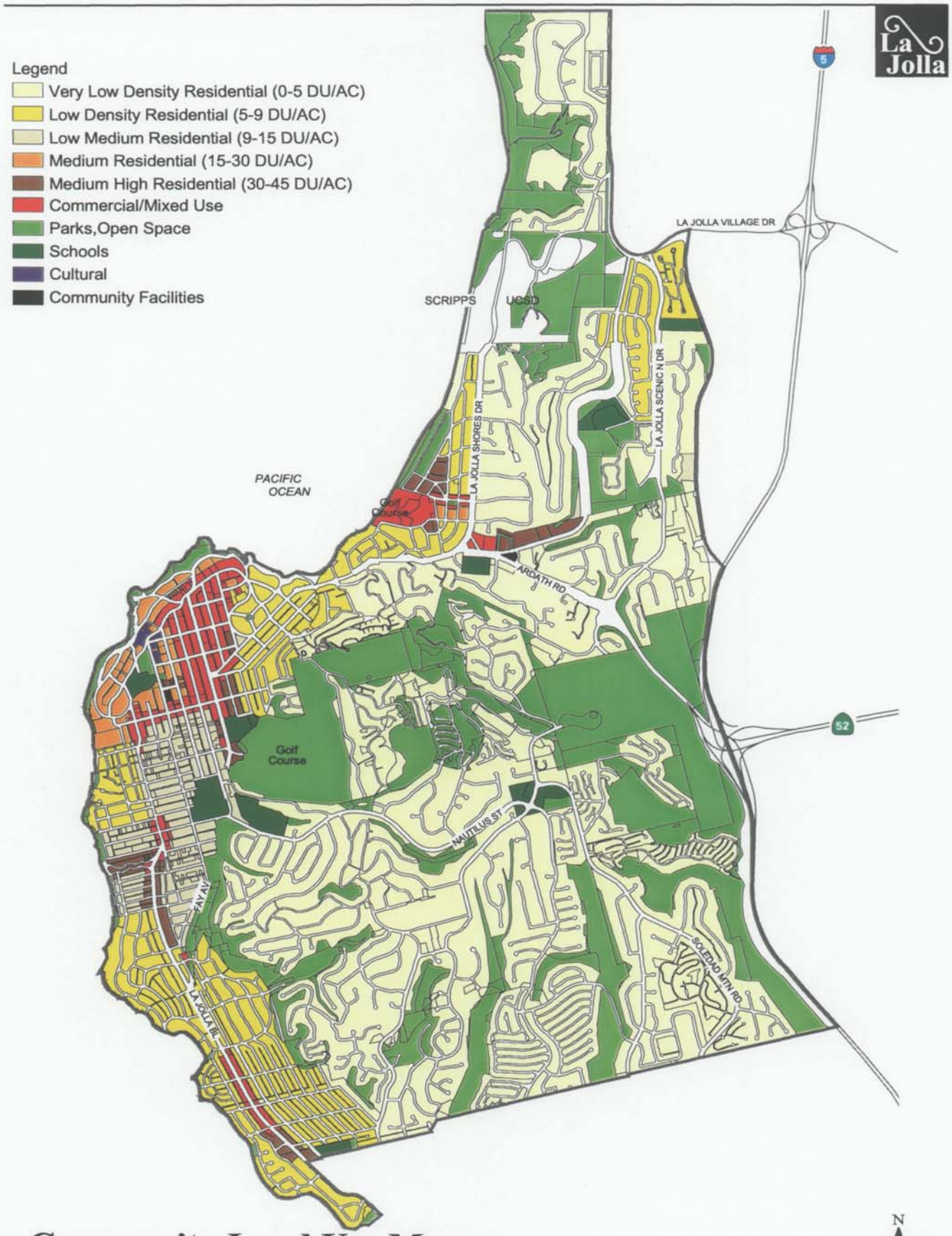
The dramatic views to and from Mount Soledad will continue to be primary visual resources within the community. Residents and visitors to La Jolla will continue to come to the La Jolla Heights Natural Park and Mount Soledad to view the unique panorama of the La Jolla coastline and the skyline of San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

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

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

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

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



Community Land Use Map

N

La Jolla Community Plan
City of San Diego · Planning Department

Figure 1

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

COMMUNITY ISSUES

Natural Resources

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

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

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

Traffic Circulation and Parking

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

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

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

Residential

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

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

Commercial

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

Community Parks

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

Heritage Resources

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

GENERAL COMMUNITY GOALS

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

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

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

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

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

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

INTRODUCTION

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

INTRODUCTION

PURPOSE OF THE PLAN

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

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

PLAN ORGANIZATION

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

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

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

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

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

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

HOW THE PLAN WAS DEVELOPED

The update of the *La Jolla Community Plan* was a cooperative planning effort involving community residents, businesspersons, the La Jolla Community Planning Association, the La Jolla Town Council, the Promote La Jolla Inc. Business Improvement District, other community organizations and staff from the California Coastal Commission and the City of San Diego Planning Department. The update process began with Planning Department staff preparation of a community outreach paper that was distributed to households, property owners and businesses throughout La Jolla. The paper outlined the community planning process, the overall goals of the community plan and encouraged broad community participation in the update process.

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

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

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

IMPLEMENTATION OF THIS PLAN

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

- Proposal for changes in the current zoning of the community:

  - to preserve existing open space within the community including portions of Mount Soledad and other publicly-owned open space areas;

  - to protect and enhance beach access, both visually and physically;

  - to preserve the current residential density of the West Muirlands area by rezoning from RS-1-5 to RS-1-4.

- Improvements to existing circulation patterns and public facilities.

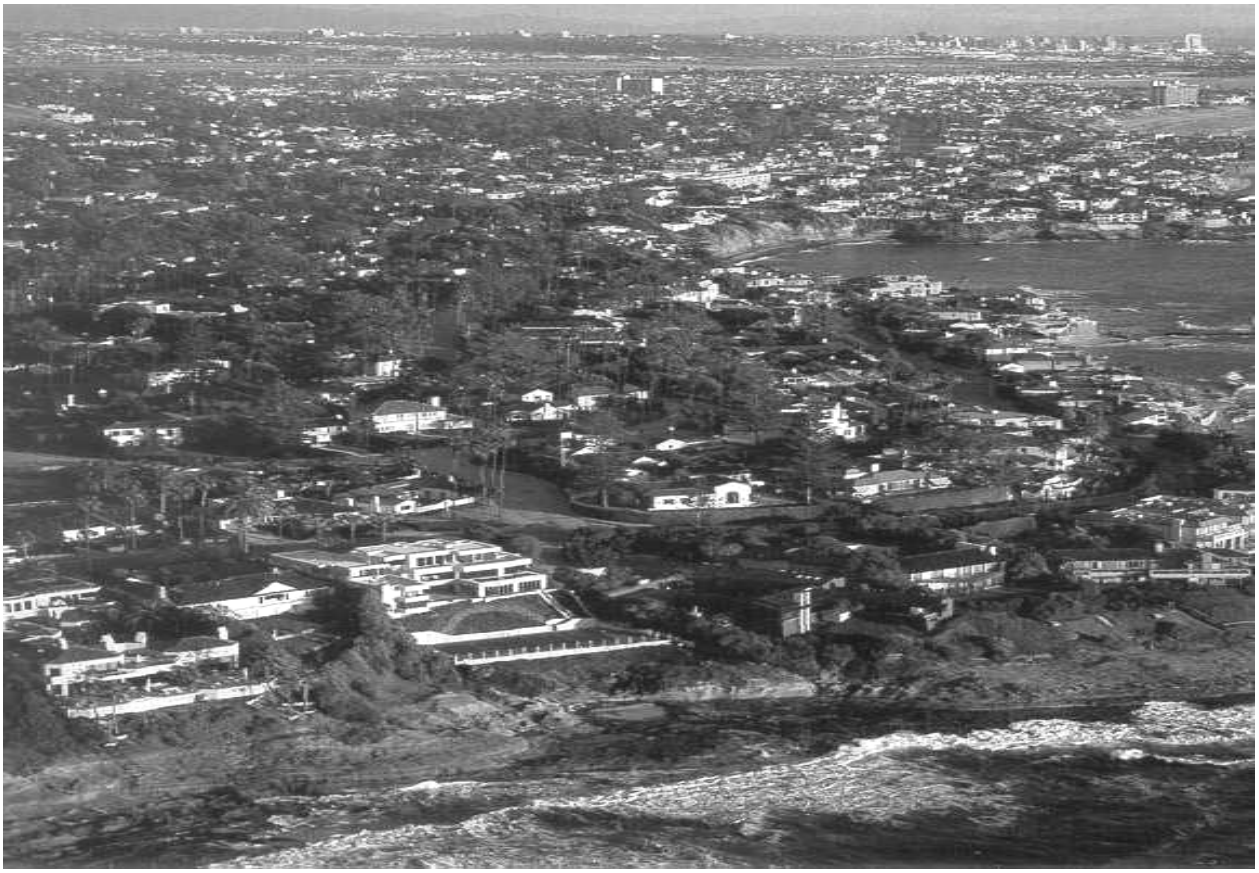
- Preparation of a Public Facilities Financing Plan identifying present and future community needs and the capital improvements necessary to accommodate future development.

Adoption of rezoning recommendations will occur concurrent with the adoption of this plan by the City Council. Facilities, public improvements and project design recommendations will be utilized when properties develop in accordance with the plan.

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

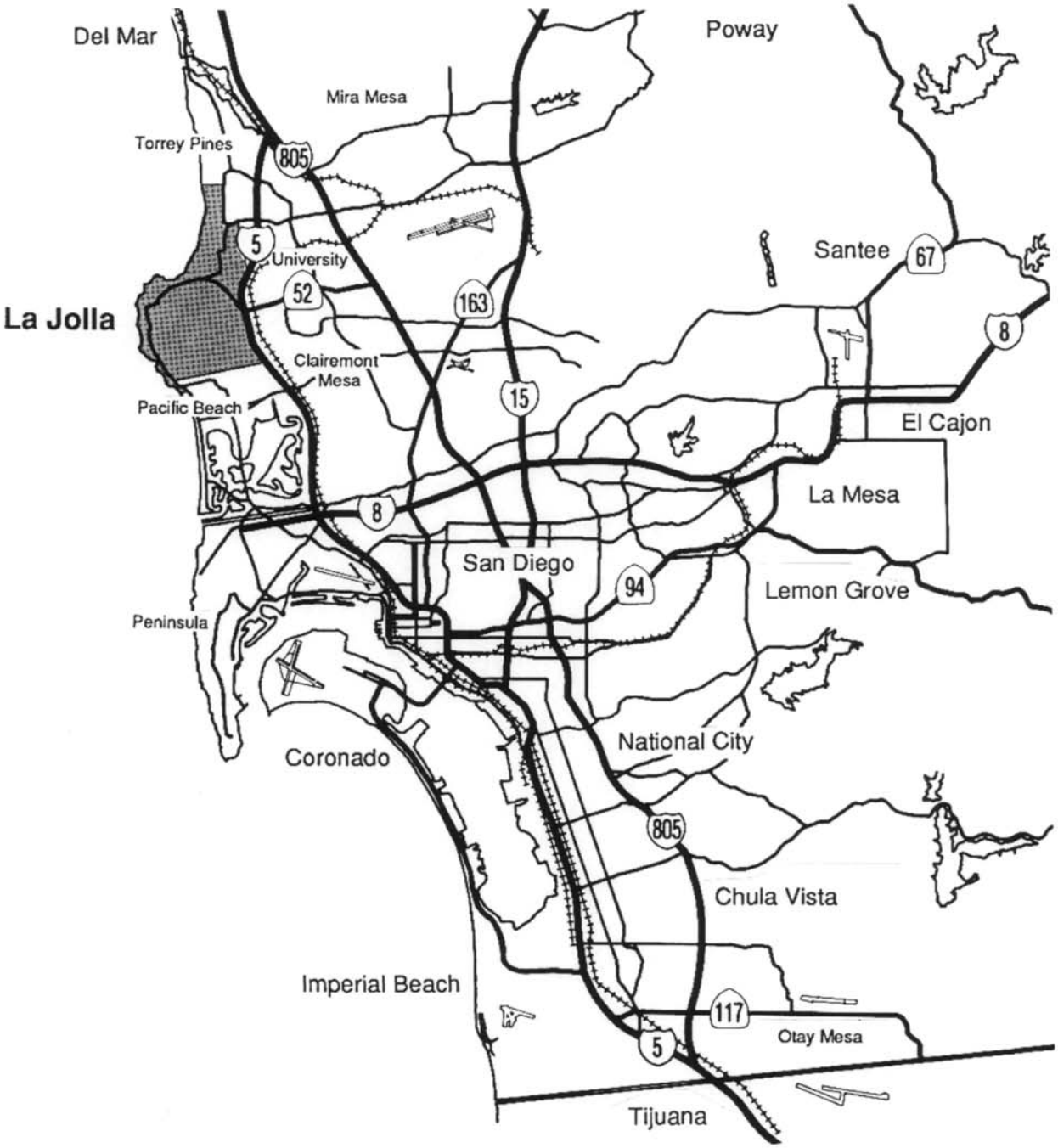
The La Jolla Shores Planned District Advisory Board reviews development within the La Jolla Shores Planned District and makes recommendations to the City. The Planning Department continues to work with the La Jolla Community Planning Association and the Board to provide the continuity needed for a sustained,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

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



PLANNING CONTEXT

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



Location Map

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La Jolla Community Plan
City of San Diego • Planning Department

Figure 2

PLANNING CONTEXT

THE COMMUNITY PLANNING AREA

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

DEVELOPMENT AND PLANNING HISTORY

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

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

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

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

The 1976 *La Jolla Community Plan* proposed limits to the uncontrolled population growth in residential areas by recommending the rezoning of over 125 acres from a high density zone, RM-4-10 (1 dwelling unit per 400 square feet) to RM-3-7 (1 dwelling unit per 1000 square feet) a medium density residential zone. The rezones were approved by the San Diego City Council in April 1979 which resulted in a reduction in the potential residential population from its expected high of approximately 32,000. The 1976 *La Jolla Community Plan* also sought to control land use development by geographically defining areas for appropriate residential growth and commercial activity. As an outgrowth from the 1976 *La Jolla Community Plan,* the La Jolla Planned District Ordinance was developed for the village, Pearl Street and La Jolla Boulevard Commercial areas.

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

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

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

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

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

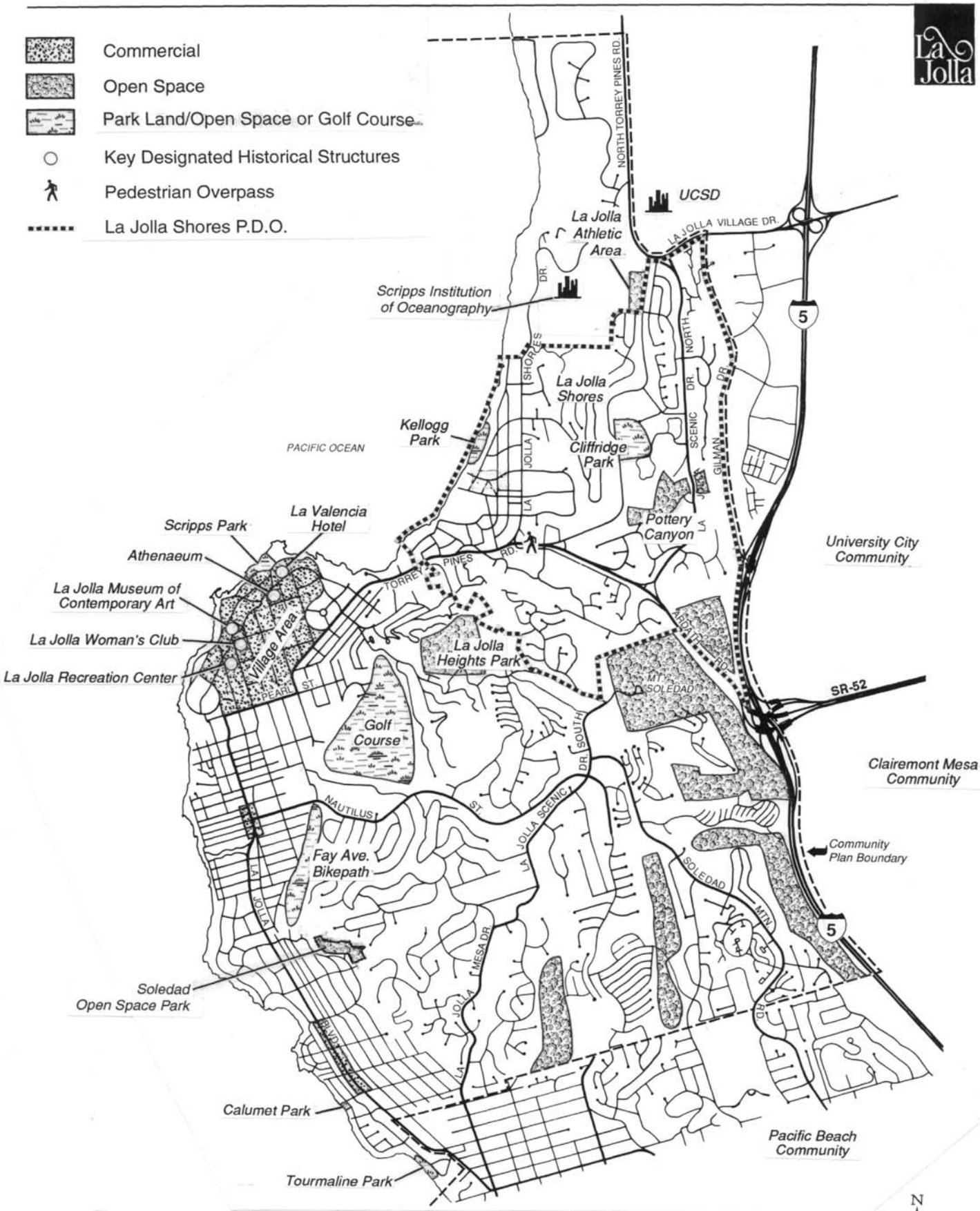


Image Inventory

La Jolla Community Plan
City of San Diego • Planning Department

Figure 3

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

PLAN FRAMEWORK

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

Environmental Setting

Hillsides

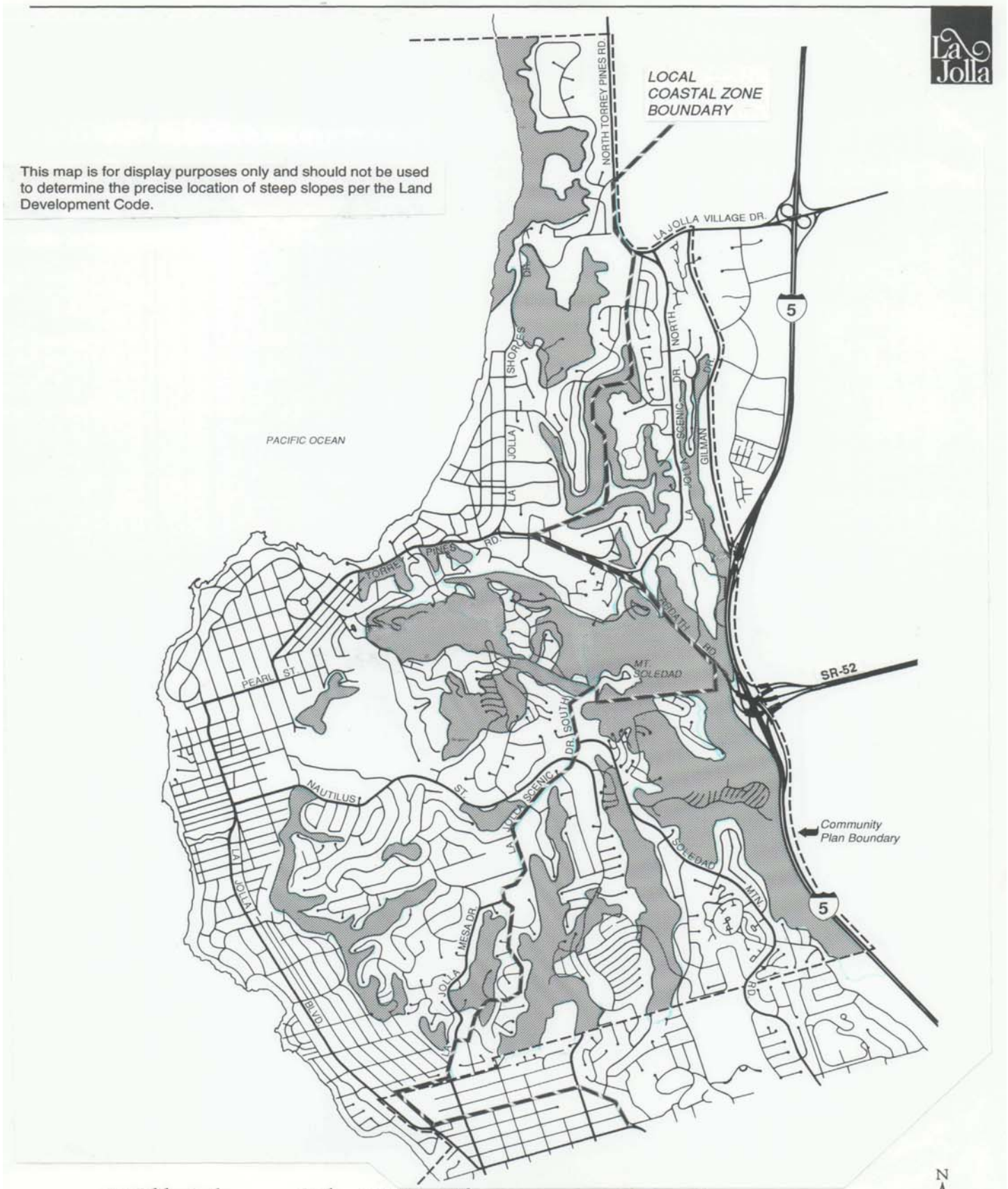
Much of the La Jolla community planning area is characterized by densely vegetated and environmentally sensitive slopes and hillsides containing various species of biological resources such as coastal sage and chaparral. In general, hillsides of 25 percent or greater slope are protected from excessive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

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

Coastal Bluffs

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

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



Hillsides with 25% Slopes or Greater

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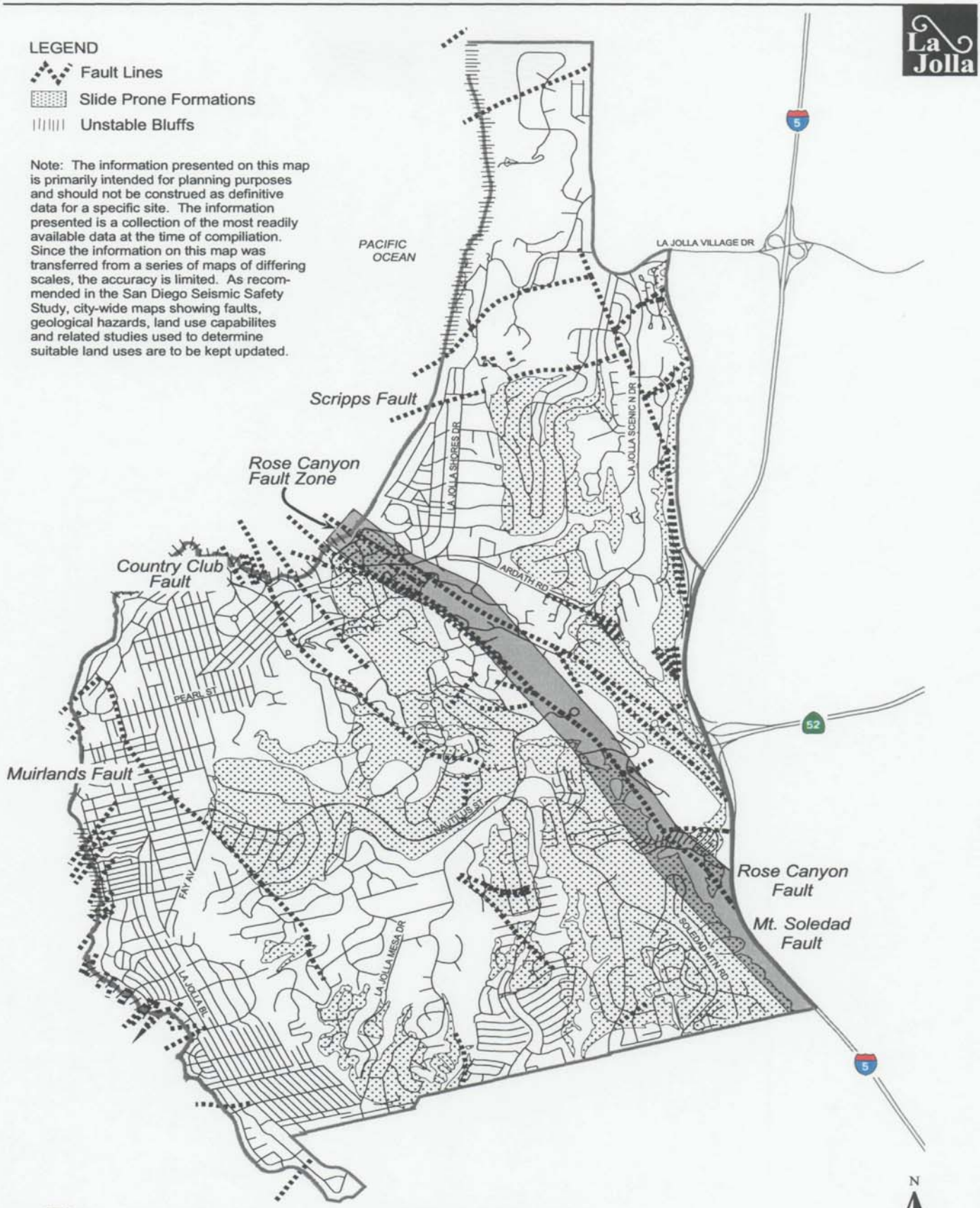
Figure 4



Geological Fault and Hazard Areas

La Jolla Community Plan
City of San Diego • Planning Department

Figure 5

Geological Hazards

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

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

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

Heritage Resources

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

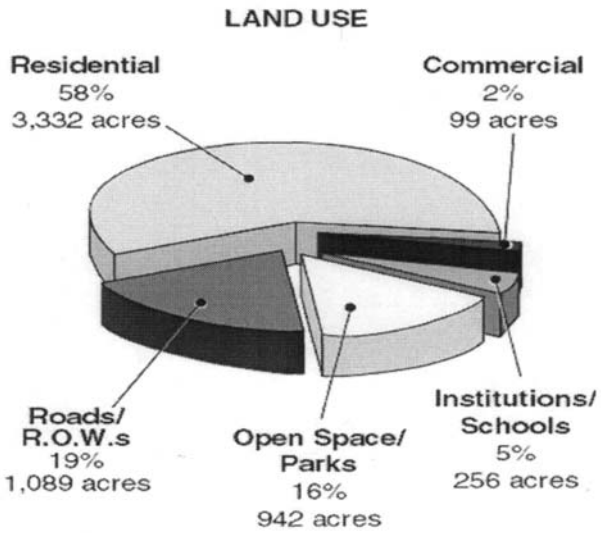
Historically designated structures, like the ones identified above, contribute to the charm and character of the village area and have helped establish an overall architectural theme and a sense of neighborhood scale within this area. Figure 21 identifies sites and structures that have been formally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

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

Urban Setting

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

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



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

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

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

LOCAL COASTAL PROGRAM

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

The following Local Coastal Program issues have been identified:

- **Special Community**

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

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

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

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

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

- **Environmentally Sensitive Habitat Areas**

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

- **Recreation and Visitor Serving Retail Areas**

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

- **Preservation or Conservation of Historic Resources**

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

- **Provision of Parks and Recreation Areas**

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

- **Provision of Affordable Housing**

  The Residential and Commercial Elements recommend the revision of the multiple dwelling unit density bonus to allow additional density in order to encourage the development of more affordable housing units.
- **Coastal Bluff, Hillside Development and Preservation**

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

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

- **Nonpoint Source Pollution in Urban Runoff**

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

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

- **Seismic Risk Areas**

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

- **Impact of Buildout on Residential Development**

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

- **Visual Resources**

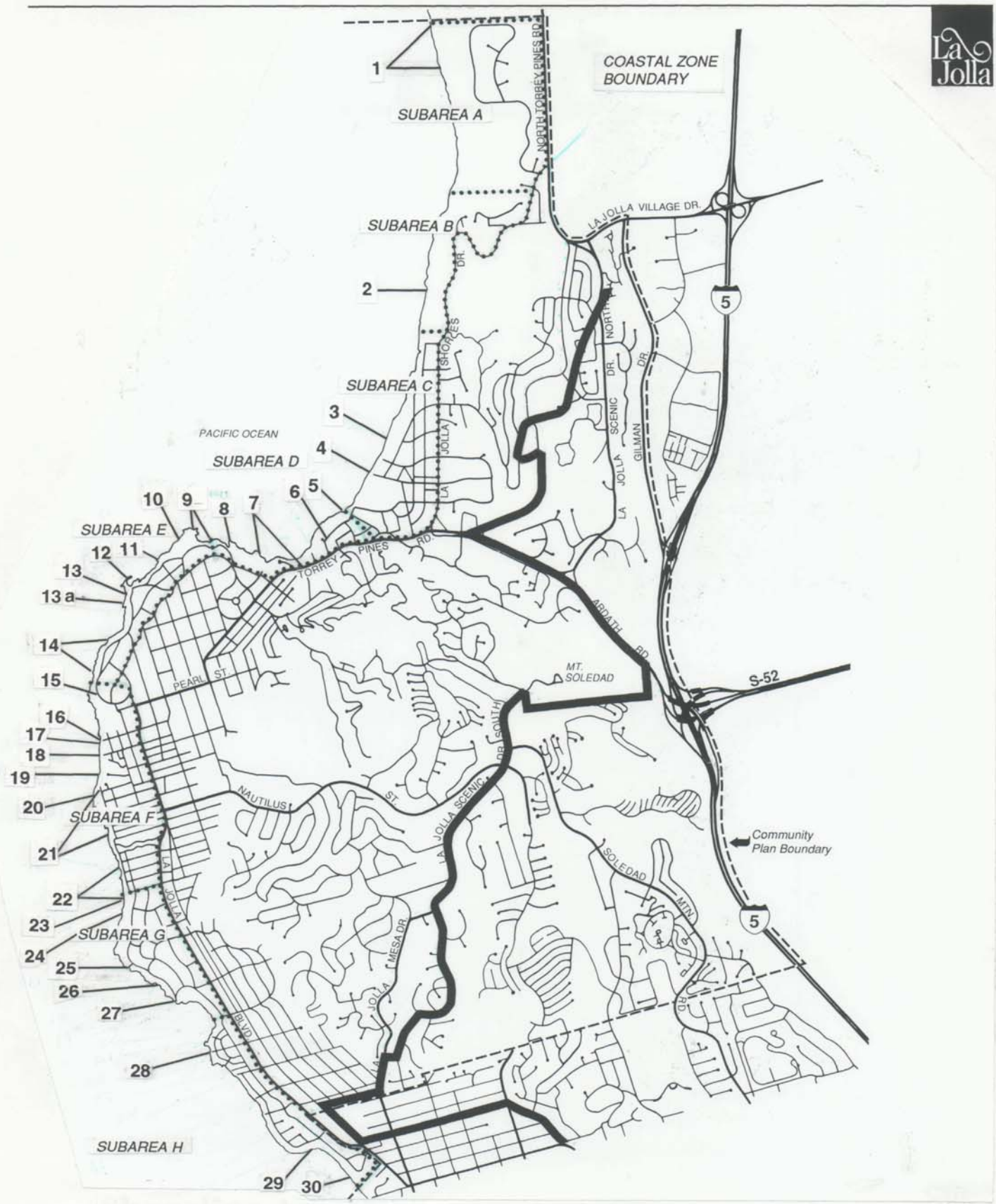
  The Natural Resources and Open Space System Element recommends the preservation of public views from public vantage points within the community as identified in Figure 9 and the undergrounding of overhead utility lines; other elements in this plan contain recommendations for the improved signage of existing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

- **Public Works**

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

- **Facilitating Public Access**

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



Physical Access & Subarea Boundaries

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Figure 6

PHYSICAL ACCESS POINTS: (*dedicated)

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

13a. Coast Boulevard Park: Wipe-out Beach

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

COASTAL ACCESS SUBAREAS

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

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

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

Subarea A - La Jolla Farms

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

Subarea B - Scripps

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

Subarea C - La Jolla Shores

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

Subarea D - Coast Walk

Within the Coast Walk Subarea, locations where public access to the coastline is permitted are limited due to the steep and jagged patterns of the bluffs. Six public parking spaces are available on Coast Walk off Torrey Pines that allow visual access of the coast and bluff. Below the bluffs, public access is hazardous because of the unstable rock formations and tide changes. North of Princess Street, public access is available, but limited along the shore. Coast Walk trail, which begins at Goldfish Point (near Cave Street) and continues along the bluff edge past Devil's Slide, provides scenic public views of the ocean and coastline (see Appendix G, Figure D).

Subarea E - Coast Boulevard

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

Subarea F - Windansea

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

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

Subarea G - La Jolla Hermosa

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

Subarea H - Bird Rock

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

ELEMENTS OF THE COMMUNITY PLAN

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

NATURAL RESOURCES & OPEN SPACE SYSTEM

Open Space Preservation & Natural Resource Protection
Visual Resources
Shoreline Areas

NATURAL RESOURCES AND OPEN SPACE SYSTEM

GOALS:

- Preserve the natural amenities of La Jolla such as its open space, hillsides, canyons, bluffs, parks, beaches, tidepools and coastal waters.

- Maintain the identified public views to and from these amenities in order to achieve a beneficial relationship between the natural or unimproved and developed areas of the community.

- Enhance existing public access to La Jolla's beaches and coastline areas (for example La Jolla Shores Beach and Children's Pool areas) in order to facilitate greater public use and enjoyment of these and other coastal resources.

- Preserve all designated open space and habitat linkages within La Jolla such as the slopes of Mount Soledad and the sensitive ravines of Pottery Canyon.

- Protect the environmentally sensitive resources of La Jolla's open areas including its coastal bluffs, sensitive steep hillside slopes, canyons, native plant life and wildlife habitat linkages.

- Conserve the City of San Diego's Multi-Habitat Planning Area.

BACKGROUND

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

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

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

<u>Open Space Preservation and Natural Resource Protection</u>

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

mechanisms, some of which exclude the development of structures. Some of these areas may have utility for park and recreation purposes, water or other natural resource conservation, historic or scenic value.

