

OCEAN BEACH

Community Plan and Local Coastal Program



November 9, 2015

MAYOR

Kevin Faulconer

CITY ATTORNEY

Jan Goldsmith

CITY COUNCIL

Sherri Lightner, District 1

Lorie Zapf, District 2

Todd Gloria, District 3

Myrtle Cole, District 4

Mark Kersey, District 5

Chris Cate, District 6

Scott Sherman, District 7

David Alvarez, District 8

Marti Emerald, District 9

PLANNING COMMISSION

Tim Golba, Chairperson

Doug Austin

Stephen Haase

Theresa Quiroz

Susan Peerson

Anthony Wagner

Jim Whalen

PLANNING DEPARTMENT

Jeff Murphy, Director

Tom Tomlinson, Assistant Director

Nancy Bragado, Deputy Director

Karen Bucey, Senior Planner

Brian Schoenfisch, Principal Planner

Theresa Millette, Senior Planner

Maxx Stalheim, Senior Planner (Retired)

Kristy Forburger, Senior Planner

Jenny An, Associate Planner

Bobby Mordenti, Associate Planner

Tony Kempton, Associate Planner

Samir Hajjiri, Senior Traffic Engineer

George Ghossian, Associate Traffic Engineer

Tait Galloway, Senior Planner

Robin Shifflet, Development Project Manager III

John Tracanna, Facilities Financing

Oscar Galvez III, Facilities Financing

Leo DeJesus, Principal Engineering Aide

Richard Brown, Graphic Designer

DEVELOPMENT SERVICES DEPARTMENT

Bob Vacchi, Director

Dan Normandin, Land Development Code

Jeff Szymanski, Environmental Analyst

Ann Gonsalves, Senior Traffic Engineer



OCEAN BEACH PLANNING BOARD

John Ambert, Chair

Blake Herrschaft, Vice Chair

Peter Ruscitti, Secretary

Dan Dennison

Nanci Kelly

Craig Klein

Andrew Waltz

Jane Gawronski

Tom Gawronski

Valerie Paz

Georgia Sparkman



COMMUNITY ACKNOWLEDGMENTS

DIE-HARDS (More than 10 years, 2001-2015)

Bill Busche (d)

Jane Donley

Andra Loo

George Murphy

Mindy Pellissier

INITIATORS

Deb Greene

Christopher Kern

Craig Klein

Kip Krueger

Curt Lutz

Priscilla McCoy (d)

Seana McGinley

Kim McGinley

Luke Sponsler

Doug Zilm

& the die-hards

CLOSERS

Colleen Dietzel

Frank Gormlie

Giovanni Ingolia

Gretchen Newsom

Scott Therkalsen

Drew Wilson

C. Kevin Becker

Robert Shamoun

Seth Connolly

Raeanon Hartigan

& the die-hards

and the hundreds of others who contributed over the years!

This page intentionally left blank.

1. Introduction

1.0 Discussion.....	IN-3
1.1 Legislative Framework.....	IN-7
1.2 Related Plans and Documents.....	IN-7
1.3 California Coastal Resources.....	IN-8
1.4 Plan Organization.....	IN-10

2. Land Use Element

2.0 Discussion.....	LU-13
2.1 Residential.....	LU-17
2.2 Commercial.....	LU-20
2.3 Institutional.....	LU-21
2.4 Hotel/Motel/Hostel Preservation Lodging.....	LU-22
2.5 Open Space, Parks, & Recreation.....	LU-22

3. Mobility Element

3.0 Discussion.....	ME-26
3.1 Walkability.....	ME-28
3.2 Public Transit.....	ME-30
3.3 Streets and Freeways.....	ME-32
3.4 Bicycling.....	ME-36
3.5 Parking.....	ME-38

4. Urban Design Element

4.0 Discussion.....	UD-43
4.1 General Urban Design.....	UD-44
4.2 Distinctive Neighborhoods and Residential Design.....	UD-45
4.3 Mixed-Use Village and Commercial Districts.....	UD-47
4.4 Streets and Alleyways Connectivity / Accessibility.....	UD-49
4.5 Public Art.....	UD-51
4.6 Public Coastal Views.....	UD-52

5. Public Facilities, Services and Safety Element

5.0 Discussion.....	PE-59
5.1 Police, Fire, and Lifeguard Services.....	PE-61
5.2 Water, Waste Water, and Storm Water.....	PE-62
5.3 Parks, Schools, and Library.....	PE-63
5.4 Public Utilities, Wireless Communications, and Street Lights.....	PE-64
5.5 Solid Waste.....	PE-64

6. Recreation Element

6.0 Discussion.....	RE-67
6.1 Park and Recreation Resources.....	RE-68
6.2 Preservation.....	RE-77
6.3 Accessibility.....	RE-78
6.4 Open Space Land and Resource-Based Parks.....	RE-80

7. Conservation Element

7.0 Discussion.....	CE-85
7.1 Coastal Resources.....	CE-86
7.2 Physical Coastal Access.....	CE-91
7.3 Erosion.....	CE-94
7.4 Storm Water and Urban Runoff Management.....	CE-96
7.5 Sustainable Development and Natural Resource Management.....	CE-97
7.6 Climate Change and Sea Level Rise.....	CE-98
7.7 Urban Forestry and Sustainable Landscape Design.....	CE-100

8. Noise Element

8.0 Discussion.....	NE-105
8.1 Aircraft Noise.....	NE-106
8.2 Commercial Activity.....	NE-107
8.3 Motor Vehicle Traffic Noise.....	NE-107
8.4 Public Activity Noise.....	NE-108
8.5 Special Event Noise.....	NE-108

9. Historic Preservation Element

9.0 Discussion.....	HP-111
9.1 Identification & Preservation of Historical Resources.....	HP-112
9.2 Designated Historical Resources.....	HP-112
9.3 Educational Opportunities and Incentives Related to Historical Resources.....	HP-114
9.4 Historically and Culturally Significant Buildings.....	HP-115
9.5 Cultural Heritage Tourism.....	HP-116

Appendices

Appendix A - Implementation Matrix

Appendix B - Street Trees

Appendix C - Historic Context Statement

Appendix D - Overlays

List of Tables

Table 1.1 Coastal Issue Area and Community Plan Elements.....	IN-10
Table 2.1 Community Plan Land Use Designation.....	LU-15
Table 2.2 Plan Land Use, Acreage and Percent of Total.....	LU-15
Table 6.1 Existing and Future Population-based Parks and Recreation Facilities	RE-71
Table 6.2 Park Equivalency Credits.....	RE-76
Table 6.3 Population-based Park Summary.....	RE-76
Table A.1 Implementation Matrix.....	A-4
Table B.1 Ocean Beach Street Trees - Tree List.....	B-4
Table B.2 Ocean Beach Street Tree District.....	B-6

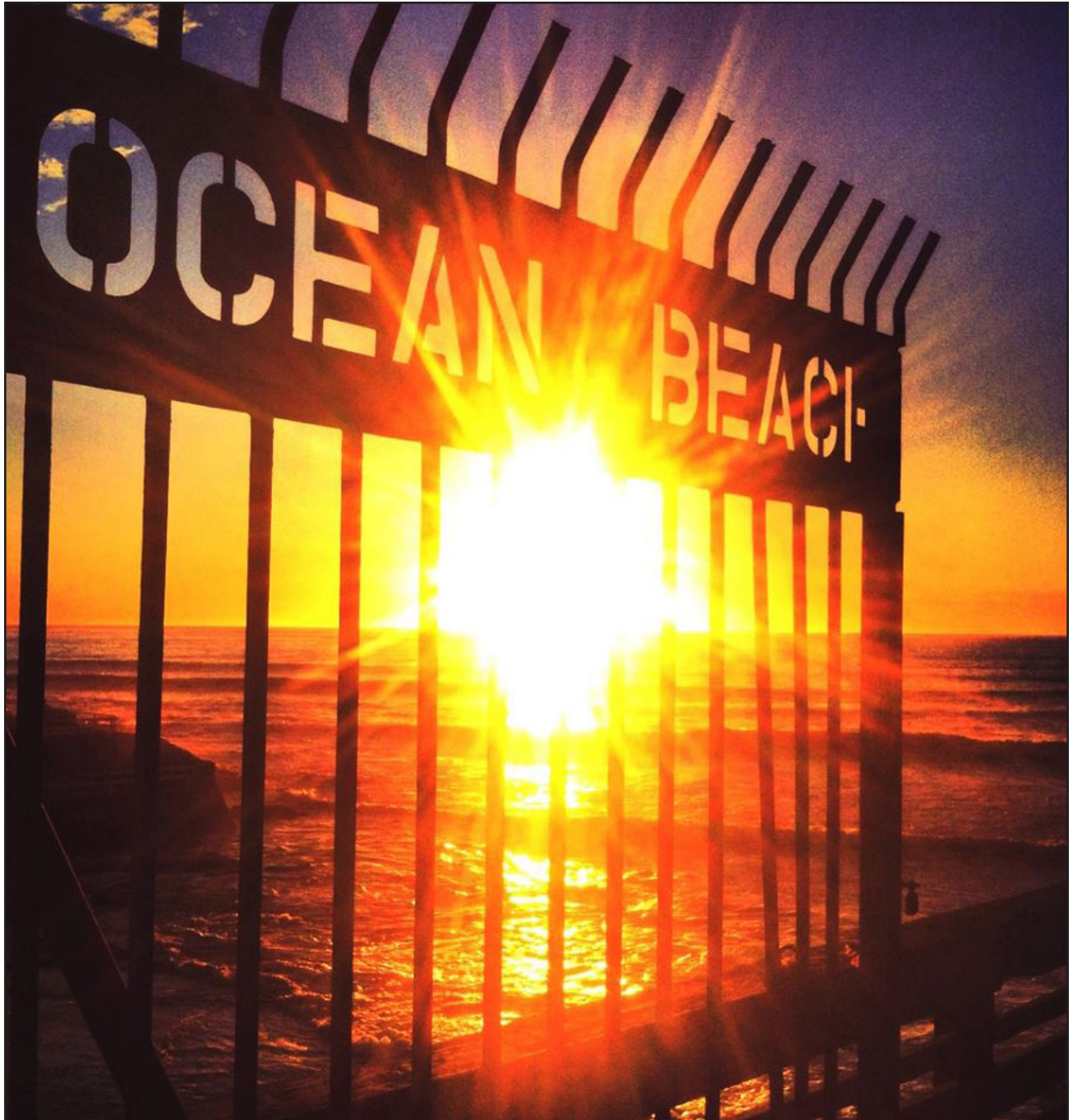
List of Figures

Figure 1.1 Vicinity Map.....	IN-4
Figure 1.2 Coastal Zone.....	IN-9
Figure 2.1 Proposed Land Use Plan.....	LU-16
Figure 2.2 Proposed Land Use Plan.....	LU-18
Figure 2.3 Visitor Serving Commercial Preservation Area.....	LU-23
Figure 3.1 Pedestrian Circulation Routes.....	ME-29
Figure 3.2 Public Transit.....	ME-31
Figure 3.3 Functional Street Classifications.....	ME-33
Figure 3.4 Existing Daily Traffic Volumes.....	ME-34
Figure 3.5 Future Daily Traffic Volumes.....	ME-35
Figure 3.6 Bicycle Network.....	ME-37
Figure 4.1 Residential and Commercial Subareas.....	UD-44
Figure 4.2 Pattern and Rhythm of Spacing.....	UD-48
Figure 4.3 Chamfered Corners with outdoor seating.....	UD-50
Figure 4.4 Public Coastal Views.....	UD-53
Figure 4.5 Stepbacks in View Corridors.....	UD-54
Figure 4.6 Utilization of Cross-Gabbling.....	UD-55
Figure 5.1 Public Facilities.....	PE-60
Figure 6.1 Existing Parks and Recreation Facilities.....	RE-70
Figure 6.2 Park Equivalencies.....	RE-73
Figure 7.1 Coastal Resources.....	CE-88
Figure 7.2 Coastal Access.....	CE-92
Figure 7.3 Flood Plain.....	CE-93
Figure B.1 Ocean Beach Street Tree Districts.....	B-3
Figure D.1 Coastal Overlay Zones.....	D-3
Figure D.2 Parking Overlay Zones within Ocean Beach Planning Area.....	D-4
Figure D.3 Airport Overlay Zones.....	D-5
Figure D.4 Ocean Beach Slope Overlay Areas.....	D-6

This page intentionally left blank.

Chapter One:

INTRODUCTION



1. Introduction

Purpose of the Plan

The Ocean Beach Community Plan and Local Coastal Program (Plan) is the City of San Diego's statement of policy regarding growth and infill development within Ocean Beach over the next twenty years. The plan designates areas for residential, commercial and public uses, as well as areas that are to remain undeveloped open space. The Plan is a revision of the Ocean Beach Precise Plan and Local Coastal Program Addendum adopted by the City Council in July, 1975 and certified by the California Coastal Commission in May, 1980. The community plan respects and builds upon the rich heritage while anticipating the needs of future residents, businesses and services.

1.0 Discussion

Community Profile

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

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

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

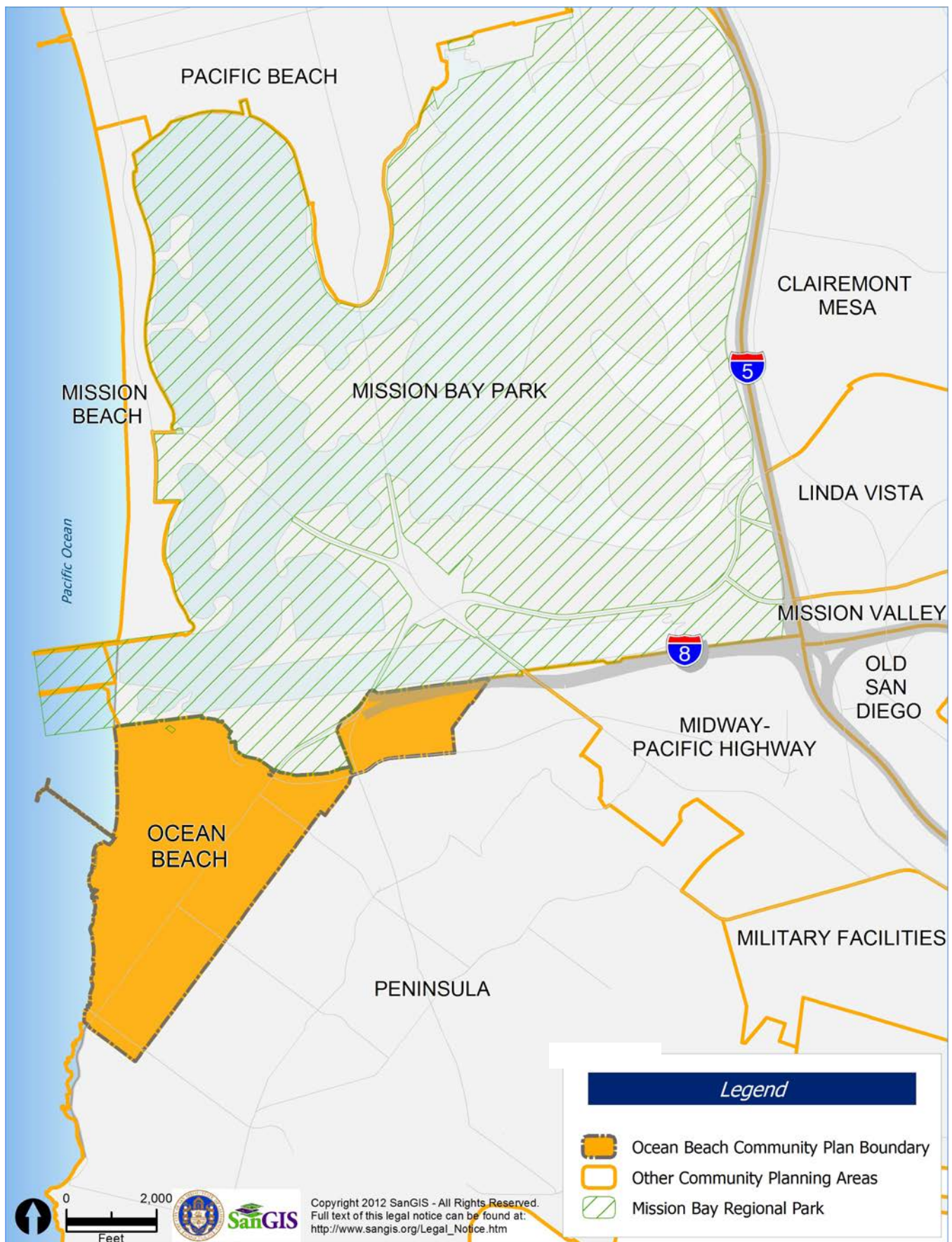


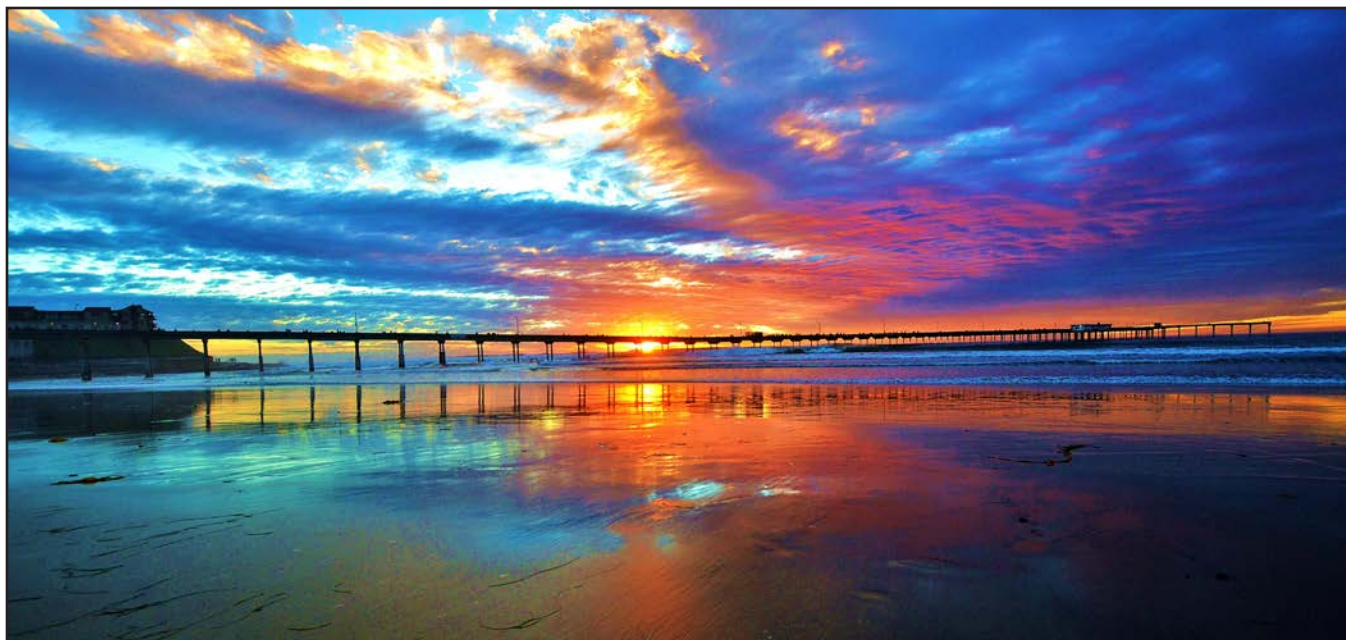
Figure 1.1 Vicinity Map

GOALS

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

The Vision for Ocean Beach

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



View of Ocean Beach Fishing Pier at sunset.

General Plan: Guiding Principles

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



Aerial view of Ocean Beach

Community Plan: Guiding Principles

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

Land Use and Community Planning:

Maintain and enhance the established nature of residential neighborhoods, and encourage mixed use development in the commercial districts.

Mobility:

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

Urban Design:

Foster the small-scale character of Ocean Beach, maintain an unobstructed and accessible beach frontage, and promote a pedestrian-friendly community.

Public Facilities, Services and Safety:

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

Recreation:

Maintain existing park facilities and actively pursue additional recreational opportunities.

Conservation:

Preserve and promote the natural amenities of Ocean Beach.

Noise:

Minimize impacts associated with excessive noise.

Historic Preservation:

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

Table 1.1 Coastal Issue Area and Community Plan Elements

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

1.1 Legislative Framework

Relationship to General Plan

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

1.2 Related Plans and Documents

Multiple Species Conservation Areas

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

Mission Bay Regional Park

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

San Diego River Park

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

Environmentally Sensitive Lands

These development regulations are intended to protect, preserve and, where damaged, restore the environmentally sensitive lands of San Diego and the viability of the species supported by those lands. These regulations are intended to protect the public health, safety, and welfare while employing regulations that are consistent with sound resource conservation principles and the rights of private property owners.

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

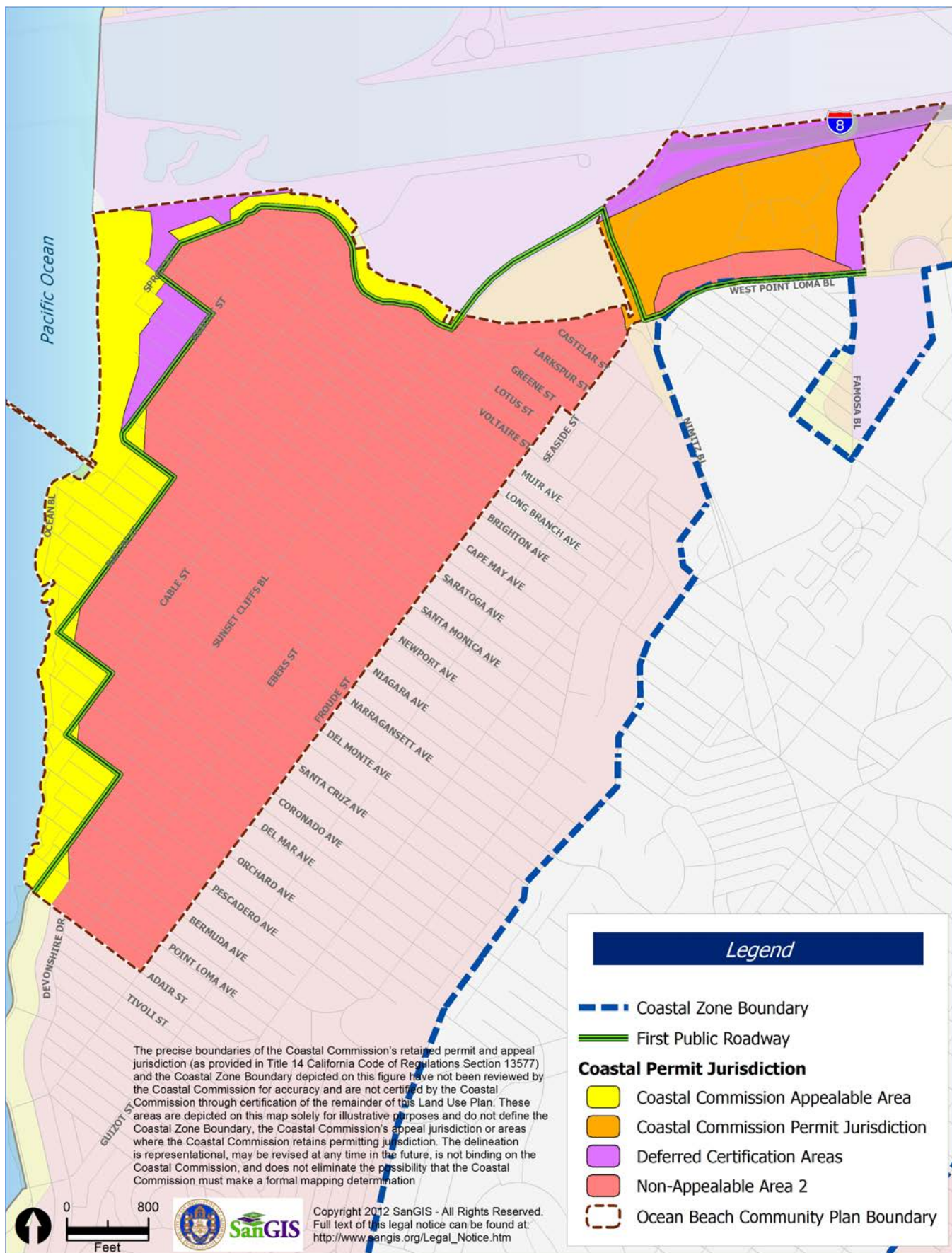


Figure 1.2 Coastal Zone

Famosa Slough Enhancement Plan

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

Land Development Code

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

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

In response to the community's concerns about neighborhood character and overall desire to maintain Ocean Beach's established character, additional policies were included in the Urban Design Element – Residential Neighborhood Recommendations (See Policies 4.2.1-4.2.9). These policies are intended to achieve



The Famosa Slough is a wetland habitat home to a variety of different species.

transitions in scale between existing structures and new infill development. In addition, one of the overall plan goals is to “encourage development that builds on Ocean Beach’s established character as a mixed-use, small-scale neighborhood.” This overall plan goal, which is reflected throughout the plan, together with the more targeted, detailed residential neighborhood urban design policies, provides guidance to project designers, community members, property owners and staff reviewers. As City staff reviews discretionary projects, including variance requests, an evaluation of how the proposed project implements the overall intent of the plan and conforms with its policies will be conducted. The evaluation will form the basis for a determination as to whether the granting of the discretionary permit would adversely affect the Ocean Beach Community Plan¹.

Airport Land Use Compatibility Plan (ALUCP)

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

Proposition “D”

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

Code, is important to maintaining the character of the community as well as coastal views.

1.3 California Coastal Resources

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

1.4 Plan Organization

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

Introduction and Discussion:

Provides a summary of key community issues to the element.

Goals:

Express the broad intent and result of implementing policies and recommendations.

Recommendations:

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

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



Chapter Two:

LAND USE ELEMENT



2. Land Use Element

Introduction

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

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

2.0 Discussion

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

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

is a small commercial district containing a number of commercial establishments interspersed with single-family and multi-family housing.