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

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

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

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

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

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

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

Visual Resources

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

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

Shoreline Areas and Coastal Bluffs

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

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

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

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

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

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

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

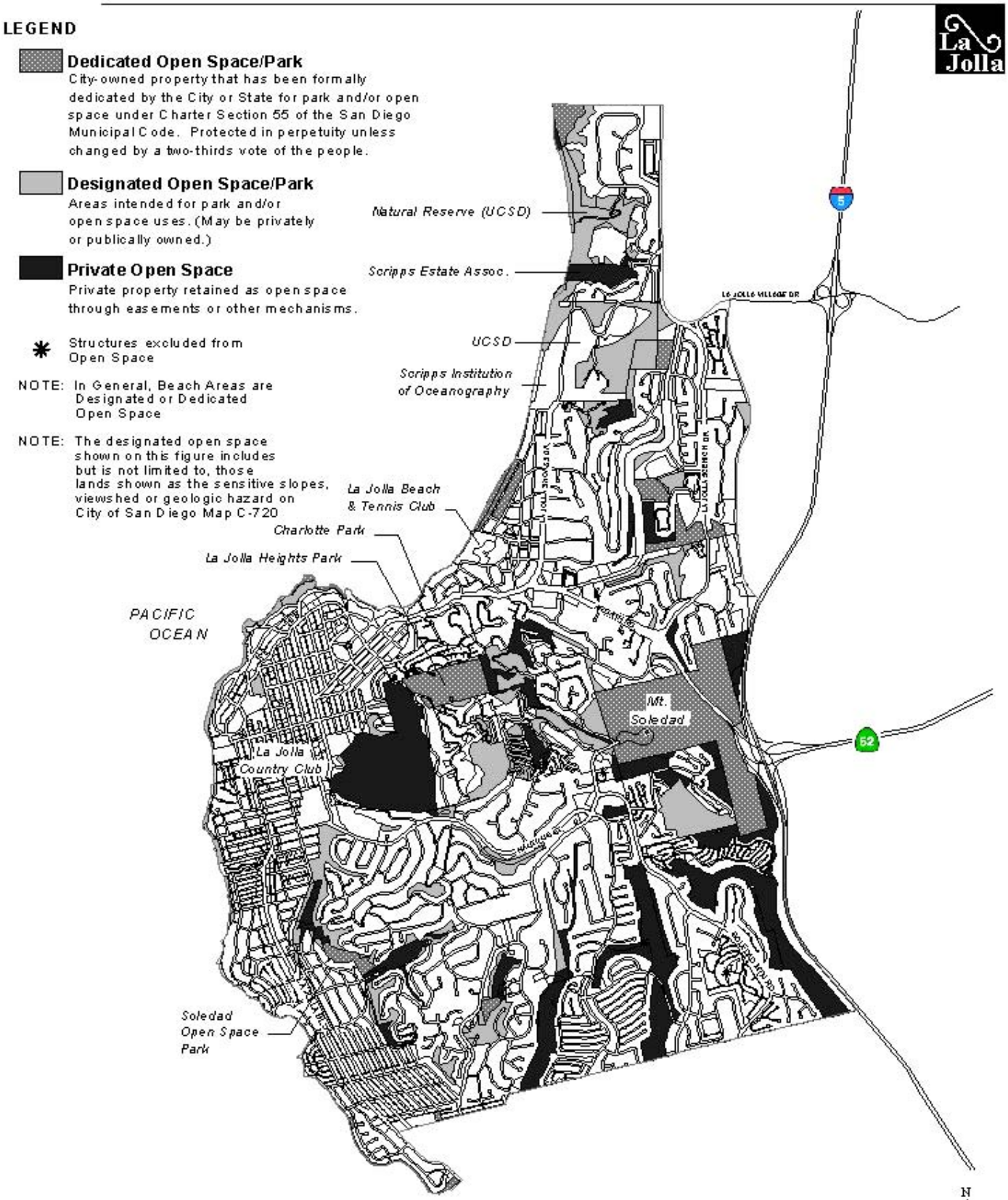
Steep Hillsides

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

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

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

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



Open Space System

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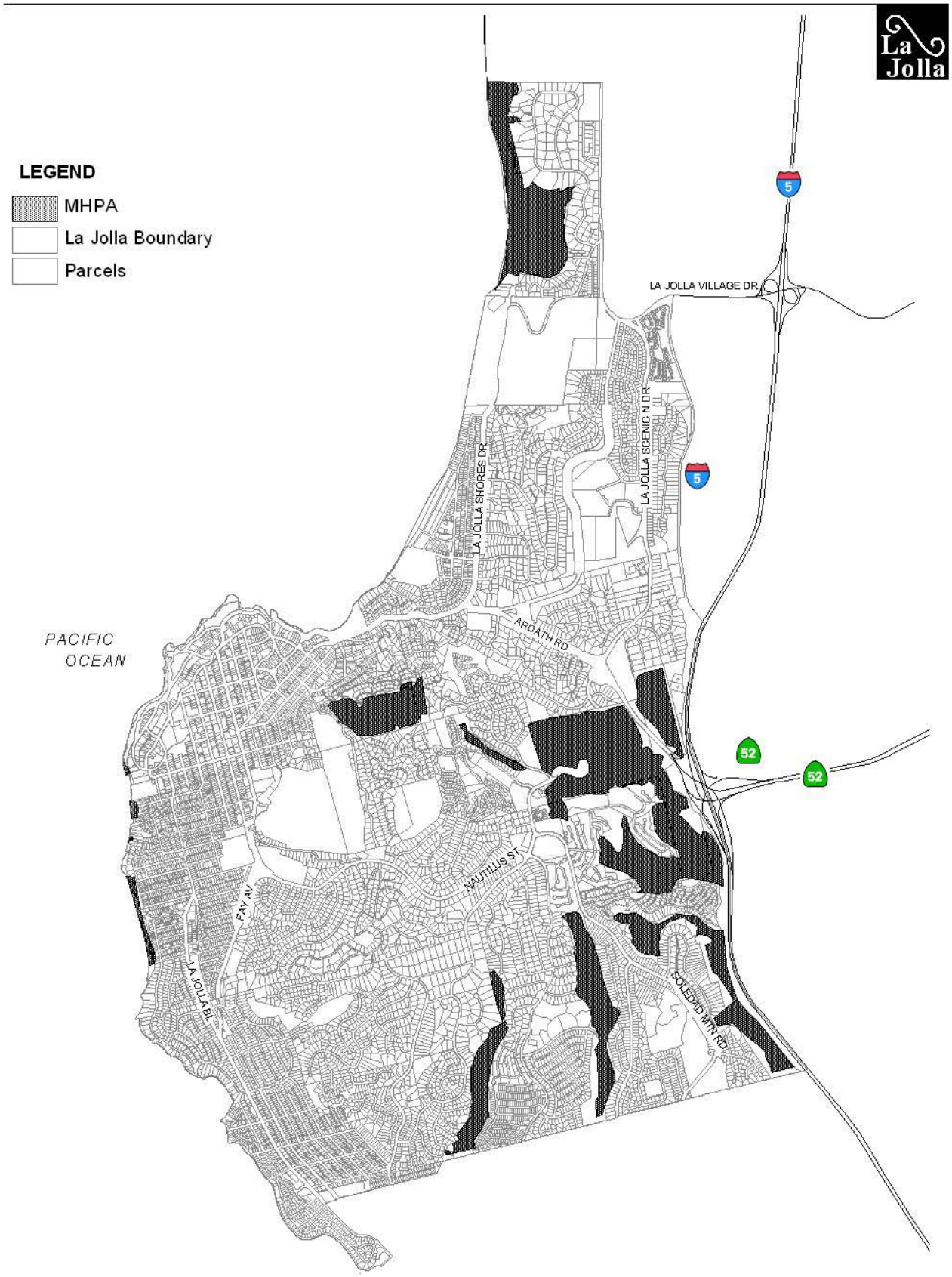
Figure 7



Multi-Habitat Planning Area (MHPA)

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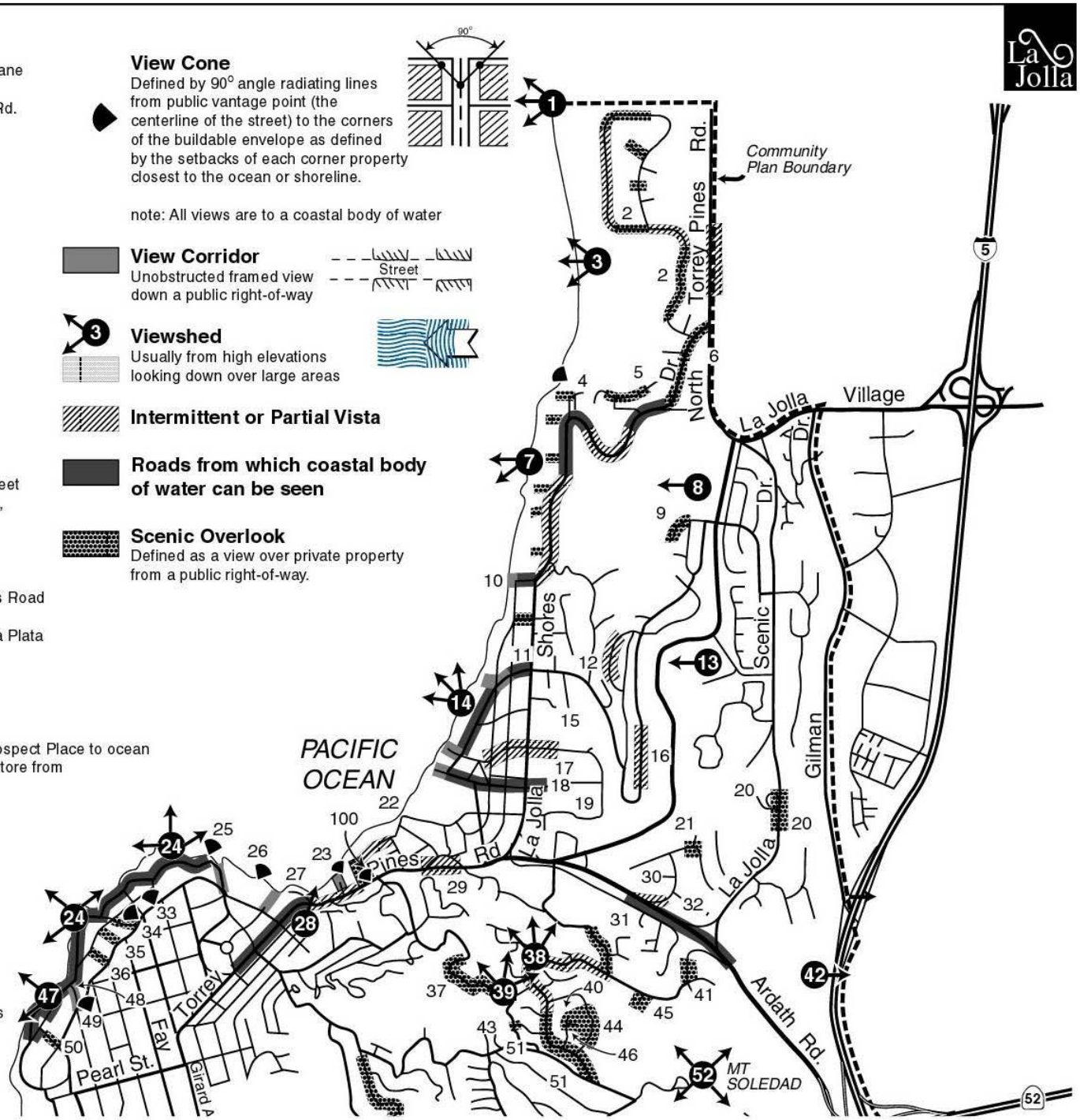
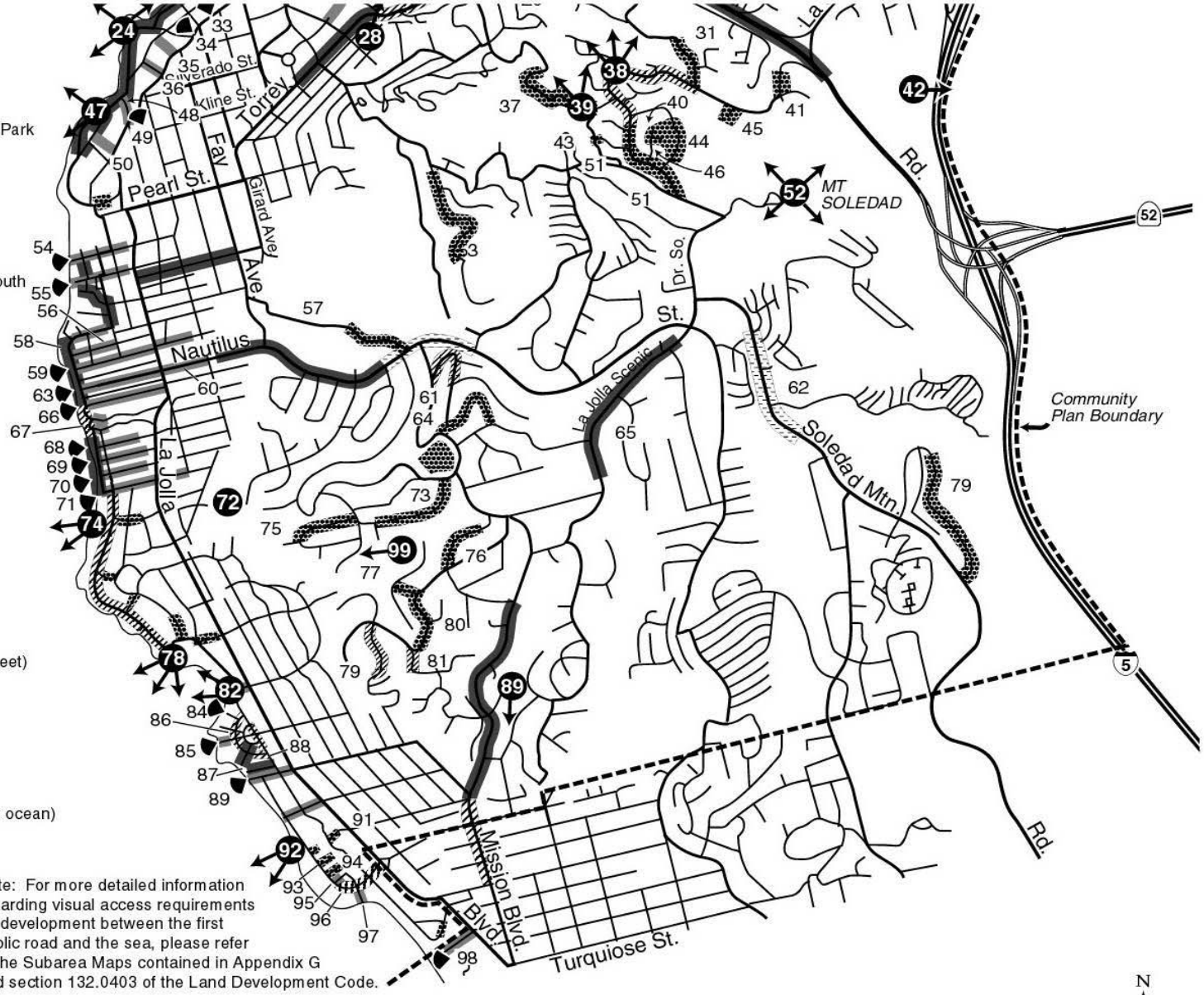
Figure 8

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



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

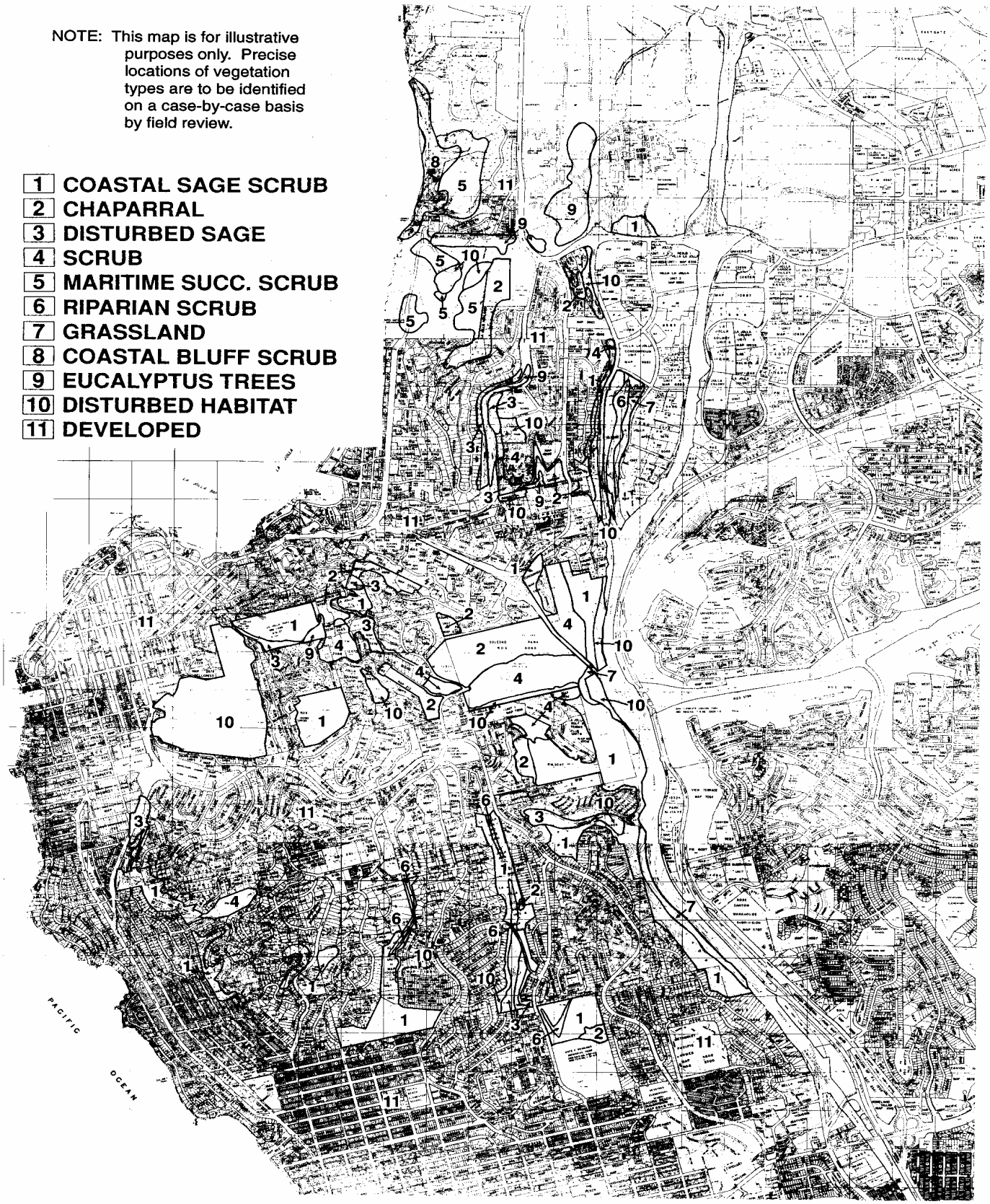


Note: For more detailed information regarding visual access requirements for development between the first public road and the sea, please refer to the Subarea Maps contained in Appendix G and section 132.0403 of the Land Development Code.

Identified Public Vantage Points

La Jolla Community Plan
City of San Diego · Planning Department

Figure 9



Vegetation Types

La Jolla Community Plan
City of San Diego • Planning Department

Figure 10

POLICIES

1. Open Space Preservation and Natural Resource Protection

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

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

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

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

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

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

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

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

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

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

k. Land designated as open space but disturbed through offsite development, invasive plant species or unpermitted onsite development shall be presumed natural. Such definition of disturbance does not include manufactured slopes.

2. <u>Visual Resources</u>

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

b. Public views to the ocean from the first public roadway adjacent to the ocean shall be preserved and enhanced, including visual access across private coastal properties at yards and setbacks.

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

3. <u>Shoreline Areas and Coastal Bluffs</u>

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

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

with energy dissipating devices. Where street drainage systems erode bluffs, the drainage system should be redesigned to prevent bluff erosion.

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

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

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

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

e. On coastal bluff property, when redevelopment of an existing previously conforming structure includes the demolition or removal of 50 percent or more of the exterior walls, require the entire structure to be brought into conformance with all policies and standards of the Local Coastal Program, including, but not limited to, bluff edge setback. 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 the policies and standards of the Local Coastal Program. The baseline for determining the percent change to the structure is the structure as it existed on March 17, 1990. Any changes to the structure that have occurred since March 17, 1990 shall be included when determining if the 50 percent threshold is met. This policy does not apply to development that is exempt from coastal development permit requirements pursuant to the Land Development Code.

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

4. <u>Steep Hillsides</u>

a. The City shall apply the Environmentally Sensitive Lands regulations to all new development on property in La Jolla having slopes with a natural gradient of 25 percent or greater and a minimum differential of 50 feet. The Environmentally Sensitive Lands

regulations provide supplementary development regulations to underlying zones such as development encroachment limits for natural steep slopes, erosion control measures and compliance with design standards identified in the Steep Hillside Guidelines. Development on steep hillsides shall avoid encroachment into such hillsides to the maximum extent possible. When encroachment is unavoidable, it shall be minimized and in accordance with the encroachment limitation standards contained in the plan. These regulations assure that development occurs in a manner that protects the natural and topographic character of the hillsides as well as insure that development does not create soil erosion or contribute to slide damage and the silting of lower slopes. Disturbed portions of steep hillsides shall be revegetated or restored to the extent possible.

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

c. The City should rezone open space areas shown on Figure 7 as open space and should discourage the rezoning of other steep slope areas to allow a higher residential density than what is currently allowed.

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

5. <u>Public Access</u>

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

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

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

d. The City should ensure that new development does not restrict or prevent lateral vertical or visual access (as identified in Figure 9 and Appendix G) to the beach on property that lies between the shoreline and first public roadway, or to and from recreational areas and designated public open space easements. Further, in areas where physical vertical access to the shoreline does not exist within 500 feet of a private development project on the shoreline, consideration of a new accessway across private property should be analyzed.

6. Prescriptive Rights

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

7. Offers to Dedicate Public Easements

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

ACTION PLAN

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

PLAN RECOMMENDATIONS

1. Open Space Preservation and Natural Resource Protection

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

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

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

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

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

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

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

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

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

2. <u>Visual Resources</u>

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

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

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

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

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

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

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

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

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

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

3. <u>Shoreline Areas</u>

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

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

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

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

e. .Maintain lateral access for public use of the beach along the l000-foot beach front shoreline of La Jolla Shores Beach and Tennis Club below the mean high tide line (the beach area above the high tide line is owned by the Beach and Tennis Club).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

u. Calumet Park should be given a high priority for the development of an access stairway down the bluff. Access should be contingent upon adequate mitigation of geologic and bluff stability problems. Utilize drought tolerant, non-invasive landscaping materials to beautify parks.

4. <u>Coastal Bluffs</u>

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

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

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

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

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

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

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

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

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

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

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

l. For structures located partially or entirely within the bluff edge setback, do not authorize redevelopment, including demolition or removal of 50 percent or more of the exterior walls, including all demolition that was undertaken after March 17, 1990, unless the entire structure is brought into conformance with the policies and standards of the Local Coastal Program.

5. Steep Hillsides

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

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

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

c. Design structures on hillsides with a 25 percent or greater slope in a manner that does not excessively alter the natural hillside conditions, thereby minimizing the need for cut and fill grading. Land designated for open space but disturbed through offsite development, invasive plant species or unpermitted onsite development shall be presumed natural. Such definition of disturbance does not include manufactured slopes. Maintain the existing condition of hillsides during construction and restore steep slopes that are disturbed by development or by road construction with native vegetation, where possible. Replant scarred slopes and graded areas with native vegetation. Revegetation should simulate pre-development conditions whenever possible and utilize species compatible with the native habitat type in order to reclaim the natural habitat.

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

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

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

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

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

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

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

k. Set back large residential structures from the top of slope of steep hillsides so that the design and site placement of a proposed project respect the existing natural landform and steep hillside character of the site. This is especially important for those locations that are visible from natural open space systems, park lands, major coastal access routes and the seashore. The reservation of the natural character of these areas depends upon minimizing visual intrusions.

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

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

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

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

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

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

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

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

t. Preserve steep hillsides in their natural state and minimize encroachments into hillsides to the maximum extent possible to preserve their open space value. On existing legal lots with steep hillsides, encroachment into the steep hillside area should be limited in order to preserve portions of the hillside in a natural, undisturbed state while providing a usable development area. The trimming of vegetation that retains the root stock and is greater than

thirty feet from any structure (Zone 2 brush management) as mandated by the City in order to meet Fire Code regulations may be exempted from this encroachment limitation, if habitat quality is maintained.

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

v. Preserve all steep natural hillsides which remain undeveloped on conditions of permit approval through dedication, a permanent OC (Open Space Conservation) designation, or deed restriction covenant of open space easement, or other means.

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

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

y. Use of invasive plant species shall not be permitted. Where development encroaches into or disturbs naturally-vegetated areas, require use of native plant species appropriate to the habitat type.

TRANSPORTATION SYSTEM

TRANSPORTATION SYSTEM

GOALS:

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

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

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

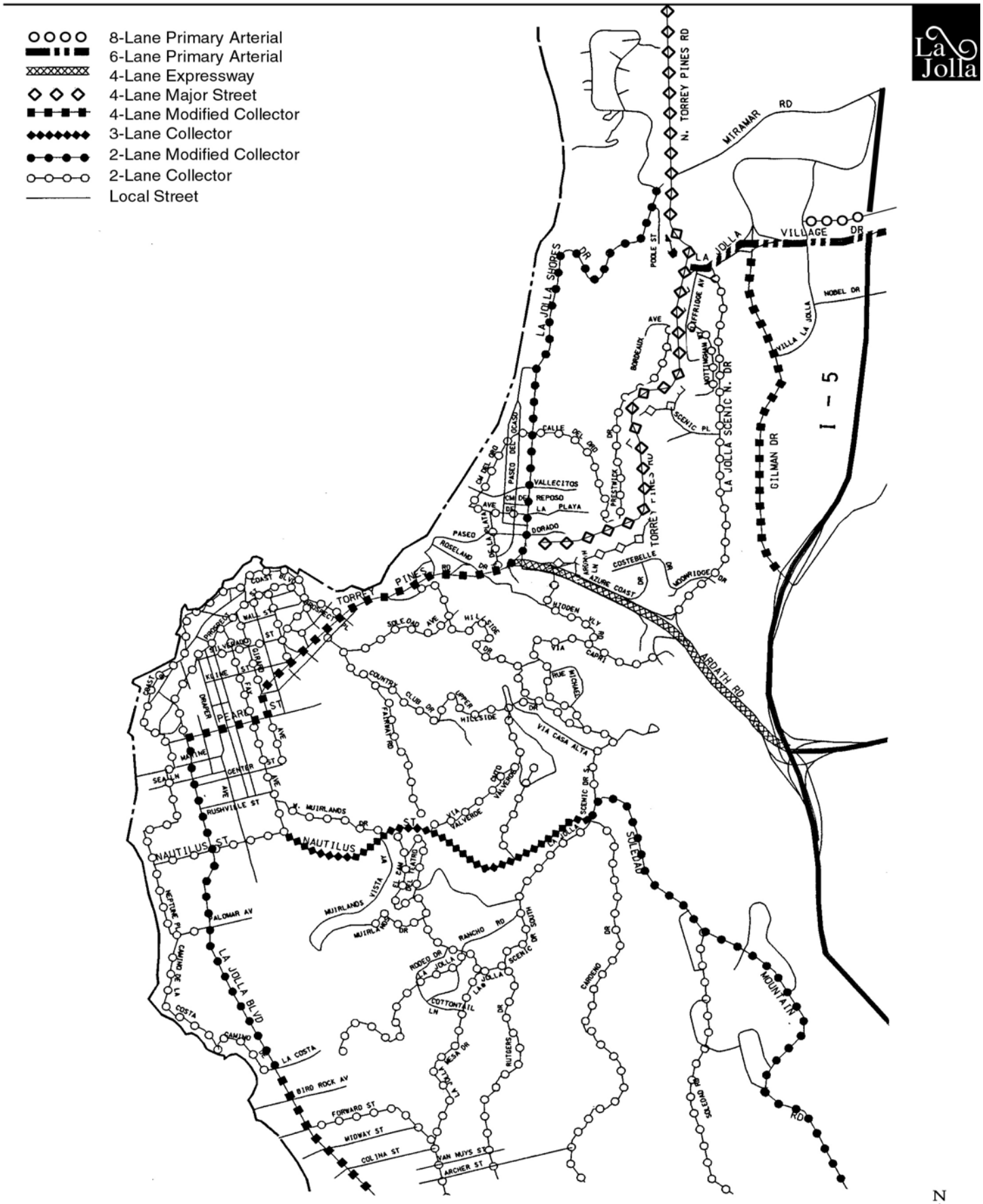
BACKGROUND

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

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

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

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



Existing and Future Street Classifications

La Jolla Community Plan
City of San Diego · Planning Department

Figure 11

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

TABLE 1: LEVELS OF SERVICE

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

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

POLICIES

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

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

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

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

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

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

7. The City should explore traffic calming methods for the Bird Rock area of La Jolla Boulevard as well as other areas of La Jolla where traffic speed is needed to be reduced in order to enhance safety. These methods should include but not be limited to traffic signals and stop signs, together

with identified pedestrian crosswalks, at appropriate locations and intervals along major roadways parallel to the shoreline, in order to facilitate safe pedestrian access to the shoreline.

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

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

ACTION PLAN

IMPLEMENTATION	ADOPT WITH PLAN	TIMING WITHIN 5 YEARS	WITHIN 20 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Implement circulation improvements with private development projects.	On-going			Planning Department Development Services Dept.	Cost Recoverable	Policies 1-7 Recommendation1
Develop a shuttle or feeder transit service to link with LRT.		•		MTDB	MTDB	Policy 2 Recommendation 2
Require projects processed under discretionary permits to design for transit, bicycle and pedestrian use.	On-going			Planning Dept. Development Services Dept.	Cost Recoverable	Policy 3 Recommendations 1e, 1h, 1j, 2b, 3
Consider reduction in parking regulations for projects employing transit-oriented development program		•		Planning, Transportation and Development Services Departments	N/A	Policies 4, 8, 9 Recommendations 4e
Improve the bikeway system as shown on Figure 14	On-going			Transportation Dept., Traffic Engineering Division	City	Policies 5, 6 Recommendations 3a, 3c

PLAN RECOMMENDATIONS

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

1. STREET IMPROVEMENT:

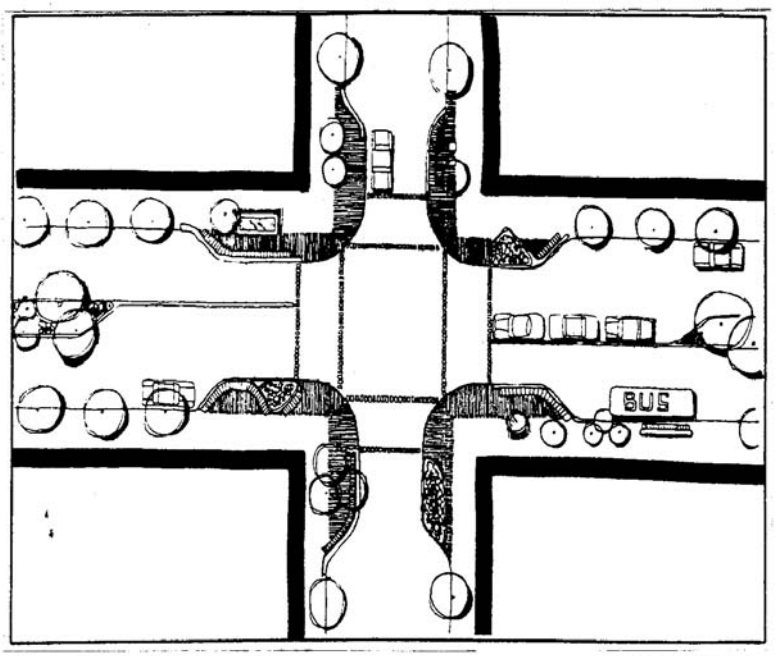
a. Improve the entryways into La Jolla with landscaping that does not obstruct identified public views and signs. Install median landscaping on such major streets as Ardath Road, La Jolla Mesa Drive, Soledad Mountain Road and La Jolla Boulevard, where feasible, in accordance with safe engineering practices.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

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

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

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

e. Implement the streetscape design guidelines of the 1990 Vista Project. The Vista Project is a design master plan for the La Jolla village area that proposes coordinated street improvements such as decorative paving, sidewalk landscaping, street lighting and furniture recommendations for Silverado Street, Girard Avenue between Prospect Street and Pearl Street and Silverado Street. For improvements at "The Dip" area on Prospect Street between Girard Avenue and Herschel Avenue, do not involve elimination of any street parking, other than for operational requirements such as medians or fire access unless it is replaced.



Example of Girard and Silverado Avenues — Diagram A

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

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

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

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

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

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

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

2. <u>TRANSIT</u>:

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

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

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

3. <u>BIKEWAYS</u>:

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

Bikeway standards are shown in Figure 15.

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

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

4. **PARKING**:

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

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

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

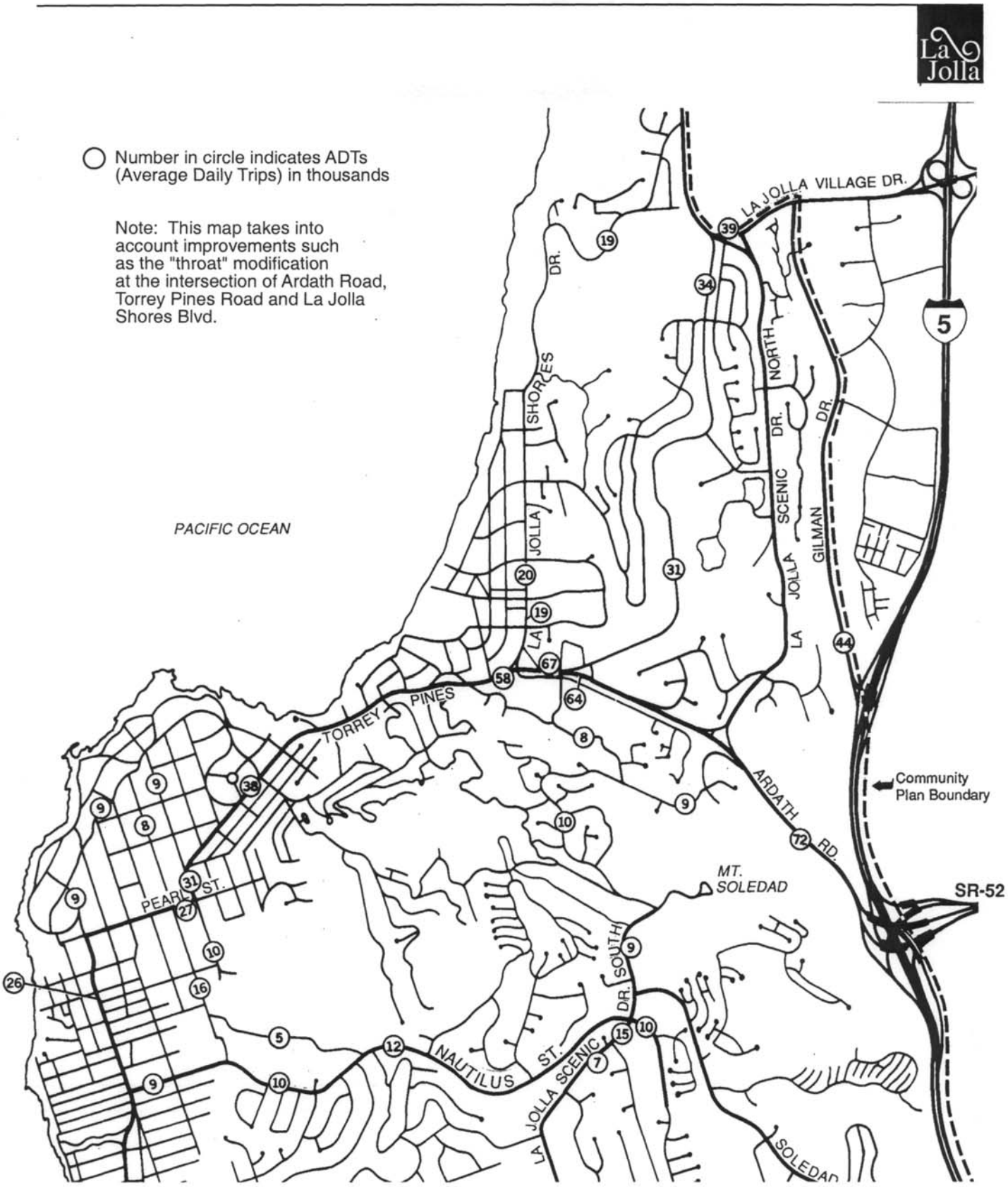
d. Provide public off-street parking facilities, as appropriate, and review all available options for implementing these facilities, including in-lieu parking fees, parking assessment districts and other forms of public financing, in order to accommodate existing (and future) parking deficiencies in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

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

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

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

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



Future (Buildout) Summer Weekday Traffic Volumes

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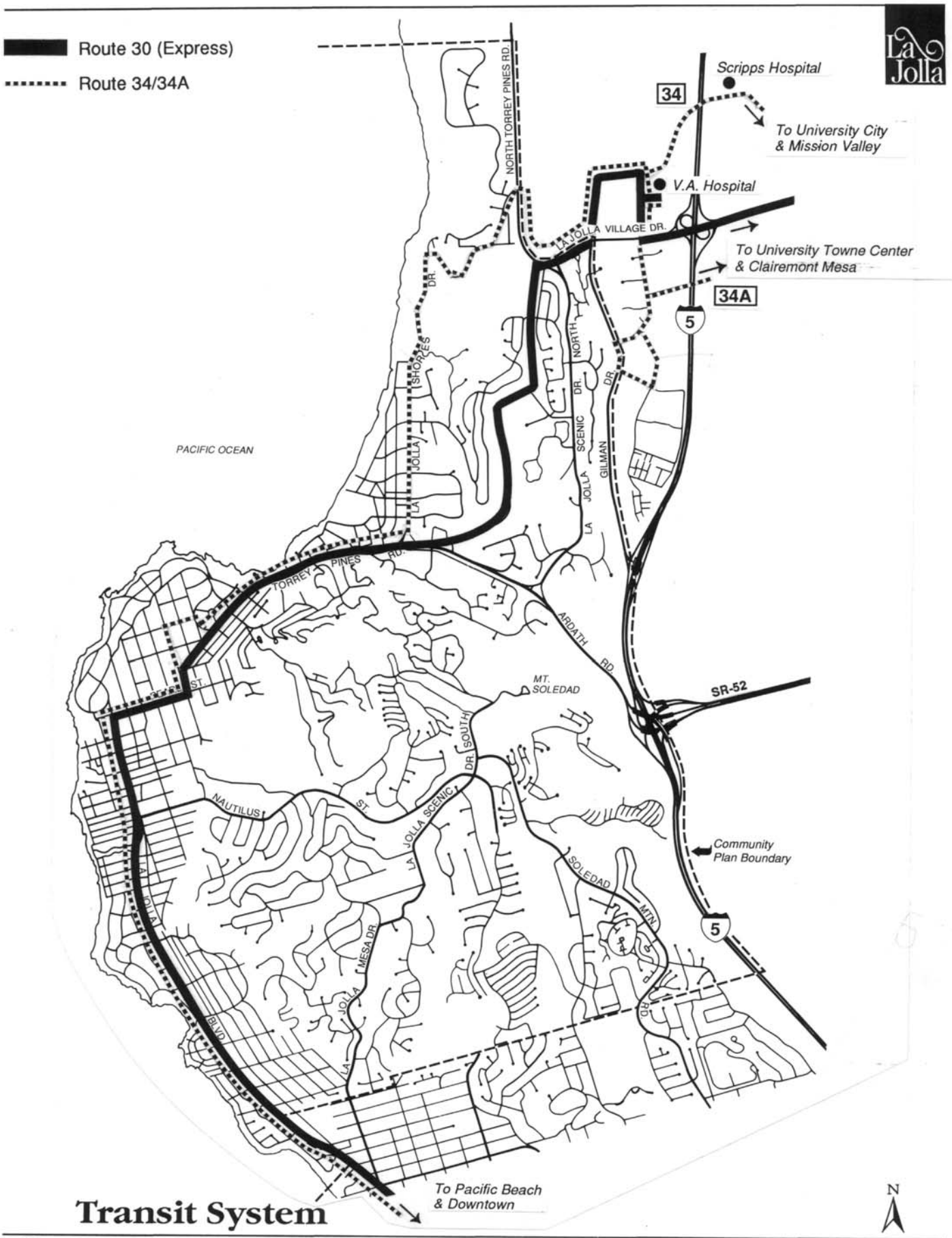
Figure 12



Transit System

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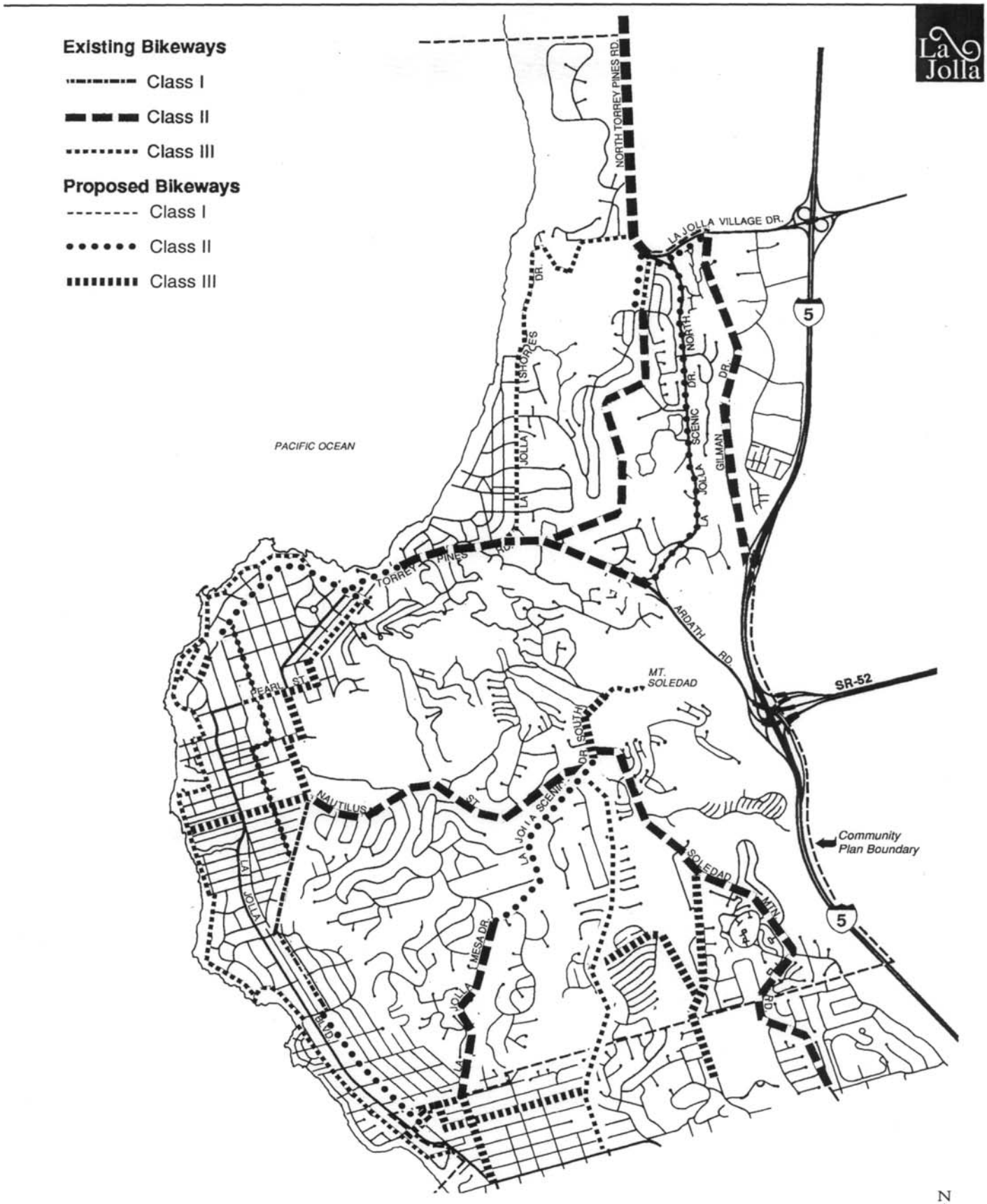
Figure 13



Existing & Proposed Bikeways

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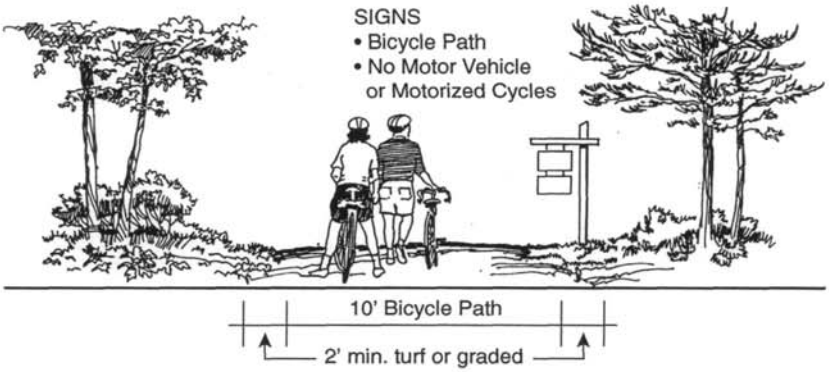
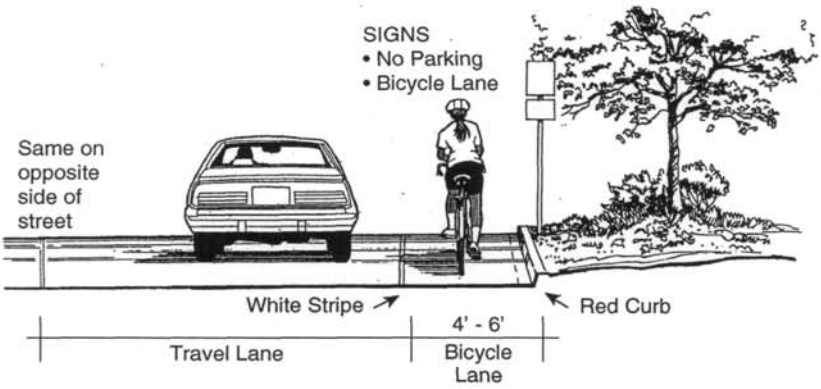
Figure 14



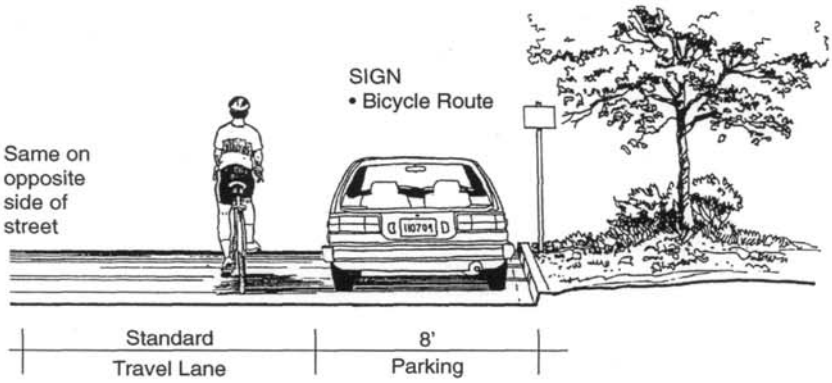
CLASS I
(Typical location – open space)

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



CLASS II
(Typical location – major street)

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



CLASS III
(Typical location – neighborhood street)

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

The dimensions illustrated on this page are subject to change.

Bikeway Standards

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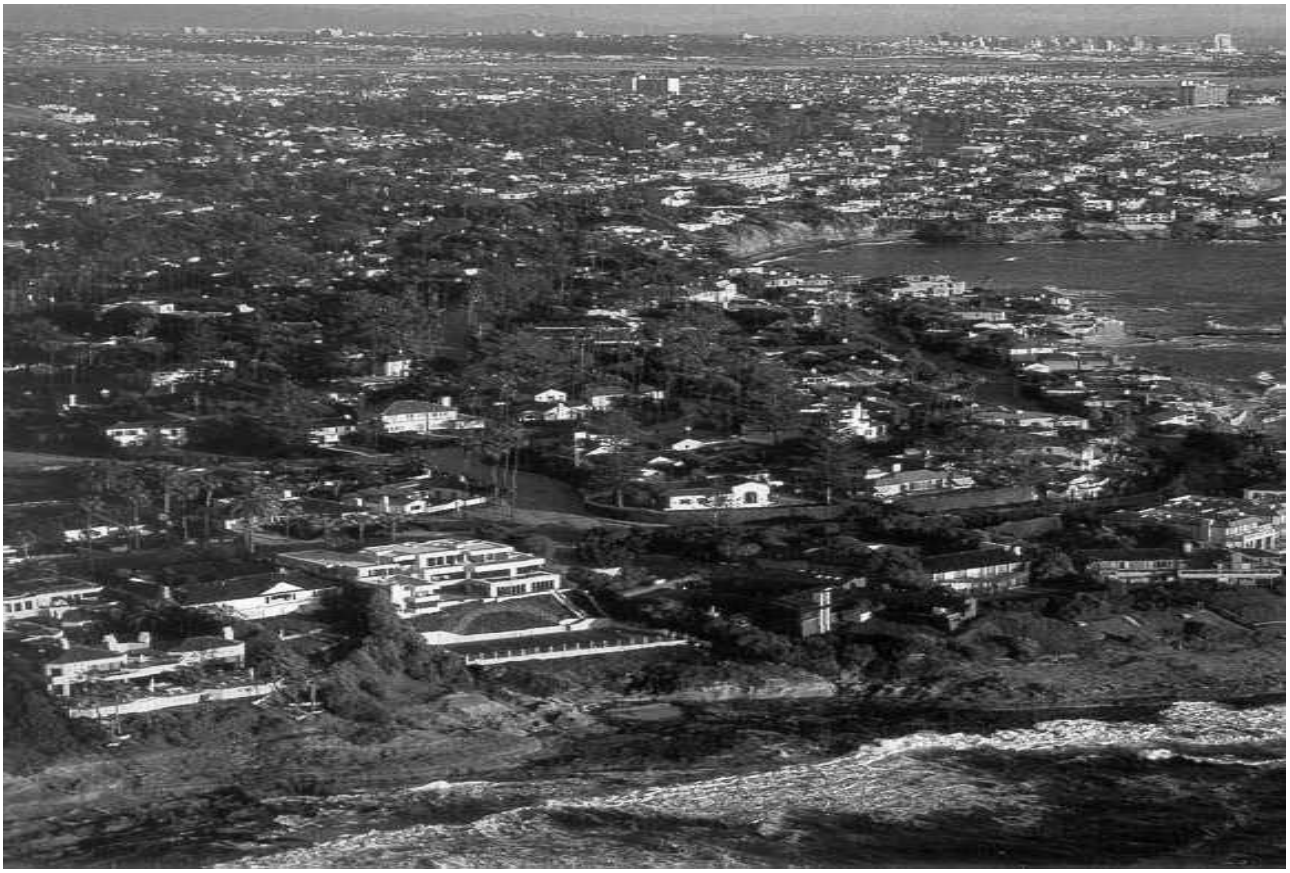
Figure 15



RESIDENTIAL LAND USE

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

RESIDENTIAL LAND USE

GOALS:

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

BACKGROUND

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

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

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

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

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

However, since the adoption of both Proposition D, which established a 30- foot height limit, and the La Jolla Planned District Ordinance, which set development standards for residential and commercial projects within specific zones of La Jolla, the scale of more recent multiple dwelling unit construction is more in harmony with the traditional themes of the community. The use of facade articulation, the

placement of driveways underground or along the alleyway for vehicular access rather than from the street, as well as landscaping of interior yards, has helped to make multiple dwelling unit development more consistent with the character of La Jolla. The definition of height, changed in 2000, should also help to reinforce community themes regarding the bulk and scale of multiple dwelling unit development. The Residential Land Use Element of this plan addresses the following issues: Community Character, Development Near Coastal Bluffs, Seismic Risk Areas and Balanced Communities.

Community Character

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

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

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

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

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

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

Hillside Development

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

Development Near Coastal Bluffs

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

Geologically Unstable Risk Areas

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

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

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

Balanced Communities

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

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

Assistance towards this goal may include, but is not limited to, new construction, acquisition of existing housing units for conversion to low income occupancy, rental assistance programs and a variety of regulatory tools and incentives. Initial strategies to meet the housing assistance needs for La Jolla are listed under the Plan Recommendations of this element.

POLICIES

1. <u>Designation of Residential Densities</u>

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

2. <u>Community Character</u>

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

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

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

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

3. <u>Development Near Coastal Bluffs</u>

a. The City should ensure that residential projects along the coastal bluff maintain yards and setbacks as established by the underlying zone and other applicable regulations in the Land

Development Code in order to form view corridors and to prevent a walled-off appearance from the street to the ocean.

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

4. <u>Geologically Unstable Areas</u>

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

5. <u>Balanced Communities</u>

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

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

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

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

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

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

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

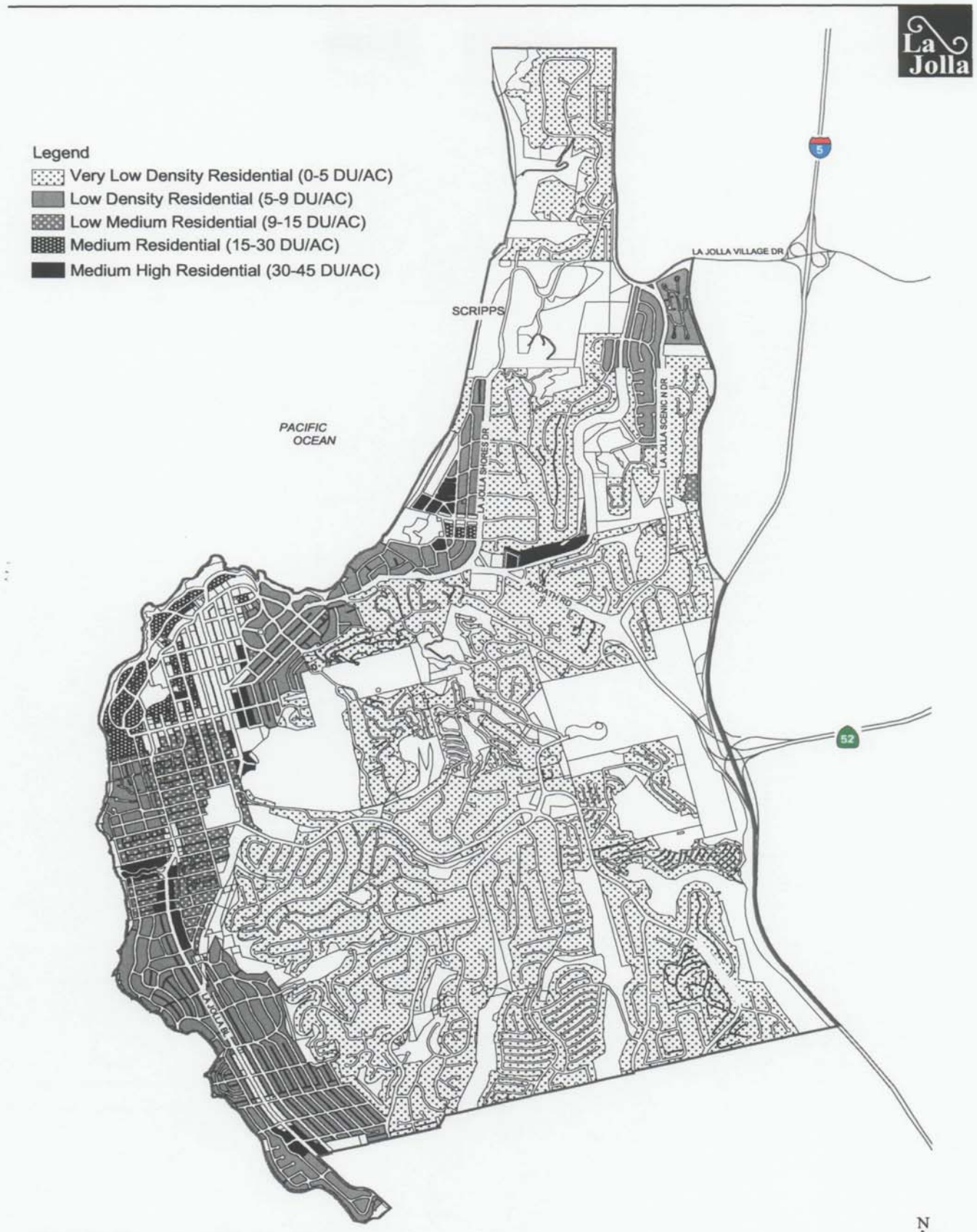
a. All development and redevelopment projects should be subject to the policies and recommendations outlined under the Visual Resources, Coastal Bluffs, and Public and Shoreline Access Sections of the Natural Resources and Open Space System Element.

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

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

7. <u>Energy Efficiency</u>

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



Residential Densities

La Jolla Community Plan
City of San Diego · Planning Department

Figure 16

ACTION PLAN

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

PLAN RECOMMENDATIONS

1. Residential Densities

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

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

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

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

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

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

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

Medium-High Density: 30-45 dwelling units per net residential acre. This density is characterized by higher density condominiums and apartments and is implemented through the RM-3-7 zone.

2. Community Character

a. In order to maintain and enhance the existing neighborhood character and ambiance, and to promote good design and visual harmony in the transitions between new and existing structures, preserve the following elements:

1) Bulk and scale - with regard to surrounding structures or land form conditions as viewed from the public right-of-way and from parks and open space;
2) Street landscape - with regard to size and shape or generalized type of planting materials;

3) Hardscapes - with regard to pavement types, patterns or lack of patterns, colors, widths, colors and contours;

4) Street fixtures - with regard to type, size and location (street light fixtures, benches, street signage);

5) Site fixtures - with regard to height, type, material and location (fences, walls, retaining walls, curb cuts and driveways);

6) Curbs, gutters and street pavements -with regard to types and materials; and

7) Public physical and visual access as identified in Figure 9 and Appendix

b. In order to regulate the scale of new development, apply development regulations to all residential properties in La Jolla that proportionally relate the building envelope to the existing lot dimensions. Apply minimum side and rear yard setback requirements that separate structures from adjacent properties in order to prevent a wall effect along the street face as viewed from the public right-of-way. Side yard setbacks should be incrementally increased for wider lots.

c. In order to promote transitions in scale between new and older structures, create visual relief through the use of diagonal or off-setting planes, building articulation, roofline treatment and variations within front yard setback requirements.

d. For large lots in single dwelling unit areas, apply development regulations that will limit the perceived bulk and scale differences relative to surrounding lots. Apply a sliding scale for floor area ratios that will decrease building scale as the lot size increases.

e. In order to address transitions between the bulk and scale of new and older development in residential areas, maintain the existing 30-foot height limit of the single dwelling unit zones and Proposition D. Structures with front and side yard facades that exceed one story should slope or step back additional stories, up to the 30-foot height limit, in order to allow flexibility while maintaining the integrity of the streetscape and providing adequate amounts of light and air.

f. Review and revise applicable Planned District Ordinance (PDO) residential regulations to implement the community character recommendations in this Plan.

3. <u>Development Near Coastal Bluffs</u>

a. Prohibit coastal bluff development on or beyond the bluff face, except for public stairways and ramps to provide access from the bluff top to the beach as identified in Appendix G or to maintain bluff stability. Other permitted coastal development would include fencing to deter trespassing and protect fragile resources, and erosion control measures, such as seawalls and drainage conduits, provided that such measures do not alter the natural character of the bluff face, restrict public access, or encroach on public property without an approved encroachment permit.

b. Require a geotechnical report for all bluff top development to document that the site is stable enough to support the proposed development.

c. Permit the placement of shoreline protective works, such as seawalls, revetments and parapets, only when required to save coastal-dependent uses or when there are no other feasible means to protect existing principal structures, such as homes in danger of erosion from wave action, and when designed to eliminate or mitigate adverse impacts on shoreline sand supply.

d. Prohibit the encroachment of protective structures into any public areas unless engineering studies indicate that minimal encroachment may be necessary to avoid significant erosion conditions and that no other viable alternative exists.

e. Assure that new shoreline protective devices are consistent in design, materials and in color with the existing natural environment.

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

g. Direct roof and hardscape drainage away from the bluff toward the street.

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

i. Prohibit excavation, grading, or deposit of any materials on the beach or the face of the bluff and prohibit the use of sandy beach for the interim storage of construction materials and equipment, except for permitted shoreline protective devices.

j. As a condition of new development, require a waiver of liability against the public and any governmental agency for liability due to damage from storm waves to real property associated with the improvement which should be recorded as a deed restriction against the property.

4. Geologically Unstable Areas

Prepare all geological studies in accordance with the City's Development Services' *Technical Guidelines for Geotechnical Reports* which require an evaluation of the site by state certified geologist and engineer to ensure the safety of development on the site.

5. Balanced Communities

In order to provide opportunities for affordable and balanced housing in La Jolla, this plan recommends the following:

a. Support higher densities along transit corridors and adjacent to pockets of service sector employment to encourage affordable housing opportunities.

b. Enforce and implement the Coastal Zone Affordable Housing Replacement Program to facilitate replacement of existing affordable housing units, emphasizing the primary goal of retention of existing affordable housing units on site or within La Jolla. The Program mandates the replacement of affordable housing within or nearby the Coastal Zone when a threshold number of affordable housing units are demolished or converted to a non-residential use.

c. Utilize the Affordable Housing Density Bonus Program to provide an opportunity for affordable housing and to help implement the Coastal Housing Replacement Program. This bonus in density is intended to materially assist the housing building industry in providing adequate and affordable shelter for all economic segments of the community.

d. City-owned sites adjacent to the publicly-owned Fay Avenue Right-of-Way were identified in the 1980 Fay Avenue Precise Plan as affordable housing for low-to moderate-income families. The Housing Commission and Planning Department will continue to work with the community planning group to promote the development of affordable housing within this area and the community at large. The San Diego Housing Commission will continue to work with private and non-entities to provide affordable housing through the use of local housing assistance programs administered by the Commission in order to meet the affordable housing needs of La Jolla.

e. Develop a variety of regulatory tools and incentives to encourage the retention and use of designated historic resources as affordable housing. These include, but are not limited to historic Conditional Use Permits available through the City, as well as Section 8 subsidies and write-downs available through the Housing Commission.

f. Encourage utilization of the following regulatory tools to provide for more affordable and balanced housing on La Jolla:

- **Multifamily Bond Program**: This program provides low interest loans to property owners of multiple dwelling unit housing through the sale of bonds. In exchange for the loans, the owners would be required to rent 20 percent of the multiple dwelling unit

housing units to households earning no more than 50 percent of the median area income (MAI) or 10 percent of the units to households at 50 percent MAI, with an additional 30 percent of the units at 60 percent MAI, for the longer of 15 years or the period during which the bonds are outstanding.

- **Section 8 Rental Assistance Program**: This program offers vouchers to economically disadvantaged households who use these vouchers to rent privately-owned apartments. Households who qualify for this program pay approximately 30 percent of their gross monthly income for rent, including utilities, and the Federal Government pays the balance to the property owners.

- **Senior CUP Program**: This Conditional Use Permit program provides a density bonus of up to 50 percent to property owners who agree to rent all of the units to senior citizens.

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

Residential projects proposed along identified public view areas, as listed in Figure 9 and Appendix G, are subject to the Visual Resources and Public Access policies and recommendations that are contained in the Natural Resource and Open Space System Element.

7. <u>Energy Efficiency</u>

a. For all residential projects, consider the structures site design and solar orientation in order to maximize energy efficiency.

b. For all multi-family residential projects, make available information on energy efficient appliances and technology in its marketing materials and within its sales office.

c. For all multi-family residential projects, either provide, or offer as an option, alternative energy technologies to be incorporated into the residences during construction. Identify the provision of, or option for, the alternative energy in the marketing materials.

COMMERCIAL LAND USE

Commercial Designations
Commercial Development Guidelines
Commercial Area Recommendations

COMMERCIAL LAND USE ELEMENT

GOALS:

- Maintain a diversified, yet balanced land use pattern which includes providing adequate levels of commercial retail services, residential development and cultural opportunities within existing commercial areas, while limiting additional office use within commercially designated districts.

- Revitalize commercial retail areas to strengthen, reinforce and unify existing retail districts within La Jolla.

- Promote pedestrian-oriented features to improve pedestrian safety, access and ease of movement through all the commercial areas.

- Promote mixed-use residential and commercial development along transit corridors such as the commercial areas of La Jolla Boulevard, in order to encourage affordable housing opportunities, particularly within the Bird Rock retail area and in the Windansea area on La Jolla Boulevard centered on Nautilus Street.

BACKGROUND

Over 150 acres of total net land in La Jolla is used for commercial purposes, representing about 4 million square feet of commercial space. The commercial core of La Jolla is known as the "village" or "downtown." This area is the prime business, office and retail commercial center of the community. The village area, generally bounded by Prospect Street, Torrey Pines Road, La Jolla Boulevard and Pearl Street, contains such uses as specialty shops, hotel and motel services, restaurants and corporate offices. The area also serves as the cultural and heritage center of the community and includes significant community landmarks such as the La Jolla Recreation Center, the La Jolla Woman's Club, the Atheneum, the San Diego Museum of Contemporary Art as well as other historically designated structures. In addition, the village area contains both public and private schools, churches and recreation areas, such as Ellen B. Scripps Park and La Jolla Cove which are located along Coast Boulevard. Some residential uses are also located within the village area, including single dwelling unit homes and multiple dwelling units.

All of the commercial areas, and some of the non-commercial areas, in the community are covered by a planned district ordinance which contains special regulations pertaining to property development and permitted uses. The development regulations for the village area and neighborhood retail areas are contained in the La Jolla Planned District Ordinance, which was adopted by City Council in 1983. The La Jolla Shores Planned District Ordinance, adopted in 1974, governs both commercial and residential property development in the La Jolla Shores area.

The overall purpose of both the La Jolla and La Jolla Shores Planned District Ordinances has been to maintain a balanced land use pattern within commercially designated areas, to protect scenic vistas of the ocean, shoreline and hillside areas, and to beautify the overall streetscape of commercial streets and retail corridors.

1. The City should seek to strengthen the existing commercial districts by requiring pedestrian-related amenities with development, such as plazas and courtyards, by limiting office-commercial uses to the existing office-commercial areas identified in this plan, and by prohibiting the encroachment of new commercial uses into existing residential neighborhoods.

2. The City should encourage small lot development consistent with the traditional rhythm and spacing of buildings along major retail-oriented streets.

3. The City should preserve and enhance, where possible, ocean views and other scenic vistas in commercially designated areas by maintaining the established 30- foot height limit and by establishing setback requirements and public view corridors along the right-of-way to these visual resources.

4. The City should develop transit-supported commercial uses along existing transit corridors such as La Jolla Boulevard to reduce traffic congestion and parking space needs within the neighborhood retail and the village commercial districts.

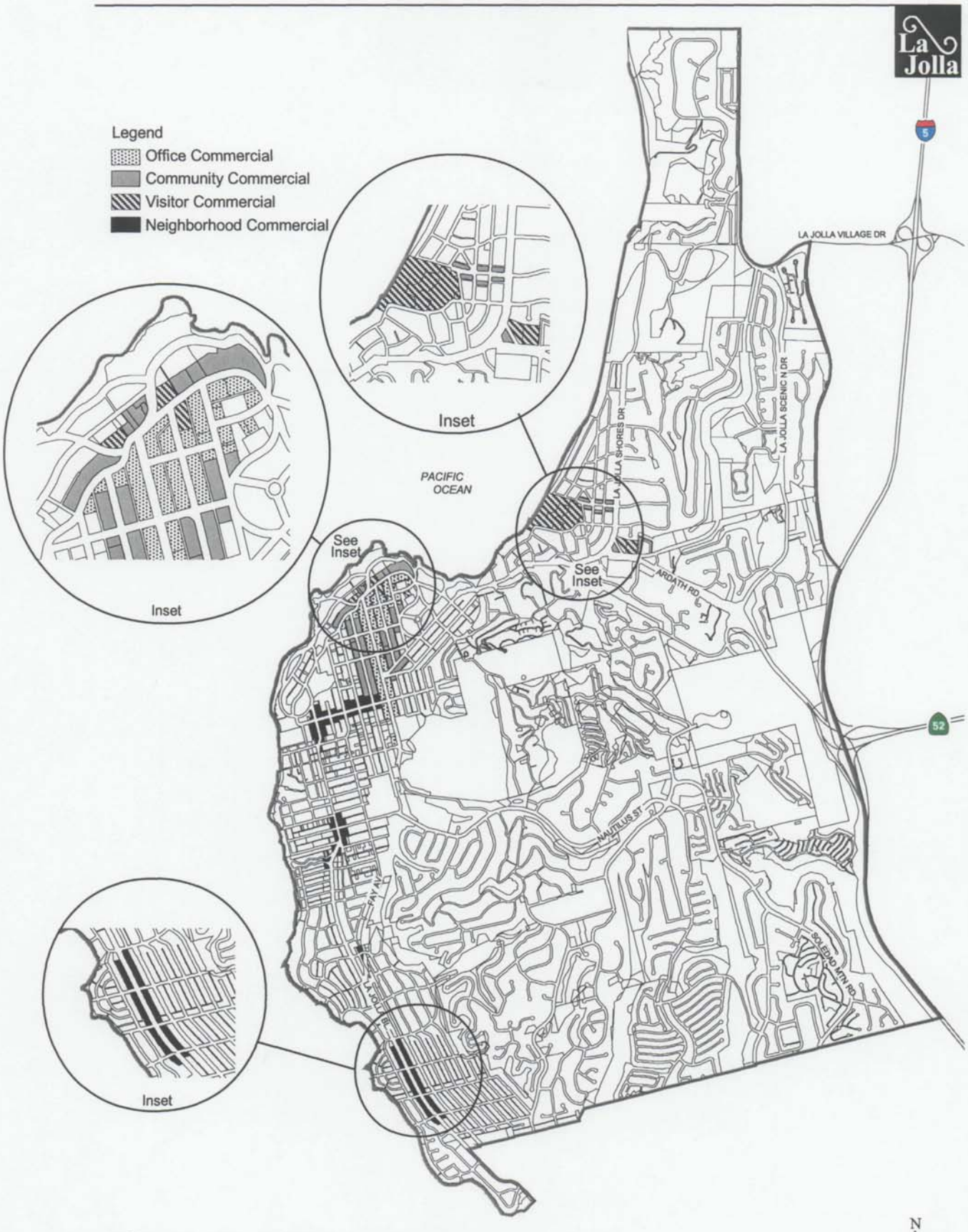
5. The City should provide opportunities to develop affordable housing in order to meet a variety of housing needs within La Jolla's neighborhood mixed-use districts, by allowing a residential density bonus 25 percent above and beyond that allowed by the base zone, provided that, in return for the density bonus, the applicant be required to set aside a portion of the units as affordable to “low-income” or “very low-income” persons pursuant to the State Affordable Housing density bonus statute and implementing City regulations.