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

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

LAND USE GOALS

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

Land Use Plan

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

Land Use Categories

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



Table 2.1 Community Plan Land Use Designation

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

Table 2.2 Plan Land Use, Acreage and Percent of Total

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

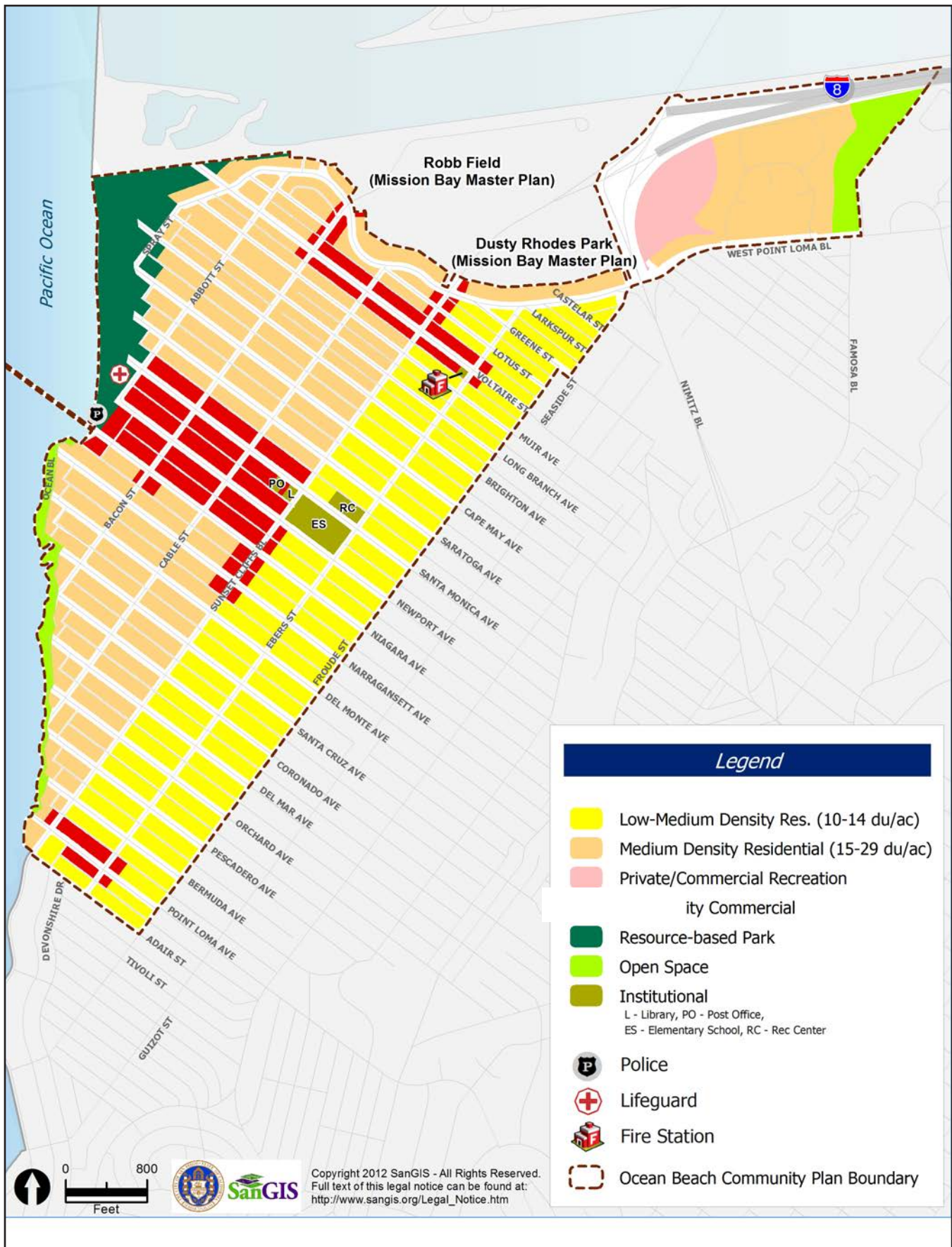


Figure 2.1 Proposed Land Use Plan

2.1 Residential

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

Transitional Housing

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

Balanced Communities

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



These homes are examples of neighborhood character.

Ocean Beach less affordable for both owner-occupied and rental housing.

The City’s Housing Element of the General Plan recommends policies and programs to address the issue of balanced community housing assistance needs of low- and moderate-income families. One of the ways to encourage economically balanced communities is through the City’s density bonus program. This program was designed, in part, to assist the housing construction industry in order to provide affordable housing for all economic segments of the community. In addition, the Coastal Housing Replacement Program requires the replacement of existing affordable housing units with emphasis on the retention of existing affordable housing units on-site or within the community. Since most of Ocean Beach is within the Coastal Zone this program will play an important role in the future development of the community.

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

Recommendations

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

2.2 Commercial

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

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

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

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

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

Recommendations

- 2.2.1 Mixed-use projects should be developed in commercial areas in an integrated, compatible and comprehensive manner.
- 2.2.2 Maintain and enhance commercial districts in Ocean Beach by promoting locally-owned businesses.
- 2.2.3 Maintain the inventory of lower cost rental rooms for visitors and expand the inventory should the opportunity arise (See Table 2.3). Prioritize provision of lower-cost visitor serving recreation and marine-related development.

- 2.2.4 Develop commercially designated properties in accordance with the land use designations of the plan. The commercially designated properties fronting Newport Avenue and Niagara Avenue are prime locations for high-priority commercial recreation and visitor serving uses to meet the demands of goods and services required by the tourist and local populations. Priority uses include overnight accommodations, dining, retail, and recreation facilities, as well as mixed-use development with ground-floor commercial uses, and such uses will be encouraged over general commercial uses in these locations.
- 2.2.5 Encourage the City to adopt pilot programs aimed at creating incentives for more sustainable, mixed-use commercial development.
- 2.2.6 Encourage increased use of sidewalk cafes and outdoor seating that conform to public right-of-way requirements.



The People's Co-op.

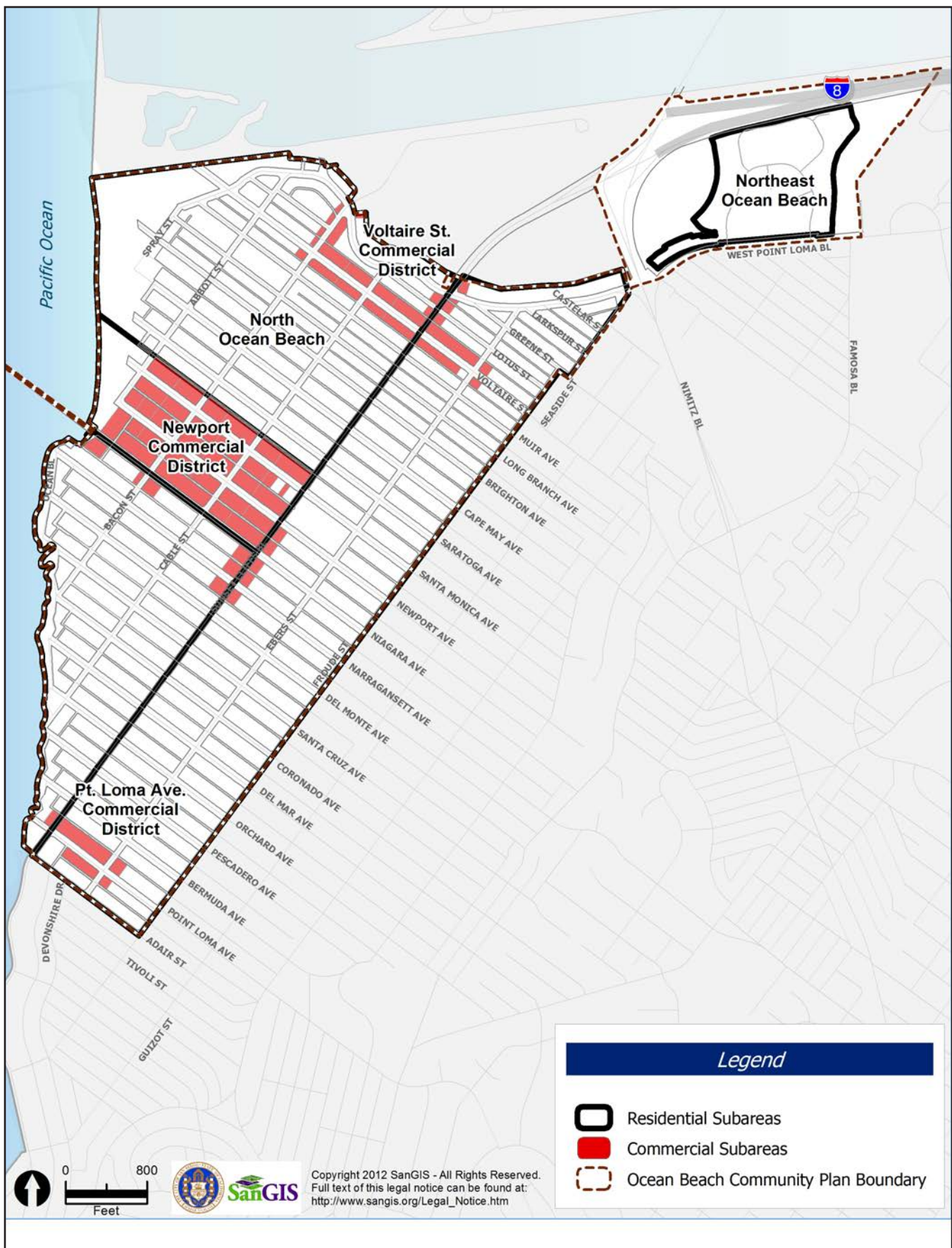


Figure 2.2 Proposed Land Use Plan

2.3 Institutional

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

Recommendations

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

2.4 Hotel/Motel/Hostel Lodging

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

The community is served by 6 visitor serving hotel/motel/hostel facilities for a total of 158 rooms and 50 hostel beds. Figure 2.3, Visitor Serving Commercial Preservation Area, shows the location of the existing accommodation sites. Preservation and maintenance of the facilities, particularly those which are lower cost, is important to serve the tourism and short term housing needs in the community.

Recommendations

- 2.4.1 Preserve existing hotel/motel/hostel facilities from removal or conversion to residential units.
- 2.4.2 Encourage the addition of overnight accommodations particularly serving the low/moderate cost range in the community.
- 2.4.3 Rehabilitate existing hotel/motel/hostel facilities where feasible.



Ocean Beach Hotel



The USA Hostel is located on Newport Avenue and adds unique character to Ocean Beach.

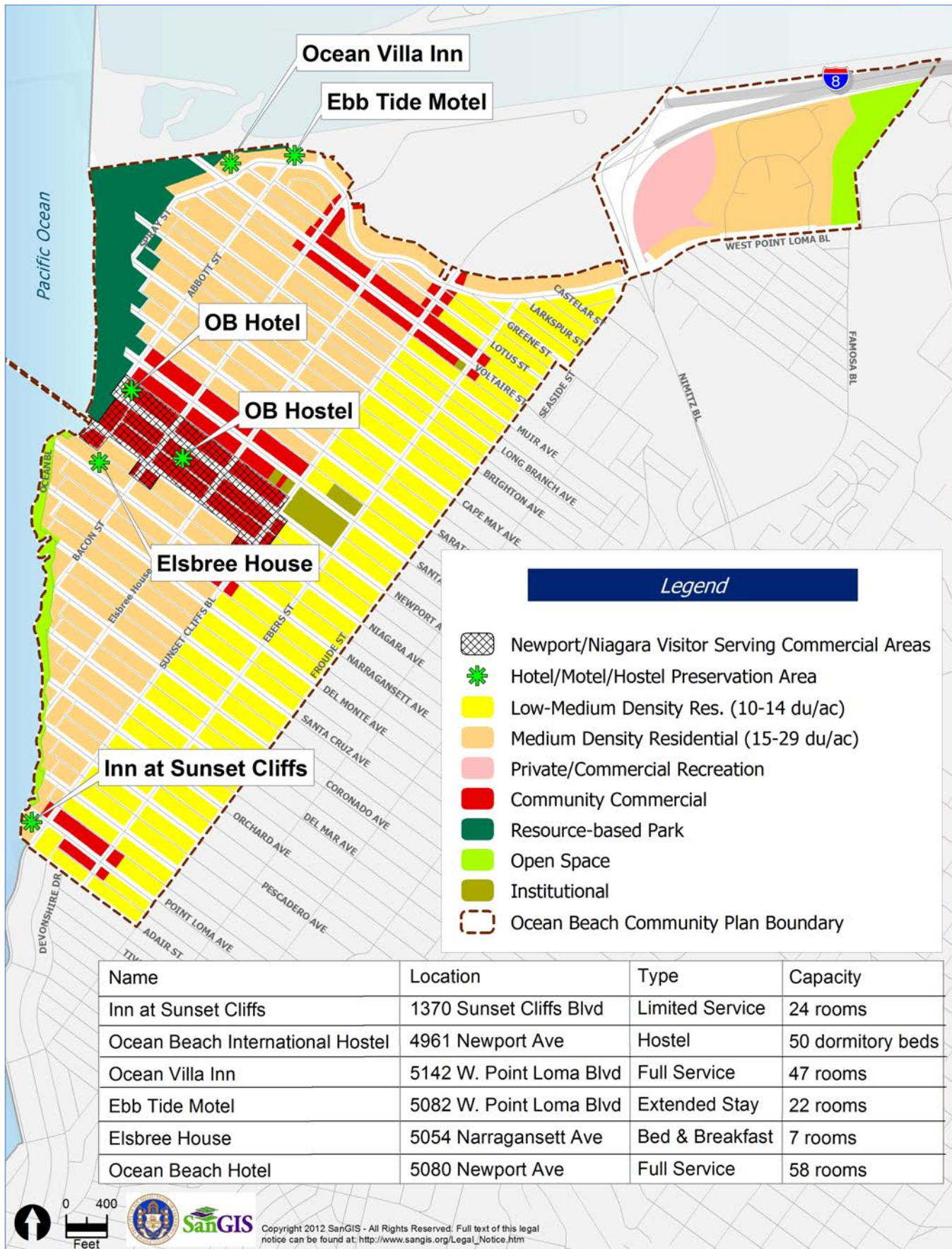


Figure 2.3 Visitor Serving Commercial Preservation Area

2.5 Open Space, Parks, & Recreation

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

Recommendations

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



Chapter Three:

MOBILITY ELEMENT

3. Mobility Element

Introduction

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

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

3.0 Discussion

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

route selections to reach their destinations. Streetscapes that are key to Ocean Beach's unique character can be retained or improved.

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

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

MOBILITY GOALS

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

3.1 Walkability

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

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

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

Recommendations

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

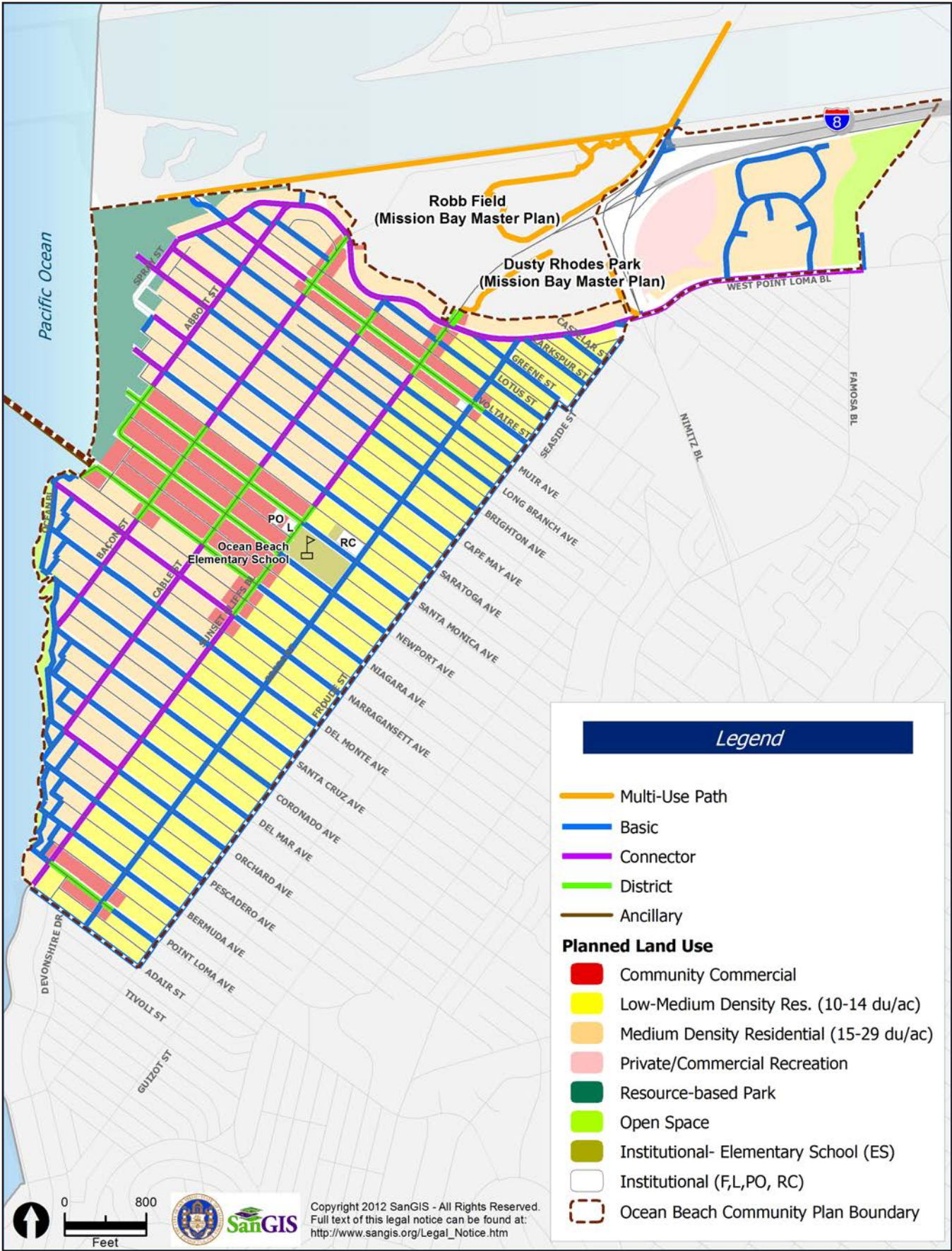


Figure 3.1 Pedestrian Circulation Routes

3.2 Public Transit

Ocean Beach has historically been served by two bus routes operated by the Metropolitan Transit System (MTS) as is today. Ocean Beach is included in the Central Coastal area of MTS, with transit mode share of 5% for the community. The San Diego Association of Governments' (SANDAG) Regional Transportation Plan (RTP) projects total transit mode share for the Central Coastal area to be between 10% to 15% in 2050. To this effect, the RTP is proposing a new Rapid Bus Route to be extended to Ocean Beach with stops located at key intersections.

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

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

Recommendations

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



Public transit is a convenient form of transportation within Ocean Beach.