6. The City should seek to promote the pedestrian orientation of the office-commercial areas of downtown La Jolla.

7. The City should promote mixed-use development in all commercial areas of the community.

8. The City should encourage and promote energy-efficiency appliances and technology.

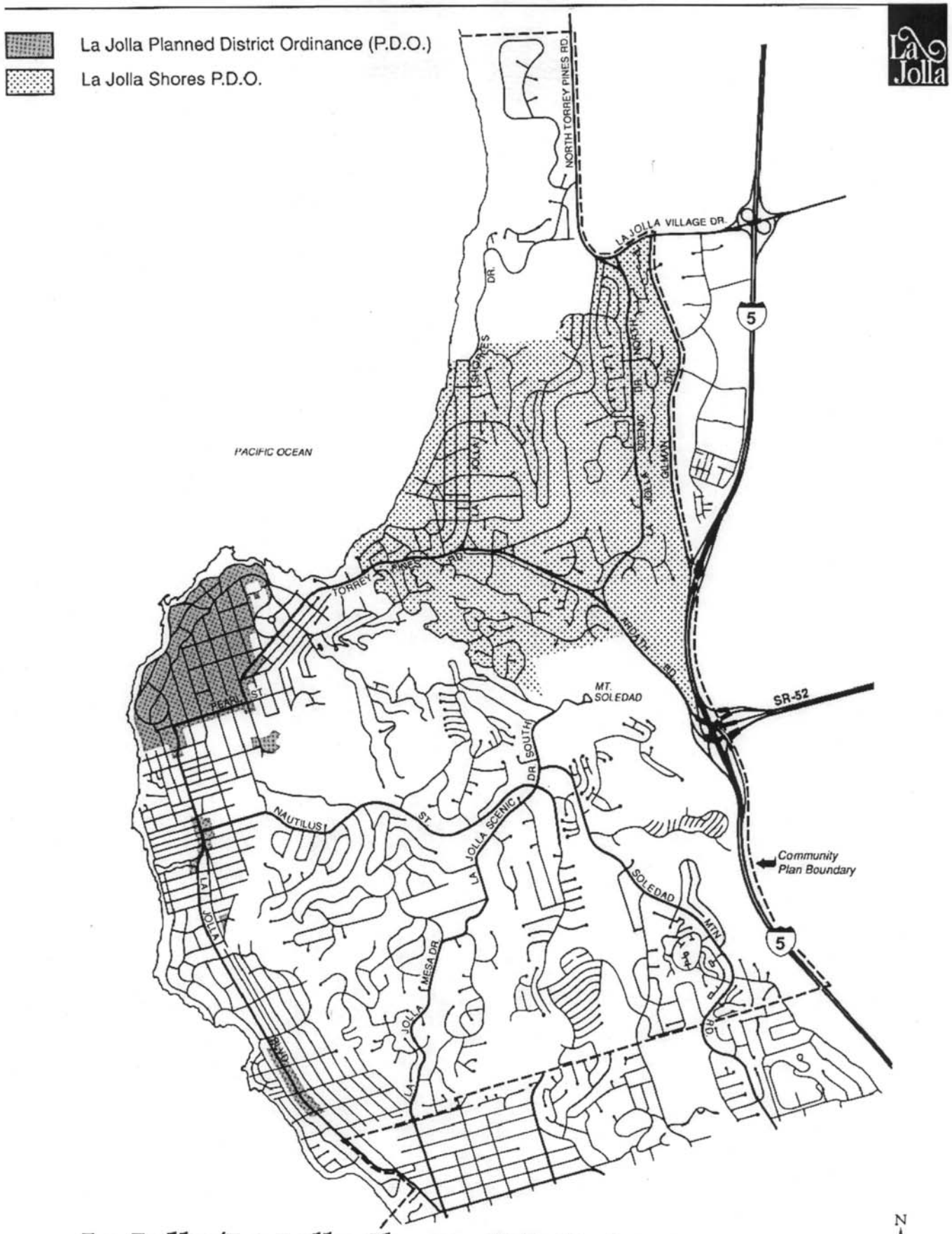
9. The City should analyze for visual impact and ensure public review and comment for any telecommunications structures proposed to be located in commercial areas. Regarding the proposed placement of cellular facilities in these areas, the Citywide Telecommunications Policy should be adhered to.



Commercial Designations

La Jolla Community Plan
City of San Diego · Planning Department

Figure 17



La Jolla/La Jolla Shores P.D.O. Areas

La Jolla Community Plan
City of San Diego • Planning Department

Figure 18

ACTION PLAN

IMPLEMENTATION	ADOPT WITH	TIMING WITHIN 5 YEARS	WITHIN 20 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Require that new projects developed under the discretionary review employ transit-oriented and pedestrian oriented criteria of this plan.		On-Going		Planning Department	City	Policies 1, 2, & 4
Develop a streetscape theme and consider a Maintenance Assessment District or a Property-based Business Improvement District to enhance and beautify all commercial areas.		•		Planning, Engineering and Capital Improvement, Development Services and Park and Recreation Departments	City	Policy 3
Designate the three properties on the northwest corner of Cave Street and Prospect Street Office Commercial.	•			Planning Department Planning Commission City Council	City	Policies 2 & 6
Designate as Neighborhood Commercial the La Jolla Boulevard property at the southeast corner of Camino de La Costa as well as the adjacent property to the South. Rezone the southerly property from CC to LJ-4 (La Jolla PDO Zone 4).	•			Planning Department Planning Commission City Council	City	Policies 2 & 4

PLAN RECOMMENDATIONS

1. Commercial Designations

Within La Jolla, four commercial designations implement the goals and policies of this community plan. These designations and the areas to which they are applied are shown below and in Figure 17 as follows:

Office Commercial includes uses such as business and professional offices, banks, financial services and hotels.

- Village area

Visitor Commercial includes uses such as hotels, motels, specialty shops and restaurants.

- Village area -Prospect Street (between Cave Street and Eads Avenue)

Neighborhood Commercial includes uses such as convenience stores, florists, restaurants, specialty stores and professional offices.

- Bird Rock
- Pearl Street
- Nautilus Street and La Jolla Boulevard intersection (between Westbourne Street and Gravilla Street)

Community Commercial includes uses such as apparel stores, banks, medical offices and dental services.

- Village area
- Avenida de la Playa in La Jolla Shores (which is regulated by the La Jolla Shores Planned District Ordinance). Specific recommendations for the various commercial areas are detailed in the following section.

2. Commercial Development Recommendations (applicable to all commercial areas in La Jolla)

a. Avoid abrupt transitions in scale between commercial buildings and adjacent residential areas. Utilize transitions in bulk and scale to create visual interest and create a sense of enclosure for pedestrians; gradual transitions in scale between commercial and residential uses are preferred. Design larger structures in a manner that reduces actual or apparent bulk with the use of building articulation. Provide landscaping to add texture to blank walls, soften edges and provide a sense of pedestrian scale.

b. Incorporate open areas such as plazas, courtyards, tables or bench areas with shade trees or overhead trellises into the design of new commercial projects.

c. Provide pedestrian paths and activity areas with benches, tables and decorative sidewalk treatment. Enhance large, unbroken open areas of concrete with pattern paving or landscaping in order to break up monotonous areas. Decorative paving should also be used to identify safe crossing areas for pedestrians at major street intersections.

d. Unify the streetscape system by providing an overall landscaping and streetscape master plan for commercially designated areas in accordance with tree specifications and planting guidelines contained in the citywide landscape regulations and standards. Use curb side planting and street trees along major streets to separate pedestrian from parked vehicles.

e. Provide and maintain attractive kiosks with street trees at key pedestrian nodes and transit waiting areas, within the village area.

f. Landscape or screen off-street parking areas and large parking structures that are visible from the public right-of-way.

g. Where feasible, locate customer parking at the rear of commercial buildings with ingress and egress from the alley. Avoid curb cuts in pedestrian-oriented streets such as Prospect Street, Girard Avenue and Wall Street. Provide parking in accordance with regulations contained in the Land Development Code.

h. Screen storage and loading areas that are visible from the public right-of-way with buffers such as attractive fencing and landscaping. Also screen or landscape mechanical equipment from public view.

i. Enhance the character of commercial on-site signs in order to help unify the architectural theme of commercial projects.

j. Apply the policies and plan recommendations of the Visual Resources and Public Access sections contained in the Natural Resources and Open Space Element of the plan, and the regulations of the La Jolla and La Jolla Shores Planned District Ordinances which are incorporated herein by reference.

k. Promote mixed-use development in the commercial areas of the community.

l. For the residential portion of all mixed-use projects, make available information on energy efficient appliances and technology in marketing materials and within sales offices in order to promote energy savings.

m. For mixed-use projects, either provide, or offer as an option, alternative energy technologies to be incorporated into the residences during construction in order to promote energy savings. Identify the provision of, or option for, alternative energy in the marketing materials.

Area Recommendations

Bird Rock - Neighborhood Commercial

Due to its proximity to the community of Pacific Beach, this district is considered to be the gateway into La Jolla from the south, and should be developed in a traditional boulevard manner with street trees and median landscaping, where feasible, within the public right-of-way.

1. Redevelop structures within this retail district to include mixed-use residential/commercial development in order to provide opportunities for more affordable housing in La Jolla.

2. Maintain consistency with the La Jolla Commercial and Industrial Sign Control District of the citywide sign regulations for all commercial signs.

3. Enhance sidewalk with decorative or uniform paving to enhance streetscape.

4. Install street median or island landscaping near the boundary between the La Jolla and Pacific Beach communities.

5. Provide decorative lighting, street trees, benches and other pedestrian amenities to create a stronger pedestrian-oriented image to this commercial district.

Nautilus Street and La Jolla Boulevard - Neighborhood Commercial

Support the commercial properties that surround this district by enhancing pedestrian amenities such as sidewalk treatments, curb side landscaping or decorative awnings which would tend to strengthen and unify this retail corridor.

1. Enhance sidewalk area with decorative paving.

2. Install street trees and benches along the sidewalk.

3. Provide transit shelters consistent with the La Jolla Planned District Ordinance design criteria at pedestrian waiting areas for transit users.

4. Maintain consistency with the La Jolla Commercial and Industrial Sign Control District of the citywide sign regulations in order to foster a stronger commercial sign image within this district.

5. Permit the redevelopment of structures within this retail district to include mixed-use residential/commercial development.

6. Provide decorative lighting to increase public safety and visibility at night.

Pearl Street - Neighborhood Commercial

The Pearl Street corridor is primarily auto-oriented, which brings vehicular traffic into the area through the residential neighborhood that is located south of this retail district as well as from other adjacent areas. Pedestrian-related amenities should be improved to strengthen this area's image as a neighborhood serving commercial center. The streetscape recommendations provided in Appendix E propose an appropriate curbside landscaping plan that will mitigate the asphalt and concrete image of the streetscape of this district.

1. Install appropriate curb side landscaping as identified in Appendix E.

2. Control excessive signage and establish unified design themes through the Planned District Ordinance sign plans and the La Jolla Commercial and Industrial Sign Control District.

3. Provide decorative lighting to increase public safety and visibility at night and create a stronger image and pedestrian-orientation for this commercial district.

Avenida de la Playa - Community Commercial

The commercial structures that exist along this 4-block commercial district have generally maintained their original building scale and pedestrian orientation despite development pressures to expand over the years. Improvements within this district should focus on pedestrian-related amenities such as sidewalk surface treatments and street trees to reinforce the pedestrian environment. Open areas, like Laureate (Mata) Park, will continue to be maintained by the City.

1. Provide uniform sidewalk surface treatment along this 4-block corridor.

2. Retain small scale establishments and install street trees to provide shade and enhance pedestrian environment.

3. Maintain open areas, such as Laureate (Mata) Park, and continue to allow sidewalk cafes with appropriate permits within this corridor.

4. The painted traffic island at the intersection of El Paseo Grande and Avenida de la Playa should be improved with curbs and landscaping in accordance with Appendix E.

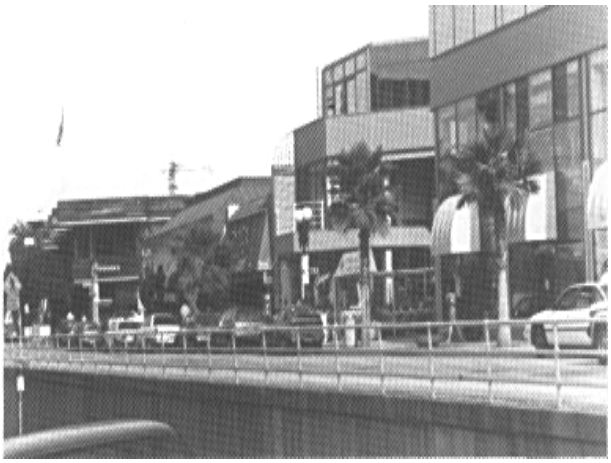
Village Area - Office Commercial and Visitor Commercial

Focus future commercial office development within this community in the Office Commercial areas of the village. Encourage the continuation of small lot commercial retail development along the major retail-oriented streets, such as Girard Avenue, Wall Street, Herschel Avenue, Fay Avenue, Silverado Street, and Prospect Street.

The Visitor Commercial uses that are located along Prospect Street provide a high degree of pedestrian activity to this area partly because of its proximity to La Jolla's coastal activity areas such as Ellen B. Scripps Park and La Jolla Cove. Develop new commercial uses within the Visitor Commercial areas of the village in a manner that preserves view corridors to the ocean from public vantage points. Design buildings along this area in a manner that provides setbacks from corner lots and provides open areas and view corridors to the ocean. Locate refuse collection and loading areas where public view corridors and sidewalk access will not be obstructed.

The following recommendations, based on the Vista Project, are intended to promote appropriately scaled improvements at key intersections with La Jolla's commercial core to foster and reinforce the village character of La Jolla's downtown area.

Prospect Street (between Girard Avenue and Herschel Avenue) - Office Commercial and Visitor Commercial



1. No parking should be eliminated along the upper portion of Prospect Street other than for operational requirements such as medians or fire access, unless it is replaced within the immediate area. Maintain through traffic in both directions along the lower portion of Prospect Street. Explore opportunities for a below-grade parking structure on Prospect Street between Girard Avenue and Herschel Avenue.

2. Relocate on-street parking spaces from the southeast side of Prospect Street to the north side of the street.

3. Create a 15-30 foot wide pedestrian promenade with outdoor cafes and seating areas using the space that was vacated by the traffic and parking lanes.

4. Create an overlook to the ocean across Ellen B. Scripps Park.

5. Replace existing retaining wall with a sloped garden.

Girard Avenue and Silverado Street - Office Commercial

1. Install decorative paving within the public sidewalk right-of-way.

2. Reinforce the existing pattern of major street trees along Girard Avenue.

3. Add park benches and curbside plants along the sidewalk to separate pedestrians from parked cars.

4. Enhance identification of pedestrian crosswalks with patterned paving.

5. Enhance the sidewalk areas at all four corners of this intersection with landscaping, street trees, and park benches.

6. Provide decorative lighting in order to create a stronger image and character to this commercial district.

Fay Avenue and Silverado Street - Office Commercial

1. Improve street lighting by adding more light fixtures at consistent intervals.

3. Add benches and curb-side plants.

3. Use a variety of street trees along the public right-of-way to reinforce the village image.

COMMUNITY FACILITIES, PARKS AND SERVICES

Schools
Libraries
Public Parks
Community Services

COMMUNITY FACILITIES, PARKS AND SERVICES

GOALS:

- Provide adequate park and recreational facilities, libraries, schools, fire and police protection and parking to meet the needs of community residents and visitors, including children, families and the elderly (see Appendix A).

- Encourage the maximum use of all existing community facilities, in particular, the public parks, beaches, recreational areas, bikeways, museums and public schools in order to enhance the recreational opportunities for all visitors and residents of La Jolla.

- Ensure that all new and existing public facilities such as fire stations, water reservoirs and neighborhood parks are designed and developed in a manner that will not contribute to any adverse impacts to the environmentally sensitive areas of La Jolla.

BACKGROUND

Public Schools

Public school students in La Jolla are served by three elementary schools (Bird Rock, La Jolla and Torrey Pines), one middle school (Muirlands) and one senior high school (La Jolla).

Two elementary schools, Decatur and Scripps, have been closed due to a pattern of declining enrollment in the area. The San Diego Unified School District has leased these schools as private schools until such time as increasing enrollments would dictate their use as public schools. A portion of the Decatur School has been leased to the Park and Recreation Department for park purposes.

Three public school sites in La Jolla (Bird Rock Elementary, Muirlands Middle School and La Jolla High School) have a joint use agreement which allow portions of the school to be used after school hours and on weekends. A variety of adult school classes have been offered by the Community College District at La Jolla High School after school hours.

The playground, ballfield and recreational areas of La Jolla Elementary (2.3-acre neighborhood park), La Jolla High School (tennis courts) and Bird Rock Elementary School (l.5-acre dedicated park) are available to the community as additional population-based park sites.

Private Schools

Private schools that operate within La Jolla include: The Bishop's School, located on Cuvier Street and Prospect Street; the Stella Maris Academy, located at Kline Street and Ivanhoe Street; La Jolla Preschool Academy; the Springall La Jolla Preschool Academy; and the All Hallows School which is located at the intersection of Nautilus Street, La Jolla Scenic Drive South and Soledad Mountain Road. Other private schools operating within the community include the Evans School at Nautilus Street and La Jolla Scenic Drive South, the Strongly-Oriented for Action (SOFA) School, the

Montessori Schools and the Gillespie School which are located in the village area. There is no anticipated change in the current status or operation of these schools over the next five-ten years.

Libraries

The Florence Riford La Jolla Branch Library was opened in 1989 and has grown since that time to seventh in circulation within the City's 32 branch library system. The library, located on Draper Avenue, north of Pearl Street, has a floor area of approximately 10,000 square feet and contains a meeting room and an informational resource facility. Land has been acquired adjoining this branch for library use. As patron use of the library facility has continued to increase, additional library space is planned for this adjacent site in order to accommodate this demand.

The original public library in La Jolla was located at Wall Street and Girard Avenue and was moved in the 1920s to Draper Street. A new library was constructed on the Wall Street/Girard Avenue site. When the Riford branch library was constructed in 1989 the use of the Wall Street and Girard Avenue site as a public library was discontinued. The library structure located next to the Atheneum still remains and contributes to the overall historic quality of the village area.

Resource and Population-Based Parks

The City of San Diego Progress Guide and General Plan, Recreation Element, addresses the guidelines and standards that apply to population-based and resource-based parks:

"Neighborhood parks should serve a population of 3,500 to 5,000 persons within a one-half mile radius.

Neighborhood parks should contain five (5) usable acres if adjacent to an elementary school and ten (10) usable acres when not so located.

Community parks and recreation facilities should serve 18,000 to 25,000 persons within a one-and one-half (1½) mile radius. They should contain thirteen (13) usable acres if adjacent to a junior high school and twenty (20) usable acres when not so located. Resource-based parks within a community should comprise approximately 16 acres for each 1000 residents."

The forecast population for La Jolla is expected to reach 32,558 in the year 2020. According to the General Plan standards for population-based parks, 78.41 usable acres are required to serve the La Jolla community. Presently, there are only 60.02 usable acres of population-based parks and school adjacency credits in La Jolla. A shortfall of 18.39 usable acres is expected by the year 2020, and the *La Jolla Public Facilities Financing Plan* identifies those needs. (SANDAG 2020 Cities/ County Forecast, Alternative 1)

The La Jolla community presently contains 6362.61 acres of resource-based parks which are identified in Appendix F. The 5,977 acre San Diego-La Jolla Underwater Park was established at the desires of the community to protect this unique ecological resource.

Fay Avenue Right-of-Way and Bike Path

The 1976 *La Jolla Community Plan* recommended that a plan be developed to enhance the existing Fay Avenue Bike Path. The Fay Avenue Bike Path is a varying width right-of-way between Nautilus Street and Mira Monte. The Fay Avenue right-of-way is a 24-acre linear area beginning at Genter Street to the north and ending at the intersection of Mira Monte and La Jolla Boulevard. Immediately east of the bike path are steep, sensitive slopes that contain native vegetation. These slopes are protected by the Environmentally Sensitive Lands regulations of the Land Development Code regulations. The Fay Avenue Plan, which was adopted by the City Council in 1980, contains the following recommendations which this plan incorporates:

- Develop Fay Avenue Right-of-Way as a paved recreational and pedestrian walkway.
- Develop neighborhood recreational areas in the corridor.
- Retain the right-of-way primarily as an open area and retain significant portions of the adjacent slopes and hillsides in a natural, undisturbed state.
- Maintain the affordable housing units along the Fay Avenue Right-of-Way and/or redevelop them to the maximum allowable density.

Since the adoption of the Fay Avenue Plan, the following improvements have taken place along this corridor:

- Two mini-parks (Starkey and Via del Norte) have been developed; and
- Four City-owned single dwelling unit homes are managed as affordable housing by the San Diego Housing Commission.

Fire Protection

La Jolla is served by Fire Station #9, located at Torrey Pines Road and Ardath Lane; Fire Station #13 at Fay Avenue and Nautilus Street; Fire Station #16, located at Via Casa Alta on Mount Soledad; and Fire Station #21, located on Mission Boulevard and Grand Avenue in Pacific Beach. Fire Station #9 provides protection to the La Jolla Shores portion of the community while Fire Station #13 provides service to the village and Muirlands area. Fire Stations #16 and #21 protect the Mount Soledad and La Jolla Alta areas.

Water Utilities

Two major water lines run in a north-south direction through the community. One line extends from La Jolla Shores southward to Pacific Beach under La Jolla Shores Drive and La Jolla Boulevard. The other line is located under Electric Avenue. In addition to these two lines, trunk line service is also extended along the east side of Mount Soledad which provides direct line service to the Bayview and Kearny Mesa pipelines. Along the north side of Mount Soledad, trunk line service also extends to the Soledad Valley and to the Miramar pipelines. All of these pipelines provide water to the community from the Alvarado Filtration plant.

Sewer Utilities

Sewer service is provided by a major trunk line from La Jolla Shores south to Pacific Beach along La Jolla Shores Drive and La Jolla Boulevard and another line running along Electric Avenue. Branches to these lines are constructed as needed in order to meet local demand.

Storm Water Conveyance System-Nonpoint Source Pollution in Urban Runoff

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

Police Protection

Police protection in La Jolla is provided by the Northern Area Division of the San Diego Police Department, located at the Eastgate Mall. The security of residential and commercial areas continues to be enhanced by private surveillance equipment and police protection.

Postal Service

La Jolla is served by a post office facility at Wall Street and Ivanhoe Street, and the mail distribution center is located on Silver Street, west of Eads Avenue.

POLICIES

1. The City should continue to work with the San Diego Unified School District to utilize schools in La Jolla to their fullest extent possible through the provision of after-hour activities, such as adult education, child care, group meetings and community recreational activities.

2. The City should work with the San Diego Unified School District to identify opportunities for utilizing school properties for providing additional recreational facilities to meet

community needs including the acquisition or lease of surplus school sites for park development.

3. The City should identify and pursue sites within the community where expansion of parks, open space and services would be possible, including any available Federal, State, County and City-owned lands within the community.

4. The City should review all proposals for the construction or redevelopment of public facilities to ensure conformance with the Facilities Financing Plan, and the goals and recommendations of this plan.

5. The City should maintain the existing population-based and resource-based parks such as Kellogg Park, Coast Boulevard Park and Ellen B. Scripps Park in their present state in order to retain the natural topography of these areas for present and future residents and visitors to these parks.

6. The City should maintain the Fay Avenue Bike Path as a bike and pedestrian pathway in City ownership, restrict motorized vehicle use and continue to provide park maintenance along this corridor.

7. The City should not lease or sell City-owned sites for private development until the Planning Department, the Park and Recreation Department, the Housing Commission and the community have analyzed the potential for these sites to meet the recreational needs of the community or the provision of affordable housing in the Fay Avenue right-of-way as identified in Figure 20 of this plan.

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

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

   The City should continue education, enforcement and Best Management Practices and programs to address nonpoint source pollution runoff and its effect on water quality in order to ensure the preservation of local water resources. Citywide development regulations should continue to include BMPs designed to prevent and control nonpoint source pollution. The City should continually consider improving development regulations to benefit water quality. The City should adopt new General Plan policies including watershed protection principles, to ensure the preservation of local water resources for future generations. The City's watershed planning efforts are being implemented through watershed urban runoff management plans for

each of the watersheds wholly or partially within the City. As additional years of water quality data is gathered, these programs likely will assist in identifying water quality issues present in each watershed and may be used to facilitate the creation of targeted water quality-related development policies and regulations in each watershed. These watershed programs should continue to include mechanisms for water quality assessment, protection of natural drainage, riparian and wetland resources, problem identification, land use planning, education, and public participation.

9. The City should limit concessions in parks to those that support the intended parkland use and those that do not conflict with the free and open parkland use for those parks where concessions are not prohibited. Prior to entering into a contract with a concessionaire, the City should obtain a recommendation from the recognized community group regarding the proposed concession.

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

LEGEND

Schools

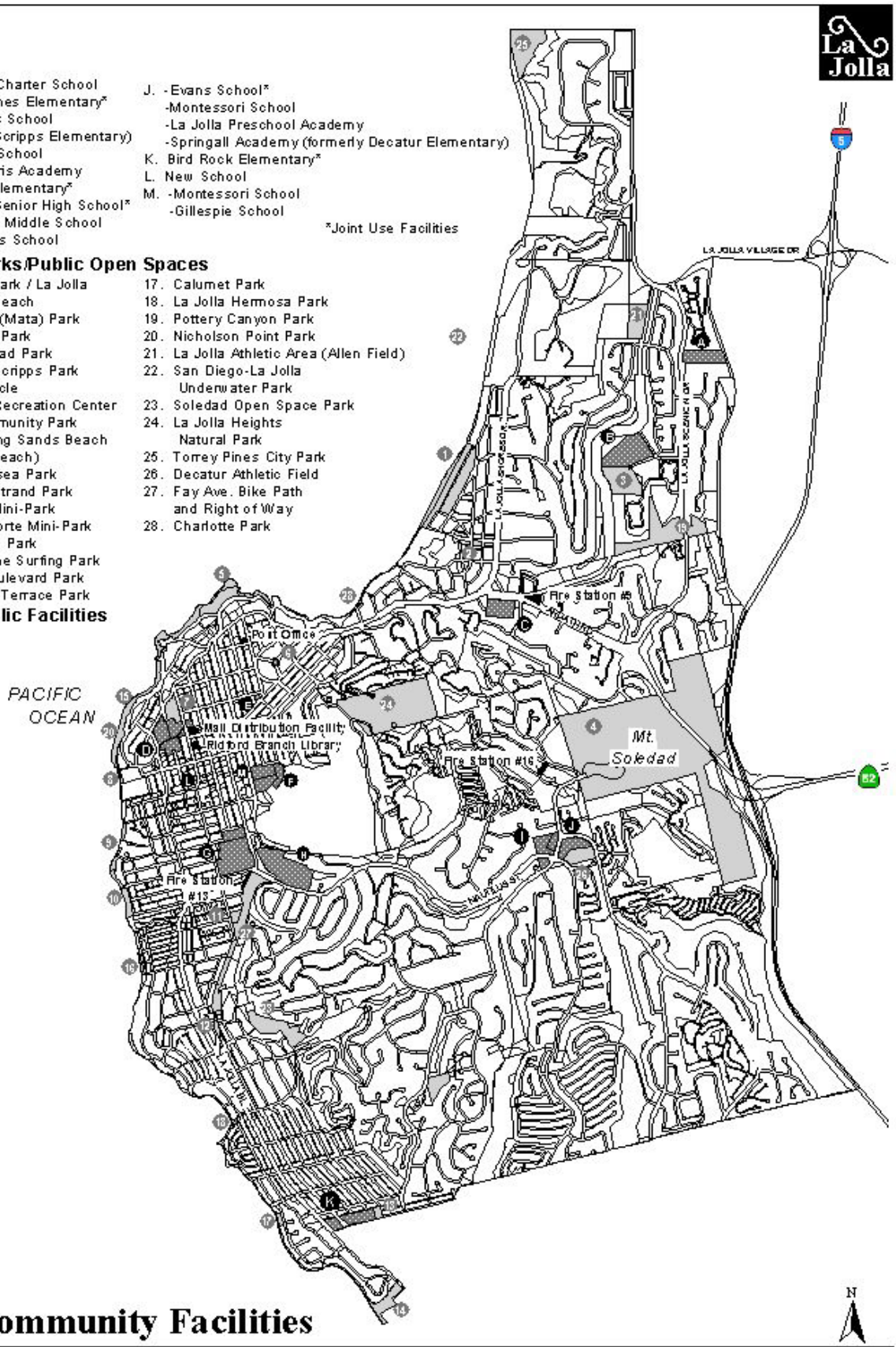
A. Explorer Charter School
B. Torrey Pines Elementary*
C. Children's School (formerly Scripps Elementary)
D. Bishop's School
E. Stella Maris Academy
F. La Jolla Elementary*
G. La Jolla Senior High School*
H. Muirlands Middle School
I. All Hallows School
J. -Evans School*
-Montessori School
-La Jolla Preschool Academy
-Springall Academy (formerly Decatur Elementary)
K. Bird Rock Elementary*
L. New School
M. -Montessori School
-Gillespie School

*Joint Use Facilities

Public Parks/Public Open Spaces

1. Kellogg Park / La Jolla Shores Beach
2. Laureate (Mata) Park
3. Cliffridge Park
4. Mt. Soledad Park
5. Ellen B. Scripps Park
6. Union Circle
7. La Jolla Recreation Center and Community Park
8. Whispering Sands Beach (Jones Beach)
9. Windandsea Park
10. La Jolla Strand Park
11. Starkey Mini-Park
12. Via del Norte Mini-Park
13. Bird Rock Park
14. Tourmaline Surfing Park
15. Coast Boulevard Park
16. Hermosa Terrace Park
17. Calumet Park
18. La Jolla Hermosa Park
19. Pottery Canyon Park
20. Nicholson Point Park
21. La Jolla Athletic Area (Allen Field)
22. San Diego-La Jolla Underwater Park
23. Soledad Open Space Park
24. La Jolla Heights Natural Park
25. Torrey Pines City Park
26. Decatur Athletic Field
27. Fay Ave. Bike Path and Right of Way
28. Charlotte Park

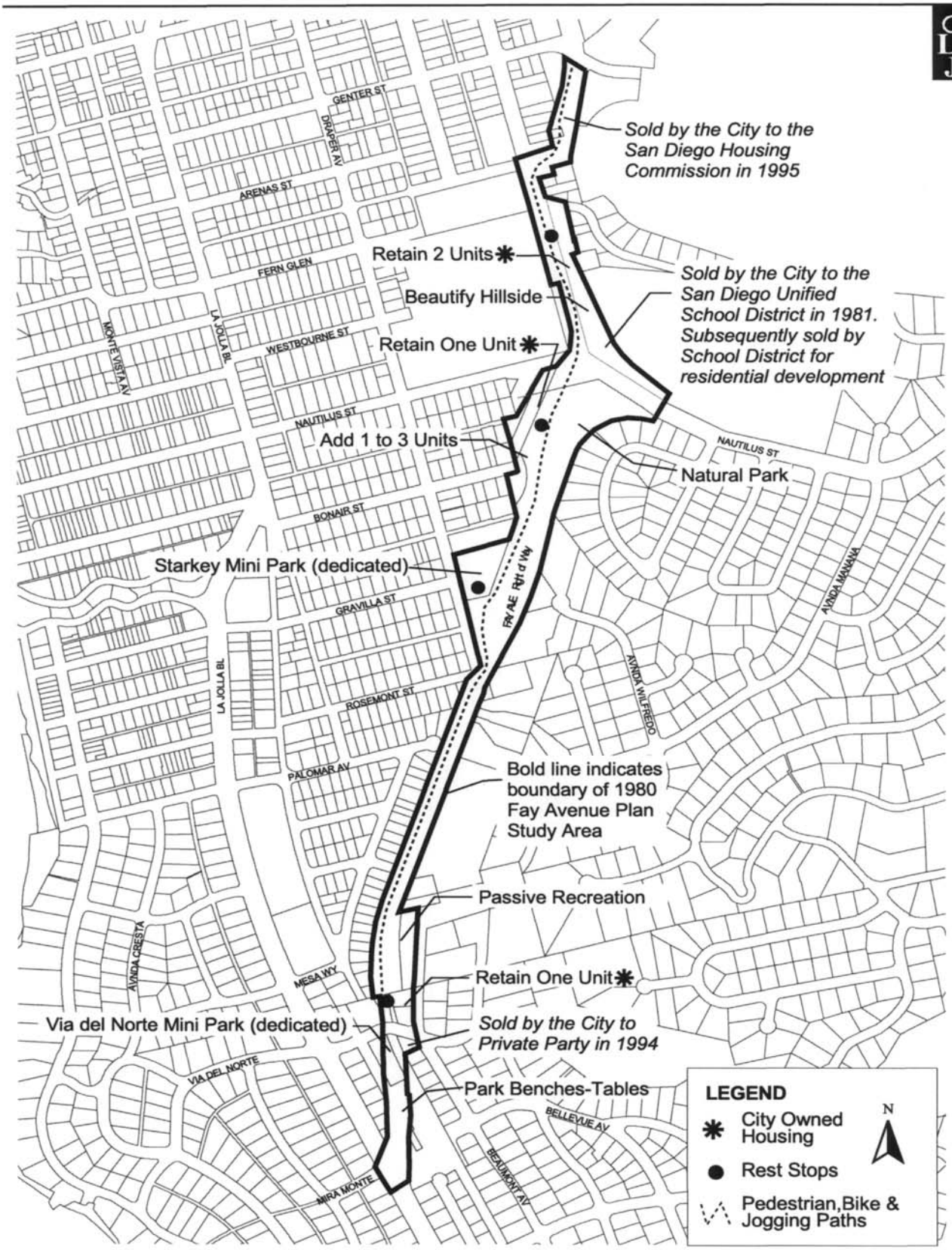
Other Public Facilities



Community Facilities

La Jolla Community Plan
City of San Diego · Planning Department

Figure 19



Fay Avenue Plan Recommendations

La Jolla Community Plan
City of San Diego · Planning Department

Figure 20

ACTION PLAN

IMPLEMENTATION	ADOPT WITH PLAN	TIMING WITHIN 5 YEARS	WITHIN 20 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Pursue acquisition or lease of the Decatur Elementary School and other school sites for park use.		•		Park and Recreation Department	FBA	Policies 1 & 2 Recommendation 1
Pursue joint use of school facilities		•		Park and Recreation Department	N/A	Policies 1, 3 & 4 Recommendation 2
Pursue land acquisition for the construction of a new fire station to increase the level of service to Pacific Beach, Mission Beach and La Jolla.	•			Engineering and Capital Projects	City	Policy 4
Maintain the existing population and resource-based parks. Rezone La Jolla Heights Park from RS-1-1 OP-1-1.	•			Park and Recreation and Planning Department Planning Commission City Council		
Maintain the existing R.O.W. width along the Fay Avenue bike path from Nautilus to Camino de la Costa and remove private encroachments along path.	•			Park and Recreation Department and/or Engineering and Capital Projects, and Real Estate Assets Departments Planning Commission, City Council	City	Policy 6 Recommendation 5
Dedicate the Fay Avenue Knoll adjacent to the intersection of Fay Avenue and Nautilus open space				Park and Recreation Department		
Rezone City-owned land along Fay Avenue from Nautilus Street to Via del Norte from RS-1-7 and RS-1-5 to RS-1-1	•	In-Process		Park and Rec. Dept. and Planning Dept and/or Engineering and Capital Projects and Real Estate Assets Departments Planning Commission City Council	City	Policy 6 Recommendation 5
Rezone Starkey and Via del Norte mini-parks from RM-1-1 to OP-1-1.	•			Park and Rec. Dept. and Planning Dept and/or Engineering and Capital Projects and Real Estate Assets Departments Planning Commission City Council	City	Policy 6 Recommendation 6

PLAN RECOMMENDATIONS

1. School sites that are declared surplus by the School District should, if not retained for school related uses be pursued by the City for acquisition or lease for open space/park use rather than redevelopment as the alternative land use. If redeveloped for residential use, develop the property in conformance with the alternative land use designations identified in Table 2 on page 123.