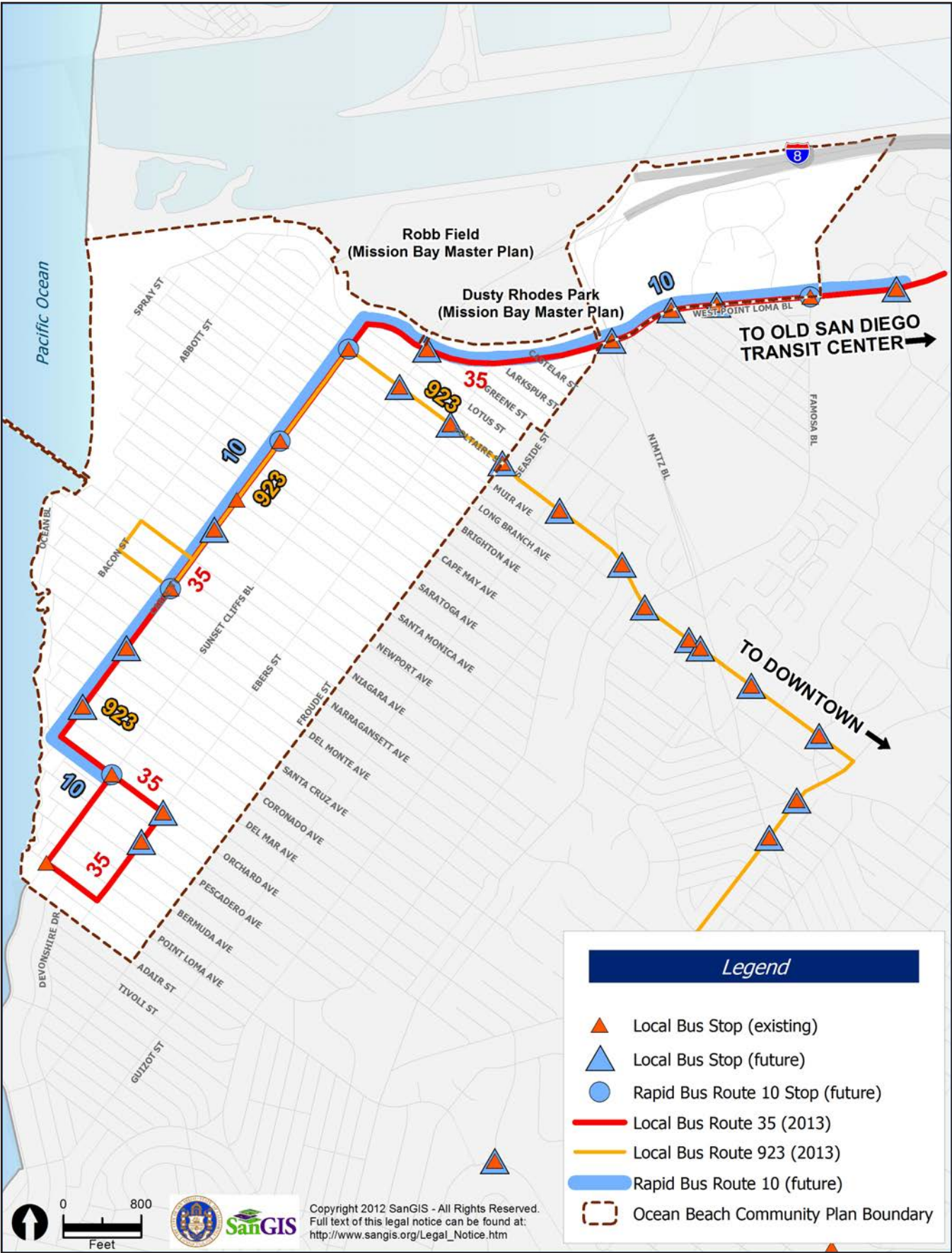


Figure 3.2 Public Transit

3.3 Streets and Freeways

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

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

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

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

Recommendations

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

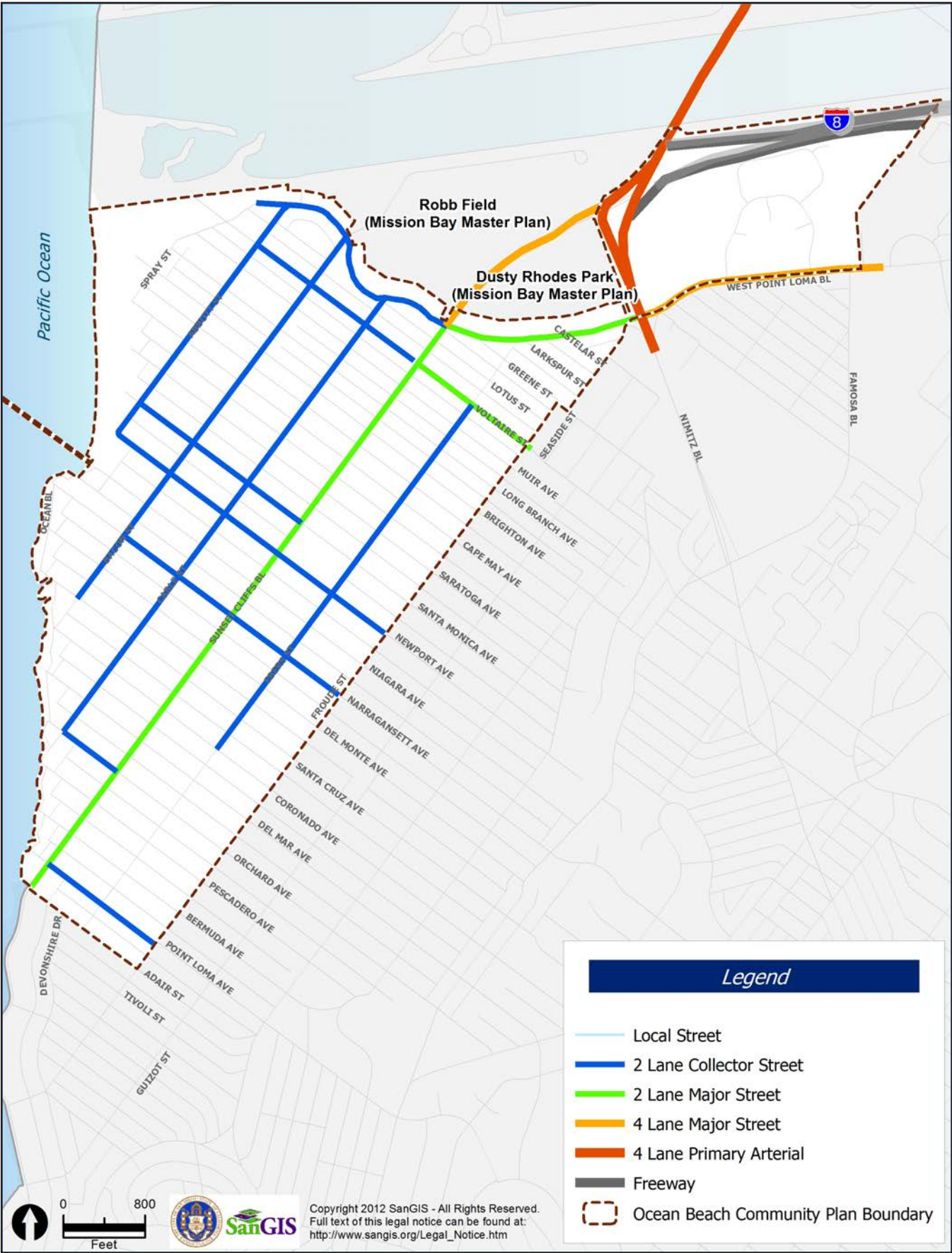


Figure 3.3 Functional Street Classifications

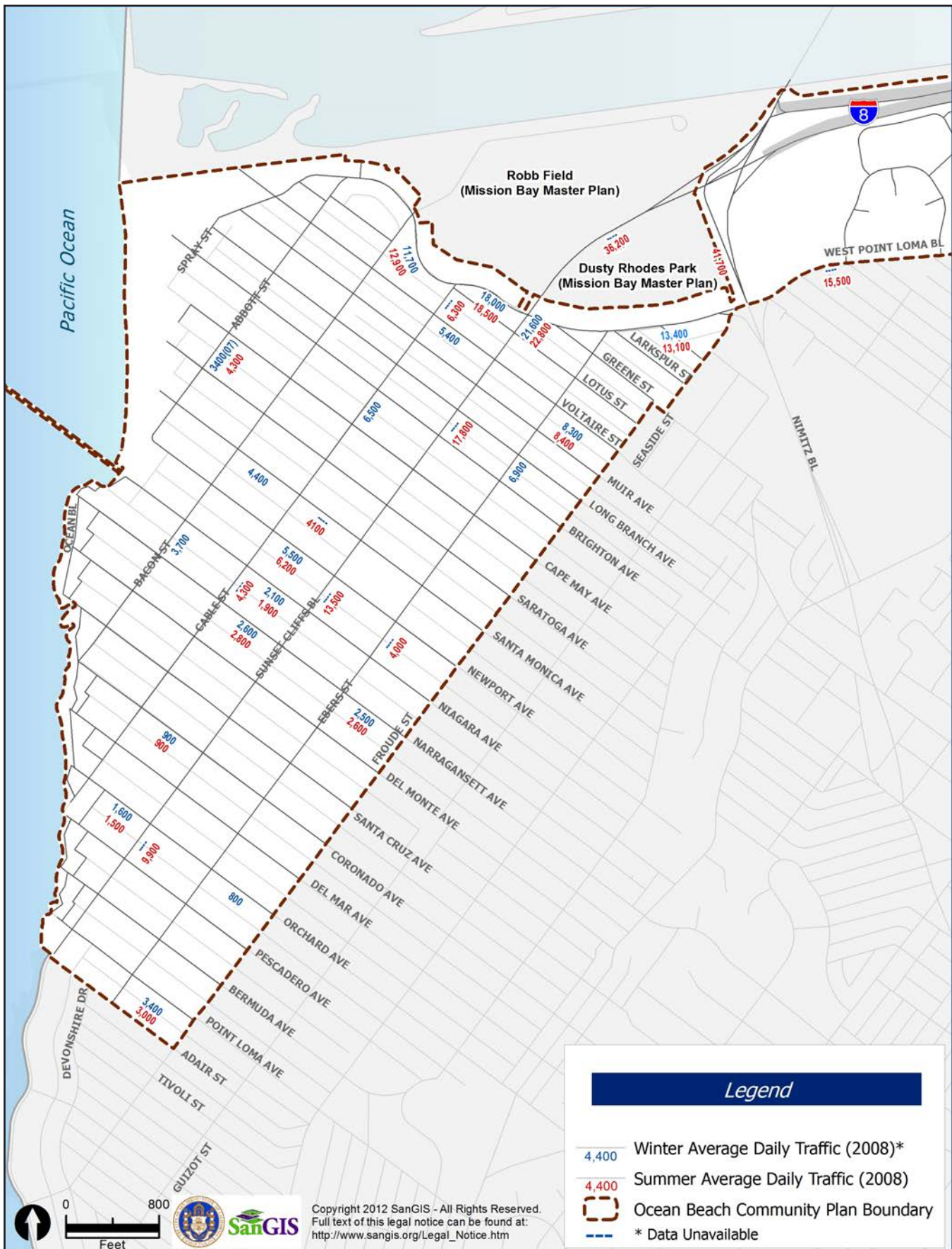


Figure 3.4 Existing Daily Traffic Volumes

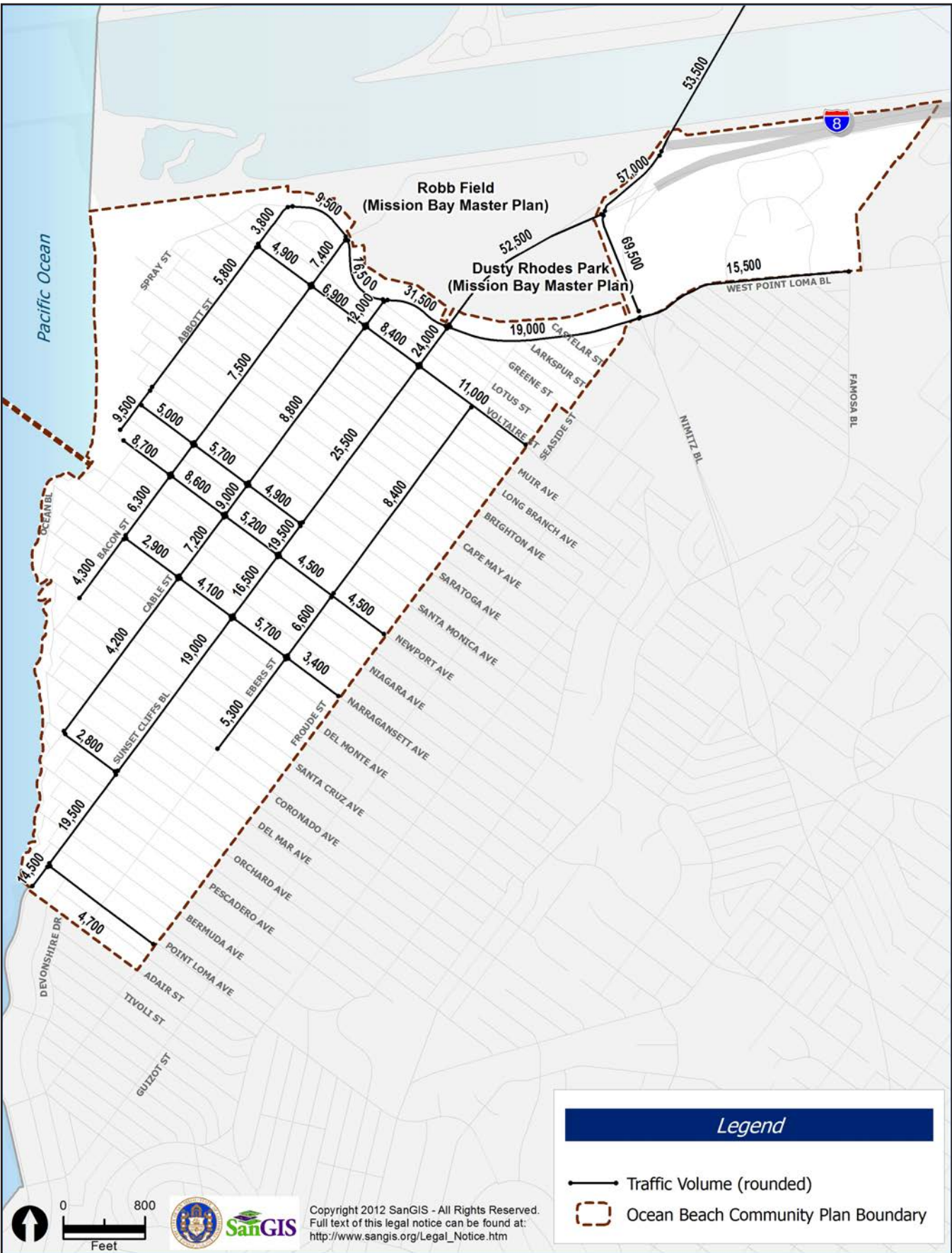


Figure 3.5 Future Daily Traffic Volumes

3.4 Bicycling

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

The City's Bicycle Master Plan was updated in 2013. In 2010, Ocean Beach was served by 5 miles of designated bicycle facilities. The 2013 Bicycle Master Plan proposes 7.46 additional miles for a total of 12.46 miles of bicycle facilities in Ocean Beach. The bicycle network consists of a combination of facilities that include Class I bicycle paths, Class II bicycle lanes, Class III bicycle routes, a Bicycle Boulevard, and a Cycle Track. For characteristics of each bicycle facility and classification, consult the San Diego Bicycle Master Plan. The 2011 Bicycle Master Plan proposes a Cycle Track on Nimitz Boulevard, and a Bicycle Boulevard along Bacon Street, Brighton Avenue, and Coronado Avenue.

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

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

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

Recommendations

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

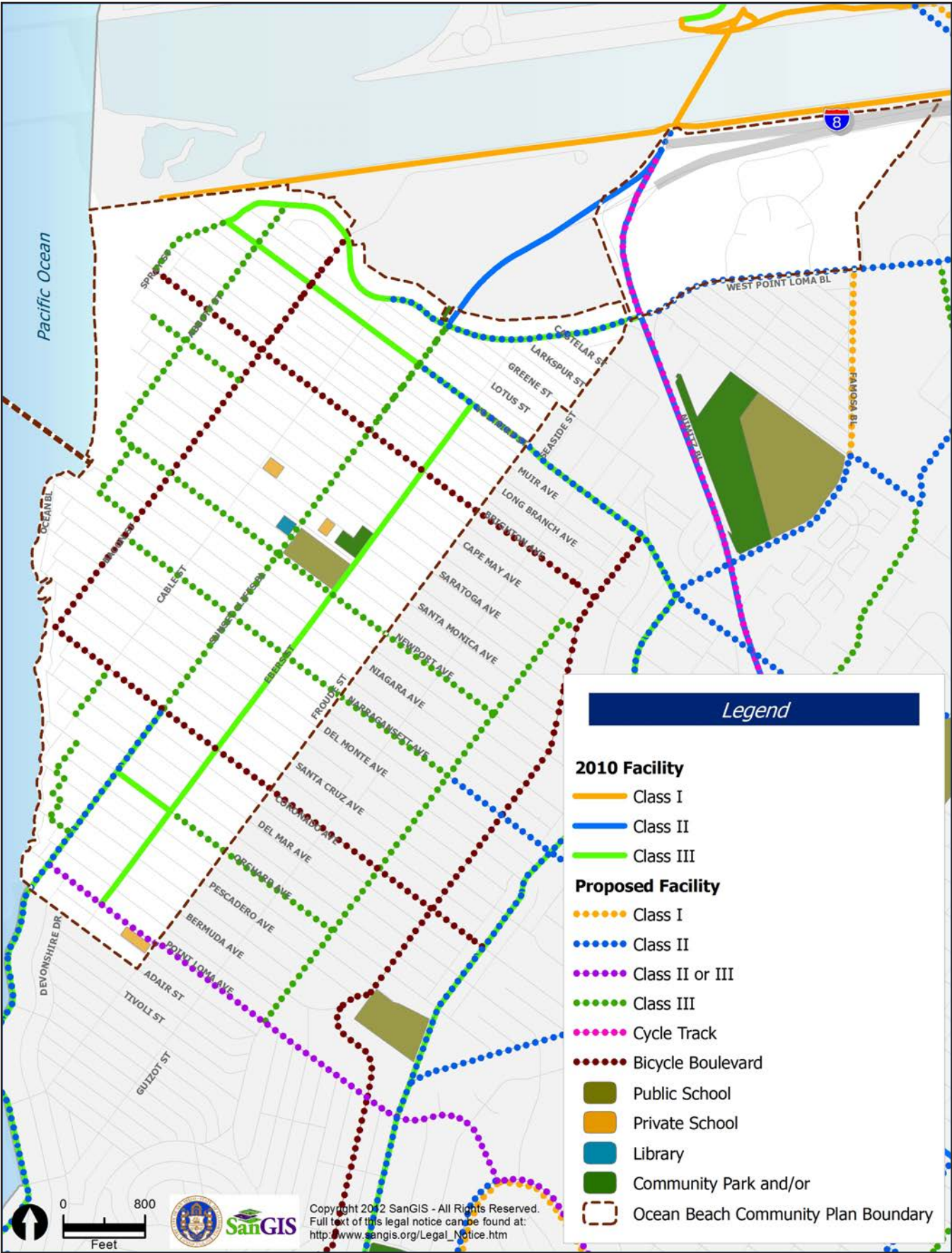


Figure 3.6 Bicycle Network

3.5 Parking

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

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

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

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

Visitor-oriented parking and shared parking arrangements offer additional opportunities to increase off-street parking supply. While lack of available lots with adequate size within the community complicates identifying and providing additional off-street parking, multiple smaller size lots could serve this need.

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



Bicycle racks add a more pedestrian oriented design to sidewalks.

Recommendations

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



Chapter Four:

URBAN DESIGN ELEMENT



4. Urban Design Element

Introduction

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

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

4.0 Discussion

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

The Urban Design Element builds from the framework established in the Urban Design Element of the General Plan, and works in conjunction with the other elements of the Community Plan. The Element

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

URBAN DESIGN GOALS

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

4.1 General Urban Design

Architecture

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

Bulk and Scale

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

Fenestration

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

Roofs

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

Materials

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

Recommendations

- 4.1.1 Building bulk should be minimized through the use of vertical and horizontal offsets and other architectural features, including step backs and articulation which serve to break up building facades and provide a visual hierarchy of design elements.
- 4.1.2 Ensure that the scale and articulation of projects are compatible with the surrounding development.
- 4.1.3 Building doors, windows and other openings should create visual rhythms or patterns that break down the horizontal and vertical scale of taller buildings, and allow light and the free flow of ocean breezes.
- 4.1.4 Proportion fenestration elements to reflect the scale and function of interior spaces.
- 4.1.5 New residential and commercial development on corner lots must be mindful of both street frontages. New corner development should activate both street frontages and provide architectural features which take advantage of the unique location.
- 4.1.6 Provide a dedicated pedestrian access way to a building development that is separate from the automobile access.
- 4.1.7 Avoid large areas of uninterrupted, blank surfaces. Highly reflective, mirrored or tinted glasses are strongly discouraged.
- 4.1.8 Encourage a variety of roof types for new and infill development in Ocean Beach, including but not limited to flat and pitched roofs of various forms such as hips, gables, lean-to and saw-tooth roofs. A variety of roof types helps to provide visual interest and minimize the bulk and scale of development. Consider a variety of roof type designs to accentuate distinct elements of a building project and provide visual diversity.
- 4.1.9 Incorporate water quality protection measures to new development projects in conformance with the City's Storm Water Standards Manual.
- 4.1.10 Encourage the use of permeable landscaping for yards and driveways in new private and public construction projects.
- 4.1.11 Accentuate a building's pedestrian entrance with the use of distinct colors, materials, an awning or canopy and/or other architectural features.
- 4.1.12 Minimize and evaluate the use of night lighting along the shoreline and adjacent to sensitive habitat areas, consistent with MHPA Adjacency Guidelines, ESL regulations, and Outdoor Lighting regulations. Evaluate the provision of lighting on the pier during non-daylight hours of operation.
- 4.1.13 Encourage the use of special design and window treatments to improve the degree to which new developments are bird-safe. Green design that facilitates bird safety includes: reduction of reflectivity and transparency in glass, the avoidance of light pollution, reduced disturbance to natural landscapes and biological systems, and lowered energy use.
- 4.1.14 Encourage new development to meet the requirements of the US Green Building Council (USGBC) Leadership in Energy and Environmental Design Program® (LEED®) certification, or equivalent CALGreen standards.



Hodad's is a popular establishment in Ocean Beach.

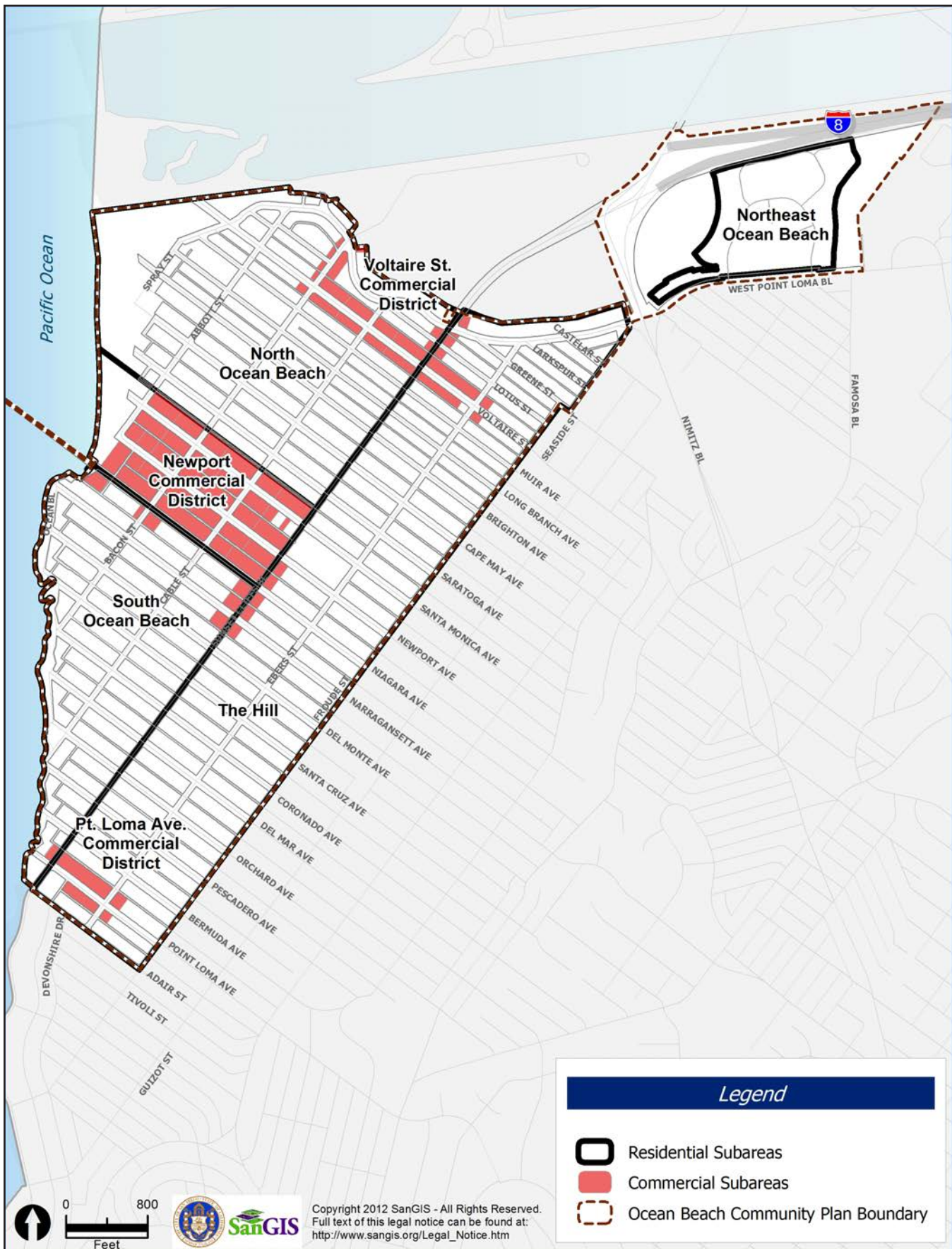


Figure 4.1 Residential and Commercial Subareas

4.2 Distinctive Neighborhoods and Residential Design

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

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

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



This Craftsman Bungalow is a great example of pedestrian oriented residential street frontage.

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

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

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

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

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

Recommendations

- 4.2.1 Encourage inclusion of balconies, decks, porches, patios, stoops, garden walls, awnings, canopies, and landscaped yards in residential design in order to engage the public right-of-way and increase pedestrian interest (Refer to General Plan Policy UD-B.4).
- 4.2.2 Encourage new multi-family residential projects to be in the form of courtyard or garden-type units, to provide a visual connection to the public right-of-way, and stay in keeping with the dominant small-scale character.
- 4.2.3 Encourage gradual transitions between new residential structures and existing adjacent buildings by incorporating side yard setbacks and upper story setbacks. Create visual interest and variety, while maintaining a sense of harmony and proportion along street frontages and other portions of the project exposed to the public view (Refer to General Plan Policies UD-A.5 and UD-B.1).
- 4.2.4 New residential development should take design cues from the historic small-scale character of the residential areas in Ocean Beach. Establish respectful and functional site arrangement of buildings and parking areas, and a high quality of architectural and landscape design.
- 4.2.5 Buildings should reflect the prevalent pattern and rhythm of spacing between structures, and the bulk and scale of the surrounding neighborhood's character (Fig. 4-2).
- 4.2.6 Residential development on parcels without alleyway access should enclose required parking on-site in a manner consistent with zoning requirements. Parking that is not enclosed should be screened from the street by landscaping, low walls, or other attractive architectural features.
- 4.2.7 Development on larger lots resulting from lot consolidation should mimic the development pattern of the surrounding neighborhood with buildings, and facades that are broken up to complement the smaller scale of the neighborhood. New structures should be built within existing lot lines to preserve the pattern and rhythm of spacing between buildings.
- 4.2.8 Discourage lot-splitting in single family areas and maintain residential lot sizes in their existing conditions to the highest degree possible.
- 4.2.9 Maintain the community's small-scale character and avoid exception to established floor area ratios to the greatest extent possible under the law².



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

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

4.3 Mixed-Use Village and Commercial Districts

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

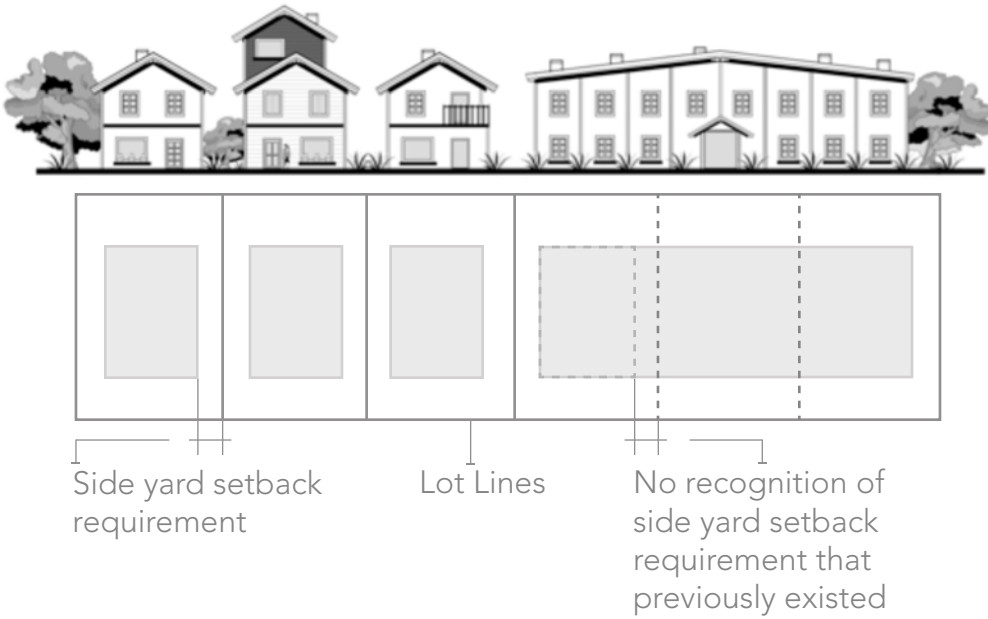
The commercial districts display a high degree of interaction with the streets by constructing buildings on the edge of the sidewalks and incorporating transparency on ground floors. Several businesses include interior courtyards visible from the street or exterior plazas and other public gathering places.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

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

Recommendations

- | | | | |
|-------|--|--------|--|
| 4.3.1 | New commercial development should derive design cues from the historic small-scale character of the commercial districts in Ocean Beach, and actively engage the public right-of-way. (Refer to General Plan Policy UD-C.2). | 4.3.3 | Design new commercial development to attain a 60% ground-floor transparency to highlight interior activity from the street. Storefront window sills should have a maximum height of four feet to maximize the depth of view into the building. |
| 4.3.2 | Incorporate pedestrian access ways, plazas and courtyards into the design of projects to establish physical linkages and connect to main public ways and common open space areas. (Refer to General Plan Policy UD-C.4). | 4.3.4 | Commercial parking should be provided at the rear of commercial buildings with ingress and egress from the alley wherever possible. |
| | | 4.3.5 | Parking lot security lighting should not illuminate adjacent residential properties (Refer to General Plan Policy UD-A.11). |
| | | 4.3.6 | Restrict additional curb cuts along Sunset Cliffs Boulevard and in the Voltaire Street, Newport Avenue, and Point Loma Avenue Commercial Districts to minimize conflicts between pedestrians and vehicles. Remove curb cuts in commercial areas whenever possible. |
| | | 4.3.7 | Interior roll-down doors and security grilles should be predominantly transparent, retractable and designed to be fully screened from view during business hours. |
| | | 4.3.8 | Consider chamfered or beveled corners, or enclosures or courtyards with seating, or fully-operational windows, to engage the pedestrian right-of-way along street corner frontages, (See Fig. 4-3). |
| | | 4.3.9 | Discourage drive-through service in any new commercial and retail development, including replacement and/or reconstruction of former structures. |
| | | 4.3.10 | Continue implementing the Ocean Beach Sign Enhancement program. |
| | | 4.3.11 | Encourage shared parking agreements and allow businesses to utilize parking lots that are not in use. |

Figure 4.2 Pattern and Rhythm of Spacing



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



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

4.3.12 Secure and convenient bicycle parking shall be provided with new commercial development.

4.3.13 Encourage sustainable development in mixed-use districts through district-scale best practices that focus on creating ecologically healthy and resilient communities. Evaluate opportunities for efficiencies in systems such as utilities, transportation and waste-stream management.

4.3.14 Encourage increased use of sidewalk cafes and outdoor seating that conform to public right-of-way requirements.

4.4 Streets and Alleyways Connectivity / Accessibility

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

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

Recommendations

- 4.4.1 Orient structures and building design elements toward the street to promote walkability and bikability, help activate the street and contribute to a better definition of the street edge (refer to General Plan Policy UD-B.6).
- 4.4.2 Discourage curb cuts where alley access exists and to minimize conflicts between pedestrians and vehicles.
- 4.4.3 Provide well planned and coordinated decorative lighting, street trees, benches, recycling receptacles, bicycle racks, and other pedestrian amenities throughout the community. Incorporate art into these streetscape elements, when available and appropriate.
- 4.4.4 Provide a clear path of travel along streets free of obstructions such as ill-placed street lamps, utility boxes, bike racks, benches, signs, planter boxes, low branches or other landscaping, and bus stops. (See General Plan Policy UD-C.7)
- 4.4.5 New development should be designed to interact with streets and alleyways to provide visual interest, pedestrian comfort, and easy access for patrons.
- 4.4.6 Ensure that any improvements to existing streets and alleyways do not compromise the ability to perform effective street sweeping, and all drainage and storm drains are retained or improved to meet City standards.

Figure 4.3 Chamfered Corners with outdoor seating

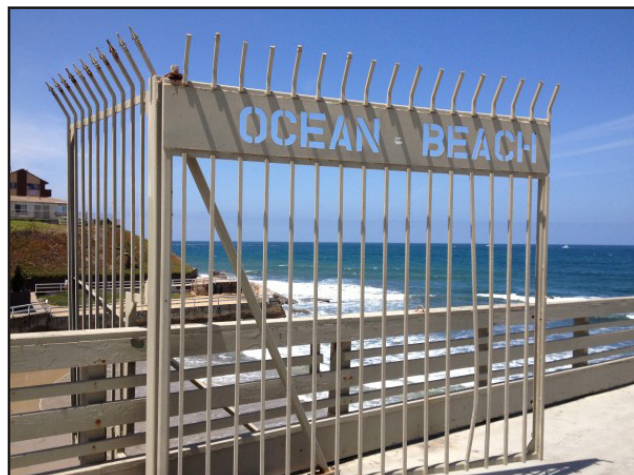


4.5 Public Art

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

Recommendations

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



Art can be integrated into signage, benches, lighting, and other street furnishing elements.



Public Art is a common sight in Ocean Beach

4.6 Public Coastal Views

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

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

A “Scenic Overlook” is a point of public access providing a view over private property and allowable building envelope. A “View Cone” is typically located at a street end, provides extensive views, and is defined by a 90 degree radiating lines from public vantage point (the centerline of the street) to the corners of the buildable envelope as defined by the setbacks of each corner property closest to the ocean or shoreline. A “Framed View Corridor” is a roadway offering a view from a public right-of-way or public property without obstruction from allowable building envelopes on adjacent private property. Due to the topography of Ocean Beach, identified view corridors on Figure 4.4 do not extend the entire length of the east-west streets, only along the portions identified. Coastal scenic overlooks, view cones, and framed view corridors are identified in Figure 4.4.



The Ocean Beach community has numerous view corridors.

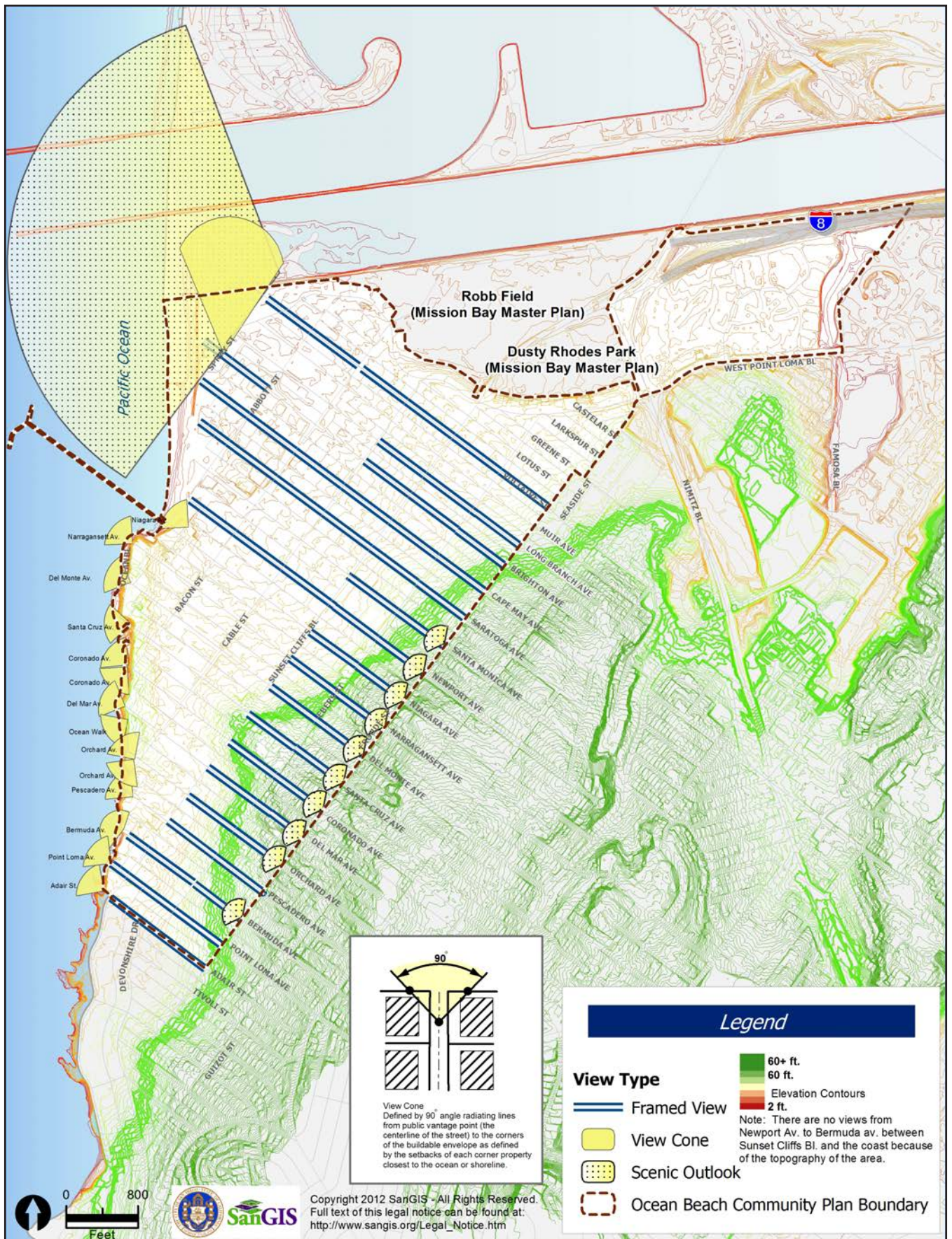
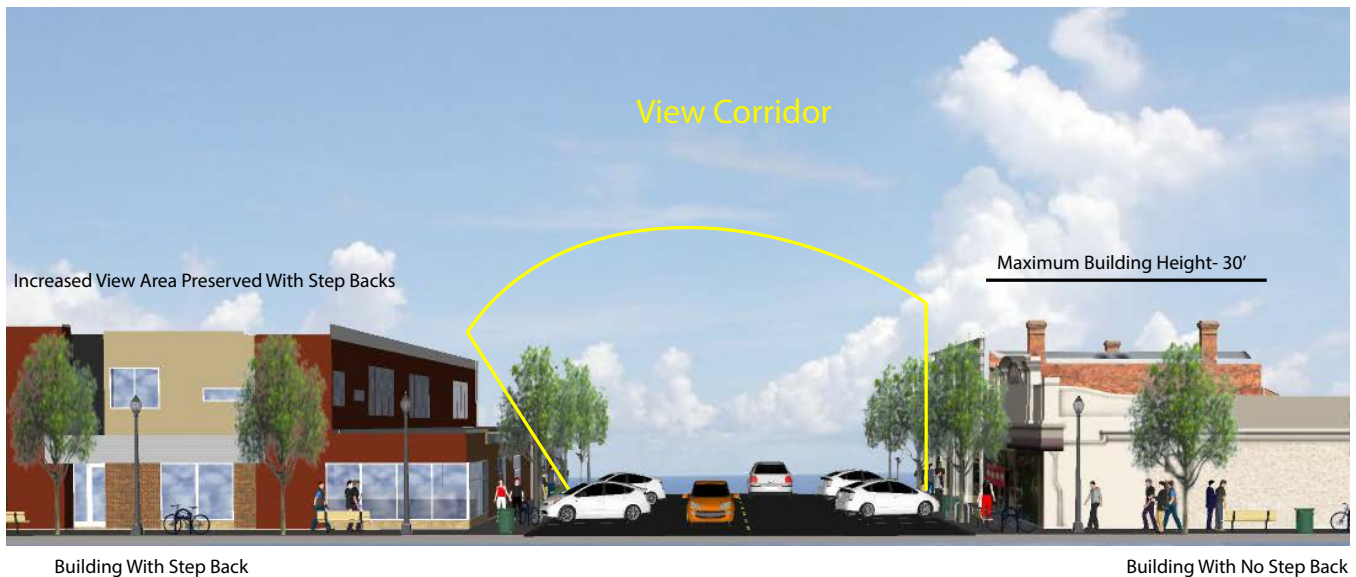


Figure 4.4 Public Coastal Views

Recommendations

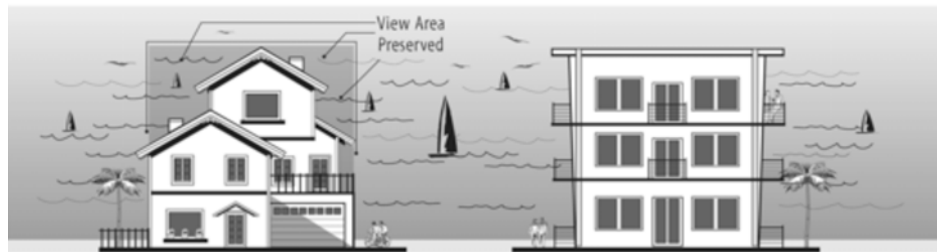
- 4.6.1 Design multi-story buildings to avoid “walling off” public views and incorporate building articulation techniques including front, side and rear and upper story step backs, and aligning gable end with view corridor to maximize public coastal views. (See Figures 4-4, 4-5 and 4-6)
- 4.6.2 Protect and improve visual access at street ends in conjunction with coastal physical access projects. Such public improvements should consider inclusion of benches, landscaping, improved walkways, bicycle racks and stairwells from street ends to the beaches below. (See Figure 4.4)
- 4.6.3 Enhance visual access by requiring development near the bluff top and within the area between the ocean and the first public right-of-way from the ocean to maintain setbacks free from structural or landscape elements greater than three feet (3') in height, allowing taller plants outside setbacks. (See Figure 4.4)
- 4.6.4 Consider incorporating upper story sun decks or patios, or utilize cross-gabling on upper stories to align with and protect view corridors. (See Fig. 4.4 and Fig. 4.6)
- 4.6.5 Delineate building roofs and meet the sky with a thinner form, through utilization of successive step backs on upper stories along view corridors.

Figure 4.5 Stepbacks in View Corridors



The figure at left shows three different view corridors along Del Monte Avenue, Narragansett Avenue, and Niagara Avenue. The second and subsequent stories of residential and mixed-use projects should be stepped back from the first story in order to help preserve views.

Figure 4.6 Utilization of Cross-Gabbling



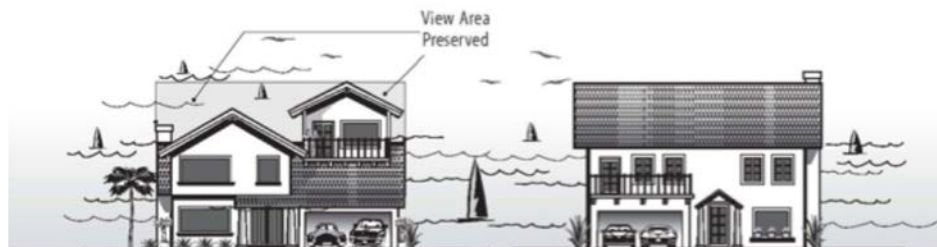
Utilization of urban design guidelines featuring pitched roof design with gable aligned with designated view corridor, should be utilized on designated public coastal access view corridors.

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



Maximum view preservation magnified by adjacent development.

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



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

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



Maximum view preservation magnified by adjacent development utilizing cross-gabled design.

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



Chapter Five:

**PUBLIC FACILITIES,
SERVICES AND
SAFETY ELEMENT**



5. Public Facilities, Services and Safety Element

Introduction

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

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

5.0 Discussion

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

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

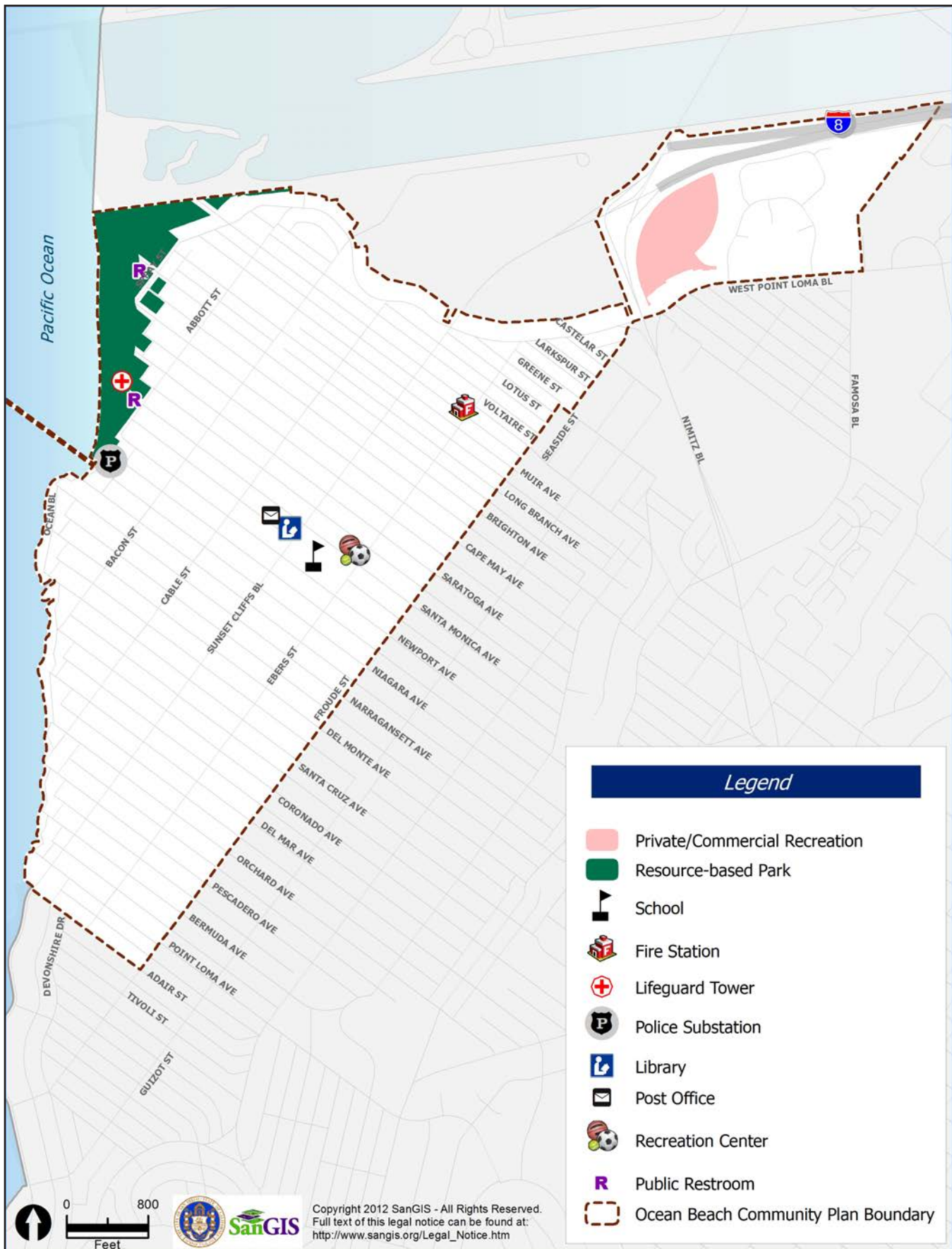


Figure 5.1 Public Facilities

PUBLIC FACILITIES, SERVICE, AND SAFETY GOALS

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

5.1 Police, Fire, and Lifeguard Services

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

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

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

Recommendations

- 5.1.1 Continue to fund infrastructure improvements that allow police, fire, and lifeguard services to continue meeting the needs of the community.
- 5.1.2 Maintain police and fire and rescue response levels within established San Diego Police and Fire-Rescue departmental goal levels.
- 5.1.3 Accommodate lifeguard, police, and comfort station needs with construction of new facilities that are joint-use or collocated.
- 5.1.4 Remove the "temporary" police trailer from the parking lot at the westerly terminus of Newport Avenue.
- 5.1.5 Encourage high-quality design and sensitive placement of corporate logos associated with the City's Corporate Partnership Program on public facilities. Ensure corporate partnerships have a positive impact on community.

5.2 Water, Waste Water, and Storm Water

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

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

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

Recommendations

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



Ocean Beach Recreation Center.



Ocean Beach public restrooms and showers.

5.3 Parks, Schools, and Library

Parks

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

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

Schools

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

Library

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

Recommendations

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



5.4 Public Utilities, Wireless Communications, and Street Lights

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

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

Lateral and upward light pollution associated with street lighting is a concern for Ocean Beach. The community also recognizes that

street lighting can improve neighborhood safety, especially near transit stops, and public parks. Ocean Beach residents support "sustainability" and the use of solar-powered streetlights.

Public Utilities, Wireless Communications, and Street Lights Recommendations

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

5.5 Solid Waste

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

Recommendations

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

Chapter Six:

RECREATION ELEMENT



6. Recreation Element

Introduction

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

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

6.0 Discussion

Ocean Beach is an urbanized coastal community with limited opportunities for providing new recreation facilities due to the lack of large vacant parcels. The community wishes to maintain existing parks and to expand opportunities for new facilities through park equivalencies. The park system in Ocean Beach is made up of population-based parks,

resource-based parks and open space lands. Population-based parks and recreation facilities are located within close proximity to residents and are intended to serve the daily needs of the neighborhood and community. This element is intended to work in conjunction with the General Plan when reviewing development proposals.



Ocean Beach Shoreline Park provides beach volleyball as well as many other active and passive recreational uses.

RECREATION GOALS

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

6.1 Park and Recreation Resources

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

The community park also has an outdoor basketball court, passive lawn areas and a tot lot which is referred to by the community as Saratoga Park.

The new 0.22 acre Ocean Beach Gateway Park features an artistic plaza of colorful pavement and interpretive signs, benches, bike racks, landscaping and a pedestrian path connecting to Robb Field. The joint use facility at Ocean Beach Elementary School provides a ball field for community use during after-school hours and on weekends and holidays pursuant to a joint use agreement between the City of San Diego and the San Diego Unified School District. The community park, gateway pocket park and the joint use facility are the existing parks and recreation facilities that satisfy some of the population-based park needs for the Ocean Beach Community.

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

Population – Based Parks

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

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

Recreation Facilities

The General Plan also establishes minimum guidelines for recreation facilities which include Recreation Centers and Aquatic Complex based on population. The existing Ocean Beach Recreation Center is currently 10,090 square feet and should be enhanced to meet the full community development and provide an additional 5,000 square feet to the east side of the building for community meeting rooms, senior citizen meeting and activity room and children's activity room. An Aquatic Complex is not planned specifically for Ocean Beach because the projected population at full community development is below the requirement of one per 50,000 residents.



Indoor recreation and community meeting rooms are provided at the existing Ocean Beach Recreation Center.

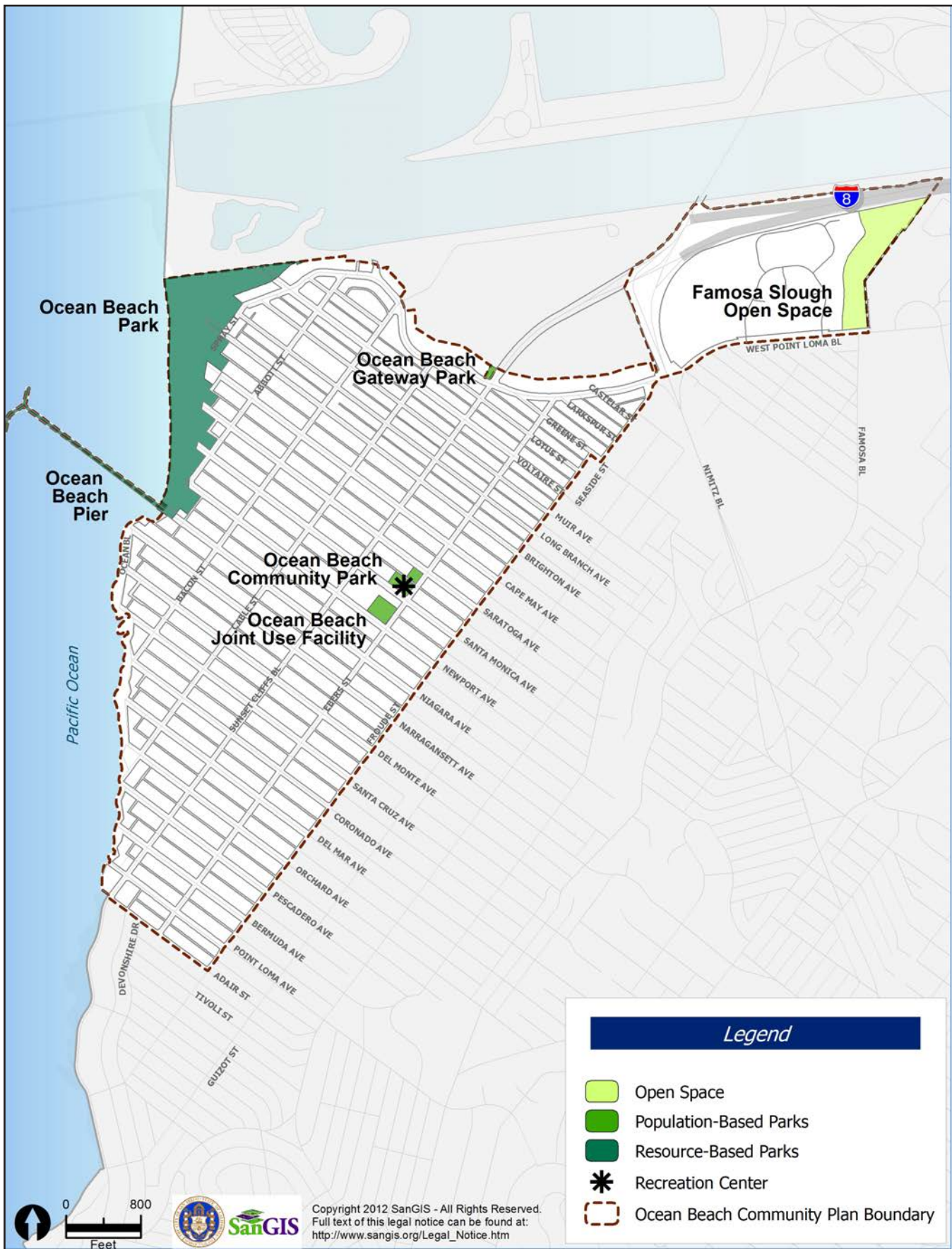


Figure 6.1 Existing Parks and Recreation Facilities

Table 6.1 Existing and Future Population-based Parks and Recreation Facilities

Existing Population Based Parks	Existing Useable Acres	Future Useable Acres	Deficit/Credit
Community Parks:			
Ocean Beach Community Park	1.21 acres	8.2 acres	6.79 acres
Neighborhood Parks:			
Ocean Beach Gateway Pocket Park	0.22 acres	34 acres	33.78 acres
Park Equivalency:			
Ocean Beach Elementary Joint Use Facility	1.20 acres		
Total Existing	2.63 acres	42.20	39.572 acres
* General Plan Guideline: 15,071 people divided by 1,000 = 15.07 x 2.8 acres = 42.20 acres of population-based parks.			

Existing Recreation Center(s):	Future Requirements	Future Deficit
10,090 square feet Ocean Beach Community Recreation Center	10,200 Square Feet**	110 Square Feet
** General Plan Guideline: Recreation Center (17,000 square feet) serves population of 25,000. 15,071 people divided by 25,000 people = 60 % of a 17,000 square foot Recreation Center = 10,200 square feet.		

Existing Aquatic Complex:	Future Requirements	Future Deficit
0 Existing	30 % of an Aquatic Complex***	30 % of an Aquatic Complex
*** General Plan Guideline: Aquatics Complex serves population of 50,000. 15,071 people divided by 50,000 people = 30 % of an Aquatics Complex.		

However, to meet the aquatic needs for the Ocean Beach community, the future Aquatic Complex is to be located at NTC Park at Liberty Station in the adjacent Peninsula Community and will be shared between the Ocean Beach, Peninsula and Midway/ Pacific Highway Communities.

Opportunities for additional park land and recreation facilities within the Ocean Beach Community are anticipated to come through redevelopment of private and public properties and through the application of park equivalencies. While the City’s primary goal is to obtain land for population-based parks, in some communities where vacant land is not available or is cost-prohibitive, the City’s General Plan allows for the application of park equivalencies to be determined by the community and City staff through a set of guidelines. The guidelines suggest what

type of facilities can be considered and how to evaluate these facilities. Facilities that may be considered as population-based parks include: joint use facilities, trails, portions of resource-based parks, privately-owned publicly-used parks, and non-traditional parks, such as roof top recreation facilities or indoor basketball or tennis courts.



Ballfields are provided at the existing Ocean Beach Joint Use Facility.