2. Continue to monitor cooperative agreements with the San Diego Unified School District to maintain these sites as parks and open space joint use with school facilities and to ensure safe, convenient access to park and school facilities.

3. Construct an additional fire station (Fire Station #48) at Garnet and Mission Bay Drive in order to increase the level of service to portions of La Jolla's residential and neighborhood retail areas. Construct a permanent fire station at Nautilus and Fay Avenue (Fire Station #13) to replace the current temporary facility.

4. Renovate Fire Station #21 at Mission Boulevard and Grand Avenue to meet the increasing service needs of Pacific Beach, Mission Beach and La Jolla communities.

5. Designate the Fay Avenue right-of-way from Nautilus Street to Camino de la Costa as public open space and restrict the use of the Fay Avenue bike path to pedestrians, bicycles and non-motorized vehicles as well as continuing to provide park maintenance to Starkey and Via del Norte mini-parks along this corridor in order to increase public use, enjoyment and safety along this site. Dedicate as open space the Knoll area of the Fay Avenue right-of-way at the intersection of Fay Avenue and Nautilus Street.

6. Maintain Starkey and Via del Norte mini-parks as designated population-based parks.

7. Watershed Analysis, Planning, and Permitting

   For proposed projects and future development in the La Jolla Community Plan, adhere to the policies and recommendations developed and included in the Storm Water Standards Manual as a result of the City's watershed urban runoff management program efforts.

8. Development Analysis

   For all new development, meet the requirements of the California Regional Water Quality Control Board San Diego Region's *Waste Discharge Requirements for discharges of urban runoff from Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds of the County of San Diego, the Incorporated Cities of San Diego County, and the San Diego Unified Port District (Order No. 2001-01, dated February 21, 2001)* or subsequent versions of this plan, and the City's regulations implementing these requirements. Specifically, for all new development, meet the applicable construction and permanent storm water requirements of the Storm Water Standards Manual or subsequent regulations during project review, as summarized below.

a. For priority projects, design post-construction structural BMPs (or suites of BMPs) in accordance with the numeric sizing criteria set forth in the Storm Water Standards Manual.

b. In accordance with the City's Storm Water Standards Manual, provide proof of a mechanism of ongoing maintenance of permanent BMPs acceptable to the City.

c. New development shall comply with the City's construction phase erosion control and polluted runoff requirements with the objectives of first controlling erosion, and second, controlling sediment. New development that requires a grading/erosion control plan shall include landscaping and re-vegetation of graded or disturbed areas.

To achieve project designs that minimize impact to water resources and attempt to mimic the site's natural hydrologic regime, and as required by the Storm Water Standards Manual and, as applicable, BMPs shall be incorporated into the project design in the following progression:

- Site Design BMPs
- Source Control BMPs
- Treatment Control BMPs

Site design and source control BMPs shall be included in all developments. When the combination of site design and source control BMPs are not sufficient to protect water quality, structural treatment BMPs will be implemented along with site design and source control measures. The following design principles shall be incorporated in general order of importance:

- Site and design new development on the most suitable portion of the site while ensuring protection and preservation of natural and sensitive site resources;
- minimize impervious areas in the site's design;
- minimize high polluting surfaces exposed to runoff using appropriate source control measures, including non-native or non-drought tolerant landscaping to minimize the need for irrigation and the use of pesticides and fertilizers;
- minimize the amount of impervious areas directly connected to the storm drain system;
- maintain and use natural drainage features;
- conserve other natural areas including significant trees, native vegetation, and root structures and maximizing the preservation of natural contours; and
- maximize infiltration and filtration of runoff by incorporating the site's landscaping and natural drainage features (if any) into the site's drainage design.

TABLE 2

ALTERNATIVE LAND USE DESIGNATIONS FOR PUBLIC SCHOOL SITES

School Sites	Current Land Use Designations For School Sites	Alternative Land Use Designations
La Jolla High School	School	City Park/Open Space or Low Density Residential (5-9 dwelling units per acre)
Muirlands Middle School	School	City Park/Open Space or Low Density Residential (5-9 dwelling units per acre)
Bird Park Elementary	School	City Park/Open Space or Low Density Residential (5-9 dwelling units per acre)
La Jolla Elementary	School	City Park/Open Space or Low Density Residential (5-9 dwelling units per acre)
Torrey Pines Elementary	School	City Park/Open Space or Very Low Density Residential (0-5 dwelling units per acre)
Scripps Elementary (closed – currently leased by Children's School)	School	City Park/Open Space or Very Low Density Residential (0-5 dwelling units per acre)
Decatur Elementary (closed – currently leased by Springall Academy)	School	City Park/Open Space or Low Density Residential (5-9 dwelling units per acre)

HERITAGE RESOURCES

HERITAGE RESOURCES

GOAL:

Preserve the heritage of La Jolla by identifying structures or natural features within the community that are important local landmarks or that hold community-wide significance and by designating them as historic sites.

BACKGROUND

La Jolla is fortunate to have a number of archaeological sites, resources and historically significant buildings. The historic structures and sites are important community landmarks and convey a sense of history, identity and place to the community and to its residents.

Archaeological sites are also an important heritage resource. Artifacts obtained from local archeological sites serve as the thread of cultural awareness from our time back to the earliest human settlements. Nomadic Indians camped along the shores of La Jolla until the coming of the Spanish soldiers and padres, whereby they became sedentary as part of the Mission Indian complex. There is evidence of the history of their occupation through early burials and other artifact remains.

In 1886, the land in the community was first subdivided, and in 1887, lots were sold. This is considered the beginning of urban La Jolla. The first industry began at the turn of the century, capitalizing on tourism. Much of La Jolla's development through the years is attributed to the influence of tourism. La Jolla has retained its special community image and attraction to visitors through its diversified architecture, street design and protection of its scenic shoreline.

In recognition of the diversified architecture and the importance of preserving the community's heritage, 42 sites have been officially registered as historic by the City's Historical Resources Board as of the publication of this plan. There are numerous other potentially significant heritage resources and archeological sites within the community. There is currently underway a survey of potential historic sites and cultural landscapes in La Jolla.

The Cultural Complex, identified in Figure 21, includes a unique assembly of cultural uses representing the distinct architectural, educational and historical heritage of La Jolla. Structures that are within this area include the Museum of Contemporary Art (the original Scripps House and Gardens), Coles Bookstore, the Bishops School, the Scripps Clinic (converted to residential), the La Jolla Recreation Center, the La Jolla Woman's Club and the George Kautz house and Dolly's house. The original Scripps Gardens on Coast Boulevard, purportedly designed by Kate Sessions in 1900, was the first formal garden in La Jolla. The Cultural Complex is implemented in part by the "Cultural Zone" of the La Jolla Planned District. However, there are residential properties in this area that have been zoned to allow residential development at a maximum of 29 dwelling units per acre. The Cultural Complex and the Cultural Zone of the Planned District Ordinance are not currently co-terminus. The Cultural Zone of the Planned District Ordinance is intended to provide that the highest land use priority be reserved for these cultural uses. The design standards are intended to maintain the area's unique architecture appearance and scale.

Some of the structures that were built prior to 1920, such as the La Jolla Woman's Club (1913), located on Draper Avenue and the La Jolla Community Center (1914), located on Prospect Street, are still used for community meetings and social functions. These historically designated structures, as well as other historic buildings within the community, are essential to the character of the village area. Historic structures have established an architectural theme and maintained a sense of neighborhood scale within this district and throughout the community.

POLICIES

1. The City should protect sites of significant archaeological, architectural and historical value within the residential and commercial areas of La Jolla for their scientific, education and heritage values.

2. The City, in cooperation with the Historical Resources Board and the community, should conduct a survey of historic and architecturally significant sites that are eligible for historic designation. This survey should be updated on a periodic basis per the Secretary of Interior Standards.

3. The City should encourage the adaptive reuse of historic structures to encourage their retention in order to preserve the structural integrity, usefulness and potential historic value of these buildings. Relocation of a historic structure to another site within the community should be utilized only after all other means to retain the structure on the original site have been exhausted, and the action has been deemed to meet the Secretary of Interior Standards criteria.

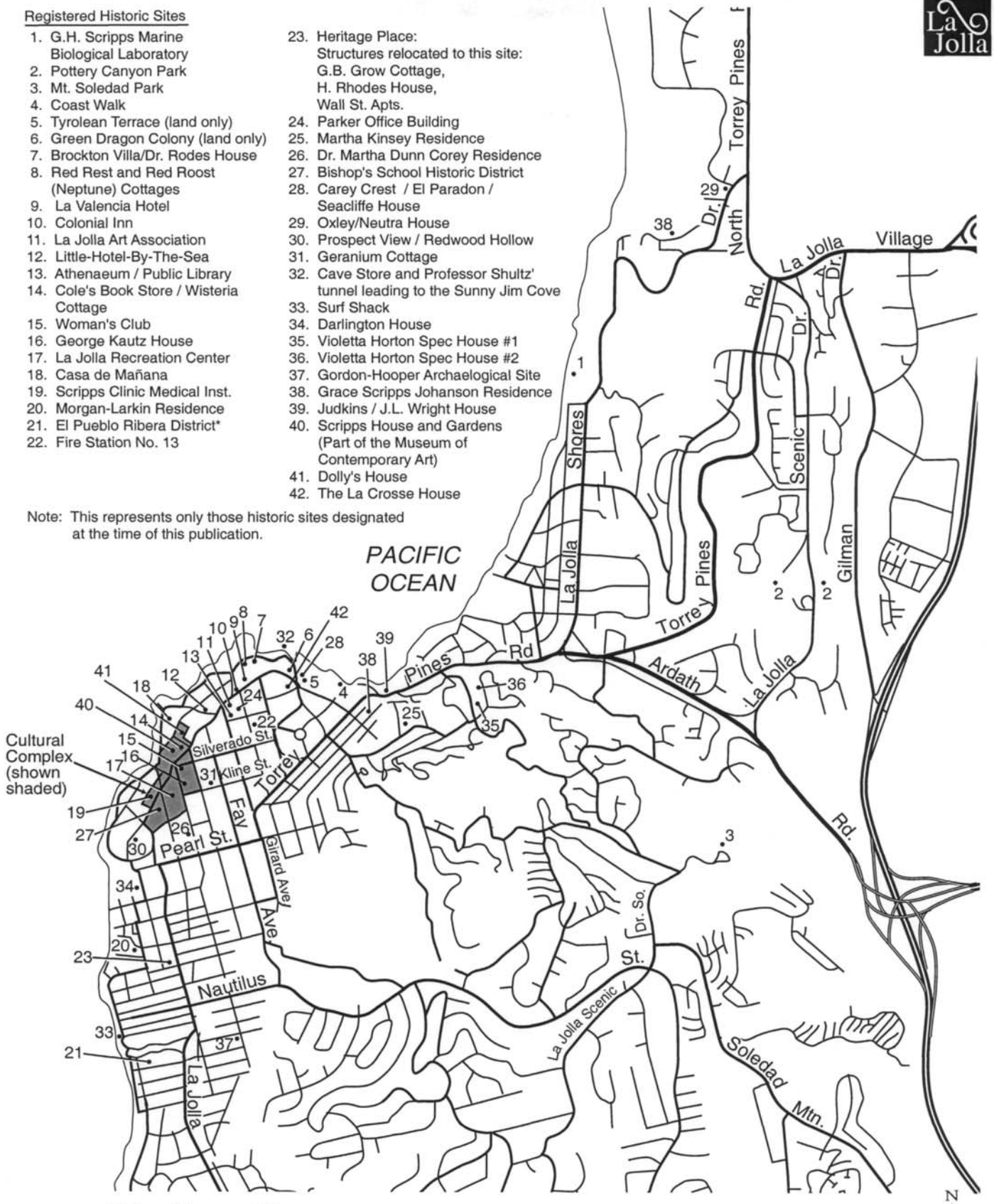
4. The City should ensure that sensitive paleontological resources in La Jolla are preserved through the recovery of significant fossils identified during the environmental review process. This work should be performed in accordance with the Secretary of Interior's Standards and Historical Resources Board policies and procedures.

5. In the context of the La Jolla Planned District Ordinance update, the City should consider changing the boundary of the Cultural Zone of the Planned District Ordinance in order to achieve a co-terminus boundary with the Cultural Complex of the community plan. If appropriate, the boundary of the Cultural Complex should also be adjusted at that time.

Registered Historic Sites

1. G.H. Scripps Marine Biological Laboratory
2. Pottery Canyon Park
3. Mt. Soledad Park
4. Coast Walk
5. Tyrolean Terrace (land only)
6. Green Dragon Colony (land only)
7. Brockton Villa/Dr. Rodes House
8. Red Rest and Red Roost (Neptune) Cottages
9. La Valencia Hotel
10. Colonial Inn
11. La Jolla Art Association
12. Little-Hotel-By-The-Sea
13. Athenaeum / Public Library
14. Cole's Book Store / Wisteria Cottage
15. Woman's Club
16. George Kautz House
17. La Jolla Recreation Center
18. Casa de Mañana
19. Scripps Clinic Medical Inst.
20. Morgan-Larkin Residence
21. El Pueblo Ribera District*
22. Fire Station No. 13
23. Heritage Place: Structures relocated to this site: G.B. Grow Cottage, H. Rhodes House, Wall St. Apts.
24. Parker Office Building
25. Martha Kinsey Residence
26. Dr. Martha Dunn Corey Residence
27. Bishop's School Historic District
28. Carey Crest / El Paradon / Seacliffe House
29. Oxley/Neutra House
30. Prospect View / Redwood Hollow
31. Geranium Cottage
32. Cave Store and Professor Shultz' tunnel leading to the Sunny Jim Cove
33. Surf Shack
34. Darlington House
35. Violetta Horton Spec House #1
36. Violetta Horton Spec House #2
37. Gordon-Hooper Archaelogical Site
38. Grace Scripps Johanson Residence
39. Judkins / J.L. Wright House
40. Scripps House and Gardens (Part of the Museum of Contemporary Art)
41. Dolly's House
42. The La Crosse House

Note: This represents only those historic sites designated at the time of this publication.



Heritage Resources

La Jolla Community Plan
City of San Diego · Planning Department

Figure 21

ACTION PLAN

IMPLEMENTATION	ADOPT WITH PLAN	TIMING WITHIN 5 YEARS	WITHIN 20 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Identify sites and cultural landscapes of eligible significant historic value within the community		On-Going		Planning Department	Community Development Block Grant (CDBG) & State	Policies 1 & 2 Recommendation 2
Implement a comprehensive Historic Preservation Package in order to preserve historic resources		•		Historical Resources Board City Council	City	Policy 3 Recommendations 1-5
Require the preservation of significant cultural and paleontological resources during the permit review process		On-Going		Planning and Development Services Departments	Cost Recoverable through Project review	Policies 1 & 4 Recommendation 4
Consider changing the boundary of the Cultural Zone of the La Jolla Planned District Ordinance in order to make it correspond with the Cultural Complex of the Community Plan.		•		Historical Resources Board, Planning, and Development Services Departments	City	Policy 5

PLAN RECOMMENDATIONS

1. Preserve all designated historic sites in La Jolla. Maintain the existing cultural zone designation within the La Jolla Planned District in order to retain those structures and sites of designated architectural and historic value.

2. Pursue local historic designation of significant historic resources as recommended in Figure 21, through preliminary historic surveys. The surveys identify those sites that should be saved in their present location, those that should be saved but moved to another location; and those that could simply be photographed and documented prior to demolition.

3. In addition to the "Mills Act" property tax reduction for historically designated properties, provide additional incentives to encourage designation of significant historic properties such as other historic tax credits, façade easements and permit fee waivers in order to stimulate private conservation of these sites.

4. Evaluate potentially significant cultural or paleontological sites as part of a discretionary and/or Environmental review process. Project review should address the nature of the resource and compatibility of the project design with the resource, avoiding disturbance of the significant sites.

5. Initiate a program to identify significant community landmarks with plaques to reinforce the community's image. Work with community organizations to prepare walking tours and brochures that would highlight the historic resources.

6. Facilitate the adaptive reuse of the Red Rest and Red Roost cottages. With the cooperation and consent of the property owner, consider acquisition of this site in order to preserve the cottages as historic resources.

APPENDICES

APPENDIX A
PARK IMPROVEMENT PROJECTS - (2001-2020)

PROJECT/DESCRIPTION

COMMUNITY PLANNING AREA: LA JOLLA

Coast Boulevard Park
Various Improvements

La Jolla Community Park
Gymnasium

Decatur Elementary School
Develop New Park

La Jolla Elementary School
Ballfield Lighting

La Jolla Athletic Area
Acquire & Develop Multi-Purpose Facility

Coastline Parks
Various Improvements

Beach Showers
Install Various Locations

Fay Avenue
Implement Community Plan

Tourmaline Surfing Park
Comfort Station

Kellogg Park
Comfort Station, Phase II Improvement and Additional Improvements

Cliffridge Park
Ballfield Lighting

For additional information, please refer to the La Jolla Public Facilities Financing Plan.

APPENDIX B

LEGISLATIVE FRAMEWORK

The *La Jolla Community Plan* was developed within the context of a legislative framework existing on federal, state and local levels. Among the more important areas of influence are:

- Section 65450 of the Government Code of the State of California (State Planning and Zoning Act) which gives authority for the preparation of the community plan and specifies the elements which must appear in each plan. It also provides means for adopting and administering these plans.

- The California Environmental Quality Act of 1970 (CEQA), as amended, requires that environmental documents be prepared for all community plans. Separate, detailed environmental impact review is also required for all projects which may adversely affect the environment, including actions related to implementing the plan.

- The California Coastal Act of 1976 mandates that all designated coastal areas develop a Local Coastal Program which is consistent with state-wide goals and objectives. The La Jolla-La Jolla Shores Local Coastal Program Land Use Plan was adopted by the City Council in April 1983. The plan, which is replaced by and incorporated into this community plan provides specific guidelines for the development of that area of the community which lies within the Coastal Zone boundary.

- The citywide zoning and subdivision ordinances which regulate the development and subdivision of land in both the Coastal Zone and non-Coastal Zone areas of the City.

- In addition to legislation and ordinances, the City Council had adopted a number of policies to serve as guidelines in the decision making process. Many of the policies related directly to planning issues and are used in implementing plan recommendations.

- The *City of San Diego Progress Guide and General Plan* which establishes citywide goals and objectives, and general land use policy. The La Jolla Community Plan is the land use element of the General Plan for the community of La Jolla.

APPENDIX C

RELATIONSHIP TO THE GENERAL PLAN

The *La Jolla Community Plan* is a component of the *City of San Diego Progress Guide and General Plan.* With other community plans, it constitutes the land use element of the General Plan. The community plan provides specific recommendations for actions which will implement the goals and objectives of the General Plan, and would not require an amendment to the General Plan.

Policies of the General Plan are not repeated here but are built upon. The policies and recommendation of this community plan supplement the General Plan policies for the community of La Jolla. The actions which will implement General Plan goals are outlined below:

Residential: This plan recommends the retention and redevelopment of its residentially designated areas of the community at the density permitted by the existing zone. The plan further recommends the residential intensification of commercial areas through mixed-use projects designed to promote affordable housing opportunities to meet General Plan standards for achieving fair share housing and balanced community.

Commercial: This plan contains recommendations for retaining and revitalizing existing commercial districts through the provision of landscaping and pedestrian-oriented amenities which are consistent with General Plan recommendations for prohibiting the expansion of strip development and encouraging the rehabilitation of older commercial centers including the provision of a landscape program.

Circulation: The community plan provides for vehicular circulation improvements that will not disrupt community character and contains numerous recommendations to promote public transit into and throughout the community, as well as enhanced bicycle and pedestrian amenities to reduce dependence on the private automobile. These recommendations are consistent with the General Plan's recommendations to place equal emphasis on the aesthetic, functional and noise design considerations of streets, the maintenance and increased efficiency of the existing street system, the development of an improved mass transit system, the maintenance of bikeways at connection points with other transportation modes, and the provision of adequately sized pedestrian and bicycle paths.

Public Facilities, Services and Safety: This community meets the General Plan standards for fire service. It is anticipated that school and police services, as well as water and sewer needs, will be adequately met through existing facilities and improvements as recommended in the community plan.

Recreation and Open Space: This plan identifies opportunities for acquisition or lease of abandoned school sites as well as available Federal, State, County and City-owned sites in the community and encourages joint-use facilities with the public schools to help meet General Plan standards for population-based parks. The plan also identifies an open space system for the community to meet the Open Space goal of the General Plan.

Conservation of Resources: The community plan contains extensive polices and recommendations designed to reduce the impact of development on the community's natural resources. These policies

and recommendations are consistent with those contained in the General Plan for minimizing grading; controlling soil runoff, sedimentation and erosion; retaining existing trees and ground covers; and providing attractive, less polluting alternatives to the use of the private automobile.

Cultural Resources Management: The plan contains a heritage resources element that recommends that significant historic resources be rehabilitated and preserved for adaptive reuse, and that incentives be provided to conserve archaeological and paleontological sites to encourage their use as an educational attraction, which is consistent with General Plan recommendations to inventory cultural resources and to preserve structures and complexes of importance to urban identity.

Seismic Safety: This plan provides a geological fault lines map and recommendations for submittal of geologic, seismic and soil reports where appropriate. The plan recommendations are consistent with the General Plan objectives of ensuring that current and future community planning consider seismic and other geological hazards, and that geologic and seismic reports be submitted with new development proposals whenever problems are suspected.

Urban Design: This plan contains urban design recommendations to upgrade and physically enhance the commercial and residential areas of the community. The guidelines have been developed to incorporate General Plan recommendations for the avoidance of intrusive changes to existing residential area; reduction in the amount of visual clutter; the promotion of harmony in visual relationships; the encouragement of mixed uses; and the provision of safe and convenient pedestrian crossing, walkways and parking areas.

APPENDIX D

PLAN UPDATE AND AMENDMENT PROCESS

While the *La Jolla Community Plan* sets forth many proposals for implementation, it does not establish new regulations or legislation, nor does it rezone property. Some rezonings are recommended to carry out the proposals of the plan and public hearings for these rezones will be held in conjunction with hearings for this plan. Should the land use recommendations in the plan necessitate future rezonings, subsequent public hearings would be held as necessary so that future development is consistent with plan proposals.

This plan is not a static document. While it is intended to provide long-range guidance for the orderly growth of the community, in order to respond to unanticipated changes in environmental, social or economic conditions, the plan must be continually monitored and updated as necessary to remain relevant to community and City needs.

Once the plan is adopted, two additional steps will follow: implementation and review. Implementation refers to the process of putting plan policies and recommendations into effect. Review is the process of monitoring the community and recommending changes to the plan as conditions in the community change. Actions for implementation are provided in the plan, but the process must be based on a cooperative effort of private citizens, City officials and other agencies. The La Jolla Community Planning Association, as well as other private citizen organizations, will provide the continuity needed for an effective implementation program.

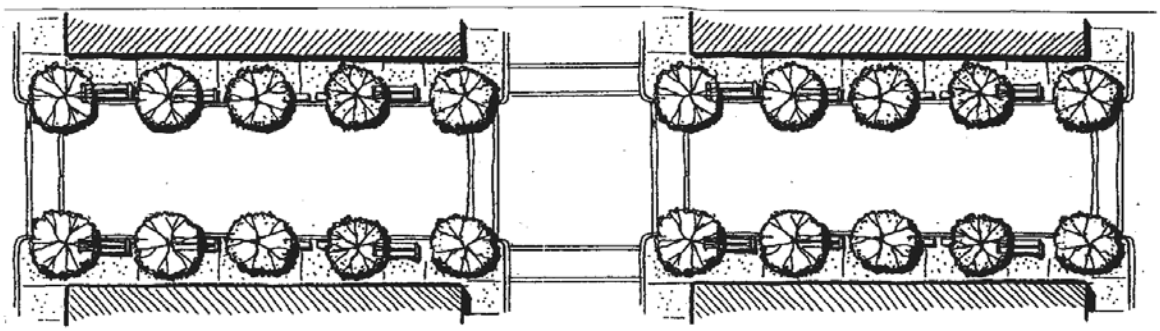
APPENDIX E

STREETSCAPE GUIDELINES FOR THE VILLAGE COMMERCIAL AREA

The physical elements found in a streetscape all serve a purpose; one finds benches, newsstands, trash containers, street lamps, post boxes, and trees. Street trees serve a particular function, both quantitative and aesthetic. The functional benefits for including trees along a street are to reduce the heat gain effect of paving, provide fresh air, shade pedestrians, provide clarity and unity in the streetscape. Trees with wide canopies do this best. The aesthetic benefits of street trees provide a unifying element, linearity, and provide continuity to the visual character of the street.

The streetscape in the village area is perceived from the pedestrian's view, either from walking or driving down the street. In order to provide a unifying element, street trees, street furniture and landscaping should be designed and implemented with the whole view of the streetscape in mind, not project by project. In reality though, the implementation of a streetscape program is often by individual project. The following terms relate to the choice of street trees and the perception of the streetscape:

Major Tree Species - These are species of trees that form the dominant character of the street. Although there may be other minor plants along a street, these do not form the dominant visual element. It is the dominant species that typifies the character of the street. New tree plantings should use this species to unify the street or, when not possible due to site conditions, the alternate tree or accent tree should be used.



Alternate Species - These are species of trees that are considered appropriate for the site, due to view corridors, orientation of the street to views, micro-climate conditions, or slopes. New planting should use these species when conditions for the major tree species cannot be achieved, or when there is a need to separate the dominant species for disease prevention purposes.

Accent Tree - This choice of tree is a flowering tree that may be used on the street to compliment the major tree theme while allowing for an appropriate variety.

The following guidelines establish the streetscape street tree theme for the public right-of-way for the length of the street noted. Designated street furniture on all these streets includes the seashell and seahorse style metal benches; and lamps, similar to those manufactured by Western Lighting Standards, 18060 Mt. Washington, Fountain Valley, CA 92078.

La Jolla Village Street Tree Plan – Tree List

Street	Major Tree Theme	Alternate Tree	Accent (flowering)
Ⓒ Coast Boulevard	Washingtonia robusta (Mexican Fan Palm)	Arecastrum romanzoffianum (Queen Palm)	Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓔ Eads Avenue	Magnolia grandiflora (Majestic Beauty & other approved varieties)	Eucalyptus ficifolia (Red-flowering Gum)	Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓕ Fay Avenue (from Prospect St. to Pearl St.)	Podocarpus gracilior (Fern Pine) Washingtonia robusta (Mexican Fan Palm)	Quercus ilex (Cork Oak) Eucalyptus species*	Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓖ Girard Avenue (see map for location)	Archontophoenix romanzoffianum (Queen Palm) Podocarpus gracilior (Fern Pine) Washingtonia robusta (Mexican Fan Palm)	Eucalyptus species*	Brahea edulis (Gudalupe Fan Palm) Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓗ Herschel Avenue (from Prospect St. to Torrey Pines)	Magnolia grandiflora (Majestic Beauty & other approved varieties)	Eucalyptus ficifolia (Red-flowering Gum)	Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓘ Ivanhoe Avenue (from Prospect St. to Torrey Pines)	Podocarpus gracilior (Fern Pine)	Quercus ilex (Cork Oak) Eucalyptus species*	Cassia leptophylla (Gold Medallion) Spathodea campanulata (African Tulip Tree)
Ⓚ Kline (from Draper St. to Ivanhoe Ave.)	Ulmus parifolia (Chinese Elm)	Metrocideros excelsa (New Zealand Christmas)	Bauhinia blakeana (Orchid Tree)
Ⓟ₁ Pearl Street (from La Jolla Blvd. to Herschel Ave.)	Archontophoenix romanzoffianum (Queen Palm) Jacaranda mimosifolia (Jacaranda)	Metrocideros excelsa (New Zealand Christmas Tree)	Bauhinia blakeana (Orchid Tree)
Ⓟ₂ Prospect Street (from Cave St. to Draper St.)	Archontophoenix romanzoffianum (Queen Palm) Washingtonia robusta (Mexican Fan Palm)	Ficus species (in boxes)*	Koelreuteria bipinnata (Chinese Flame Tree)
Ⓟ₃ Prospect Street (from Draper St. to La Jolla Blvd.)	Palm species* (Date & Washington Palm)	———	Koelreuteria bipinnata (Chinese Flame Tree)
Ⓢ Silverado Street	Ulmus Parifolia (Chinese Elm)	Metrocideros excelsa (New Zealand Christmas Tree)	Bauhinia blakeana (Orchid Tree)
Ⓦ Wall Street (from Girard St. to Ivanhoe Ave.)	Podocarpus gracilior Eucalyptus species*	Metrocideros excelsa (New Zealand Christmas Tree	Bauhinia blakeana (Orchid Tree)

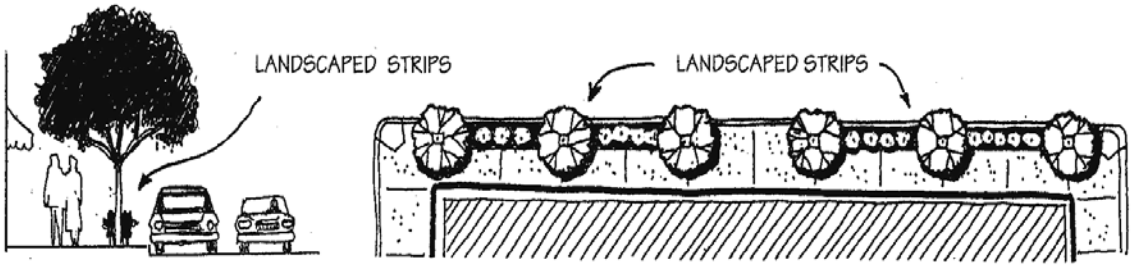
*Special installation conditions/techniques may be required by Development Services and Park & Recreation Departments.

In addition to giving the streetscape a unified character through the landscaping, the street furniture should also be coordinated.

General Guidelines for Village Area

Pedestrian Movement

- Separate sidewalks from the street by using landscape strips to buffer pedestrians from the vehicles.



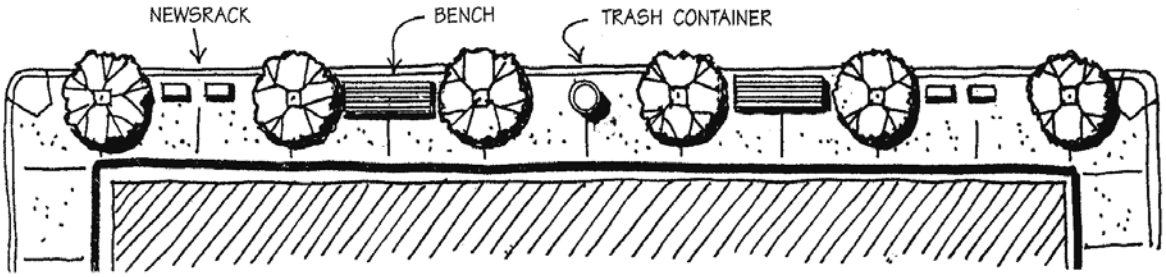
- Encroachment on pedestrian walkways should not be granted routinely.

- Identify with signage narrow and underutilized public walkways that are located between commercial structures in order to increase pedestrian use of these paths, particularly those paths that connect Prospect Street with Coast Walk along Ellen B. Scripps Park.

- Minimize the need for curb cuts across the sidewalk in order to reduce potential conflicts between pedestrian and vehicle. Where such conflicts exist, the visual continuity of the pedestrian pathway can be maintained by continuing the pavement pattern across the driveway.

Street Furniture

- Street furniture should be organized along a street to complement the activities and pedestrian flows and should not be obstructive to pedestrian paths. Street furniture should also be grouped between street trees and not hinder the rhythm of tree planting. Well placed, these elements complement the overall character.



- Arrange sidewalk benches parallel to the street, facing the shops. Benches should be located adjacent to the curb, leaving 8 feet for the pedestrian path.

- Retail signs should fit into the overall scale of the street and not be overbearing, loud or overstated. Posters in windows should be equally sensitive to the scale of the street.

- Light standards should be uniform and designed to be unobtrusive. Bollard-type lighting is suitable for narrow pedestrian pathways between structures.

Alley

- Alleys and lanes are important thoroughfares in the village. However, they should not look like streets, but should have their own character. Alleys are narrower than streets, generally having only twenty feet of right-of-way. Many sections throughout "The Village" have only this much, while some have included additional setbacks for parking ease. More than this is unnecessary. The special character that alleys afford in the village is an intimate scale for pedestrians. These areas should be encouraged to develop with commercial frontages, residential entrances and continue to serve as the primary parking for many parcels. They should not have the same landscaping requirements that the street fronts have.

Vehicle and Pedestrian

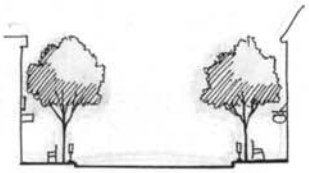
- Torrey Pines Road, Pearl Street and La Jolla Boulevard, from Prospect Place to Turquoise Street present an obstacle to pedestrian movement. In order to increase pedestrian activity along these streets, enforce the speed of traffic particularly along La Jolla Boulevard and Torrey Pines Road. Install crosswalks at key intersections along this thoroughfare, thereby encouraging pedestrian movement from one side of the street to the other.

Girard Avenue and Prospect Street

- The retail district along Girard Avenue between Prospect and Genter is conducive to pedestrian use. Maintain the pedestrian scale and retail continuity along this street. Long uninterrupted walls (20 feet or longer) are not conducive to pedestrian continuity and should be enhanced either with landscaping, benches and/or windows through to the interiors of these commercial spaces to animate the space and draw pedestrians into these spaces.

Wall Street

- The importance of Wall Street in the pedestrian circulation of the village should be maintained. Existing specimen street trees in front of the Post Office and the Athenaeum should be maintained and replaced when necessary.