Recreation Opportunities and Park Equivalencies

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

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

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

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

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

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

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

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

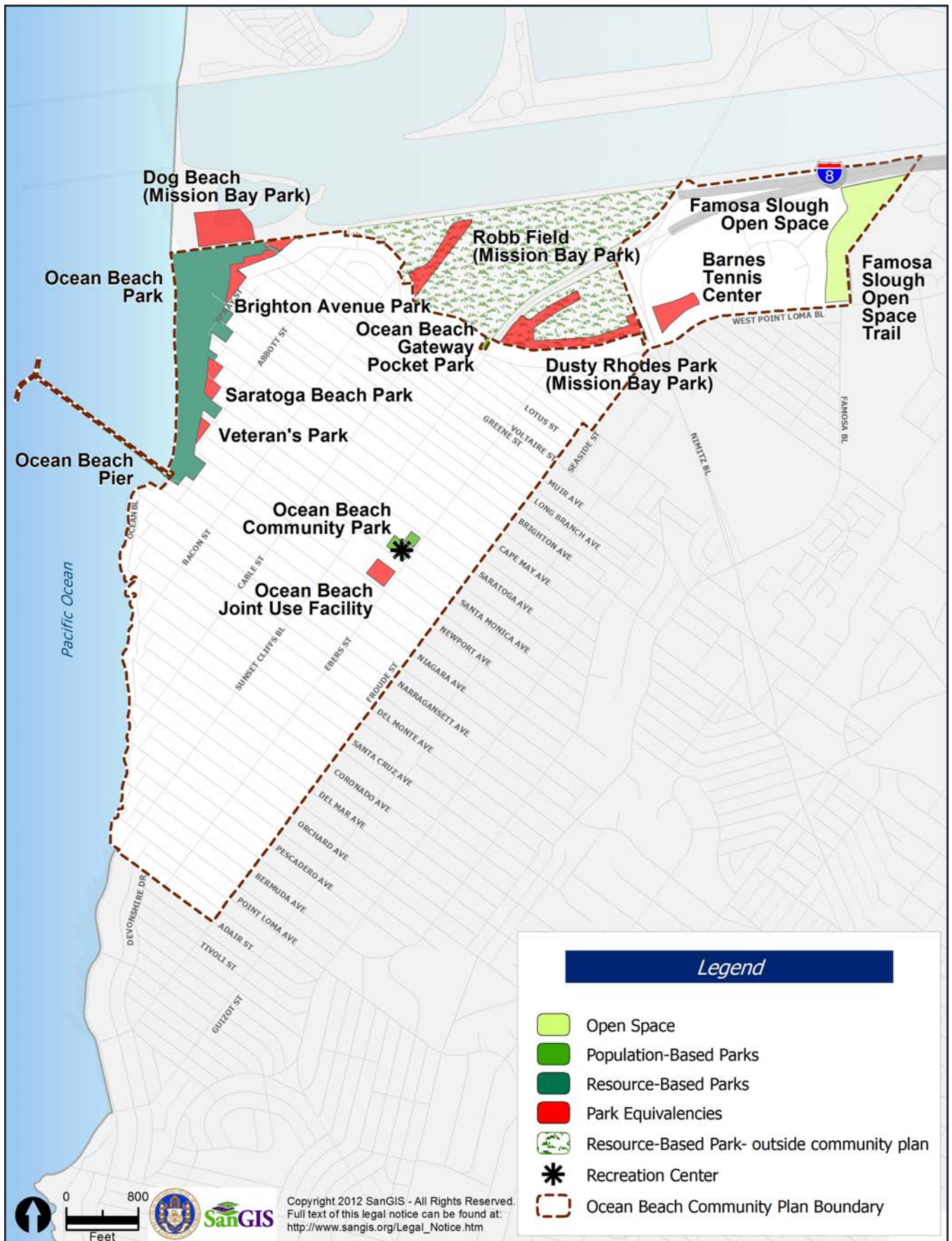


Figure 6.2 Park Equivalencies

Recreation Element

year term and will expire in the year 2039. The public has use of the ball field before and after school hours, on the weekends and holidays.

The other joint use facility is proposed at the Barnes Tennis Center. This facility is operated by a non-profit organization and is located on approximately 12.6 acres of City-owned land and is leased from the City. Various services are provided to the public including low-and no-cost tennis programs for youth and special programs for persons with disabilities and the economically disadvantaged. The facility includes tennis courts, which are open to the public for a fee, and a clubhouse where rooms are available for City or community use for a fee. Currently, there are three acres of undeveloped land located on the south side of the leasehold which are identified as a passive park in the lease agreement. Since the lessee has been unable to fund the development of this area, the Ocean Beach Community would like to develop approximately three acres into a neighborhood park and provide park amenities that could include passive picnic areas, children's play areas, a community garden, and a path with intermittent exercise equipment, pursuant to the community input process for park development.

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

In addition to the General Plan policies addressing "Park Planning", "Park Standards", "Equity", and "Implementation", the following on RE 12 are recommendations specific to Ocean Beach related to park and recreation facilities:



Five acres of off leash area called Dog Beach is located within Ocean Beach Shoreline Park.

Recommendations

- | | | | |
|-------|---|-------|---|
| 6.1.1 | Continue to pursue land acquisition for the creation of public parks through urban infill and redevelopment proposals. | 6.1.5 | Increase recreational opportunities by acquiring and developing land through street/alley rights-of-way vacations, where appropriate, to provide pocket parks. |
| 6.1.2 | Provide improvements at: Brighton Avenue Park, Saratoga Beach Park, Veteran's Park, a portion of Dog Beach, Dusty Rhodes Neighborhood Park, Robb Field, Ocean Beach Elementary School Joint Use Facilities, Barnes Tennis Club and Famosa Slough Open Space Trail to help meet the community's park and recreation needs, and continue to pursue additional park and recreation "equivalencies" as opportunities arise. | 6.1.6 | Retain and promote safety of Ocean Beach parks to the public by providing park designs that incorporate the City's 'Crime Prevention Through Environmental Design' (CPTED) measures (see General Plan Policy UD-A.17). |
| 6.1.3 | As Ocean Beach redevelops, encourage new private project proposals to include public recreational facilities within their building footprint when there are land constraints. Provision of park and recreation amenities should be considered on rooftops of buildings and parking structures, and/or on the ground level or within new buildings. | 6.1.7 | Include storm water LID practices in the development or redevelopment of recreation facilities. |
| 6.1.4 | As public agency land or buildings are redeveloped, such as the Ocean Beach Library or Fire Station, active or passive recreation should be incorporated into the buildings, or the surrounding exterior. | 6.1.8 | Provide improvements to the Ocean Beach Community Park, within the area known as Saratoga Park, with seating and picnic tables for additional recreational opportunities and expand the Recreation Center by 5,000 square feet to provide for a community meeting room, senior citizen meeting and activity room, and children's activity room. |
| | | 6.1.9 | Encourage private lessees of public lands to provide free recreation facilities for community use. |

Recreation Element

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

Table 6.2 Park Equivalency Credits

Park Equivalencies	Net Useable Acreage as Park Equivalency Credit	Recreation Components and Amenities
Brighton Avenue Park (within Ocean Beach Park)	2.00 acres	Walkways, picnic areas, lighting, barbecues, and hot coal receptacles.
Saratoga Beach Park (within Ocean Beach Park)	1.20 acres	Walkways, children's play area, plaza area, fitness course, seating and lighting.
Veterans Park (within Ocean Beach Park)	0.40 acres	A plaza area, walkways, seating, interpretive panels, landscaping, lighting and a park sign.
Dog Beach (within Mission Bay Park)	5.00 acres	Hardscape, landscape, accessible pathway, retaining wall, and lighting.
Dusty Rhodes Park (within the Mission Bay Park)	5.00 acres	New children's play area, picnic areas, parking, benches, an accessible pedestrian path with security lighting connecting the parking lot to the west with the parking lot to the east.
Robb Field (within Mission Bay Park)	3.50 acres	Children's play area, small multi-purposed courts, picnic areas, benches connected by a new pathway and an accessible pedestrian ramp to the San Diego River Park trail.
Trails		
Famosa Slough Open Space Trail	0.55 acres	Improve an existing trail to meet accessibility standards and provide benches, interpretive signs, fencing where needed, native landscaping, trash and recycling containers.
Joint Use Facilities		
Ocean Beach Elementary School	Existing	Turf and irrigation upgrades and/or replacement after the year 2014, 25 years into the term of the existing 50-year joint use agreement, to extend the life of the facility.
Barnes Tennis Center	3.00 acres	New passive park may include a comfort station, basketball courts, picnic facilities, barbecues, drinking fountains, children's play areas, security lighting, walkways, trash and recycling containers, community garden, landscaping and fencing, where needed.
Credit	20.65 acres	

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

Table 6.3 Population-based Park Summary

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

6.2 Preservation

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

Preservation can also include the enhancement of resource-based parks and open space that provides a balance between protecting the natural resources and allowing for a certain level of public recreation use. For the Ocean Beach community, this would mean concentrating active recreational use improvements towards larger resource-based parks, such as at Ocean Beach Park, and focusing passive use improvements at smaller open space areas, such as Famosa Slough. In addition, to protect the natural resources and still add recreation value,



Saratoga Beach Park provides passive recreation and is located in the Ocean Beach Shoreline Park.

interpretive signs (which do not block views) could be featured at parks to educate the public about the unique natural habitat or the history of the place. See the **Conservation Element** for additional information on preservation of coastal resources.

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

Recommendations

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

6.3 Accessibility

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

All parks within the Ocean Beach Community are planned to be linked by a network of existing and proposed bikeways and pedestrian paths. The Ocean Beach Community Park and Ocean Beach Elementary School Joint Use Facility are located across the street from one another and are linked to the community by

public sidewalks and a designated Class III bike route on Ebers Street. The Ocean Beach Gateway Pocket Park is planned to be accessed from Robb Field and a Class II bike lane on Sunset Cliffs Blvd. and a Class I bike path parallel to the San Diego River. Famosa Slough Open Space is accessed from the public sidewalk on West Point Loma Blvd. and on-street public parking is available. This open space area contains an unimproved, informal trail along the east side of the slough that terminates approximately 1,200 feet into the site. Currently, there are no bike paths from Ocean Beach Park to Famosa Slough Open Space.

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

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

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

Accessibility also means the availability of active and passive recreation to all community residents. The Ocean Beach Community Recreation Center and the Ocean Beach Elementary School Joint Use Facilities are programmed to allow organized sport leagues use of the facilities at specific times while making the facilities available for open, unstructured play at other times for impromptu users. The schedule is adjusted each year to make sure a balance is provided for community residents. Future park and recreation areas should be designed to accommodate a variety of uses as determined by community desires consistent with General Plan Guidelines. When special uses are designed into parks, such as off-leash dog areas or community gardens, these areas should also include amenities, such as pathways, benches, exercise course, or picnic tables on the perimeter that could accommodate more than one type of user.

Special uses, such as off-leash dog areas and community gardens would be required to undergo a City approval process facilitated by the Park and Recreation Department.

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

Recommendations

- 6.3.1 Retrofit the Ocean Beach Community Recreation Center to meet accessibility standards while respecting the building's historic architectural, significance and attributes. Refer to the **Historical Preservation Element**.
- 6.3.2 Upgrade all picnic areas in Ocean Beach Park to provide additional accessible pathways and amenities for persons with disabilities.
- 6.3.3 Provide bus stops or accessible parking at all park and recreation facilities within the Ocean Beach community so persons with disabilities have access.
- 6.3.4 Provide access for all types of users at Famosa Slough through provision of an existing trail improved to meet ADA standards with benches at overlooks on the east side of the slough.
- 6.3.5 Provide improvements to the existing pedestrian ramp at Dog Beach to ensure pathways remain accessible.
- 6.3.6 Provide information, park maps, and other way-finding measures on public facilities that identify all parks in Ocean Beach, accessible by biking, hiking or public transit.
- 6.3.7 Provide a neighborhood park on the undeveloped City-owned land within the Barnes Tennis Center leasehold to meet the needs of a variety of users in the Ocean Beach Community, such as children, the elderly population, persons with disabilities, and the underserved teenage population.
- 6.3.8 Provide an aquatic complex at Liberty Station (the former Naval Training Center) in the Peninsula Community that will serve the Ocean Beach, Peninsula and Midway/Pacific Highway communities' public recreational swimming needs.
- 6.3.9 Develop and increase access to senior and youth services, activities and facilities wherever possible within the community's public park and recreation system.
- 6.3.10 Extend the Class III bike route on Nimitz Blvd. to the Famosa Slough on West Point Loma Blvd.
- 6.3.11 Preserve, protect, and enhance public access to the beach/coast within the community. Maximize retention of existing on-street public parking for protection and maintenance of the public beach parking reservoir.
- 6.3.12 New development should provide new public access, recreation opportunities, coastal trail segments, or beach nourishment when a project creates an impact to any public access or recreation area. Ensure public improvements are sited and designed to avoid or minimize impacts from sea level rise.



Ocean Beach offers a wide range of bike paths connecting parks with open space.

6.4 Open Space Land and Resource-Based Parks

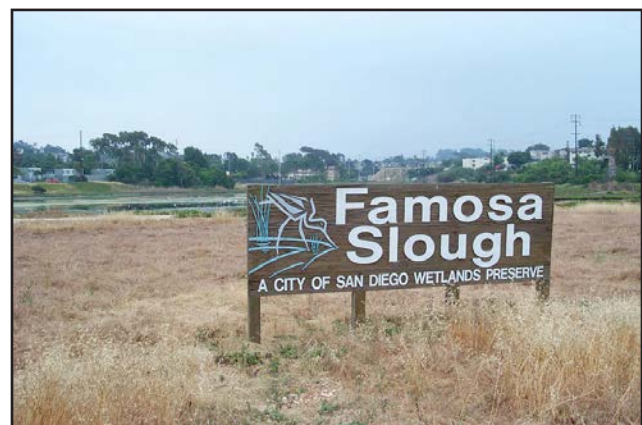
Open space lands are typically land or water that is free from development and kept natural or developed with very low intensity uses. Resource-based parks are typically large areas of outstanding scenic, natural or cultural interest; see Figure RE-1, Existing Parks and Recreation Facilities. In Ocean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

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

Ocean Beach Park, is a resource-based park in the Ocean Beach Community, and is approximately 37.0 acres. This resource-based park was dedicated as park land in 1958 to preserve the natural and scenic beauty of the beach and the Pacific Ocean. Ocean Beach Park provides active recreation for the region and local users and a free parking area. Swimming, volleyball, running, picnicking, kite flying, and fishing are just some of the recreational uses that regularly occur. Within the

park is the Ocean Beach Pier that was built in 1965. The Pier is the longest concrete pier on the west coast, approximately 2,200 linear feet, and provides passive recreation, such as fishing, strolling and a small restaurant; see Historic Preservation Element for more information. Parking is provided on the east perimeter of the park, and during the summer months parking is difficult to find due to increased visitors.

The San Diego River Park is a newly-established resource-based park, located outside the Ocean Beach Community Plan boundaries, on the north perimeter of the Ocean Beach Community. The San Diego River Park overlays an area of the Mission Bay Park and features the San Diego River Pathway located at the top of the river channel. The San Diego River Park Master Plan contains policies and design guidelines for all development to occur within its boundaries. The San Diego River Park Master Plan recommends several projects that will connect the Ocean Beach Community to the San Diego River including; 1) the creation of a San Diego River Park trailhead at Dog Beach and Robb Field, 2) the initiation of a study to explore the benefits and impacts of connecting the trail at Famosa Slough to the San Diego River pathway, and 3) the re-vegetation of all areas adjacent to and within the San Diego River with appropriate native plant material.



Famosa Slough is a wildlife preserve that offers hiking trails and overlooks with benches to enjoy the natural environment.



Surfing is one of the many attractions of Ocean Beach Shoreline Park.

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

Recommendations

- | | |
|--|--|
| <p>6.4.1 Protect and enhance the natural resources of open space lands by re-vegetating with native and location-appropriate plant communities, drought-tolerant, and non-invasive plants and utilizing open wood fences adjacent to very sensitive areas to provide additional protection while still allowing views into the area.</p> | <p>6.4.5 Provide a recognizable entrance to the San Diego River Park pathway at Ocean Beach Park and Robb Field. The entrance should include a trail kiosk which does not block views and includes a map of how the San Diego River Park interfaces with the Ocean Beach Community. Provide re-vegetation of all areas adjacent to and within the San Diego River with native and location-appropriate plant communities, drought-tolerant, and non-invasive plants.</p> |
| <p>6.4.2 Preserve and protect Famosa Slough Open Space by limiting public use to an existing trail on the east side of the slough and providing a trail that meets accessibility standards and interpretive signs (which do not block views) that educate the public on the uniqueness of the site.</p> | <p>6.4.6 Collaborate with community and special interest groups to initiate a feasibility study and explore the benefits and impacts of providing a pedestrian and bicycle trail connection between Famosa Slough and the San Diego River.</p> |
| <p>6.4.3 Require all storm water and urban runoff drainage into resource-based parks or open space lands to be captured, filtered or treated before entering the area.</p> | <p>6.4.7 Collaborate with the community and special interests groups to initiate a feasibility study for river channel embankment modifications to create a varied edge with native vegetation.</p> |
| <p>6.4.4 Provide interpretive signs which do not block views within the San Diego River Channel at Dog Beach to provide information about the estuarine function, wildlife habitat and San Diego River Park pathway system.</p> | |



Chapter Seven:

CONSERVATION ELEMENT



7. Conservation Element

Introduction

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

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

7.0 Discussion

The Ocean Beach Community Plan Conservation Element addresses the conservation goals and recommendations that can be effective in managing, preserving and thoughtfully using the natural resources of the community. Topic areas included in this element include Coastal Resources, Physical Coastal Access, Erosion, Storm Water and Urban Runoff Management, Sustainability and

Resource Management, and Urban Forestry and Sustainable Landscape. This element additionally addresses climate change, which is seen as a major issue that could affect the health and longevity of the community and the ecological environment in Ocean Beach. This element is intended to work in conjunction with the General Plan and the Climate Action Plan and associated implementation documents when reviewing development proposals.



Ocean Beach offers unique landscaping along its coastlines.

CONSERVATION GOALS

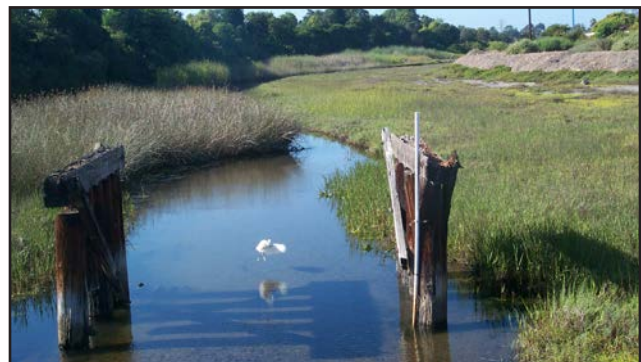
- Preserve Ocean Beach’s natural amenities, such as its open space, coastal bluffs, beaches, tide pools, and coastal waters, preserved for future generations.
- Maintain and enhance physical public access to the coastline in order to facilitate greater public use and enjoyment of the natural amenities.
- Protect coastal and waterway resources protected by promoting sensitive development and as well as restoring and preserving natural habitat.
- Utilize sustainable development and green building practices utilized to reduce dependence on non-renewable energy sources, lower energy costs, and reduce emissions, and water consumption.
- Encourage programs that promote efficiency of in-flow streams (including water and energy) and outflow streams (waste) to the community. Evaluate opportunities including but not limited to, shared utility systems, transportation and waste stream management at the neighborhood scale. Utilize evolving opportunities including technology for shared utility systems, transportation and waste stream management at the neighborhood scale.
- Prepare for sea level rise and climate change. Prioritize protection of coastal resources from risks of sea level rise, including but not limited to beaches, wetland areas, and physical public coastal access.

7.1 Coastal Resources

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

Famosa Slough comprises an 11-acre channel and a 20-acre wetland area which are connected by a culvert under West Point Loma Avenue. The eleven-acre channel to the north of West Point Loma Boulevard is within the plan area. The wetland area contains open water, salt marsh, and upland habitat that is tidally influenced by the channel area. A major storm drain also discharges into the Famosa Slough on the north side of West Point Loma Boulevard. The slough is mapped within the City’s Multiple

Species Conservation Program’s (MSCP) Multi-Habitat Planning Area (MHPA) as a riparian wetland with disturbed habitat and is located within state tidelands. The 1993 Famosa Slough Enhancement Program calls for the “restoration and preservation of Famosa Slough as a natural habitat, to provide sanctuary for wildlife and to educate the public in the appreciation of plants and animals that comprise a wetland system.” Both the slough and the channel area are open to the public via nature trails.



There are many natural wildlife habitats with the Ocean Beach community.

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

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

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

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

Dog Beach, located adjacent to the estuary and just outside the Ocean Beach boundaries, is the oldest off-leash dog area in the country. The line of kelp known as a "wrack line", deposited on the sand from the tidal surge is an important coastal resource that contributes to the health and productivity of the sandy beach areas at Dog Beach and in the rest of the community. Just east of Dog Beach is an area of sand dune habitat. East of the sand dunes is the Southern Wildlife Preserve, one location of a least tern nesting site, an area that is fenced off during the nesting period from April through September of each year. Ocean Beach Park is a resource-based park that attracts visitors from throughout the region. The significance of this resource is highlighted in a 2003 San Diego Association of Governments Regional Planning Committee agenda, which stated, "Beaches are by far the region's most important outdoor recreational resource. A number of studies show that beaches attract many more visits annually than all other outdoor recreational opportunities combined. This comparison includes local, regional, state, and national parks and commercial theme parks (SANDAG 2003)." The 37-acre park contains active and passive recreation areas.

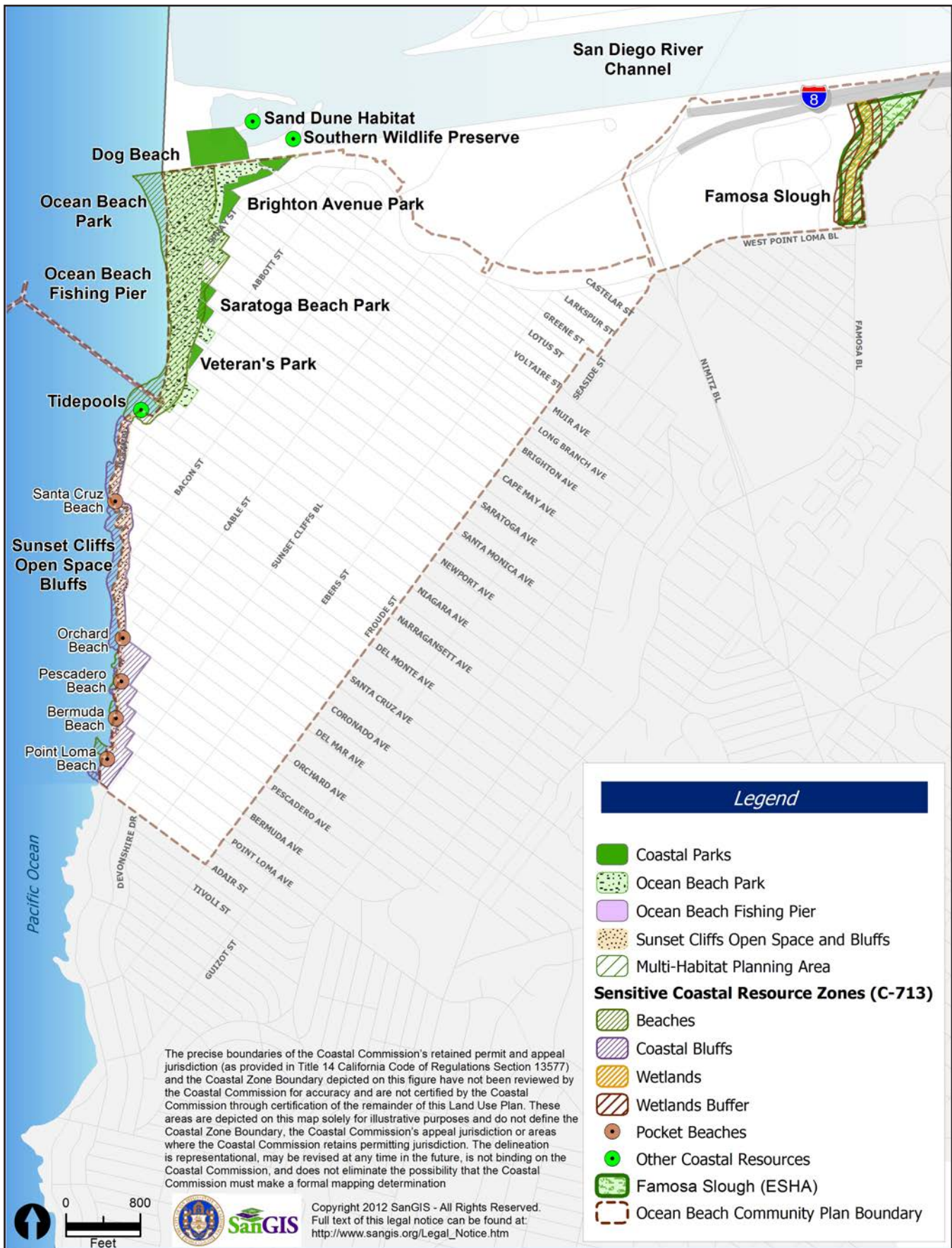


Figure 7.1 Coastal Resources

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

The bluffs south of the pier are one of the community's defining natural features. Bluff top residences have commanding views of the Pacific, although many older structures have experienced the effects of severe tidal action which has eroded the bluff face. More recent regulations require an increased distance of up to forty feet between the bluff face and the development envelope to prevent the need for shoreline armoring. Several property owners have received emergency permits to shore up seawalls and revetments in order to prevent homes from sliding down the bluffs.

The California Coastal Act allows repairing or rebuilding seawalls when existing structures are in imminent danger. Rip rap revetments are discouraged due to their increased encroachment into beach areas. Seawalls are also discouraged as they fix the back of the beach and will prevent public beach access as sea level rise increases over time.

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

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

Recommendations

- 7.1.1 Monitor Ocean Beach Park, Dog Beach, Ocean Beach Fishing Pier, and the San Diego River Park to ensure they are maintained in a clean, healthy state through a cooperative partnership with various county, state, City, and community agencies.
- a. Require a focused plant survey in accordance with the City of San Diego's Biological Guidelines for any project conducted in Dog Beach which could potentially impact sensitive resources.
 - b. Remove the non-native species and plant native vegetation to restore the cliff area to reflect the native state of the cliffs, should funding become available.



Erosion has become a major issue in the community. Tidal erosion can have a major effect on residential areas along the coast.

Conservation Element

- 7.1.2 Prohibit coastal bluff development, on or beyond the bluff face, except for public stairways and ramps that provide access to and from the bluff top to the beach and coastal protective devices only if necessary to protect existing development and as consistent with other provisions of the Land Use Plan. Require new development to be independently safe without shoreline improvements.
- 7.1.3 Continue implementation of the Multiple Habitat Planning Area (MHPA) Adjacency Guidelines and the Famosa Slough Enhancement Plan to guide the restoration and enhancement of the area.
- Require a focused plant survey in accordance with the City of San Diego's Biological Guidelines for any project conducted in the Famosa Slough which could potentially impact sensitive resources. Remove the non-native plant species from the Famosa Slough and plant native vegetation to provide a buffer between developed public right-of-ways and the marsh; should funding become available.
 - Place signage to alert users of Famosa Slough that pets need to be leashed at all times, and place pet waste plastic bag dispensers strategically along the trail, should funding become available.
- 7.1.4 Maintain and expand environmental education opportunities within Famosa Slough and other areas of the community through nature trails, interpretive signs and other measures.
- 7.1.5 Encourage the participation of organizations, such as Friends of the San Diego River and Friends of Dog Beach through community outreach and environmental education efforts.
- 7.1.6 Encourage pollution control measures to promote the elimination of pollutant sources, and the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system and receiving waters.
- 7.1.7 Implement the City's Environmentally Sensitive Lands regulations and Biology Guidelines for preservation, acquisition, restoration, management, and monitoring of biological resources, including Environmentally Sensitive Habitat Areas, consistent with Section 30240 of the Coastal Act.
- 7.1.8 Implement beach management practices that balance protecting the native beach habitat and maintaining the recreational value of sandy beach areas. The City will maintain and groom the beach in conformance with the operational best practices including minimizing impacts from driving, grooming, and sand pushing activities on the beach that would adversely impact beach habitat and resources including beach wrack, kelp, and grunion-spawning grounds during grunion mating season.



Public access to the shoreline.

7.2 Physical Coastal Access

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

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

There are currently six public coastal vertical physical access points, including the Ocean Beach Fishing Pier, for the Ocean Beach community (see Figure 7-2). Lateral access is available from the Ocean Beach Fishing Pier at Niagara Street south to Santa Cruz Avenue and Coronado Avenue to Orchard Avenue, the southern levee of the San Diego River, and along Ocean Beach Park. Furthermore, in areas where physical access to the shoreline does not exist within 500 feet of a private development project proposed on the shoreline, a new access way across private property should be considered.

Recommendations

- 7.2.1 Maintain building setbacks free of structural elements over three feet in height between the ocean and the first public right-of-way from the ocean to protect public coastal views.
- 7.2.2 Explore the feasibility of re-establishing safe public coastal access at the ends of, but not limited to, Del Monte, Pescadero, and Point Loma Avenues, as well as their lateral connections. Maintain and improve existing vertical public coastal access as needed.
- 7.2.3 Obtain public access easements across private property between the first public right-of-way in areas where physical access to the shoreline does not exist.
- 7.2.4 Promote, not restrict or prevent, vertical or lateral access to the shoreline, or to and from recreational areas, and all new development, where applicable (see Figure 7-2).
- 7.2.5 Incorporate sea level rise into a comprehensive beach management strategy as part of a Citywide Adaptation Plan (see also recommendation 7.3.3).
- 7.2.6 Encourage the completion of the California Coastal Trail in association with development, considering sea level rise in its siting and design, such that the trail is continuous and as close to the ocean as possible with connections to the shoreline at appropriate intervals and sufficient transportation access to encourage public use.

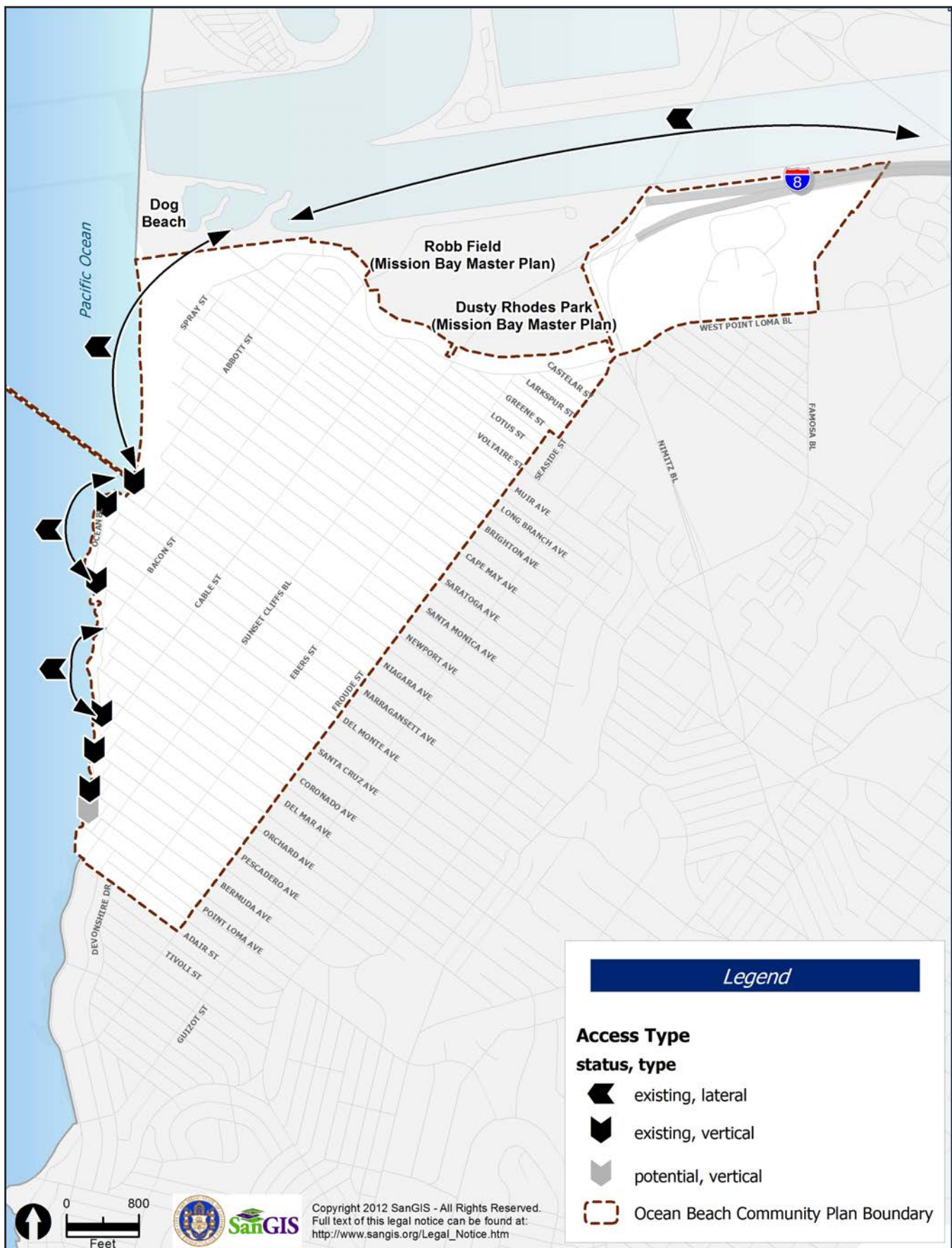


Figure 7.2 Coastal Access

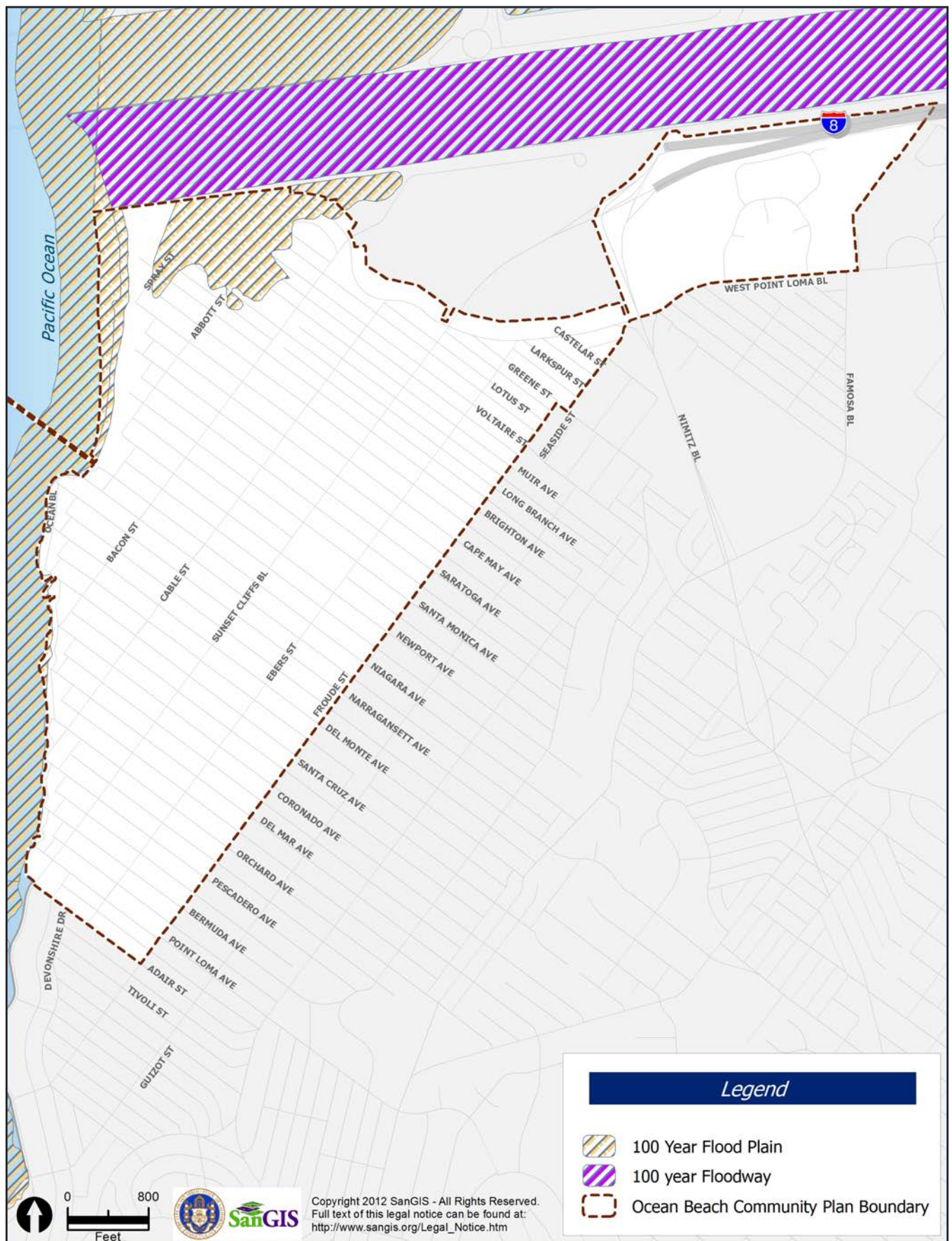


Figure 7.3 Flood Plain

7.3 Erosion

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

Recommendations

- | | | | |
|-------|--|-------|--|
| 7.3.1 | Set back development on property containing a coastal bluff a sufficient distance so the structure is safe from geologic and other hazards for its economic life, and at least 40 feet from the bluff edge. This setback may be reduced to not less than 25 feet if evidence is provided that indicates the site is stable enough to support the development for its economic life and without requiring a shoreline protective device. Do not allow a bluff edge setback less than 40 feet if erosion control measures or shoreline protective devices exist on the sites which are necessary to protect the existing principal structure in danger from erosion and do not assume retention of such structures when calculating bluff setback requirements. Incorporate sea level rise projections into calculations for determining the bluff edge setback. | 7.3.3 | Work with San Diego Association of Governments, including pursuing grants, to implement a clean sand replenishment program to restore, maintain and enhance beach areas. Consider sea level rise when determining the need for sand replenishment. |
| 7.3.2 | Ensure the preservation of the coastal bluffs in their natural state by working cooperatively with the community, City officials, and the California Coastal Commission. | 7.3.4 | Allow the placement of shoreline protective devices, such as concrete seawalls, and revetments, only when required to serve coastal-dependent uses or when there is no other feasible means to protect existing principal structures, such as homes, in danger from erosion, consistent with Coastal Act Section 30235 and 30253. Use "soft" or "natural" solutions as a preferred alternative for protection of existing endangered structures. Shoreline protective works should be designed to blend with the surrounding shoreline and provide lateral public access. The seawall along the Bermuda Avenue beach is an excellent example of an appropriately designed shoreline protective work. Site and design development so it does not rely on existing or future shoreline protective devices. |

COASTAL ACT CHAPTER 3 SECTION 30253

New development shall do all of the following:

- (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.
- (d) Minimize energy consumption and vehicle miles traveled.
- (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

- 7.3.5 Develop and implement shoreline management strategies to ensure all shoreline development will provide long term protection of the coastal bluffs, beaches, and public coastal access in the community.
 - a. Require assumption of risk and a waiver of rights to future shoreline protection for any new bluff top development or redevelopment.
 - b. Tie a shoreline protective device to the life of the structure it has been permitted to protect and address the feasibility of removing such devices when the structure it is authorized to protect is demolished, redeveloped, or no longer requires a protective device, whichever occurs first. Include mitigation for shoreline armoring, if allowed, for coastal resource impacts, including but not necessarily limited to ecological impacts and impacts to shoreline sand supply and public access and recreation over the life of the protective device. Require periodic assessment of the need for additional mitigation and of changed site conditions that may warrant removal or modification of the protective device.
 - c. Address the status of any existing shoreline protective device with proposals for bluff top redevelopment, including the feasibility of removing such devices. Restore beach area to public use when removal of protective devices is feasible.
- 7.3.6 Limit the use of caisson foundations or basements that can interfere with shoreline erosion or become exposed over time. If no less damaging foundation alternatives are possible, ensure that the foundation or basement design allows for incremental or complete removal as the foundation elements become exposed to avoid future impacts to coastal bluffs and beaches.

7.3.7 In the review of any Coastal Development Permits for bluff or shoreline protection devices, implementation should consider the following factors: an assessment of changes to geologic site and beach conditions, changes in beach width relative to sea level rise, implementation of any long-term, large scale sand replenishment or shoreline restoration programs, and any ongoing impacts to coastal resources and public access and recreation from the existing device. Include in the permit review a reassessment of the need for the protective device, and provide options for the ultimate removal of the protective device.

7.3.8 Preserve and protect coastal bluffs, beaches, and shoreline areas. Encourage the retreat of existing development from the coastal bluff edge, and the removal of shoreline protective devices with proposals for development. Use the coastal development permit approval process to require additions and accessory structures to be landward of the bluff edge setback line.

- a. 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.
- b. When redevelopment of an existing previously conforming structure on a bluff top property includes the demolition or removal of 50 percent or more of the exterior walls or replacement of more than 50 percent of the structure, require the entire structure to be brought into conformance with all policies and standards of the Local Coastal Program, including, but not limited to, bluff edge setback.

COASTAL ACT CHAPTER 3 SECTION 30235

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



Examples of drought tolerant landscaping.

7.4 Storm Water and Urban Runoff Management

Water flows resulting from either storms or from the population's use of water both require management strategies to protect public safety and property in the case of extreme water events, and to recognize environmental and aesthetic requirements and benefits associated with everyday use of outdoor water.

Urban runoff is storm water runoff generated from surfaces associated with urbanization. It picks up pollutants from city streets, parking lots, sidewalks, building roofs and other surfaces which then enter the storm drains and waterways. Even if the community's waterway and drainage areas do not contain development near or adjacent to them may cause impacts to natural areas.

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

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

Recommendations

- 7.4.1 Apply all Best Management Practices found in General Plan, **Conservation Element** Section C, D and E, to reduce the impacts of construction on adjacent properties and open space or other environmentally sensitive areas. Evaluate and update the management practices to account for changes in water quality that could arise as a result of sea level rise impacts, as applicable.
- 7.4.2 Incorporate criteria from the City's Storm Water Standards Manual and the Low Impact Development (LID) practices into public and private project design, including but not limited to, bioretention, porous paving & landscape permeability, and green roofs to reduce the volume of runoff, slow runoff, and absorb pollutants from these urban surfaces.
- 7.4.3 Educate the community to recognize situations where LID design may have degenerated from the original installation and rehabilitation efforts are necessary.
- 7.4.4 Repair and maintain drainage structures that discharge directly to, or are within, open spaces.
- 7.4.5 Investigate the possibility of utilizing permeable surfaces to re-pave all public areas, including the parking lot at Ocean Beach Park, and in conjunction with public right-of-way improvements.
- 7.4.6 Allow new construction within floodplain areas only in accordance with adopted development regulations and proper setbacks and buffer areas from wetland areas as applicable.

7.5 Sustainable Development and Natural Resource Management

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

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

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

Recommendations

- 7.5.1 Implement applicable General Plan sustainable development and resource management goals and policies as discussed in its Conservation Element and the Urban Design Element.
- 7.5.2 Assure that required recycling facilities for buildings with alleys are accessed by the alleys but do not encourage the alley right-of-way to become the location for the recycling containers. Recycling containers should be located on private property.

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

7.6 Climate Change and Sea Level Rise

Sea level rise caused by climate change is an issue of growing concern in California and in coastal communities around the world. The 2012 National Research Council Sea-Level Rise for the Coasts of California, Oregon, and Washington report is recommended as the current best available science for sea level rise for California. The report's sea level rise projections for California south of Cape Mendocino are 2 to 12

¹ Gersberg, R., *San Diego Waters*. Retrieved on July 2, 2013 from <http://www.sdcoastkeeper.org/learn/san-diegos-waters/>

inches (4 to 30 cm) by 2030; 5 to 24 inches (12 to 61 cm) by 2050; and 17 to 66 inches (42 to 167 cm) by 2100.

Based on available research, if sea level rise reaches 1.4-1.5 meters (which is considered to be in the intermediate/high range of projections), San Diego could experience some loss of beaches and coastal habitat.¹ The National Oceanic and Atmospheric Administration's Sea Level Rise and Coastal Flooding Impacts Viewer shows that street flooding is another possible impact if the sea level rises to this level. See Figure D-4 in Appendix D for a map showing areas of relative erosion risk available in July 2014. Refer to the Cal Adapt website, which was developed per for the California Climate Adaptation Strategy.

The California Global Warming Solutions Act (Assembly Bill 32) requires that the State's global warming emissions to be reduced to 1990 levels by the year 2020. In accordance with AB32, the City of San Diego General Plan discusses climate change and provides a broad range of policies designed to reduce greenhouse gas emissions citywide. As of 2014, the City was in the process of updating its Climate Action

Plan to more specifically address green house gas (GHG) reduction in accordance with AB 32 and to make progress toward meeting more ambitious 2050 GHG reduction goals. The draft Climate Action Plan also addressed the need for the City to prepare a stand-alone Climate Adaptation Plan to proactively prepare for a range of anticipated climate change impacts.

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



Recommendations

- 7.6.1 Development shall use the most current and best available scientific research data available when assessing climate change and sea level rise.
- 7.6.2 Encourage individual and community-level actions that contribute to implementation of General Plan and Climate Action Plan climate change and sustainability policies. Support development and implementation of citywide climate mitigation and adaptation measures that could include: innovative programs, regulations and incentives; identification of vulnerable populations, infrastructure and habitat; and other means.
- 7.6.3 Use best available science and site-specific geotechnical reports as needed, to assess public and private projects for their vulnerability to impacts from sea level rise and, if vulnerable, propose a reasonable adaptation strategy. Analyze options for removal or relocation of structures that become threatened by coastal hazards. Use best available adaptation strategies that do not rely on shoreline protective devices in accordance with the California Coastal Act (see Coastal Act text boxes).
- 7.6.4 Avoid new bluff development in hazardous locations, and properly site development to avoid the need for future shoreline protective devices and to avoid and minimize risks from sea level rise over the life of the structure. Utilize adaptation strategies and the best available science, and monitor sea level rise impacts over time.
- 7.6.5 Build on Ocean Beach’s attributes as a walkable community, and its

efficient land use patterns, to enhance the health of the community and its contribution to the City’s sustainable development strategies. See **Land Use** and **Mobility Elements** of this plan.

- 7.6.6 Monitor sea level rise impacts and adjust adaptation strategies as needed over time.
 - a. Protective measures considered as adaptation strategies must follow Coastal Act guidance related to construction altering the natural shoreline (See Coastal Act Section 30235).
 - b. Adaptation measures should be designed to achieve co-benefits related to recommendations found in Section 7.3 (Erosion) and 7.4 (Storm Water and Urban Runoff).
 - c. When designing projects, consider the additional benefit of localized attenuation of sea level rise impacts through implementation of the hydromodification measures designed to reduce and slow the amount of water runoff) and flood risk management efforts required by the Municipal Storm Water Permit.
 - d. Develop a strategy to retrofit and/ or relocate public access sites at risk of sea level rise impacts as part of a Citywide Adaptation Plan.
- 7.6.7 Ensure that implementation of any flood or wave action protection measures such as elevation of habitable areas, break-away walls, etc., as well as implementation of any other adaptation measures will not conflict with the City’s LCP provisions designed to protect public coastal views and other coastal resources (See Figure 7-3).

7.7 Urban Forestry and Sustainable Landscape Design

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

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

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

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

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

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

Recommendations

- 7.7.1 Increase the overall tree canopy cover throughout Ocean Beach to the citywide generalized target goal of 20% in the urban residential areas and 10% in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the city in terms of air and water management. (See Appendix B: Street Trees)
- 7.7.2 Require new development to retain significant and mature trees unless they are diseased and pose a threat to safety and welfare.
- 7.7.3 Work with the City’s Urban Forester to resolve issues that may arise in individual development projects or in implementing the Ocean Beach Street Tree Master Plan.
- 7.7.4 Replace street trees that are ‘missing’ or have been removed to restore a ‘visual resource’ or ‘continuous canopy’
- 7.7.5 New private as well as public development should incorporate sustainable landscape techniques.
- 7.7.6 Landscape plans for all new development should, to the greatest extent possible and in conformance with the City’s Storm Water Standards Manual, incorporate LID development features, including planter boxes, native plant species, permeable materials, bioswales, water conservation strategies, mulch and/or compost, and natural pest and weed control measures.
- 7.7.7 Ensure that the standard design and installation of street trees allow for adequate clearance of street sweeping operations.
- 7.7.8 Incorporate shade-producing street trees along all streets and roadways, selecting species from the Street Tree Plan, Appendix B.
 - a. Maximize tree canopy in accordance with street size, existing infrastructure, community needs, environmental limitations, and aesthetic considerations.
 - b. Provide an appropriate mix of drought-tolerant tree types in order to provide a diverse ecosystem more able to adapt to changing environmental pressures.
 - c. Provide a mixed age tree population to ensure a constant level of benefits.
 - d. Provide varied forms, textures, structure, flowering characteristics and other aesthetic benefits to enhance the types of street environments found in Ocean Beach.
- 7.7.9 Encourage and support community design and plantings of additional street trees that are consistent in theme and character.
- 7.7.10 Removal of trees in the public right-of-way should occur only in accordance with Council Policy 200-05 and the Municipal Code.
- 7.7.11 Preserve Torrey Pines and other rare trees that exist throughout the community. Encourage new development to incorporate the Torrey Pine as a street tree along Saratoga Avenue to continue the existing character of the street.

Chapter Eight:

NOISE ELEMENT



8. Noise Element

Introduction

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

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

8.0 Discussion

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

NOISE GOALS

- Reduce excessive noise affecting noise-sensitive land uses

8.1 Aircraft Noise

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

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

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

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

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

Recommendations

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

8.2 Commercial Activity

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

Recommendations

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

8.3 Motor Vehicle Traffic Noise

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

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

Recommendations

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

8.4 Public Activity Noise

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

Recommendations

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

8.5 Special Event Noise

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

Recommendations

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



Vehicle traffic along major roadways are the primary sources of noise within the community.

Chapter Nine:

**HISTORIC
PRESERVATION
ELEMENT**



9. Historic Preservation Element

Introduction

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

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

9.0 Discussion

The Ocean Beach Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Ocean Beach in order to encourage appreciation of the community's history and culture. These policies along with the General

Plan policies provide a comprehensive historic preservation strategy for Ocean Beach. A complete discussion of the community's Prehistory and History can be found in the Historic Context Statement (Appendix C).



Wonderland Amusement Park (1913-1916) at the time had the west coast's largest roller coaster called the Blue Streak Racer.

HISTORIC PRESERVATION GOALS

- Preserve and identify Ocean Beach's rich history.
- Greater use of educational opportunities and incentives related to historical resources in Ocean Beach.
- Increase Heritage Tourism opportunities.

9.1 Identification & Preservation of Historical Resources

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

Theme: Resort Town (1887-1930)

Periods:

Carlson and Higgins (1887-1890)
Quiet Years (1890-1907)
D.C. Collier (1907-1913)
Height of the Resort Era (1913-1930)



Theme: Ocean Beach, The Community
(1930–Present)

Periods

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



Craftsman Bungalow are a common architectural style found in Ocean Beach.