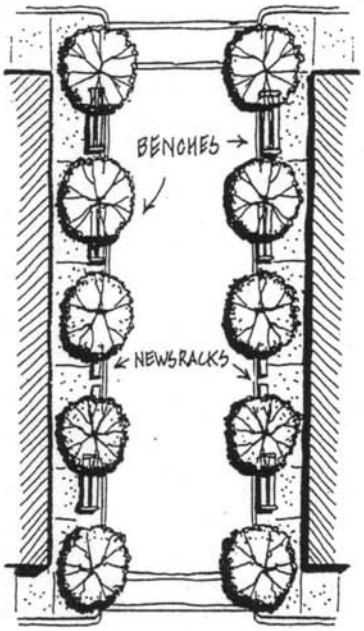


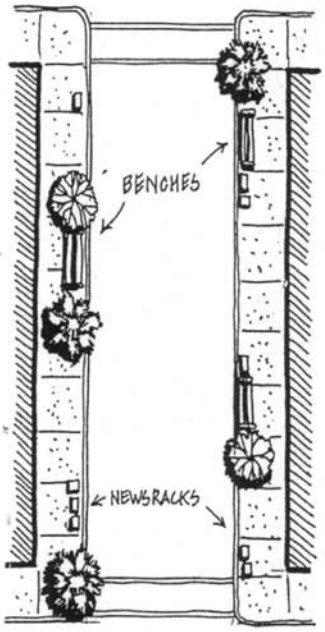
THIS IS PREFERRED

STREET TREES WITH WIDE CANOPY PROVIDE SHADING AND FRAME THE STREET

TO THIS

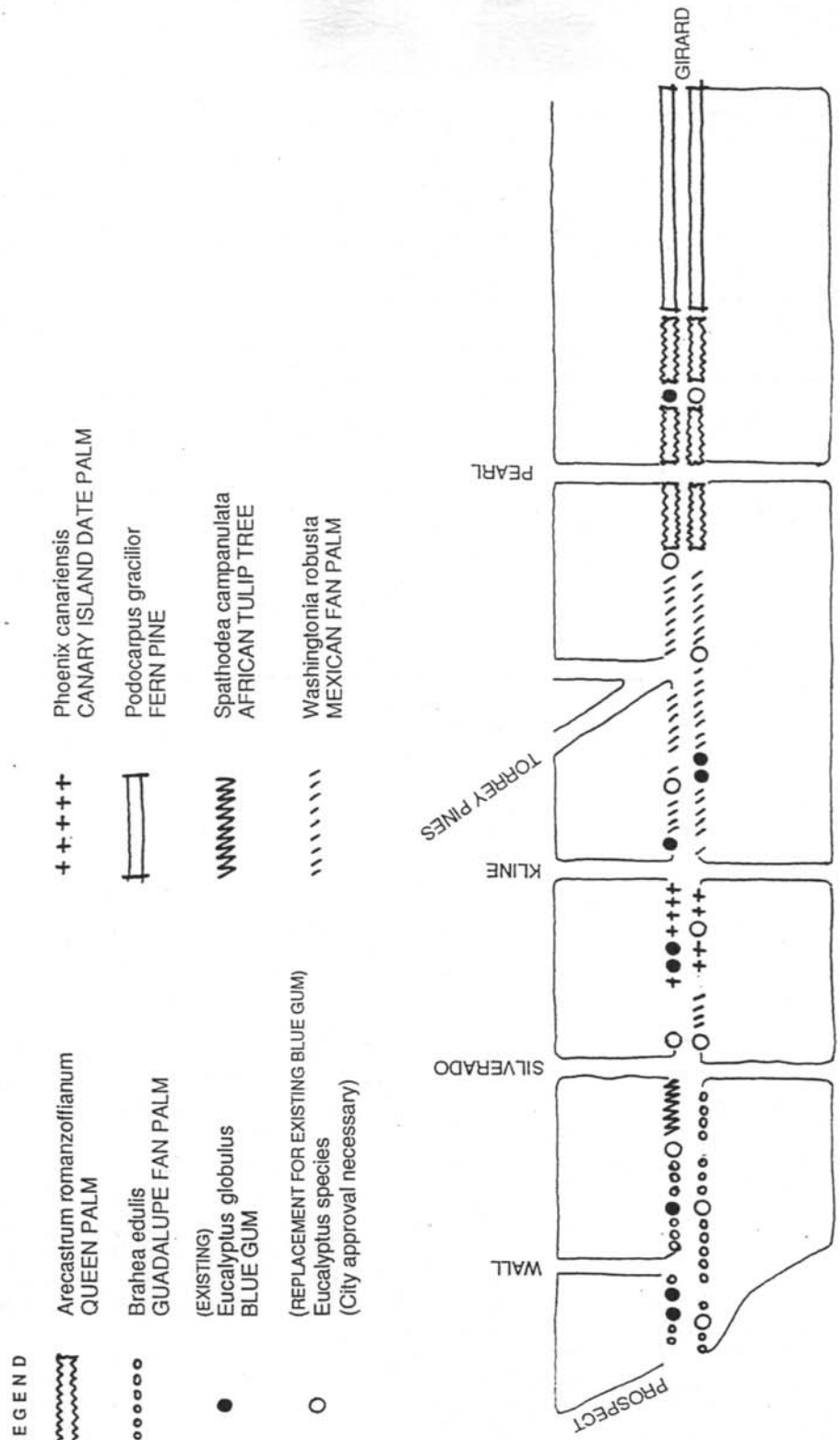
RANDOMLY PLACED LANDSCAPING AND STREET FURNITURE ADDS TO A CHAOTIC IMAGE



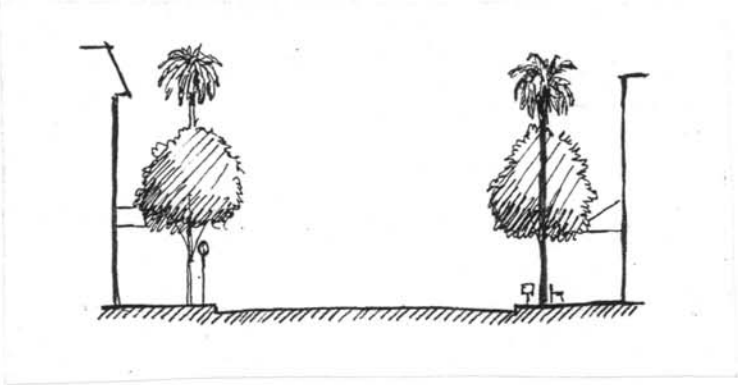


UNIFORM LANDSCAPING PROVIDES RHYTHM

NON UNIFORM LANDSCAPING BREAKS RHYTHM



La Jolla Village Street Tree Plan - Girard Avenue



Girard Avenue Street Tree Plan

La Jolla Community Plan
City of San Diego • Planning Department

Figure

Fay Avenue

- Commercial redevelopment should provide mid-block pedestrian linkage at the Girard and Torrey Pines intersection west through to Fay Avenue as noted on the map, preserving the existing pedestrian right-of-way easement. Commercial development should provide parking accessing from the alley.

Residential Street Tree Districts

A Residential Street Tree District Plan has been developed to maintain, enhance, and establish streetscape concepts for residential areas which foster individual characteristics which supplement the overall community concept. These districts consider the unique environment, ocean front, (first exposure) middle ground (higher elevation) and hillside (viewshed). Streetscapes for residential streets should be characterized by the following:

- Unifying landscaping pattern along the curbside or in the public right-of-way, including street tree type and location;

- a common pattern of front setbacks;

- garage access from the alleyway rather than along the street front whenever possible;

- street width and contour.

Community Corridors

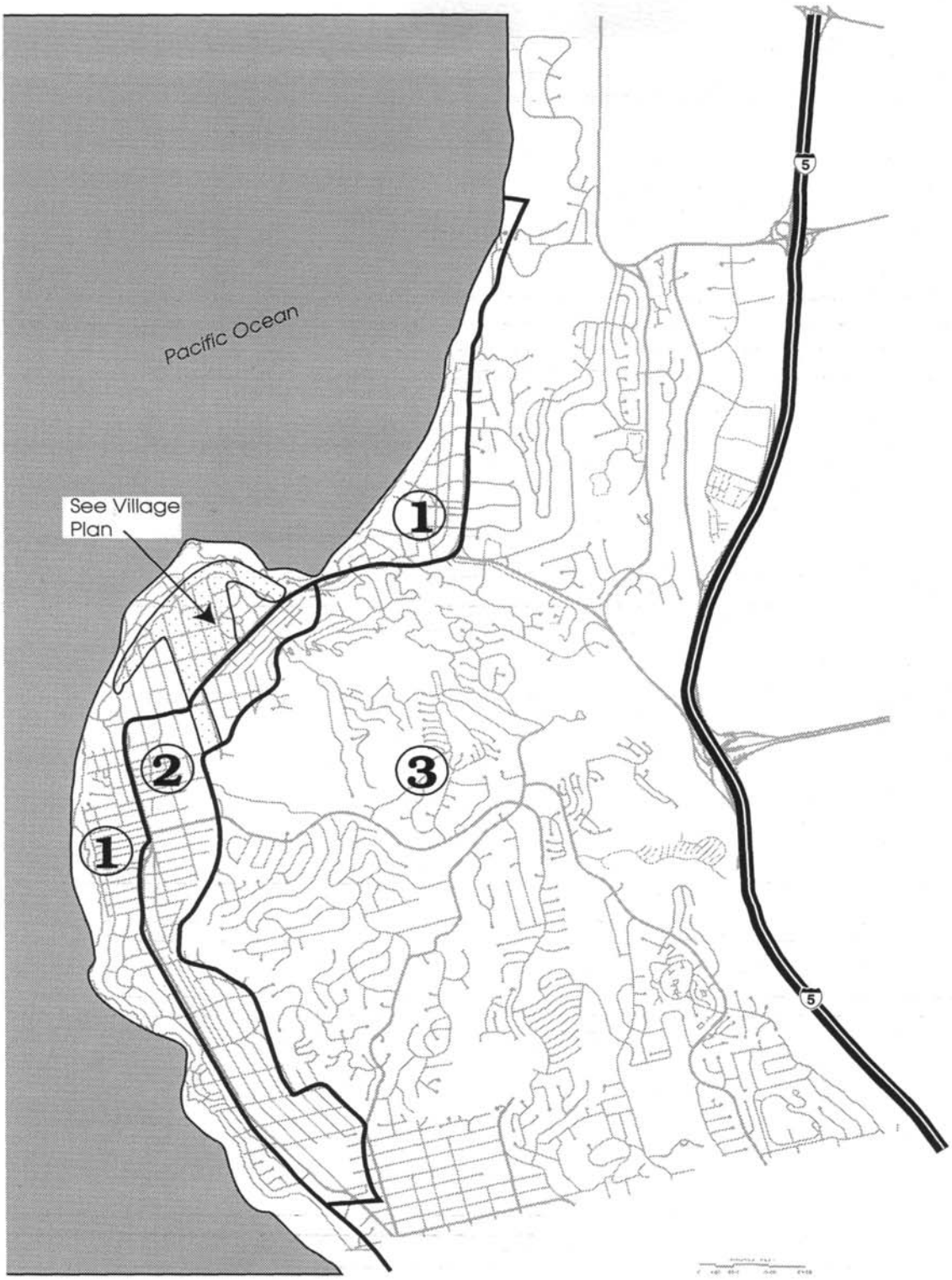
The community corridor street tree plan is included to enhance and establish individualized streetscape concepts for other major thoroughfares in the community. These streetscapes act as linear gateways to the community and contain some significant commercial areas. These streets include La Jolla Boulevard, Torrey Pines Road, Ardath Road, Nautilus, Soledad Mountain Road, etc.

In addition to giving the streetscape a unified character through the landscaping, the street furniture should also be coordinated.

La Jolla Residential Street Tree Districts – Tree List

	Tree Districts				
District Street Types	**1**	**2**	**3**	*****	**Comments**
Archontophoenix cunninghamiana (King Palm)	•	•	•		
Arecastrum romanzoffianum (Queen Palm)	•	•	•		
Bauhinia blakeana (Orchid Tree)	•	•			
Cassia leptophylla (Gold Medallion)	•	•			
Ceratonia siliqua (Carob)			•	*	
Eucalyptus ficifolia (Red-flowering Gum)		•	•		
Eucalyptus nicholii (Nichols's Willow)		•	•	*	
Eucalyptus sideroxylon (Red and Pink Ironbark)		•	•	*	
Eucalyptus torquata (Coral Gum)		•	•	*	
Ginko biloba (Maidenhair Tree)		•	•		
Jacaranda mimosi/olia (Jacaranda)	•	•	•		
Koelreuleria bipinala (Chinese Flame Tree)		•			
Liquidambar styraciflua (Liquidambar)		•	•		
Magnolia grandiflora (Majestic Beauty and other approved varieties)*		•	•	*	
Melaleuca quinquenervia (Cajeput Tree)	•	•	•		
Metrosideros excelsus (New Zealand Christmas Tree)	•	•			
Olea europaea (Olive Tree -fruitless species only)			•	*	
Palm Species	•	•	•	*	
Pinus canariensis (Canary Island Pine)		•	•		
Pinus torreyana (Torrey Pine)		•	•	*	
Pittosprorum undulatum (Victorian Box)			•		
Platanus acerifolia (London Plane Tree)		•	•		
Podocarpus gracilior (Fern Pine)		•			
Quercus ilex (Holly Oak)		•	•		
Quercus suber (Cork Oak)		•	•		
Rhus lancea (African Sumac)		•	•		
Spathodea campanulata (African TulipTree)		•	•		
Tabebuia avellanedae (Trumpet Tree)	•	•			
Tipuana tipu (Tipu Tree)		•	•		
Trislania conferla (Brisbane Box)	•	•	•		
Ulmus parvifolia (Chinese Elm)		•	•		
Umbellularia californica (California Bay)			•		
Washingtonia robusta (Mexican Fan Palm)	•	•			

* Special installation conditions/techniques may be required by Development Services and Park & Recreation Departments.
NOTE: Existing "Significant Trees" (specimens) should be retained and protected (including modifying adjacent pavement) and replaced if no other possible alternative exists.



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Residential Street Tree Districts

N

La Jolla Community Plan
City of San Diego • Planning Department

La Jolla Community Corridor Street Tree Plan - Tree List

Major Thoroughfares	Major Tree Theme	Alternate Tree
Ardath	Phoenix Canary ansis (Canary Island Date Palm) *	Pinus torreyana (Torrey Pine -medians only)*
Fanuel/Cardena	Pine species* Eucalyptus species* Magnolia grandiflora (Majestic Beauty)*	Palm species*
Fay (south of Pearl)	Podocarpus gracilior (Fern Pine) Quercus suber (Cork Oak)	Arecastrum romanzoffianum (Queen Palm) Eucalyptus species*
Gilman	Pinus torreyana (Torrey Pine)* Platanus acerifolia (London Plane Tree)	Palm species* Eucalyptus species*
Hidden Valley Road	Cassia leptophylla (Gold Medallion)	Jacaranda mimosifolia (Jacaranda)
La Jolla Scenic	Pinus torreyana (Torrey Pine)*	Pinus Pinea (Italian Stone Pines)
La Jolla Shores Drive (south of Scripps)	Pinus Pinea (Italian Stone Pine) Washington robusta (Mexican Fan Palm)	Magnolia grandiflora (Majestic Beauty)*
La Jolla Shores Drive (north of Scripps)	Eucalyptus species*	Jacaranda mimosifolia (Jacaranda)
La Jolla Boulevard	Pinus Pinea (Italian Stone Pines - residential only) Washington robusta (Mexican Fan Palm)	---
La Jolla Mesa Drive	Casia leptophylla (Gold Medallion) Pinus canarieansis (Canary Island Pine)	Eucalyptus species* Liquidambar styraciflua (Liquidambar) Palm species*
Nautilus	Pinus torreyana (Torrey Pine -east of Muirlands)* Arecastrum romanzoffianum (Queen Palm - west of Muirlands)	Pine species (east of Muirlands)*
Soledad Mt. Road	Podocarpus gracilior (Fern Pine)	Jacarandamimosifolia (Jacaranda) Pinus torreyana (Torrey Pine - in medians)*
Torrey Pines Road	Arecastrum romanzoffianum (Queen Palm) Washington robusta (Mexican Fan Palm)	Eucalyptyus species* Pinus torreyana (Torrey Pine - in medians)*
Via Capri	Casia leptophylla (Gold Medallion) Palm species*	Jacaranda mimosifolia (Jacaranda) Metrosideros excelsus (New Zealand Christmas Tree) Pine species*
Villa La Jolla	Platanus acerifolia (London Plane Tree)	Eucalyptus species* Palm species*

* Special installation conditions/techniques may be required by Development Services and Park & Recreation Departments.
NOTE: Existing "Significant Trees" (specimens) should be retained and protected (including modifying adjacent pavement) and replaced if no other possible alternative exists.

La Jolla Community Street Tree Plan - General Notes

1. Size of street trees to be per citywide landscape regulations and standards (calculated by street frontage of each property and in no case less than a twenty four inch box) or unless otherwise noted in applicable Planned District Ordinances.

2. Palms should be a minimum of 8 feet (brown trunk) in height.
   Vines - (*Wisteria Sinensis)* may be used in conjunction with Palm Trees with approval of Development Services Director.

3. Tree grates should be American Disabilities Act approved where necessary to provide required clear path.

4. Flexibility of tree placement to facilitate commercial visibility may be approved by the Development Services Director.

5. Pruning of trees should comply with the standards of the National Arborist Association according to Class I Fine Pruning.

6. All plant material should be installed per the standards of the applicable landscape regulations and standards.

7. On all streets where R.O.W. is less than 10 feet, street trees may be located on private property.

8. All species of eucalyptus, pines, palms, etc. not specifically identified require approval of Development Services, and Park and Recreation Departments.

9. Community Corridor - Commercial corridors may utilize the following:
   Small trees/tree form shrubs, vertical accent, tropical or flowering at rear of R.O.W. or on private property (where R.O.W. is less than 10 *feet).*

APPENDIX F
POPULATION-BASED PARKS AND OPEN SPACE

Population-Based Park Inventory

The City's General Plan addresses population-based parks, which include community, neighborhood, resource-based and other (such as mini or pocket) parks. These parks and open space are administered and maintained by the Park and Recreation Department unless otherwise noted. The following facilities comprise the City's inventory of these population-based parks:

Population-Based Parks/Joint Use Leases	Total Acres	Useable Acres
Bird Rock Elementary (Joint-Use)	1.50	1.50
*Bird Rock Park	0.95	0.76
School Adj.Credit	5.00	5.00
*Cliffridge Park	10.90	10.07
School Adj.Credit	5.00	5.00
Decatur Elementary (Joint-Use)	1.12	1.12
Serves as Neighborhood Park		
*Ellen Browning Scripps Park	5.60	3.80
Serves as Neighborhood Park		
*Kellogg Park	9.12	9.12
*La Jolla Athletic Area (Allen Field)	6.41	5.75
*La Jolla Community Park	3.83	3.43
School Adj.Credit	7.00	7.00
La Jolla Elementary (Joint-Use)	2.31	2.31
Serves as Neighborhood Park		
La Jolla High School (Joint-Use)	0.90	0.50
*Laureate (Mata) Mini-Park	0.81	0.81
*Starkey Mini-Park	1.31	1.00
Torrey Pines Elementary (Joint-Use)	2.50	2.50
Union Place Circle	0.10	0.10
*Via del Norte Mini-Park	0.39	0.25
	64.75	60.02

Resource-Based Parks (R) and Public Open Space (O/S)	Total Acres
*Calumet Park (R)	0.70
Charlotte Park (R)	0.15
Coast Boulevard Park (R)	4.55
*Ellen Browning Scripps (R)	1.80
*Hermosa Terrace Park (R)	0.92
*La Jolla Heights Natural Park (O/S)	42.64
*La Jolla Hermosa Park (R)	0.32
*La Jolla Shores Beach (R)	6.30
*La Jolla Strand Park (R)	0.90
Ludington Heights Park # 1 (O/S)	0.04
Ludington Heights Park # 2 (O/S)	0.05
Marine Street Beach (Jones Beach & Whispering Sands Beach)	1.04
*Mount Soledad Natural Park (O/S)	277.10
*Nicholson's Point Park (R)	1.04
*Pottery Canyon Park (O/S)	18.28
*San Diego-La Jolla Underwater Park (R)	5,977.00
*Soledad Open Space Park (O/S)	10.05
*Torrey Pines City Park (R)	12.39
*Tourmaline Surfing Park (R) (La Jolla share)	4.41
*Windansea Park (R)	2.93
	6,362.61

Not included in the inventory above

Administered and maintained by the Transportation Department: Fay Avenue Right-of-way.

* - Dedicated by Charter Section 55

APPENDIX G

COASTAL ACCESS SUBAREA MAPS

The following section includes a detailed description for each existing or potential shoreline access site within La Jolla (including La Jolla Shores).

SUBAREA A: LA JOLLA FARMS

Shoreline Access:

a. Torrey Pines City Park. A 12.39 acre portion of the park within the La Jolla Farms area contains the mouth of Box Canyon. Several trails feed into Box Canyon, a unique, remote beach area, from public and private parcels on La Jolla Farms Road.

b. The northwestern-most lot of the La Jolla Farms subdivision provides the entrance of a beach access trail which winds through Box Canyon to the only portion of Torrey Pines Beach still within City ownership. The lot has been developed and some on street parking is available.

c. A dedicated vertical easement between Torrey Pines Road and La Jolla Farms Road, which was required by the Coastal Commission, has been assumed by UCSD due to student traffic issues.

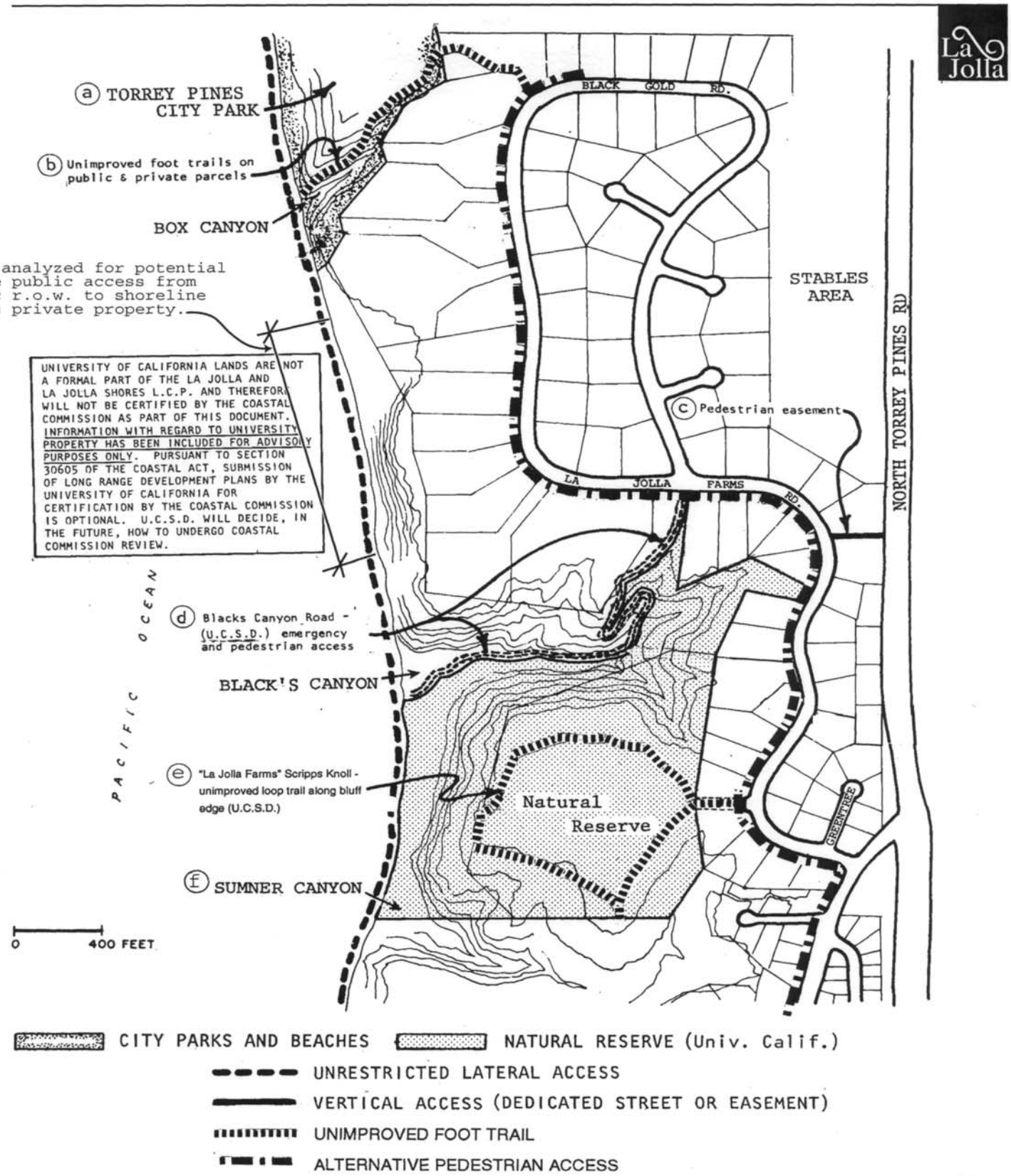
The descriptions which follow (sites d through f) pertain to property owned in whole or in part by the University of California.

d. Sumner (Black's) Canyon Road. Controlled access road owned and maintained by the University of California. The road provides the only access to Torrey Pines City Beach for lifeguards and beach maintenance crews. The entryway is located near the intersection of La Jolla Farms Road and Black Gold Road. A small parking lot is located at the shoreline terminus, however, the road and parking lot is not adequate for general public use. Vehicular access is presently restricted. The road, however, is utilized by the public for pedestrian access. This site represents the most heavily used beach accessway in the La Jolla Farms area.

e. Vista point with splinter trail between Black's Canyon Road (above) and La Jolla Farms Road. Restore the previously-existing trail that traversed two private parcels along the west side of la Jolla Farms Road, and that provided a shortcut to Black's Canyon Road.

f. Scripps "La Jolla Farms" Knoll. The "Knoll" is an approximately 15-acre bluff top area topographically defined by steep canyons to the north and south. The site is part of a larger 25.5-acre parcel owned by the University of California. The entire parcel, which includes the associated northerly canyon, is part of the University's Natural Land and Water Reserve System, and has been designated as a natural Reserve. Archaeological resources are also present on the parcel. An unimproved loop trail along the perimeter of the bluffs is accessible to pedestrians via a street reservation off of La Jolla Farms Road. The trail has been used by the public to enjoy the scenic ocean vistas and pristine nature of the bluff and canyons.

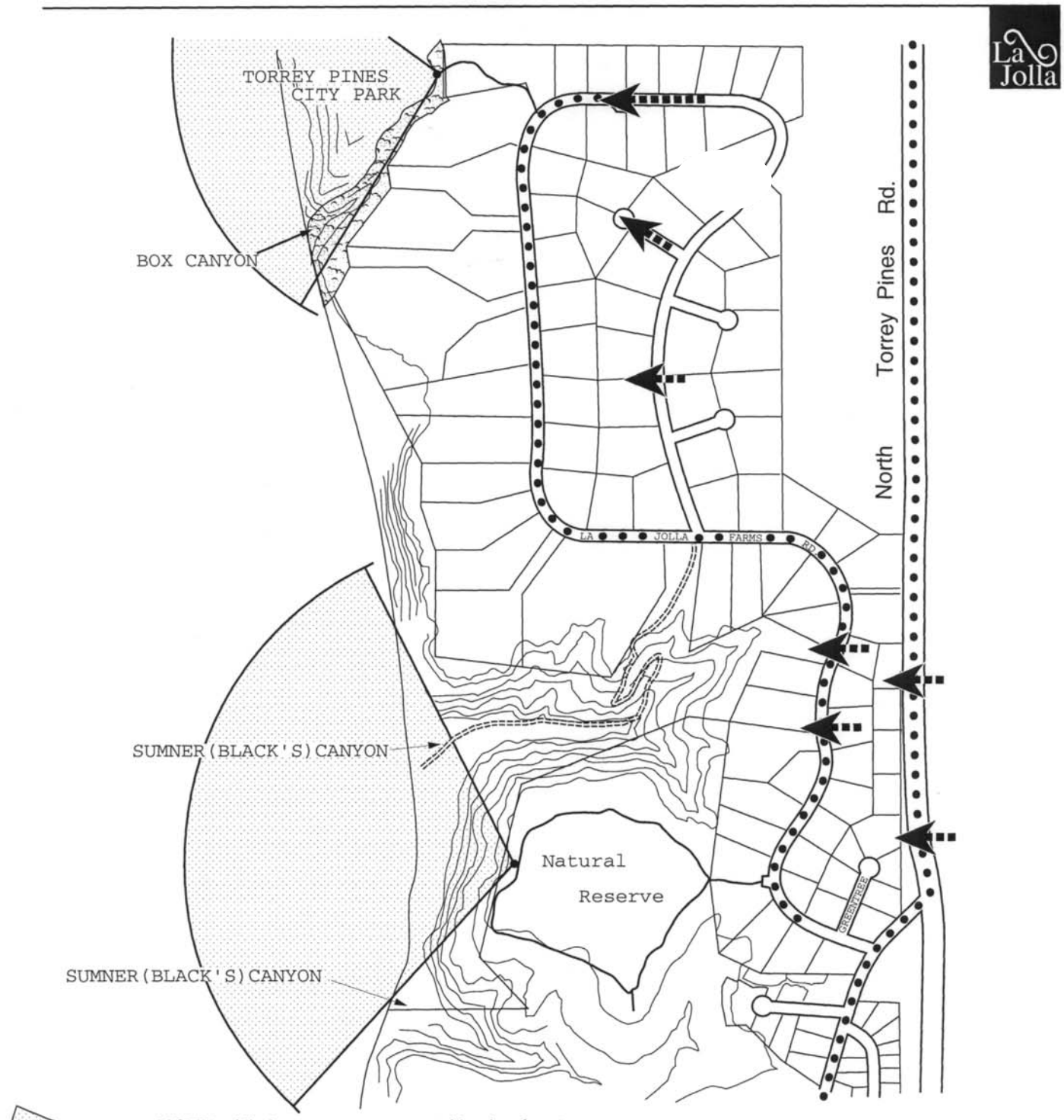
g. Sumner Canyon. Sumner Canyon is an environmentally sensitive habitat area. In recognition of the area's unique assemblage of coastal plants, the University of California has placed its portion of the canyon in the University Natural Land and Water Reserves System. Private owners of the remainder of the canyon have placed their portion under similar protection.



Subarea A: La Jolla Farms - Physical Access

La Jolla Community Plan
City of San Diego · Planning Department

Figure A



NOTE: All views are to a coastal body of water

MAJOR VIEWSHED: Unobstructed panoramic view from a public vantage point

SCENIC OVERLOOK: View over private properties from a public R.O.W.

SCENIC ROADWAY: Partially obstructed views over private property and down public R.O.W.s

Subarea A: La Jolla Farms - Visual Access

N

La Jolla Community Plan
City of San Diego · Planning Department

Figure A

SUBAREA B: SCRIPPS

Shoreline Access:

a. Bluff top easement at the end of La Jolla Shores Lane. Required by Coastal Commission as a condition of development. An offer of dedication has been accepted by The City of San Diego. Provides scenic vista of ocean and shoreline, but not physical access. No off-street parking is available.

The descriptions which follow (sites b through g) pertain to property owned in whole or in part by the University of California.

b. Scripps Institution of Oceanography (University of California). The Scripps campus and research center occupies the entire area between La Jolla Shores Drive and the seaward bluffs. Approximately 2,000 linear feet of beach below the bluffs are owned by the University of California.

c. Concrete ramp just north of Scripps Pier. Provides beach access at the end of Discovery Way. A scenic bluff top viewing area required by the Coastal Commission is located north of the pier in front of the biology building. The pier is not open to the public.

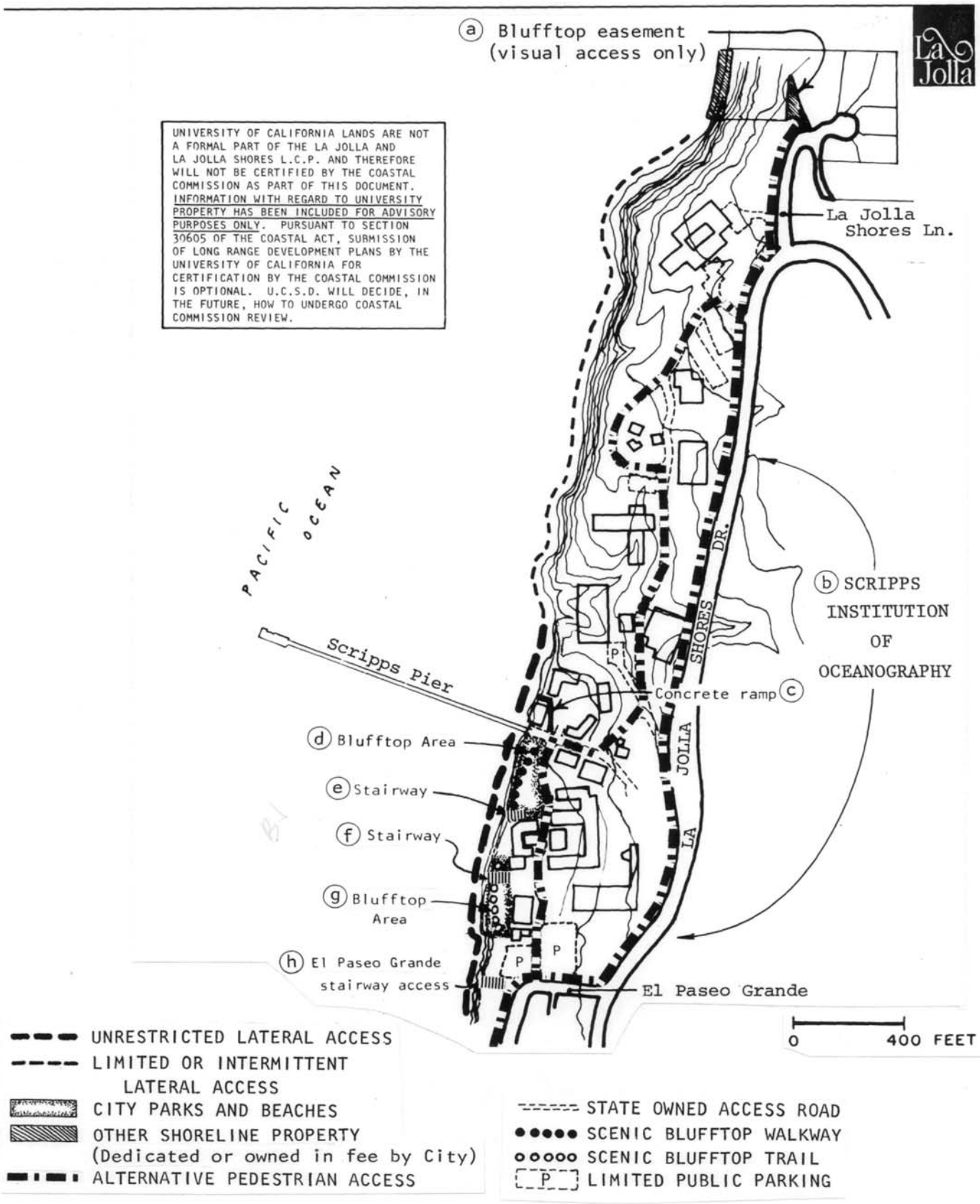
d. Bluff top area and walkway between pier and Scripps Building. Provides scenic ocean vistas.

e. Wood and concrete stairway just north of Scripps Building. Provides pedestrian access down bluff to sand beach below.

f. Concrete stairway to beach just south of Administration Building.

g. Bluff top area and pathway south of Administration Building. Provides access to stairway (f) from Discovery Way.

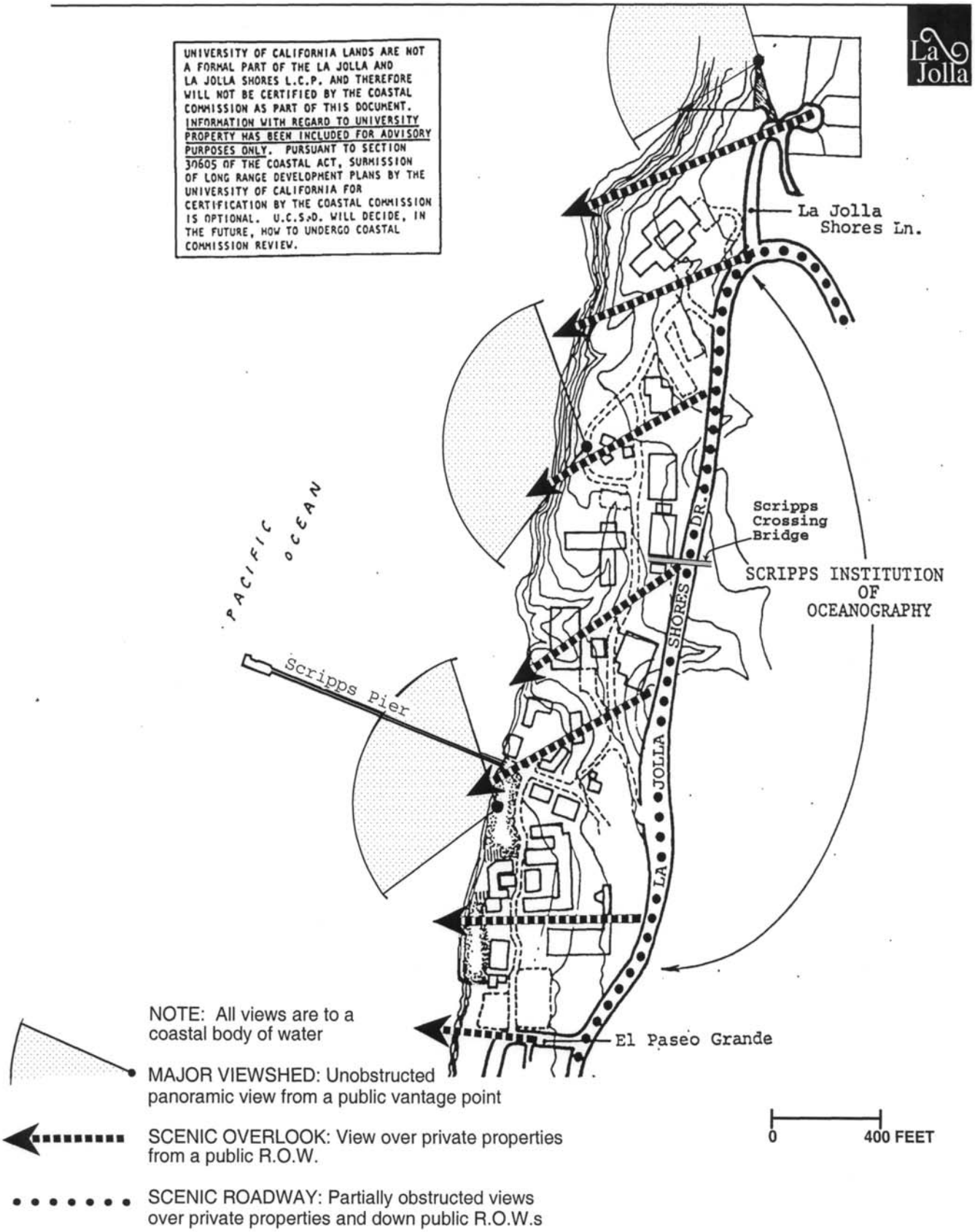
h. El Paseo Grande. A paved walk extends from the bend of El Paseo Grande to the bluff edge. A concrete stairway provides pedestrian access to the sandy beach below. Off-street parking is available to nearby Scripps.



Subarea B: Scripps - Physical Access

La Jolla Community Plan
City of San Diego • Planning Department

Figure B



Subarea B: Scripps - Visual Access

La Jolla Community Plan
City of San Diego · Planning Department

Figure B

SUBAREA C: LA JOLLA SHORES

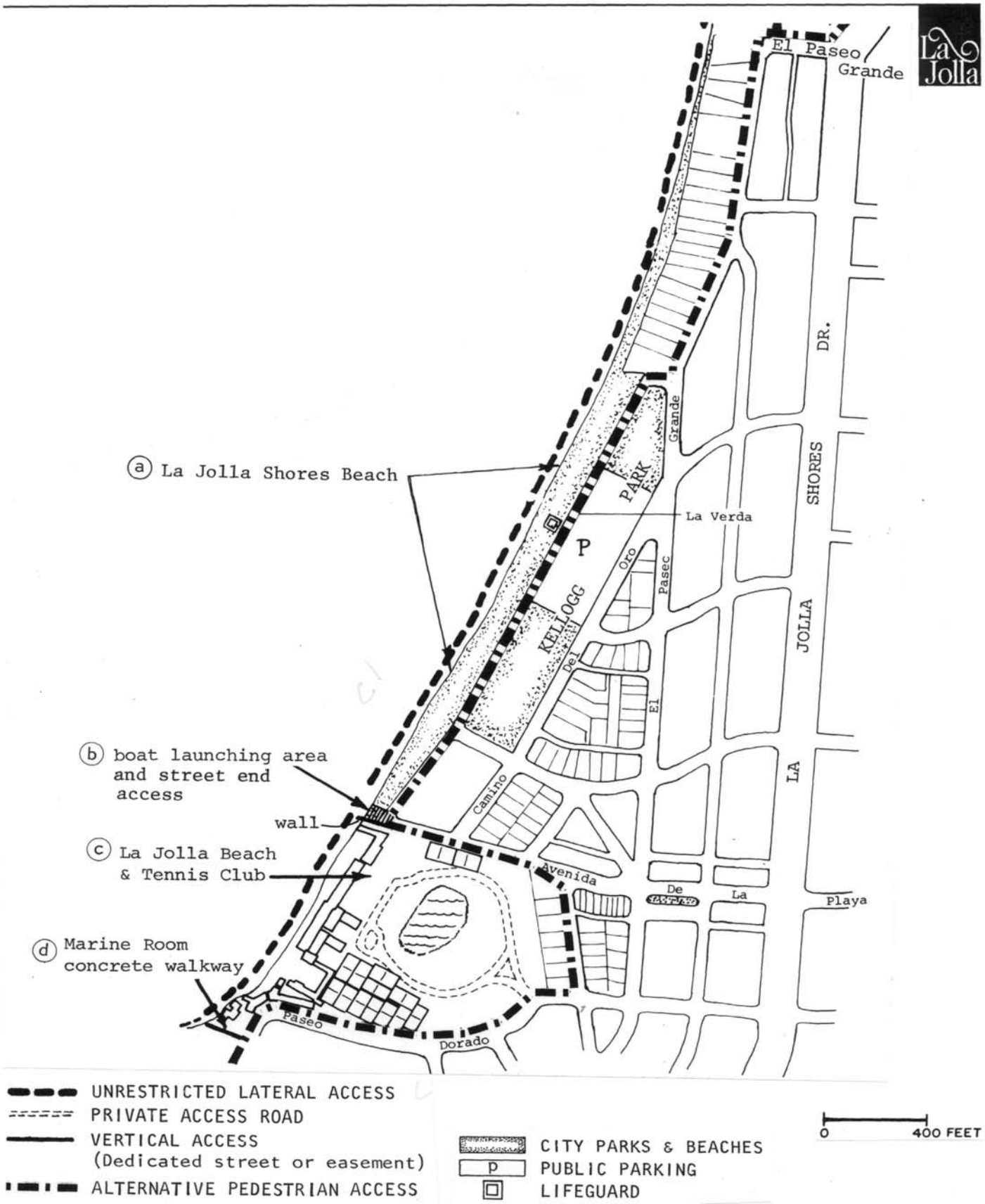
Shoreline Access:

a. La Jolla Shores Beach and Kellogg Park. The beach and adjacent park comprise 15.42 acres of land between Calle Opima and Vallecitos Avenue. The area is a major recreational resource and is utilized intensively by visitors throughout the region. The existing parking lot, containing 365 spaces is the largest shoreline parking lot in La Jolla, but is presently inadequate. Local residents are concerned that beach usage has reached a saturation point and that additional support facilities would only worsen the situation. Beach traffic is a major contributor toward congestion in the La Jolla Shores community. A concrete walkway and seawall separates the beach from Kellogg Park. Vertical and lateral accesses are generally unrestricted.

b. Boat Launching Area. A section of La Jolla Shores Beach at the end of Avenida de la Playa is designated by ordinance as a boat launching area. No other areas in La Jolla have level ocean access. Very limited trailer storage capacity is available. The end of the dedicated street also provides vertical access for beach users.

c. La Jolla Beach and Tennis Club. The Beach and Tennis Club occupies approximately 1,000 feet of beach front shoreline south of Avenida de la Playa. Continuous lateral access is available on beach areas below the mean high tide line. The beach area above the mean high tide line is under private ownership. Modes-scaled signs to deter trespassing on private property may be posted by the La Jolla Beach and Tennis Club and, if posted, should include information identifying the rights and limitations of public access.

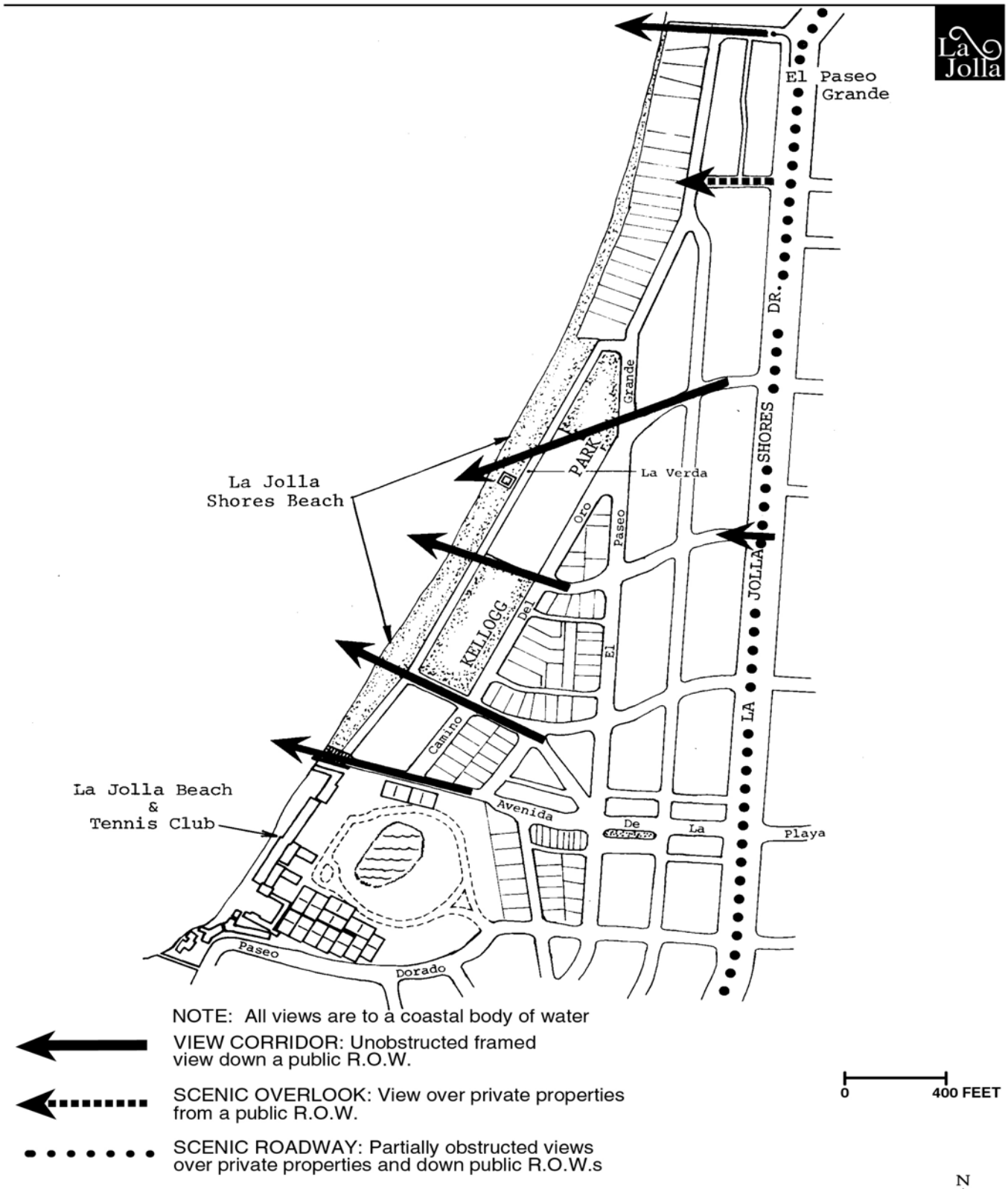
d. Marine Room Walkway. A narrow concrete walkway along the south side of the Marine Room Restaurant provides vertical access between Spindrift Drive and the beach. The easement has been dedicated.



Subarea C: La Jolla Shores - Physical Access

La Jolla Community Plan
City of San Diego • Planning Department

Figure C



Subarea C: La Jolla Shores - Visual Access

La Jolla Community Plan
City of San Diego · Planning Department

Figure C

SUBAREA D: COAST WALK

Shoreline Access:

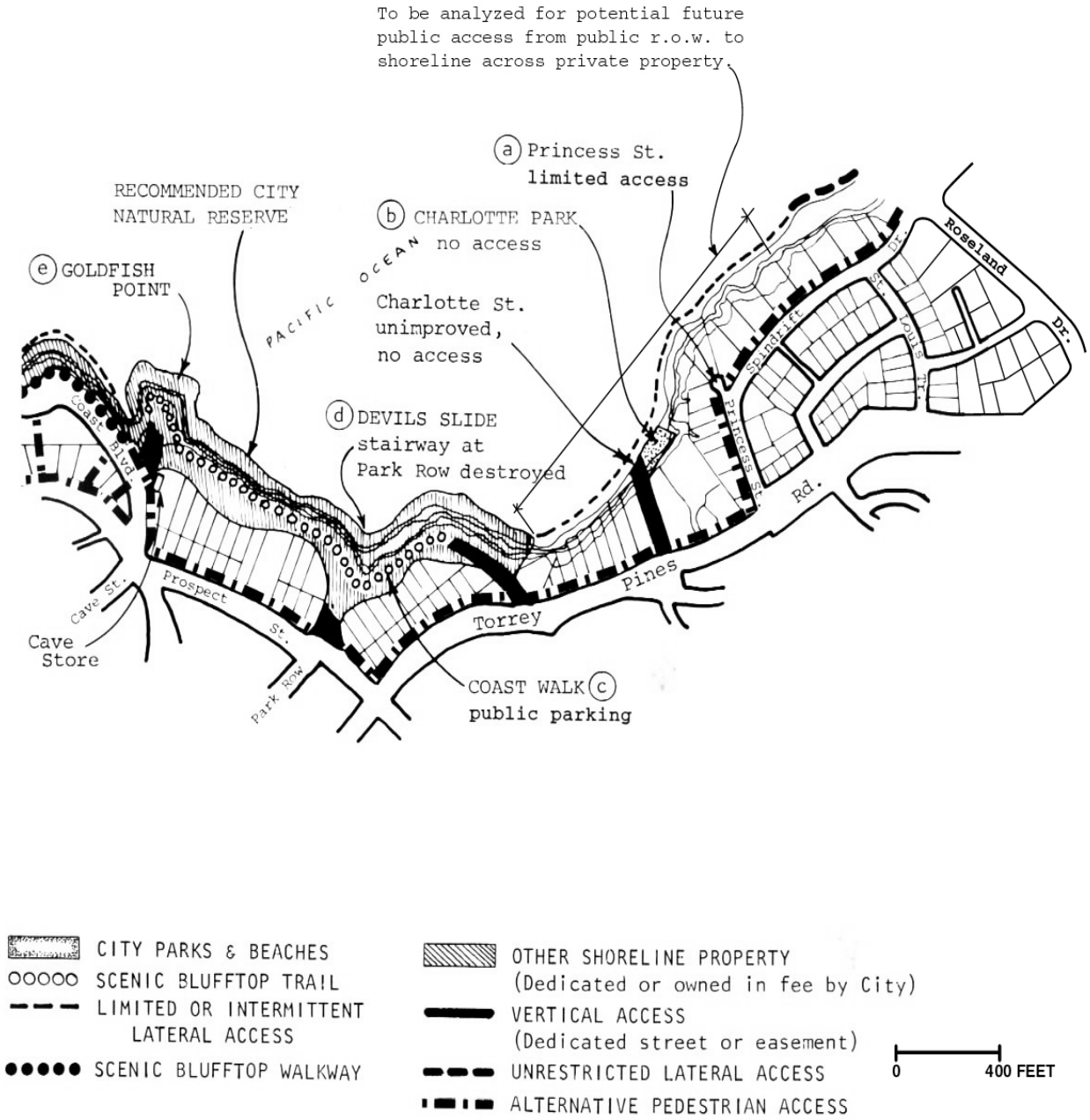
a. Princess Street. As a condition of a permit to build a single-family house, the State Coastal Commission required the owner of the bluff top lot to dedicate a five foot-wide vertical easement along one side of the property from the Princess Street cul-de-sac to the shoreline. This easement has access only for emergency lifeguard rescue.

b. Charlotte Park. Dedicated unimproved vista point. Neither Charlotte Park nor Charlotte Street are accessible at the present time. Opportunities to link Charlotte Street with Coast Walk have been lost due to bluff erosion. Charlotte Street is a 50-foot-wide dedicated "paper street" running vertically from Torrey Pines Road to the bluff edge. The street has never been improved and is presently fenced and overgrown with vegetation. An old cottage built in the 1920s encroaches several feet into the west side of the street easement and will apparently remain for some time. Retain as open space.

c. Coast Walk. Dedicated and historically-designated right-of-way off Torrey Pines Road. Within the right-of-way is a continuous bluff top trail and scenic overlook with public parking. Points of access to the trail include Coast Walk Boulevard, Park Row (street end), and Cave Street (near Goldfish Point). Bluffs adjacent to the walk are extremely steep and fragile. No vertical access to the shoreline exists along the trail except at the Goldfish point terminus.

d. Devils Slide. Devils Slide is a steep bluff section along Coastal Walk below the foot of Park Row. Access has historically been provided to this point utilizing a stairway down the bluff face. The last stairway was burned out in the early 1960s and has never been replaced. High maintenance costs and the need to limit access to the ecological reserve have been cited as reasons not to rebuild the access. The unimproved site is still used by some individuals to climb down the bluff, although it is very hazardous.

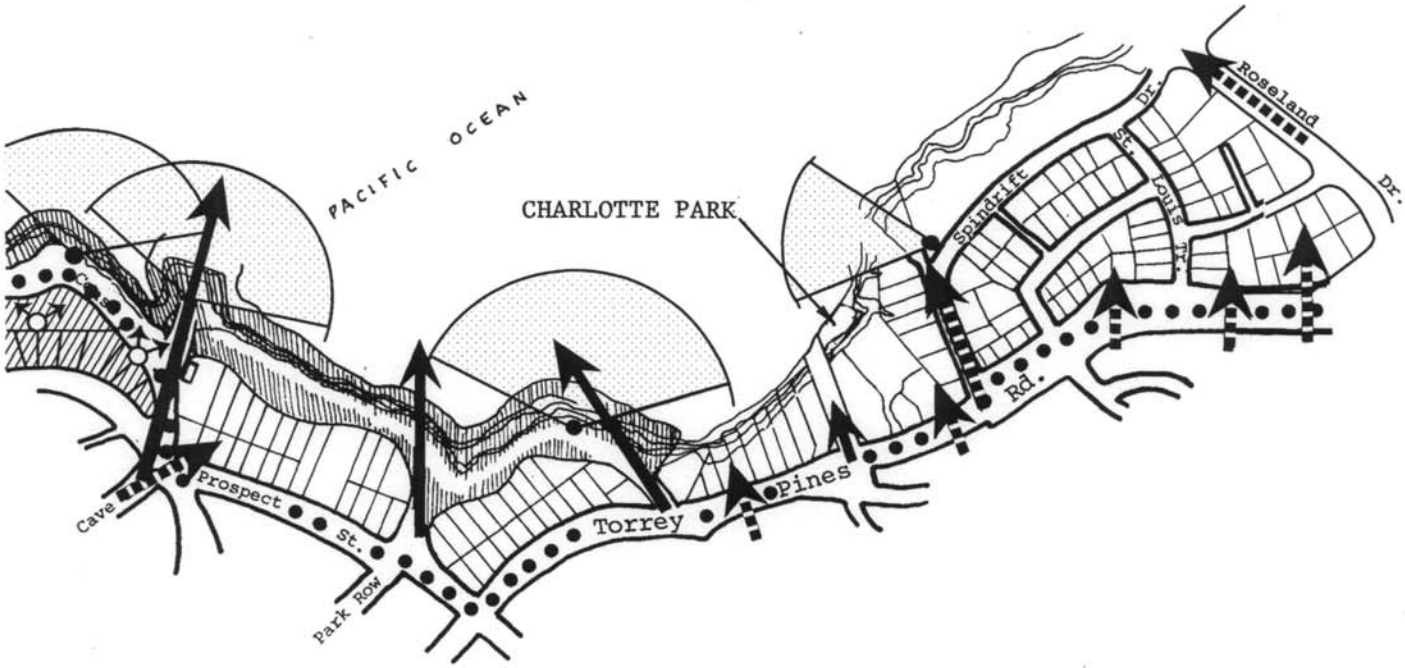
e. Goldfish Point. Rocky headland area within the Coast Walk right-of-way. A natural pedestrian trail provides vertical access to the tip of the point. A nearby historic structure, the Cave Store (on Cave Street) contains the entrance to a tunnel which leads to a sea cave below the bluffs. A fee is charged for the use of the tunnel.



Subarea D: Coast Walk - Physical Access

La Jolla Community Plan
City of San Diego · Planning Department

Figure C



NOTE: All views are to a coastal body of water

MAJOR VIEWSHED: Unobstructed panoramic view from a public vantage point

VIEW CORRIDOR: Unobstructed framed view down a public R.O.W.

SCENIC OVERLOOK: View over private properties from a public R.O.W.

SCENIC ROADWAY: Partially obstructed views over private properties and down public R.O.W.s

QUASI-PUBLIC VISTA on commercial properties

HIGH POTENTIAL for visual access in commercial development

0 400 FEET

Subarea D: Coast Walk - Visual Access

N

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Figure D

SUBAREA E: COAST BOULEVARD

Shoreline Access:

a. La Jolla Cove. Small (.4-acre) pocket beach at the north end of Ellen B. Scripps Park. Concrete stairways provide access down bluff. Heavily used. The Cove and adjacent bluffs are an important visual and historical resource. Site of the La Jolla Roughwater Swim.

b. Ellen Scripps Park. Dedicated 5.6-acre bluff top park. The park is a major recreational focal point for visitors to La Jolla. A scenic walkway along the bluff edge provides outstanding coastal views. A ramp down the bluff provides access to Boomer Beach. Heavily utilized. No off-street parking.

c. Shell Beach. Small pocket beach south of Ellen B. Scripps Park. Stairway has been damaged.

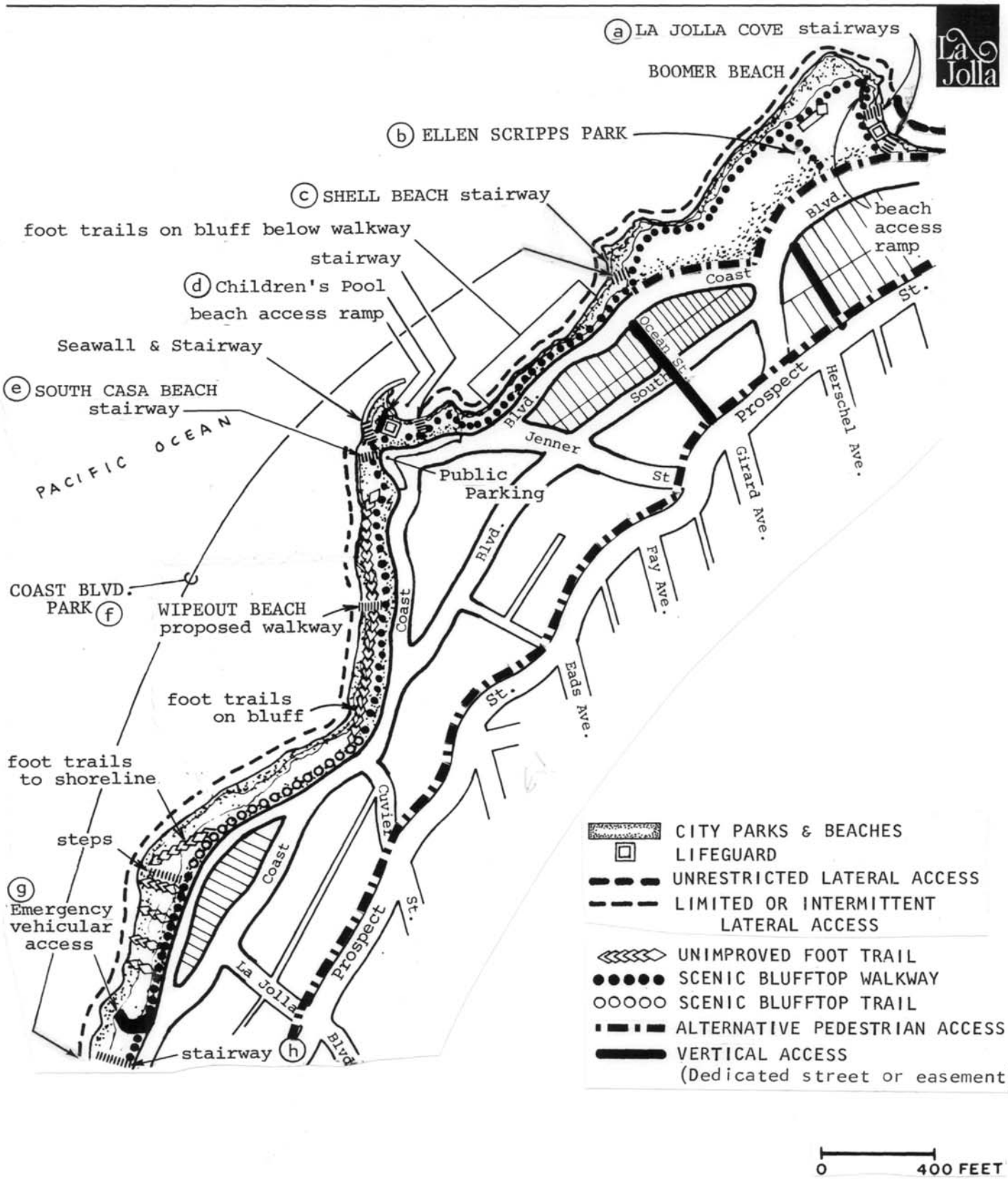
d. Children's Pool. Small (.7-acre) artificial pocket beach held in place by seawall. Lifeguard facilities. Stairway access down bluff. Heavily utilized.

e. South Casa Beach. Small pocket beach accessible by concrete stairway. Part of Coastal Boulevard Park.

f. Coast Boulevard Park. Dedicated 4.55-acre Shoreline Park between the stairway at Ocean Street and the stairway south of La Jolla Boulevard. Several unimproved trails provide access down gentle bluffs and vegetation dunes. Moderate-to-heavy use. No off-street parking.

g. Vehicular access. Graded area near intersection of South Coast Boulevard and Coast Boulevard provide beach access for emergency vehicles.

h. Concrete stairway next to pump station. Provides pedestrian access to adjacent pocket beach and north end of Nicholson's Point Park.



Subarea E: Coast Boulevard - Physical Access

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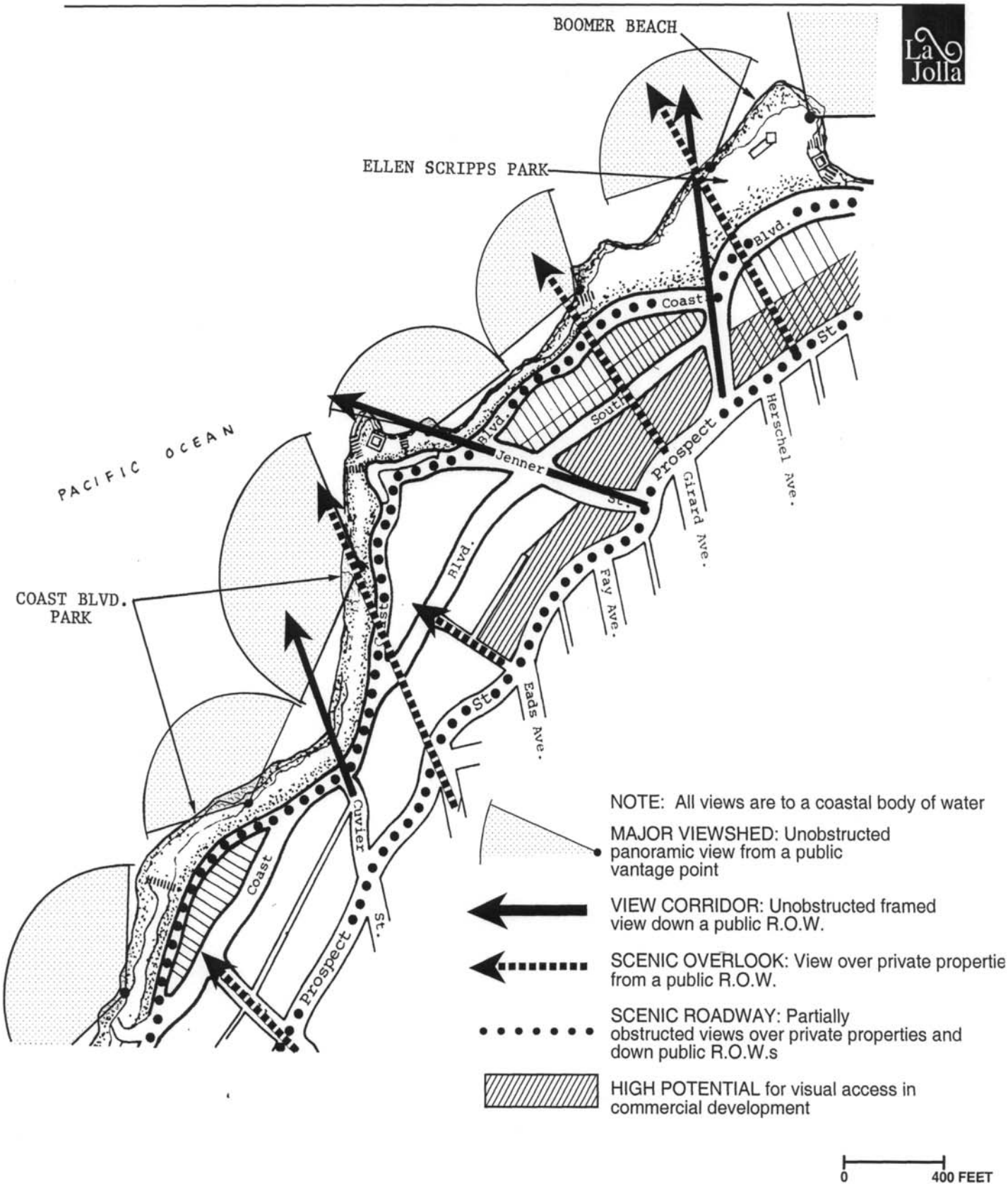
Figure E



Subarea E: Coast Boulevard - Visual Access

La Jolla Community Plan
City of San Diego · Planning Department

Figure E

SUBAREA F: WINDANSEA

Shoreline Access:

a. Nicholson Point Park (a.k.a. Whale View Point). 1.04-acre shoreline park, south of Coast Boulevard and Ravina Street. Natural rock formations and pocket beaches afford recreational use during low tides. Important as lateral accessway between Coast Boulevard Park and Marine Street Beach. Establishes limit to seaward encroachment from adjacent residential development.

b. 100 South Coast Boulevard. A paved dedicated walkway along the north side of the 100 South Coast condominium development provides access from South Coast Boulevard to Nicholson's Point Park. Required by Coastal Commission. A wood and concrete stairway at the end of the walkway facilitates access down the bluff to the rock area below.

c. Whispering Sands (Jones Beach). Public and private beach (above the mean high tide line) seaward of the White Sands development. Provides lateral access between Nicholson's Point Park and Marine Street Beach.

d. Vista Del Mar. Dedicated street end. Paved walk on north side of street leads to sandy beach area (Marine Street Beach).

e. Marine Street. Dedicated street end. Concrete stairway at end of street leads to Marine Street Beach. Heavily used. Good access from La Jolla Boulevard.

f. Sea Lane. Dedicated street end. Provides emergency and maintenance access for vehicles. Steps at end of sidewalk provide pedestrian access to Marine Street Beach.

g. Vista de la Playa. Dedicated concrete walk at end of cul-de-sac provides access to beach. Primarily neighborhood use. The access is presently obscured by a large hedge.

h. Fern Glen and Neptune Place. Dedicated easement provides maintenance road and pedestrian access to beach. The easement entrance forms part of the driveway to the adjacent residence. Gate across easement discourages pedestrian use.

i. Windansea Park. Designated, 2.94-acre shoreline park between Westbourne Street and Bonair Street. The park includes the historically-designated "Surf Shack" and is known for surfboard riding. The park's unique pattern of rock formations and pocket beaches attracts visitors from throughout the region. An unimproved bluff top trail provides scenic vistas and additional lateral access. A small parking lot, accessible from Neptune Place, is located between Nautilus Street and Bonair Street. Individual vertical accessways are described below.

j. Stairway at foot of Westbourne Street.

k. Wooden stairway at the foot of Nautilus Street. Provides access from parking lot to beach.