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

Recommendations

- 9.2.1 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in Ocean Beach.
- 9.2.2 Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.
- 9.2.3 Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites at the project level. In order to determine ethnic or cultural significance of archaeological sites or landscapes to the Native American community, meaningful consultation is necessary.
- 9.2.4 Include measures during new construction to monitor and recover buried deposits from the historic period and address significant research questions related to prehistory.
- 9.2.5 Identify, designate, preserve, and restore historical buildings in Ocean Beach and encourage their adaptive reuse.
- 9.2.6 Conduct a reconnaissance survey of the Planning Area to identify more precisely the location of potentially significant historic resources.
- 9.2.7 Conduct an intensive survey of the Planning Area to identify any remaining resources not previously brought forward for designation as part of the Ocean Beach Cottage Emerging Historical District. Convert the District to a Multiple Property Listing under the Beach Cottage context.
- 9.2.8 Conduct an intensive survey of the three commercial areas at Voltaire Street, Newport Avenue and Point Loma Avenue to determine whether or not historic districts may be present at these locations and process any potential districts.
- 9.2.9 Evaluate Depression-era and Post-World War II structures for significance to the post-War development of Ocean Beach and for architectural significance within the San Diego Modernism Historic Context Statement.
- 9.2.10 Catalogue and preserve historic street lighting and furniture. Maintain and preserve other non-structural features of the historic and cultural landscape, such as sidewalk scoring and coloring, sidewalk stamps and landscaping.
- 9.2.11 Develop a historic context statement related to the surfing culture of Ocean Beach to assist with the identification, evaluation and preservation of resources significant to that history.



Historic Strand Theatre.

9.2 Designated Historical Resources

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

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

The seventy-two other designated resources are contributing resources to the Ocean Beach Cottage Emerging Historical District, which is comprised of beach cottages and bungalows built between 1887 and 1931 within the boundary of the original Ocean Beach subdivision. Two of the 72 contributing resources are designated as individually significant structures – the Strand Theater and the Ocean Beach Library.

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

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

The library was designated for its importance to the Ocean Beach community and the Ocean Beach Cottage Emerging Historical District, as well as for its architectural significance and quality.



Ocean Beach during its formative years, when people use to reach this community along the actual coastline.

9.3 Educational Opportunities and Incentives Related to Historical Resources

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

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts. The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards and the character of the community.

The Mills Act, which is a highly successful incentive, provides property tax relief to owners

to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future. In addition to direct incentives to owners of designated historical resources, all members of the community enjoy the benefits of historic preservation through reinvestment of individual property tax savings into historical properties and an increased historic tourism economy. There is great opportunity to build on the existing tourism base drawn to the community's beaches by highlighting and celebrating the rich history of Ocean Beach.

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



Aerial photograph of Ocean Beach during its formative years.

Recommendations

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



Residential home during Ocean Beach's early years.

9.4 Historically and Culturally Significant Buildings

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

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



Sacred Heart Catholic Church of Ocean Beach.

Recommendations

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

9.5 Cultural Heritage Tourism

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

Recommendations

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

APPENDICES



Appendix A:

IMPLEMENTATION MATRIX

This page intentionally left blank.

Appendix A: Implementation Matrix

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

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

A.1 Funding Mechanisms

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

- Impact fees for new development
- Requiring certain public improvements in conjunction with new development
- Grants or other financing sources

A.2 Priority Public Improvements and Funding

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

Table A.1 Implementation Matrix

PROJECT NO.	ELEMENT ACTIONS	POLICY	RESPONSIBLE DEPARTMENTS/ AGENCIES	TIME FRAME
Mobility Projects				
1	Pedestrian Improvements at Narragansett Ave. and Sunset Cliffs Blvd.	ME 3.1.1	Streets Department	Short-term
2	Pedestrian Improvements at W. Pt. Loma Blvd. and Bacon St.	ME 3.1.1	Streets Department	Short-term
3	Pedestrian Countdown Timers	ME 3.1.2	Streets Department	Short-term
4	Pedestrian Improvements at W. Pt. Loma Blvd. and Nimitz Blvd.	ME 3.1.4	Streets Department	Short-term
5	Pedestrian Improvements at North Ocean Beach Entryway	ME 3.1.4	Parks Department	Mid-term
6	Traffic Signal Upgrades	ME 3.3.1	Streets Department	Mid-term
7	Traffic Signal at Bacon St. and W. Pt. Loma Blvd.	ME 3.3.2	Streets Department	Mid-term
8	Traffic Signal at Brighton Ave. and Sunset Cliffs Blvd.	ME 3.3.3	Streets Department	Long-term
9	Traffic Signal at Orchard Ave. and Sunset Cliffs Blvd.	ME 3.3.4	Streets Department	Long-term

PROJECT NO.	ELEMENT ACTIONS	POLICY	RESPONSIBLE DEPARTMENTS/ AGENCIES	TIME FRAME
Park and Recreation Projects				
1	Brighton Avenue Park upgrades	RE 6.1.2	Parks and Recreation	Mid-term
2	Saratoga Beach Park upgrades	RE 6.1.2	Parks and Recreation	Mid-term
3	Veterans Beach Park upgrades	RE 6.1.2	Parks and Recreation	Mid-term
4	Dog Beach upgrades	RE 6.1.2	Parks and Recreation	Mid-term
5	Dusty Rhodes Neighborhood Park upgrades	RE 6.1.2	Parks and Recreation	Mid-term
6	Robb Field upgrades	RE 6.1.2	Parks and Recreation	Mid-term
7	Famosa Slough Open Space upgrade	RE 6.1.2	Parks and Recreation	Mid-term
8	Ocean Beach Elementary School Joint Use Park upgrades	RE 6.1.2	Parks and Recreation/ San Diego Unified School District	Long-term
9	Barnes Tennis Center Park development	RE 6.1.2	Parks and Recreation/ Real Estate Assets	Long-term
10	Ocean Beach Recreation Center expansion	RE 6.2.1	Parks and Recreation	Long-term
11	Aquatic Complex for Ocean Beach and adjacent communities	RE 6.3.8	Parks and Recreation	Long-term
12	Acquisition and Development of Neighborhood Parks and equivalencies	RE 6.1.1	Parks and Recreation/ Real Estate Assets	Ongoing
Library Projects				
1	Ocean Beach Library Expansion	PFSSE 5.3.3	Library/Real Estate Assets	Short-term
Fire Projects				
1	Fire Station No. 15 Expansion	PFSSE 5.1.1	San Diego City	Mid-term
Police Projects				
1	"Temporary" Police trailer relocation		San Diego Police Department	Short-term
Storm Drain Improvements				
1	Expand or upgrade existing storm drains and install new storm drains	PFSSE 5.1.1	Storm Water	Ongoing
Implementation				
1	Correct zoning inconsistencies		Development Services Department	Immediate

This page intentionally left blank.

Appendix B:

STREET TREES

This page intentionally left blank.

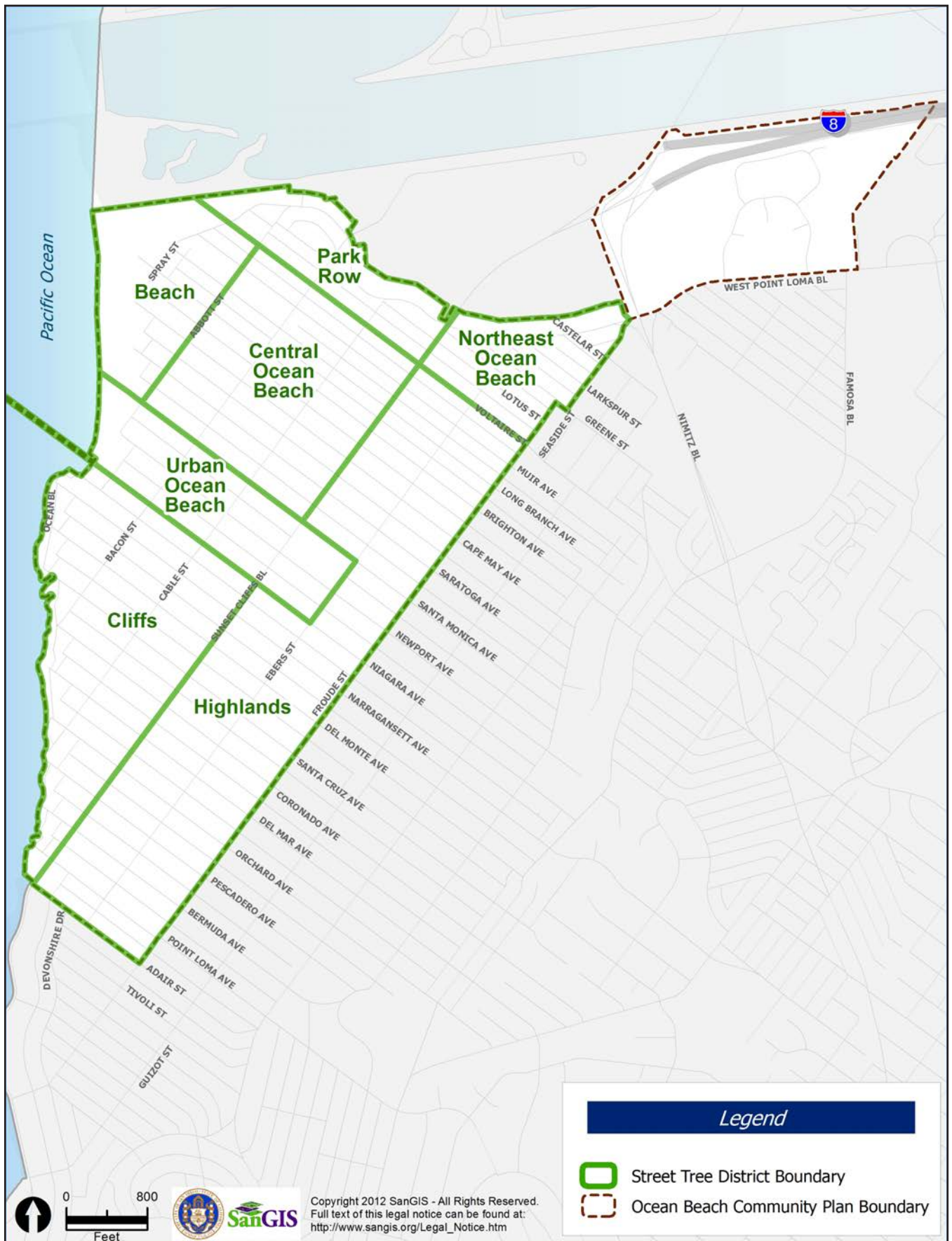


Figure B.1 Ocean Beach Street Tree Districts

Table B.1 Ocean Beach Street Trees - Tree List

STREET TREE CORRIDORS									
Street Tree Types	1 Cable Street	2 Sunset Cliffs	3 Ebers Street	4 W. Point Loma Blvd.	5 Voltaire Street	6 Santa Monica Avenue	7 Newport Avenue	8 Naragansett Avenue	9 Point Loma Avenue
Bauhinia blakeana (Hong Kong Orchid)		Theme							
Bauhinia purpurea (Purple Orchid Tree)						Theme	Theme		Theme
Bauhinia v. candida (White Orchid Tree)	Theme							Theme	
Calodendrum capense (Cape Chestnut)				Alternate					
Cassia leptophylla (Gold Medallion)			Alternate						
Eriobotrya deflexa (Bronze Loquat)			Accent						Accent
Erythrina caffra (Coral Tree)				Alternate					
Eucalyptus ficifolia (Red Gum)				Alternate					
Geijera parvifolia (Australian Willow)	Alternate								
Koelreuteria bipinnata (Chinese Flame Tree)	Alternate					Alternate			Alternate
Koelreuteria paniculata (Golden Rain Tree)					Alternate				

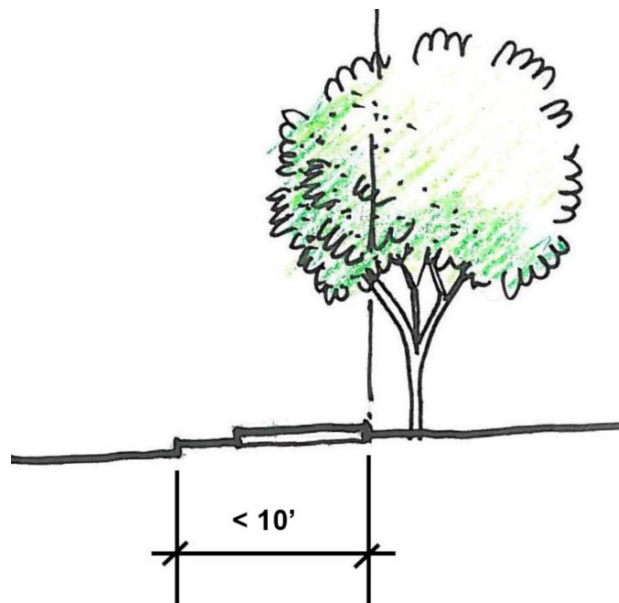
STREET TREE CORRIDORS									
Magnolia grandiflora (St. Mary's Magnolia)				Alternate				Alternate	Alternate
Melaleuca quinquenervia (Paperbark)	Alternate		Alternate					Alternate	
Metrosideros excelsus (New Zealand Christmas)				Theme					
Olea europaea (Fruitless Olive)						Accent		Accent	Accent
Phoenix canariensis (Canary Island Date Palm)			Alternate			Alternate			
Pittosporum undulatum (Victorian Box)			Alternate		Alternate				
Prunus cerasifera (Purple Leaf Plum)			Alternate						
Stenocarpus sinuatus (Firewheel Tree)		Alternate			Alternate				
Syagrus romanzoffianum (Queen Palm)			Alternate						
Tabebuia impetiginosa (Pink Trumpet)			Theme		Theme	Theme			
Washington robusta (Mexican Fan Palm)	Alternate	Alternate	Alternate	Alternate	Alternate	Alternate	Alternate	Alternate	Alternate

Table B.2 Ocean Beach Street Tree District

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

B.1 Ocean Beach Community Street Tree Plan - General Notes

- B.1.1 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).
- B.1.2 Palms should be a minimum of 8 feet (brown trunk) in height.
- B.1.3 Tree grates shall be American Disabilities Act approved where necessary to provide required clear path.
- B.1.4 Flexibility of tree placement to facilitate commercial visibility may be approved by the Development Services Director.
- B.1.5 Pruning of trees should comply with the standards of the National Arborist Association according to Class I Fine Pruning.
- B.1.6 All plant material should be installed per the standards of the applicable landscape regulations and standards.
- B.1.7 Where site conditions do not allow the installation of street trees in the public right of way due a right of way width of less than 10 feet or utility conflicts, street trees may be located on private property.
- B.1.8 All species of pines, palms, etc. not specifically identified require approval of Development Services, and Park and Recreation Departments.



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

This page intentionally left blank.

Appendix C:

HISTORIC CONTEXT STATEMENT

This page intentionally left blank.

C.1 Executive Summary

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

C.2 Project Overview

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

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

A records search was conducted in support of the OBCPU. The records search revealed 10 historical sites have been recorded within Ocean Beach. In addition to those resources recorded at SCIC, the City of San Diego has designated 73 properties within the Ocean Beach Community Planning Area, including one archaeological resource, the Ocean Beach Gateway Site. The site is a prehistoric campsite occupied as part of a series of major encampments along the course of the San Diego River. It was occupied during the Archaic and Late Prehistoric periods. Artifacts include grinding tools, flaked tools used for scraping, pounding and cutting, pottery, animal bone, marine shell, fire-affected rock, and other lithic materials used during the occupation of the site. Sparse and fragmentary scatter of historic materials dating from the 1920s and 1930s were found as well. The seventy-two other designated resources are contributing resources to the Ocean Beach Cottage Emerging Historical District, which is comprised of beach cottages and bungalows built between 1887 and 1931 within the boundary of the Planning Area, as well as a small area immediately west of the Planning Area which is part of the original Ocean Beach subdivision. Two of the 72 contributing resources are designated as individually significant structures – the Strand Theater and the Ocean Beach Library. A complete listing of all contributing resources can be obtained by contacting the City's Historical Resources section of the City Planning & Community Investment Department.

Historic Context

Introduction

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

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

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

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

Pre-History

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

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

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

The cooking arbor was a lean-to type structure or four posts with brush over the top. Village owned structures were ceremonial and were the center of many activities. Sweathouses were built and used by the Kumeyaay men. They were built around four posts set in a square near a river or stream and usually had a dug-out floor. The sweathouse was also used sometimes as a place for treating illnesses.

Ethnohistory

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

Recorded Archaeological Sites

Several prehistoric and historic period archaeological resources have been identified within the Ocean Beach community. Three prehistoric shellfish refuse mounds were recorded in 1967 by C. N. Nelson with little detail or specifics. Systematic test excavations at one of these sites (CA-SDI-47) was undertaken by DeBarros in 1996 resulting in the recovery of large amounts of shellfish remains, lithic waste, and two radiocarbon dates indicating occupation of the site ca 500BC and AD 800. These dates place this site at the very early Late Prehistoric period. DeBarros suggests the site reflects a prehistoric campsite used for the procurement, processing and consumption of shellfish. The site is located near a now filled-in embayment of Mission Bay and the San Diego River. Another of these sites (CA-SDI-46) was investigated by Smith in 1992 and 1999. This site is a prehistoric campsite occupied as part of a series of major encampments along the course of the San Diego River. It was occupied during the Archaic and Late Prehistoric periods. Artifacts include grinding tools, flaked tools used for scraping, pounding and cutting, pottery, animal bone, marine shell, fire-affected rock, and other lithic materials used during the occupation of the site. Sparse and fragmentary scatter of historic materials dating from the 1920s and 1930s was found as well. The site was found to be eligible for listing on the National Register of Historic Places and was designated a historical resource by the City's Historical Resources Board in 1999 (HRB Site #398).

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

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

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

Archaeological Property Types and Significance

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

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

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

Early History (1769-1887)

Spanish Period (1769-1822)

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

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

Mexican Period (1822-1846)

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

Prior to Spanish settlement of San Diego in 1769, the area currently known as Ocean Beach had been used for seasonal gathering of shellfish and various plants by the Kumeyaay Indians for over 800 years. Under both Spanish and Mexican rule, Ocean Beach was used for picnics and light recreation, but the area was too remote and lacked fresh running water required for settlement. Families would travel from Old Town by ox-drawn cart with the men on horseback. Carrying their own water, visitors traveled past the sand dunes - which covered several acres near the shore - to the mussel beds between Narragansett and Santa Cruz Streets. Ocean Beach was referred to at this time as “Los Médanos” or “Los Meganos” (“The Dunes”), “The Rocks” and “The Mussel Beds”. Because Ocean Beach was not settled during the Spanish and Mexican Periods, no extant buildings or structures from these periods are expected to be identified within Ocean Beach.

American Period (1846-Present)

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

San Diego grew slowly during the next decade. San Diegans attempted to develop the town’s interests through a transcontinental railroad plan and the development of a new town closer to the bay. The failure of these plans, added to a severe drought which crippled ranching and the onset of the Civil War, left San Diego as a remote frontier town. The troubles led to an actual drop in the town’s population from 650 in 1850 to 539 in 1860. Not until land speculator and developer Alonzo Horton arrived in 1867 did San Diego begin to develop fully into an active American town. Horton’s development of a New San Diego (modern downtown) in 1867 began to swing the community focus away from Old Town and began the urbanization of San Diego. Expansion of trade brought an increase in the availability of building materials. Wood buildings gradually replaced adobe structures. Some of the earliest buildings to be erected in the American Period were “Pre-fab” houses which were built on the east coast of the United States and shipped in sections around Cape Horn and reassembled in San Diego. Development spread from downtown based on a variety of factors, including the availability of potable water and transportation corridors. Factors such as views and access to public facilities affected land values, which in turn affected the character of neighborhoods that developed. At the time downtown was first being built, there began to be summer cottage/retreat development in what are now the beach communities.

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

The first permanent settler of Ocean Beach took up residence around the time the Derby Dike was first constructed. Little is known of him, other than his last name – Palmer – and that he built a shack at an unknown location where he hosted visitors to Ocean Beach until at least the 1870's. Newspapers carried announcements and advertisements for outings and events at Ocean Beach which referred to "Palmer's Place", "Palmer's Old Town Resort" and "Palmer's Ocean House." Ocean Beach itself appears to have been referred to on occasion as "Palmiro's" and "Palmiro's Mussel Beds." In 1872, Old Town boosters hosted a Fourth of July Celebration at Ocean Beach, hoping to draw revelers away from "New Town" with advertisements promising a free lunch of mussels and musical entertainment. The event was a success, with nearly the entire population of Old Town – approximately 200 – in attendance.

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

The Resort Town (1887-1930)

Carlson and Higgins Establish Ocean Beach (1887-1890)

In 1887 the first subdivision map was filed within the limits of the current community planning area. The coming of the railroad in 1885 ushered in an era of tremendous growth for San Diego, as well as unprecedented real estate speculation. The number of new subdivision maps jumped from zero in 1884 to four, nineteen, and 51 in the years 1885, 1886 and 1887, respectively. Twenty-three year old William H. (Billy) Carlson and his business partner, Frank J. Higgins sought to capitalize on the boom, marketing real estate in Oceanside, Lakeside Ramona, Del Mar, La Jolla and Lugonia, as well as neighborhoods in the City of San Diego. Together they purchased 600 acres of Pueblo lots 195, 202 and 203 which they divided into 84 blocks, three of which could only be considered slivers of land south of Point

Loma Avenue. The subdivision was bounded by Brighton Avenue to the north, the Pacific Ocean to the west, Point Loma Avenue to the south, and generally Guizot Street to the east. The blocks were predominantly 600 feet long by 300 feet wide, each containing a 20 foot alley running west to east and 48 lots measuring 140 feet deep by 25 feet wide. Irregularly shaped blocks and lots were located along the coast. Avenues, running generally west to east, measured 80 feet wide and were named after resort towns; while Streets, running generally north to south, measured 60 feet wide. Improvements such as water and sewer systems were not provided. Their subdivision, "Ocean Beach" was filed as map number 279 with the County Recorder on May 28, 1887.

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

Carlson planned a railroad running along three sections: San Diego to Old Town, Old Town to Roseville and Roseville to Ocean Beach. Issues with financing reduced the railroad to the Roseville-Ocean Beach section, as ferry access to Roseville was already available. The Ocean Beach Railway ran from Roseville Warf up Carlson Canyon (now Nimitz), over Tennyson and Voltaire, to Brighton and Cable; west on Cape May to Bacon; south to Del Monte; east to De Foe (now Sunset Cliffs Boulevard and referred to as such from this point forward) and south again to Point Loma Avenue. No more than several months after its opening in April 1888, the rail line was discontinued, largely due to the fact that the company which had sold the rail ties to Carlson demanded their return for non-payment. Carlson continued to work on establishing his railroad sections, but the national economic "bust" of 1888 curtailed his plans as well as development in Ocean Beach. The population of San Diego dropped from 35,000 at the height of the boom in 1887 to only 15,000 just three years later. Banks failed, debts went unpaid and properties were abandoned. The pressure was too much for Higgins, who was placed in an insane asylum in 1889 before committing suicide. Carlson sold Cliff House and moved on to other ventures, becoming Mayor of San Diego in 1893.

The Quiet Years (1890-1907)

At the end of the 19th century, Ocean Beach reverted back to a remote vacation and picnic destination and would remain that way for the next twenty years. The Loring and Gibbs families were among those who camped in Ocean Beach regularly during this time. In 1898 Cliff House burned down, eliminating the only lodging. By 1900 there were several shacks scattered throughout Ocean Beach, and at least one home. Still without improvements such as water and sewer connections, residents and visitors drew their water from the well located on the alley south of Santa Monica near Bacon Street or a

cistern north of Saratoga Avenue and east of Ebers Street . The location of the cistern allowed some settlement on the hillside. By 1908, early residents recall that there were just 18 houses in Ocean Beach, some of which were vacation shacks or tent houses. Vacation shacks were typically single wall board and batten construction, 400 to 600 square feet in size on a pier and post foundation with minimal interior amenities. Some were true shacks; others had features such as front porches and garages off the alleys. Tent houses consisted of canvas stretched over a wooden frame, complete with a gable roof, windows and on occasion a front porch. Lifelong resident and historian Ruth Varney Held provided a narrative of early settlers in her book *Beach Town*, which is summarized in Table C.1 on the following page.

Table C.1 Early Ocean Beach Settlers

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

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

Another semi-permanent resident during this time was David Charles (D.C.) Collier Jr., son of a lawyer, judge and newspaper man who moved to San Diego with his family in 1884. At 16 years of age Collier purchased one of the first lots sold by Carlson on the oceanfront at the foot of Bacon Street and Coronado Avenue where he built a modest vacation shack. He would later expand the shack and live in it part time. By 1906 he had added a pool and some apartments and named his property Alligator Rock Lodge. After graduating law school Collier began practicing in his father's law office. Clients still feeling struggling with the economic bust often paid Collier in lots – nearly worthless at the time – in communities ranging from East San Diego to Normal Heights, North Park, Pacific Beach and Ocean Beach. Finding himself thrust into the real estate business, Collier began selling and developing lots in these communities.

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

The subdivision map for Ocean Beach Park, map 1167, was filed around February 1909 by Union Title and Trust Company, the managing agent for Collier's Ocean Beach Park Syndicate. The subdivision was bounded by a line drawn 96 feet east of Bacon Street on its west side; Brighton Avenue to the south; the properties on the east side of Froude Street, then jogging over to Seaside Street on the east; and included the properties on the north side of West Point Loma Boulevard to the north. Blocks were numbered one through twenty-nine and measured generally 215 feet wide by 600 feet long, with some irregular blocks. Lots measured 25 feet wide by 100 feet deep on average. Alleys ran west to east and measured 15 feet wide. Collier maintained the 60 foot width of the north/south Streets established by Carlson; but established significantly narrower west/east Avenues which measured only 50 feet wide, with the exception of Voltaire Street and West Point Loma Boulevard which measured 80 feet wide. The configuration of Collier's Ocean Beach Extension No. 2 resulted in the interruption of Long Branch Avenue just east of Bacon Street by lots 3 and 4 of block 89. The City of San Diego purchased the blocks in 1914 to connect the two sections of Long Branch, but the work would not be completed for years. In August of 1909 Collier filed subdivision map 1217, Ocean Beach Park Annex, which reconfigured and lengthened some of the lots in blocks 28 and 29 of the Ocean Beach Park subdivision, along the north side of West Point Loma Boulevard.