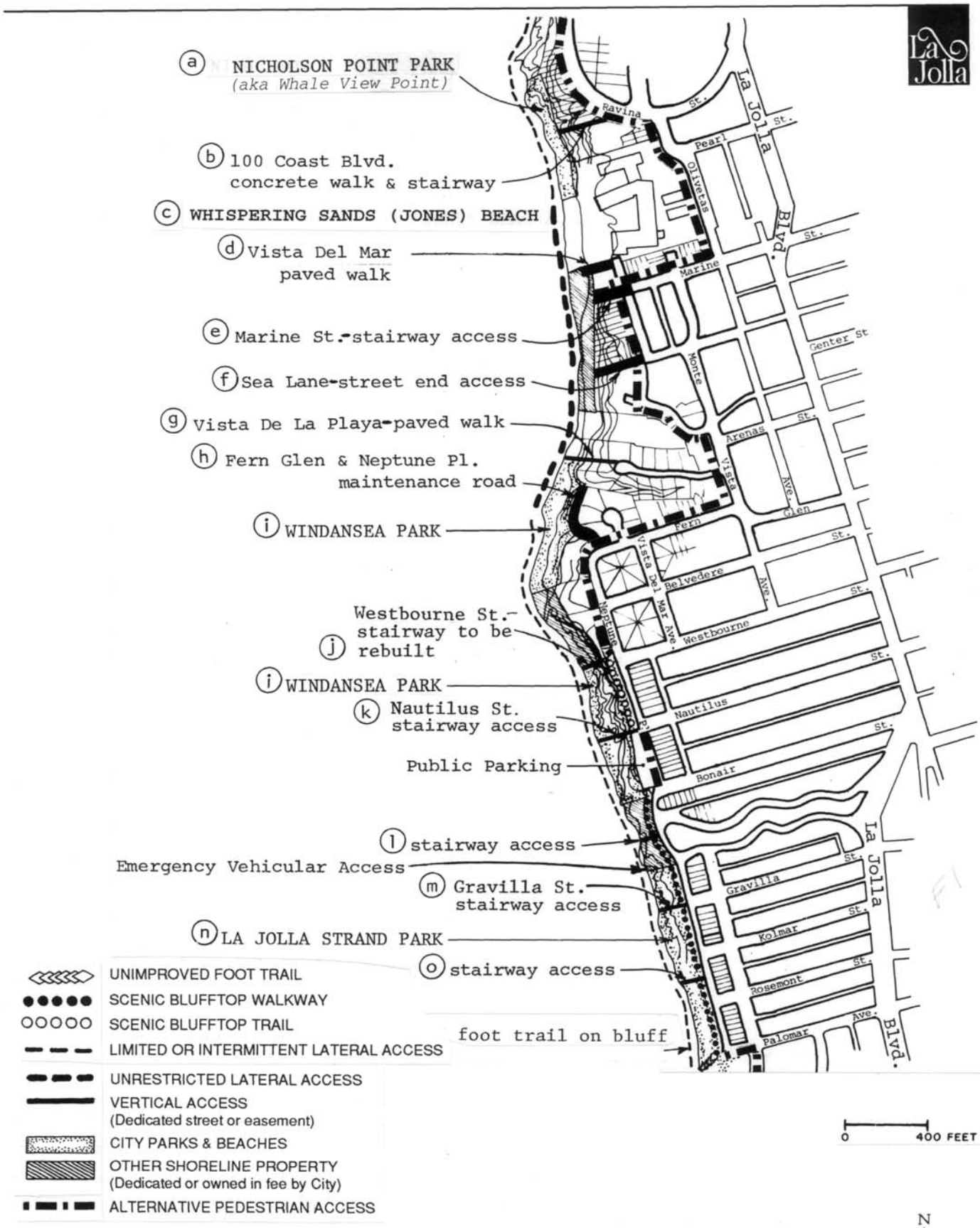
l. Wooden stairway between Playa del Norte and Playa del Sur. Provides access down bluff to City-owned beach.

m. Concrete stairway at foot of Gravilla Street. Provides access down bluff to La Jolla Strand Park.

n. La Jolla Strand Park. Dedicated .90-acre shoreline park between Playa del Sur and Palomar Street. Continuous with Windansea Beach. Provides high-quality beach areas and scenic bluff top walkway. Serves regional recreation needs. No off-street parking.

o. Pathway between Kolmar Street and Rosemont Street provides access down bluff to La Jolla Strand Park

p. Palomar Street and Neptune Place. Path and wooden stairway provide vertical access to shoreline below.



Subarea F: Windansea - Physical Access

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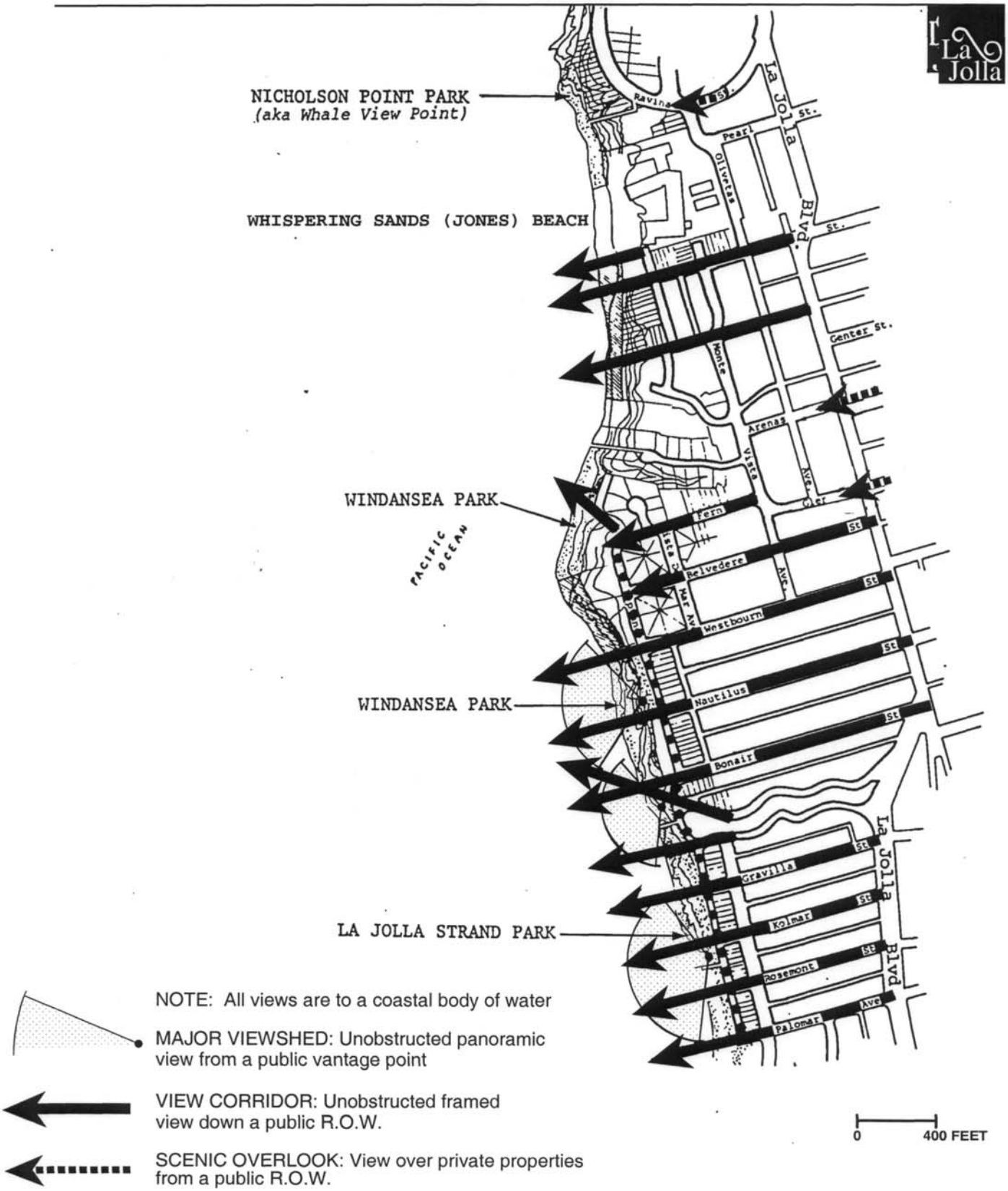
Figure F



Subarea F: Windandsea - Visual Access

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City of San Diego · Planning Department

Figure F

SUBAREA G: LA JOLLA HERMOSA

Shoreline Access:

a. Hermosa Terrace Park. Designated .92-acre shoreline park (owned in fee) at base of bluffs, south of Palomar Avenue. Sandy beach.

b. Paved dedicated easement off of Camino del la Costa just north of Winamar Avenue. Easement is between residences. Provides pedestrian access to beach.

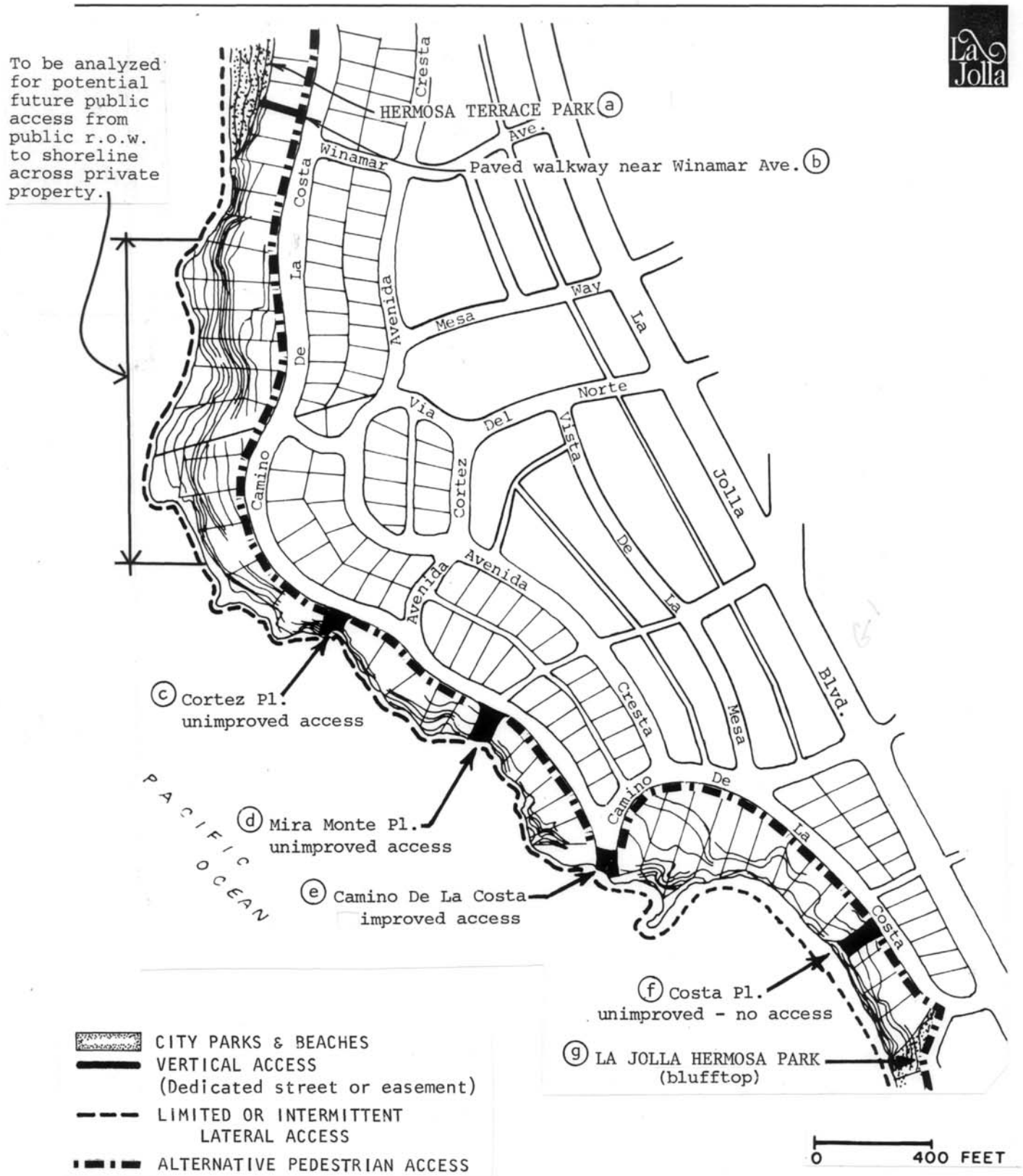
c. Cortez Place. Unimproved dedicated street off of Camino de la Costa. Provides bluff top viewing area and neighborhood access to shoreline. Lateral bluff trail below residences to north facilitates access to rock headland.

d. Mira Monte Place. Unimproved dedicated street off of Camino de la Costa. Dirt path provides neighborhood access to small cove. Pathway extends from La Jolla Boulevard to the ocean. The previously-existing footpath access to the shoreline should be restored.

e. Camino de la Costa. Dedicated street end. Easiest natural access to shoreline in the area. Scenic vista point. Good access to La Jolla Boulevard.

f. Costa Place. Unimproved dedicated street off of Camino de la Costa. The easement contains a steeply sloping gully which is overgrown with dense vegetation. No access is possible at the present time and the easement has been fenced. The Coastal Commission required dedication of an additional vertical easement on the adjacent parcel to the north, noting past use of portions of that parcel to gain access down the bluff. In the opinion of the City, however, physical access would be hazardous at this location. Retain as open space.

g. La Jolla Hermosa Park. Dedicated .30-acre, unimproved bluff top park at Camino de la Costa and Chelsea Avenue. Access to cobble beach below is very hazardous due to dense vegetation and steep slopes. No off-street parking, although site has good access to La Jolla Boulevard.



Subarea G: La Jolla Hermosa - Physical Access

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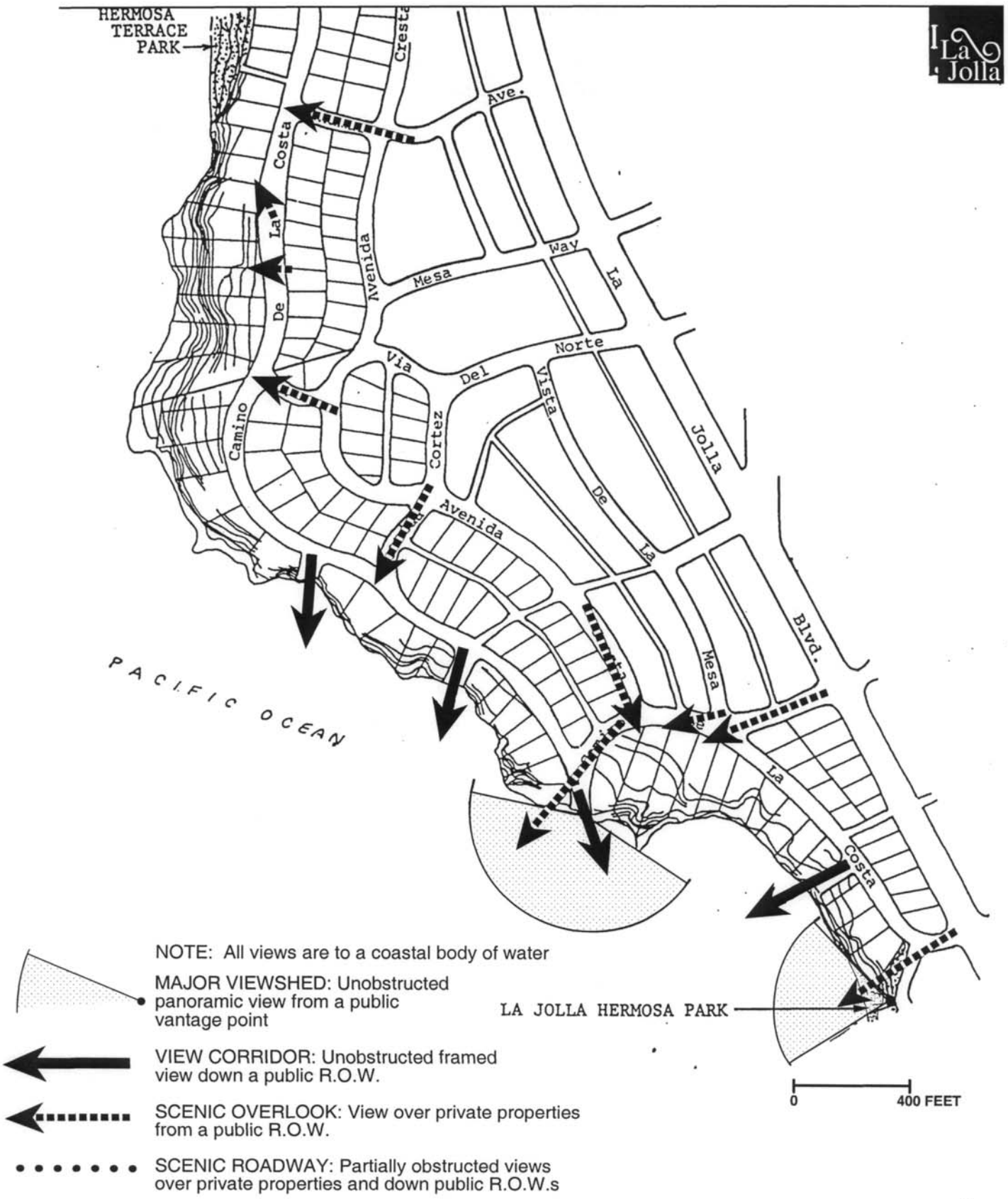
Figure G



Subarea G: La Jolla Hermosa - Visual Access

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Figure G

SUBAREA H: BIRD ROCK

Shoreline Access:

a. Moss Lane. Improved dedicated street off of Dolphin Place. Provides bluff top viewing. Steps are located in gunnited bluff edge, but access to the beach is not recommended. Well defined bluff trail leads to rock point to the south.

b. Birdrock Avenue. Dedicated street end. Concrete stairway leads down bluff to riprap shoreline. Excellent tide pools, (used for study by school classes). Additional on-street parking at street end. Good access to La Jolla Boulevard. A safe alternative path through the riprap should be created.

c. Coral Lane. Vista Point. Unimproved dedicated street off of Dolphin Place. Easement is fenced and blocked by development. Steep cliff at end of easement.

d. Chelsea Place. Improved street off of Chelsea Avenue terminates at bluff edge. Concrete drainage swale at end of street provides steep descent from bluff edge to rocky beach. Mostly neighborhood use. No parking.

e. Forward Street. Dedicated. Bluff top Vista Point at end of street provides visual access. Access down bluff is steep and hazardous. Coastal Commission required bluff top easement in front of residence to north. Erosion is a problem. Additional on-street parking at street end. Good access to La Jolla Boulevard.

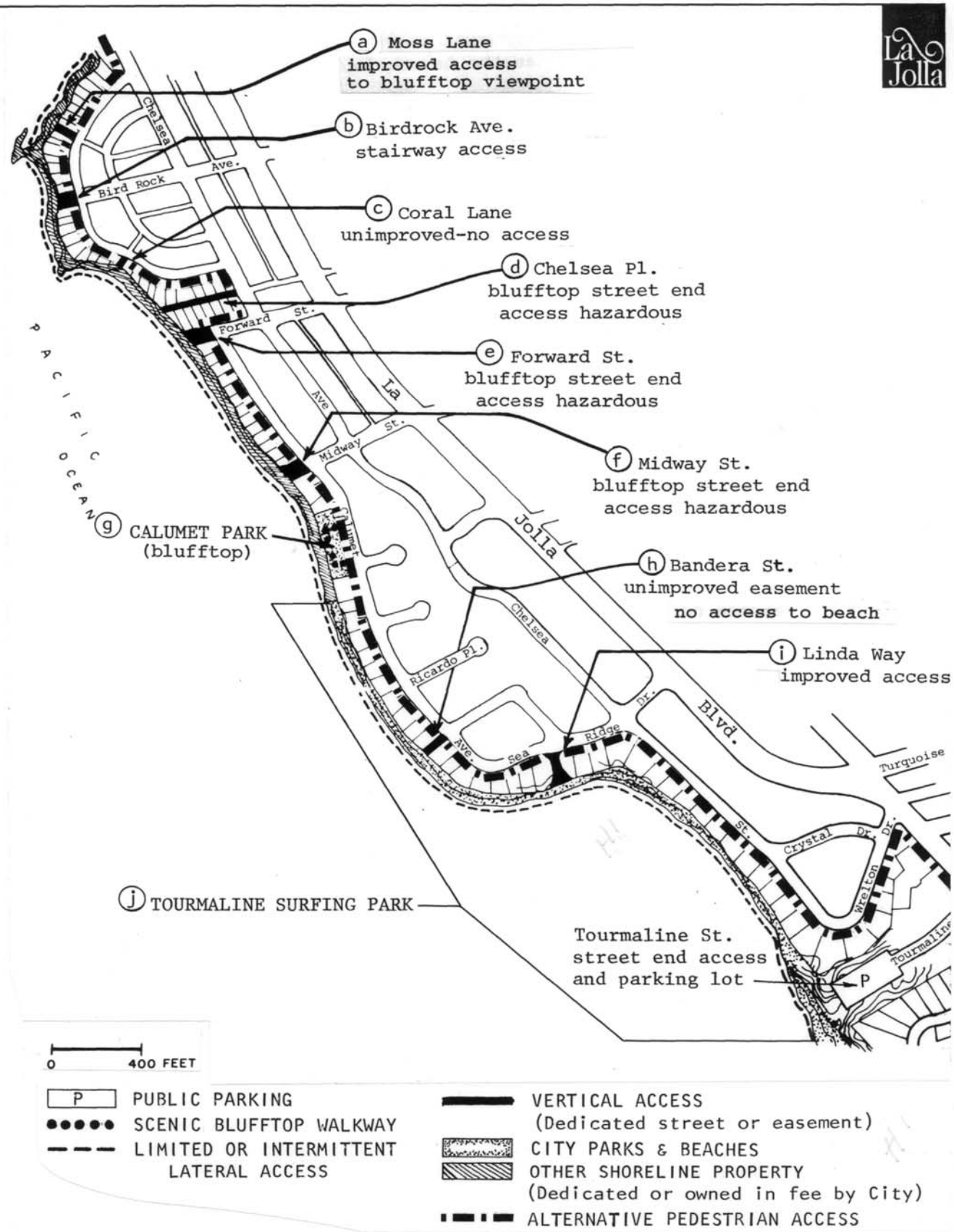
f. Midway Street. Dedicated Bluff top Vista Point at end of street provides visual access. Access down bluff is steep and hazardous. Erosion is a problem. Additional on-street parking at street end. Good access to La Jolla Boulevard.

g. Calumet Park Dedicated Vista Point .7-acre bluff top park between Midway Avenue and Colima Court. Required by Coastal Commission as condition of adjacent subdivision. Provides visual access and public walkway along bluff top. No access to shoreline except for hazardous trail at the north end of the park. All parking is on-street.

h. Bandera Street. Unimproved portion of dedicated street off of Calumet Avenue. Fence at entrance and at bluff edge. Steep cliff at end of easement. No access to beach.

i. Linda Way. Dedicated street off of Sea Ridge Drive, that provides bluff top viewing and access to shoreline. Very popular with surfers. Concrete stairway leads down moderately steep bluff to shoreline. Excellent tide pool areas. Good access to La Jolla Boulevard but no additional parking.

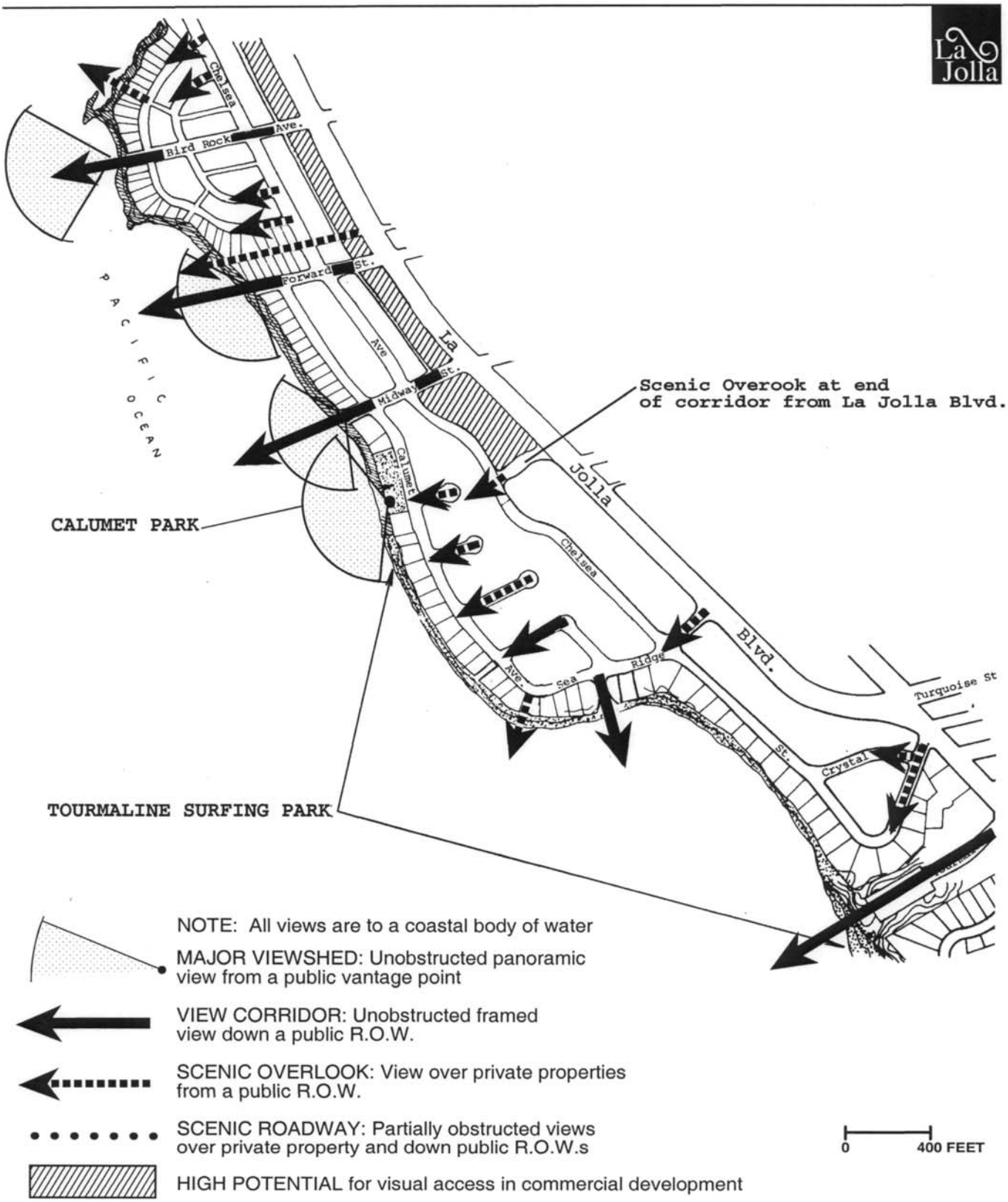
j. Tourmaline Surfing Park. Dedicated 8.82-acre shoreline park below bluffs between San Colla Street and Tourmaline Street. A parking lot for 103 cars is located at the end of Tourmaline Street, the boundary between La Jolla and Pacific Beach.



Subarea H: Bird Rock - Physical Access

La Jolla Community Plan
City of San Diego • Planning Department

Figure H



Subarea H: Bird Rock - Visual Access

La Jolla Community Plan
City of San Diego · Planning Department

Figure H

APPENDIX H

LIST OF REFERENCES AND SUPPLEMENTAL DOCUMENTS

List of References

Downtown La Jolla Master Plan and Streetscape Design Guidelines, August 1990, Andrew Spurlock, Martin Poirer, Landscape Architects, Planners. (Commercial Element photographs and model used in this draft update were prepared by Andrew Spurlock and Martin Poirer)

La Jolla Community Plan, March 1975, La Jollans, Inc. and the City of San Diego Planning Department.

La Jolla Planned District Ordinance, August 1984, amended by City Council October 1988, La Jollans, Inc. and the City of San Diego Planning Department.

La Jolla-La Jolla Shores Local Coastal Program Addendum, April 1983, La Jollans, Inc. and the City of San Diego Planning Department.

La Jolla Shores Planned District Ordinance, March 1974, La Jolla Shores Association and the City of San Diego Planning Department.

La Jolla Shores Precise Plan, November 1972, La Jolla Shores Association.

Pacific Beach Community Plan and Local Coastal Program, City of San Diego Planning Department.

Pacific Beach La Jolla Transportation Study (Second Draft), July 1993, City of San Diego Engineering and Development Department, Transportation Planning Division, Travel Forecasting Section in the List of References.

Preliminary Plan for the La Jolla Coastline, March 1989, The Spurlock Office, Landscape Architects and Planners, Woodward/Clyde, Consulting Engineers, La Jolla Community Workshop volunteers, Peter Brand, Workshop Coordinator.

Revised Long Range Development Plan, University of California, San Diego, 1989.

Torrey Pines Community Plan and Local Coastal Program, City of San Diego Planning Department.

University Community Plan and Local Coastal Program, City of San Diego Planning Department.

List of Supplemental Reports

Compilation of Traffic Inventory, Analysis and Alternatives for the La Jolla Traffic and Parking Task Force, October 1997, City of San Diego Community and Economic Development Department, Transportation Planning Section.

Blackhorse Farms Specific Plan and Addendum, January 1985, City of San Diego Planning Department.

Draft Visitor Oriented Parking Facilities Study, February 2001, Wilbur Smith Associates and the City of San Diego Planning and Development Review Department.

Fay Avenue Precise Plan, August 1980, La Jollans, Inc. and the City of San Diego Planning Department.

La Jolla -A Historical Inventory, November 1977, Pat Schaelchlin.

La Jolla Shuttle Study, January 1996, Metropolitan Transit Development Board (MTDB).

Short Range Transit Plan, FY 2001-2005, Metropolitan Transit Development Board (MTDB).

APPENDIX I

SAN DIEGO - LA JOLLA UNDERWATER PARK AND ECOLOGICAL PRESERVE

The San Diego-La Jolla Underwater Park is a dedicated City park consisting of 5,977 acres of tidal and submerged lands between La Jolla Cove and the northern boundary of the City of San Diego. The park was established by the City Council in 1970 to protect and conserve all aspects of the marine environment including marine plants and animals, geological formations, archaeological artifacts and scenic resources. Additionally, a seven-member Advisory Committee was created to offer advice relative to the maintenance and development of the park.

In 1971, the City Council, acting on the recommendation of the Advisory Committee, established a 514-acre ecological preserve within the dedicated limits of the underwater park. The reserve was formally designated a "Look-Don't Touch" area. Responsibilities for maintenance of the park are set forth in a license agreement between the City of San Diego and the California Department of Fish and Game. Under the terms of the agreement, the City is responsible for maintenance of the buoys and shore markers which set the boundaries of the reserve, the Department of Fish and Game enforces the rules and regulations governing the use of the park.

The San Diego-La Jolla Ecological Reserve is to be preserved in a natural condition for the benefit of the general public to observe native flora and fauna and subject to the following regulations:

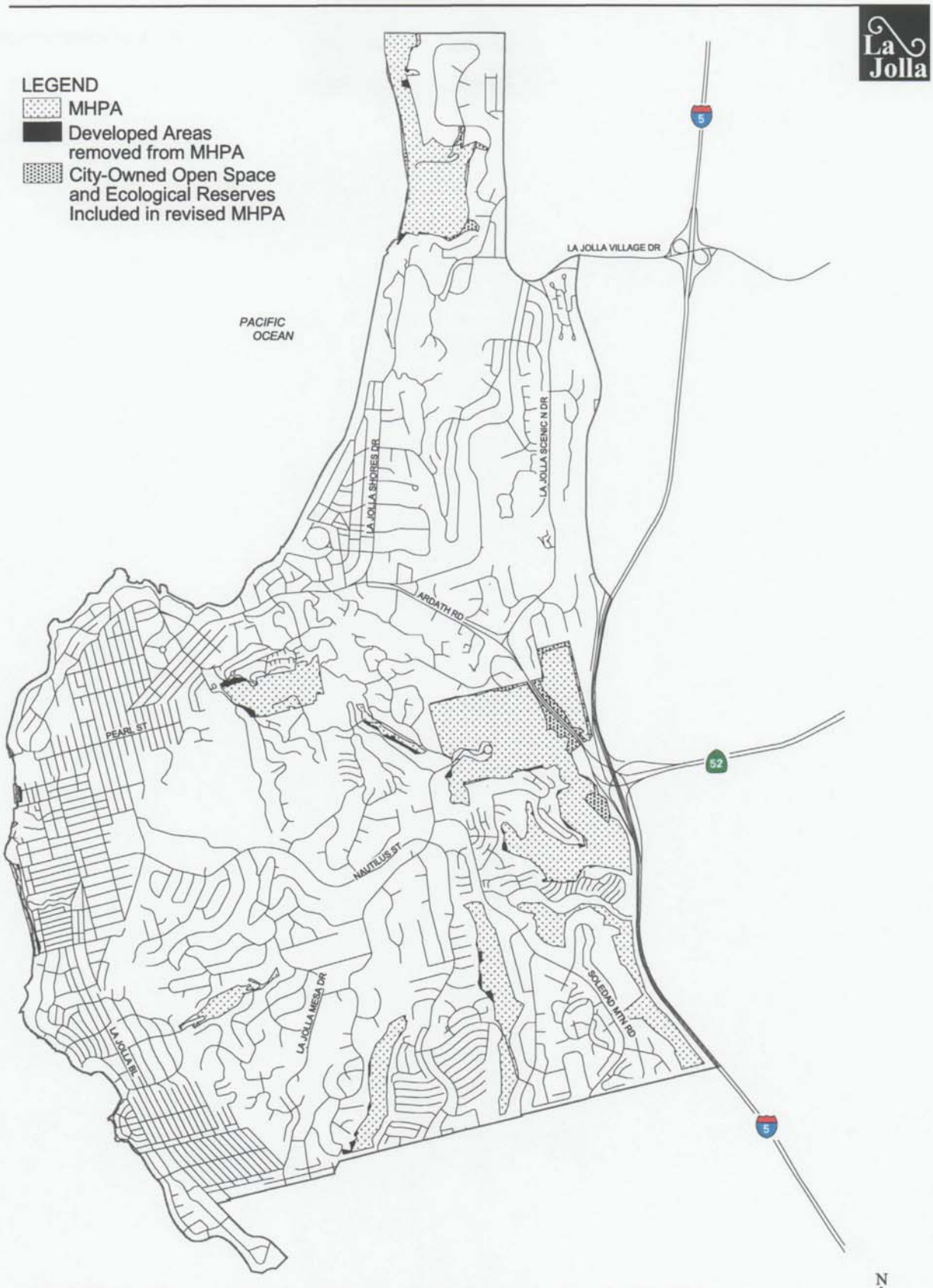
- No person should disturb or take any plant, bird, mammal, fish, mollusk, crustacean, reptile or any other form of plant life, marine life, geological formation or archaeological artifacts except by permit from the Fish and Game Commission.

- Commercial or sport fishing is prohibited in the reserve except by permit from the Fish and Game Commission.

- Swimming, boating and other aquatic sports are permitted in the reserve. Boats may be launched or retrieved only at designated areas, however, and may be anchored within the reserve only during daylight hours.

- Public entry into the reserve may be restricted at the discretion of the Department of Fish and Game in order to protect the marine life or habitat of the area.

- The use, firing or discharging of any weapon by any person, excluding authorized personnel, within or into the reserve is prohibited.



MHPA Boundary Corrections to the MSCP

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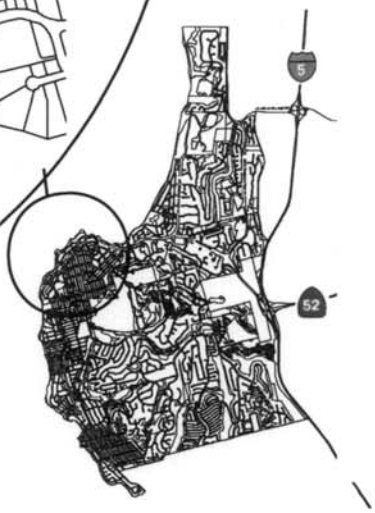
Legend:

Potential Parking Structure Sites: These identified sites are not limited to development as parking facilities.

NOTE: This site is currently proposed for development and may not be available for a potential parking structure.

Inset



Note: These sites are identified for conceptual purposes only and any development of these sites would require further review and analysis.

Potential Parking Facility Sites

as identified in Visitor Oriented Parking Facilities Study of the La Jolla Community

N

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APPENDIX L

ENCROACHMENT LIMITATION STANDARDS FOR OPEN SPACE SHOWN ON FIGURE 7 (TAKEN FROM OR ZONE REGULATIONS IN THE LAND DEVELOPMENT CODE)

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

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

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

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

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

(A) If less than 25 percent of the premise is outside the open space, the portion that is outside the open space shall be developed before any encroachment into the open space portion of the site. Encroachment into the open space may be permitted to achieve a maximum development area of 25 percent of the entire site (including the open space and non-open space areas).

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

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