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

Collier submitted plans for his streetcar, the Point Loma Railroad, to the City on May 18, 1909. Covering much the same ground as Carlson's failed Ocean Beach Railway, the Point Loma Railroad ran from Old Town and Middletown down Rosecrans, then headed northwest up McCaulay Street through Wabaska Canyon (now Nimitz Boulevard) to Tennyson Street and Wabaska Drive, then continuing northwest on Voltaire Street to Bacon Street where it turned south down Bacon Street to Santa Cruz Avenue. The line would later be extended up Santa Cruz to Sunset Cliffs Boulevard; and then extended again to Guizot Street, southeast to Santa Barbara and Orchard Avenue to the station at Catalina, then back north to Voltaire, forming a loop. Collier sold the Point Loma Railroad to John D. Spreckels not long after completion. Collier also constructed a two-room schoolhouse at Sunset Cliffs Boulevard and Santa Monica Avenue in 1908. Although not located within his own subdivisions, the school was centrally located within the overall Ocean Beach community. Some residents at the time felt that the school was too far from the recent improvements. Initial enrollment was very low, with only 35 students in 1910-11. Grades 1 through 8 were taught in one room, and upper grades in the other. Collier's investments and efforts to lay the foundation of a community were fruitful. Completion of the streetcar line resulted in a flurry of lot sales, with at least one source recalling as many as 100 houses completed by 1910, and served by seven established businesses.

The last new subdivision filed completely within the limits of the current Ocean Beach Planning Area was Ocean Bay Beach, map 1189, filed by Willson Chamberlain on June 22, 1909. Ocean Bay Beach was bounded by Mission Bay on the north, the Pacific Ocean on the west, Ocean Beach Extension and Ocean Beach Extension No. 2 to the south, and included the properties on the east side of Bacon Street to the east. Block numbers resumed where Ocean Beach Extension No. 2 left off, and numbered from 90 to 103. Block and lot configurations generally mirrored that of Collier's Ocean Beach Park – blocks 215 feet wide by 600 feet long, some irregular, with lots 25 feet wide by 100 feet deep on average. Alleys ran west to east and measured 15 feet wide. Street names and widths took their cue from the surrounding established subdivisions, the one exception being Chamberlain Court, a 150 foot long street shoehorned between blocks 100 and 101. The intersection of Chamberlain's subdivision with Collier's two Ocean Beach Extension subdivisions resulted in the only two substantial blocks in Ocean Beach which lack an alley – blocks 86/91 and 87/92 between Muir Avenue and Long Branch and West Point Loma and Bacon Street. Chamberlain constructed a plunge or "bathing pavilion" on the sand at the foot of Voltaire and his own home on lower West Point Loma Boulevard in 1908.

The Height of the Resort Era (1913-1930)

In 1913, in an effort to promote Ocean Beach as a resort town and weekend destination, Chamberlain and his business associates at the Ocean Bay Beach Company built Wonderland Park, San Diego's first large amusement park on the site of Chamberlain's soon-to-be-demolished bathing pavilion. Covering 8 paved acres at the foot of Voltaire Street with a grand entrance accented by two white towers and 22,000 lights, Wonderland boasted the largest roller coaster on the coast; a casino that included a large dance pavilion and a café that could seat 650 for dinner; a zoo containing monkeys, lions and bears; and over 40 attractions, including a giant water slide. The park was wildly successful, bringing an estimated 35,000 visitors to Ocean Beach on the first day of operation alone. Visitors to Wonderland and Ocean Beach strolled down the boardwalk to the cliffs, stopping at the various concession stands along the way. Increased popularity and development brought additional improvements for Ocean Beach, including finish grading of streets in the original Ocean Beach subdivision and the installation of a sewer system in 1913-1914. Following a tragic incident in 1913 in which 13 swimmers in the water off of Ocean Beach drowned, the City established the first lifeguard service consisting of three lifeguards attached to the Police Department who were assigned to guard the beaches around Wonderland Park. In 1914 Fire Station No. 15 was constructed on the north side of Newport Avenue near Cable Street. The Fire Station was a two-story Mission Revival style structure that cantilevered over the sidewalk on a large low-point stucco arch support. (Fire Station 15 was relocated to its current site at 4711 Voltaire Street in 1949 and the original station was subsequently demolished.) A small store-front branch of the library opened on Abbott Street in 1916.

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

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

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

Table C.2 CHURCHES IN OCEAN BEACH

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

Bethany Lutheran Church	1936		DEMOLISHED
	1960	The NE corner of Sunset Cliffs Blvd and Cape May Ave	EXTANT (in-situ)

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

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

The hillsides to the east were very sparsely developed, particularly east of Ebers Street, which was not mapped by the Sanborn Fire Insurance Company in 1921. Construction up to this point was a combination of the simply constructed vacation cottages described earlier, as well as more substantial cottage development intended for permanent residence. These homes typically had foundation walls, stucco siding or a wood shingle exterior, full lath and plaster interior partitions, service porches, closets, gas floor furnaces and fireplaces. Most homes prior to the mid-1920's were designed in the Craftsman style or a vernacular variant. Modest Spanish Revival style bungalows emerge in the mid-1920's as the popularity of the style increased following the 1915 Exposition. Larger estate homes were located at the top of the hill, outside of the Ocean Beach subdivision and the current Ocean Beach Planning Area.

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

Ocean Beach: The Community (1930-Present)

Transition to Community (1930-1945)

By the late 1920’s Ocean Beach had begun the transition from a seaside resort to a community. The local silent theater had been replaced with the new Strand Theater. Street paving began in the mid-1920’s and would continue through the end of the decade. In 1926 Albert G. Spalding subdivided his land at the southern end of Ocean Beach and named it Sunset Cliffs (map no. 1889). (This context shall reference this significant subdivision only in passing, as the vast majority of it is located within the Peninsula Community Planning Area, with only the northernmost portion located in the Ocean Beach Planning Area.) In 1928 the current Ocean Beach Branch Library opened on the southwest corner of Santa Monica Avenue and Sunset Cliffs Boulevard. Local clubs and social organizations, such as the Ocean Beach Women’s Club and the Tuesday Club helped to foster a sense of community. The local Chamber of Commerce promoted local businesses and provided support. In 1930 the Ocean Beach Lighting District was formed and decorative street lights were installed. Plans of Lighting District No. 1 called for 128 lamps, as detailed in Table C.3 on the following page.

Table C.3 OCEAN BEACH LIGHTING DISTRICT NO. 1

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

Also in 1930, the first zoning maps and regulations were established in the City. Zoning in Ocean Beach was divided into three residential zones of varying density and a commercial zone. The commercial zones (C) were identified in three separate locations and resulted in three separate commercial districts. The first was located along Voltaire Street from roughly Sunset Cliffs Blvd to Abbott Street, and along Abbott Street from Muir Avenue north along West Point Loma Boulevard down Bacon Street just past Muir Avenue. The second was located down Newport Avenue from Sunset Cliffs Blvd to the ocean, down Santa Monica Avenue and Niagara Avenue from Bacon Street to the ocean, and along Sunset Cliffs Boulevard from Newport Avenue to Narragansett Avenue. The third commercial district

was a small strip along Point Loma Avenue between Ebers Street and Sunset Cliffs Boulevard. High density residential zones (R-4) were located generally west of Sunset Cliffs Boulevard and low density residential zones (R-2 and R-1) were located generally east of Sunset Cliffs Boulevard. Although City-wide zones have changed and expanded over the years, the land use designations and allowable residential density have remained relatively unaltered in Ocean Beach since the first zoning action, which is reflected in the development patterns in Ocean Beach.

The Great Depression brought development in Ocean Beach and San Diego as a whole to a crawl. Local merchants extended credit to struggling residents in the tight-knit community. Little new development occurred during this time. Development which did occur expressed a more contemporary design aesthetic in the Streamline Moderne and Minimal Traditional styles. These styles, with their sleek, simple styling and minimalist use of traditional design elements were well suited to the lean times of the Depression and World War II. In 1938-39, with great opposition from the community, streetcar service through Ocean Beach was discontinued in favor of bus service. Decommissioned streetcars were sometimes salvaged and reused as housing within the community.

Post-War Development (1945-1970)

The population and development in Ocean Beach exploded in the wake of the World War II. Between 1940 and 1950 the population of Ocean Beach doubled from 12,500 to 25,000 as military personnel, the wartime civilian workforce, and later returning GIs and their families flooded the community. Single family housing and low residential multi-family housing began to fill the once-sparse hillside. Areas west of Sunset Cliffs Boulevard with higher land values and residential density allowances developed and redeveloped with more dense multi-family housing developments consisting of apartment courts and the now-ubiquitous “6-pack” and “8-pack” apartments.

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

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

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

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

Property Types and Themes

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

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

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

Table C.4 Summary of Character Defining Features

Style/Type	Period	Character Defining Features
Vernacular Shacks	1887-1915	<ul style="list-style-type: none"> » Single wall board and batten construction; » 400 to 600 square feet in size; » Pier and post foundation; » Minimal interior amenities; and may also include » Front porches; and » Garages off the alleys.
Vernacular Tents	1887-1915	<ul style="list-style-type: none"> » Canvas stretched over a wooden frame; » Gable roof; » Windows; and may also include » Front porch
Craftsman	1905-1930	<ul style="list-style-type: none"> » Gabled roofs; » Overhanging eaves with exposed rafter tails (clipped or boxed eaves are less common); » Wood siding in shingle or lap form; and » Windows are typically simple one-over-one single or double-hung wood windows and casement windows, although multi-lite windows may be present.
Spanish Revival	1915-1940	<ul style="list-style-type: none"> » Flat roofs with simple parapets or gabled clay tile roofs (or a combination of both); » Stucco walls; and » Windows are typically one-over-one single or double-hung wood windows and casement windows, although multi-lite windows may be present.

Streamline Moderne	1925-1950	<ul style="list-style-type: none"> » Flat roofs with coping or a flat parapet; » Asymmetrical façade; » Horizontal massing and emphasis; » Smooth stucco or concrete exterior finish; » Horizontal accents; » Restrained detailing; and may also include » Curved building corners; » Curved horizontal railings, overhangs, & coping with horizontal projections above doorways & at the cornice; » Steel sash windows; » Corner windows; » Glass block; and » Round "porthole" windows.
Minimal Traditional	1935-1955	<ul style="list-style-type: none"> » Compact size, which is usually single story; » Low-pitch gabled or hipped roofs with shallow overhangs; » Simplified details of limited extent, reflecting traditional or moderne themes; » Use of traditional building materials; and may also include » Simple floor plan with minimal corners; » Small front porches; » Modestly sized wood framed windows; and » Detached or attached front-facing garages.
Style/Type	Period	Character Defining Features
Contemporary	1955-1965	<ul style="list-style-type: none"> » Strong roof forms, typically with deep overhangs; 0 » Large windows, often aluminum framed; » Non-traditional exterior finishes such as vertical wood siding, concrete block, stucco, flagstone and mullion-free glass; and may also include » Angular massing; » Sun shades, screens or shadow block accents; » Attached garages or carports; » Split-level design; » Horizontally oriented commercial buildings; » Distinctive triangular, parabolic or arched forms; » "Eyebrow" overhangs on commercial buildings; and » Integrated, stylized signage on commercial buildings.

Post and Beam	1950-1970	<ul style="list-style-type: none"> » Direct expression of the structural system; » Horizontal massing; » Flat or shallow pitch roofs; » Floor-to-ceiling glass; and may also include » Repetitive façade geometry; » Minimal use of solid load bearing walls; » Absence of applied decoration; » Strong interior/exterior connections; » Open interior floor plans; and » Exterior finish materials of wood, steel and glass.
Ranch	1950-1975	<ul style="list-style-type: none"> » Horizontal massing, usually single-story; » Low sloped gabled roofs with deep overhangs; and may also include » Attached carports or garages; » Traditional details such as wood shutters, wood windows, and wide brick or stone chimneys; and » Traditional building materials such as wood shingle roofing, wood siding, brick, stucco and stone.

Residential

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

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

HRB designation Criteria most likely applicable to residential buildings eligible for individual listing are HRB Criterion A as a special element of the neighborhood’s development, Criterion B for an association with a historically significant individual, Criterion C as an architecturally significant structure, and Criterion D as a notable work of a Master Architect or Master Builder. To be eligible for individual listing

a building must retain a majority of its character-defining features and elements. Properties significant under HRB Criterion A may still be eligible for listing with less of the historic fabric and features intact, provided that it retains sufficient integrity related to the resource's significance in the development of the community. Similarly, properties significant under HRB Criterion B may still be eligible for listing with less of the historic fabric and features intact, provided that it retains sufficient integrity of association with the historically significant individual. Residential cottage and bungalow buildings may also be eligible under HRB Criterion F as a contributing resource to the Ocean Beach Cottage District, provided that the property falls within the period of significance (1887-1931). Properties significant under HRB Criterion F as a contributing resource need not be individually significant nor retain all of their original elements. However, the property must retain sufficient integrity to convey the significance of the District.

Single Family

The earliest residential development pre-dating Collier's subdivision activities in 1907 would consist primarily of vernacular vacation shacks and some single family housing, including tent houses. Some vacation shacks may still be extant and may have been retrofitted with more substantial framing. Tent houses will no longer be present in their original configuration, but may have been retrofitted to accommodate permanent residency.

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

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

Multi-Family

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

World War II and Post-War multi-family residential structures were developed at a greater intensity. The building footprint covered much of the lot (or more than one lot) and almost always incorporated two

stories. These larger apartment court, “6-pack” and “8-pack” apartment buildings are located west of Sunset Cliffs Boulevard and in a number of cases replaced older development. In response to the increasing popularity of the car and the elimination of the trolley line, on-site parking was incorporated into most post-War multi-family developments.

Commercial

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

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

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

Retail and Office

Retail and office buildings can be found throughout the Planning Area, but are located primarily along Voltaire Street, Newport Avenue area, and Point Loma Boulevard. There are no retail or office buildings currently designated. Retail and office buildings are typically smaller one or two story buildings on 25-foot wide lots, but some are built across two or more lots. Typically, those spanning more than one lot were built or expanded in the post-War period. Retail and office buildings are commonly either wood frame construction or masonry construction. Pre-War and a number of post-War retail and office buildings are sited immediately adjacent to the sidewalk, while other post-War retail and office buildings are set back from the sidewalk with parking provided in front of the building. Due to

the ever-changing nature of retail and office buildings, alterations to storefronts and fenestration to accommodate new tenants are likely to have occurred. Such changes should not preclude designation, especially in a district context. However, properties evaluated for individual significance, particularly under HRB Criteria C and D, must still retain sufficient integrity to convey the style and/or significant association.

Hotels and Lodging

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

Entertainment

As a seaside resort town, Ocean Beach was home to a number of dance halls, bathing houses, skating rinks, theaters, and even an amusement park. As visitors were drawn away to new resort areas and attractions such as Mission Beach, the Planning Area transitioned to a more traditional community with fewer entertainment venues. The Wonderland amusement park at the foot of Voltaire Street closed its doors shortly after a flood severely damaged the roller coaster in 1916. Only a closed dance hall and a vacant building remain at the Wonderland Park site on the 1921 Sanborn Map, with all remnants of the park gone by the time the 1950 map was prepared. R.G. Vallin's 1910 dance hall at the foot of Newport Avenue is not present on the 1921 Sanborn Map. William Benbough's 1918 Ocean Beach Dancing Pavilion, also at the foot of Newport, is seen on the 1921 map, as is his 1916 dance hall at the southeast corner of Santa Monica and Abbott Street, which he had converted to a skating rink. The 1916 building is no longer present on the 1950 Sanborn Map. The Ocean Beach Dancing Pavilion is present on the 1950 map, but was also converted to a skating rink. The Pavilion was demolished and replaced by parking (the current use) by the time the 1956 map was prepared.

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

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

Based on available information, it is not expected that many entertainment venues are extant. The existing buildings at the sites of the former Ocean Theater and bowling alley should be evaluated for significance and integrity. The HRB designation Criterion most likely applicable to these buildings is HRB Criterion A for significance within the development of the community. However, this determination cannot be made without an intensive level evaluation.

Institutional

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

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

Government

The original Fire Station No. 15 built in 1914 in the Mission Revival style on the north side of Newport Avenue near Cable Street was demolished after the fire station was relocated in 1949. The new fire station is located at 4711 Voltaire Street, near the northeast edge of the Planning Area. The original school built by Collier in 1908 was demolished in 1923 and replaced with the current Ocean Beach School on the same site at Sunset Cliffs Boulevard and Santa Monica Avenue. The school is designed in the Spanish Revival style and appears to retain a fairly high degree of integrity, although there have been additions of permanent and temporary buildings to the school site. The Ocean Beach Library located at 4801 Santa Monica Avenue was constructed in 1928 in a Spanish/Monterey style and is designated as Historical Resources Board Site #565 (as well as Ocean Beach Cottage Emerging Historical District Site #442-065). The Ocean Beach Recreation Center, located at 4726 Santa Monica Avenue, was designed by Master Architects William Templeton Johnson and Harold Abrams and built in 1945. The structure is an International style masonry structure and appears to retain a high degree of integrity. A small police substation and lifeguard station is present on the 1950 Sanborn Map at the foot of Santa Monica Avenue. The current lifeguard station is located at the same location (1950 Abbott Street), and may have been expanded into its current configuration. The Post Office at 4833 Santa Monica Avenue, designed in the Modernist Contemporary style, was built c.1960 according to water permit records.

Churches

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

Objects and Streetscape Features

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

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

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

Survey Results

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

Recommendations

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

Bibliography

ASM Affiliates, Inc. Prehistoric and Historic Archaeology of Metropolitan San Diego: A Historic Properties Background Study, 2008.

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

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

City of San Diego. City of San Diego General Plan, Appendix A. 2008.

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

City of San Diego. "San Diego Modernism Historic Context Statement". October 17, 2007.

City of San Diego. Water and Sewer Connection Records.

Crane, Claire B. "The Pueblo Lands: San Diego's Hispanic Heritage" The Journal of San Diego History 37, No. 2 (1991): <http://www.sandiegohistory.org/journal/91spring/pueblo.htm>

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

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

Holle, Gena. "Transit in San Diego: ASCE Anniversary Project" The Journal of San Diego History 48, No. 1 (2002): <http://www.sandiegohistory.org/journal/2002-1/holle.htm>

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

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

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

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

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

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

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

...this page
intentionally
left blank

Appendix D:

OVERLAYS

This page intentionally left blank.

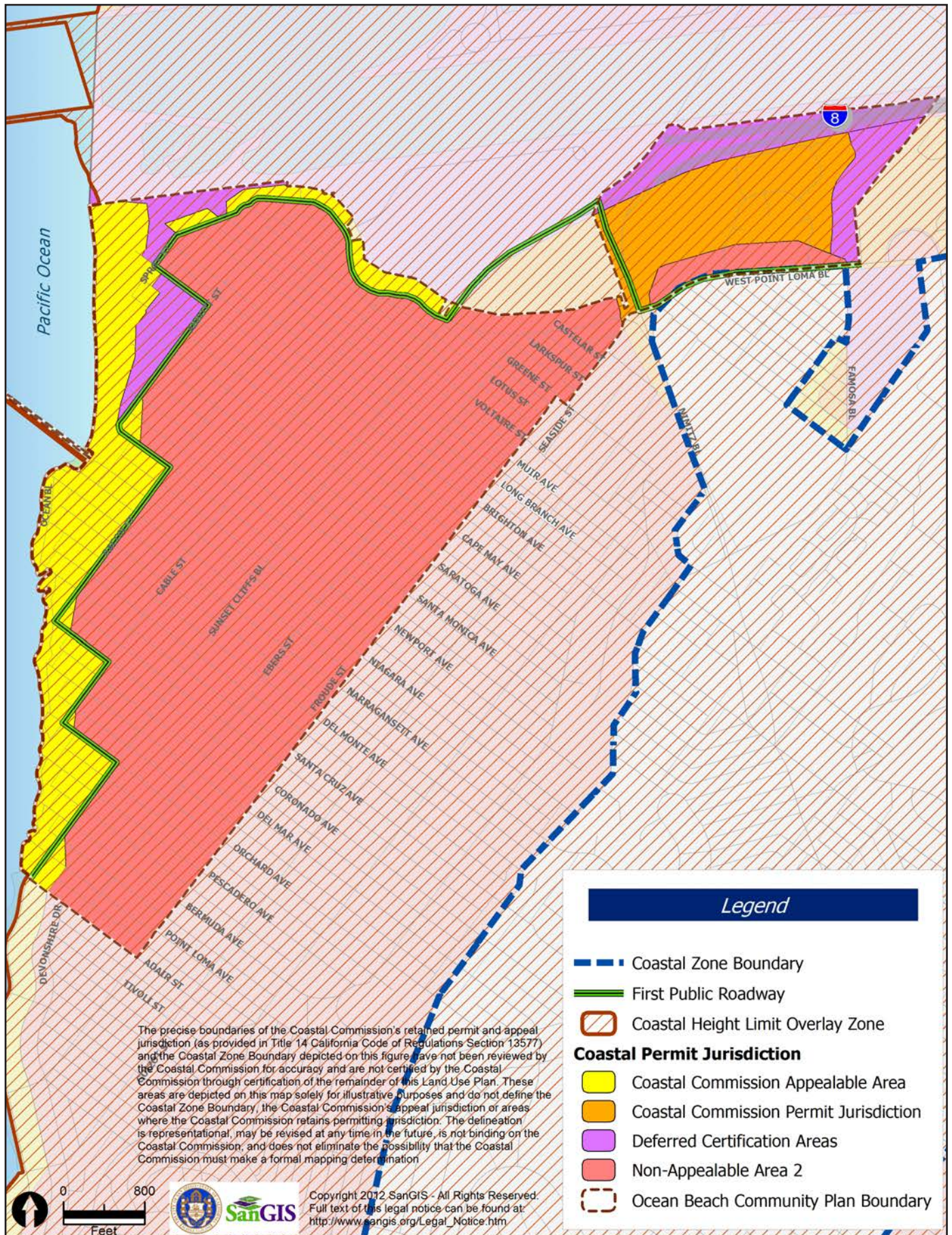


Figure D.1 Coastal Overlay Zones

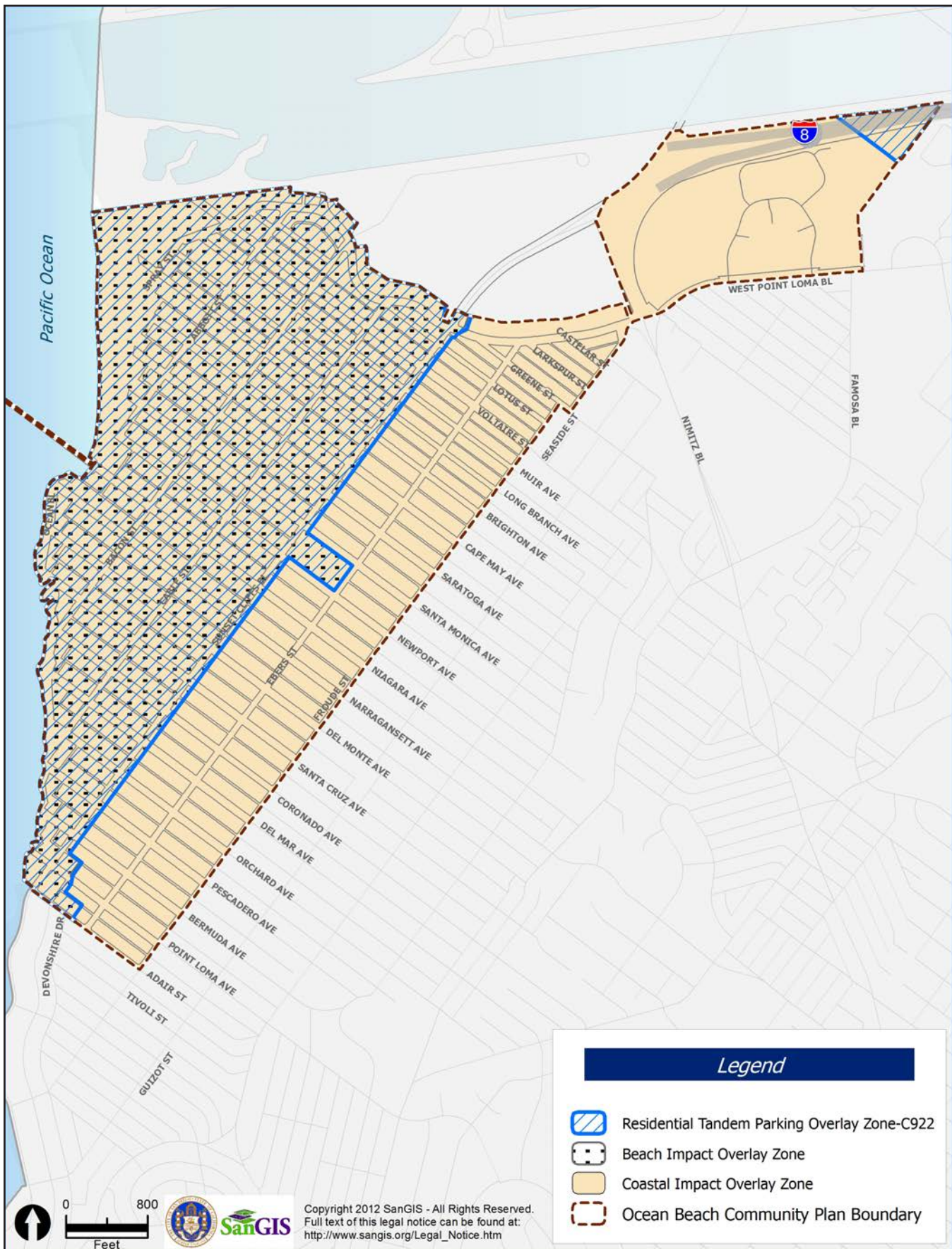


Figure D.2 Parking Overlay Zones within Ocean Beach Planning Area

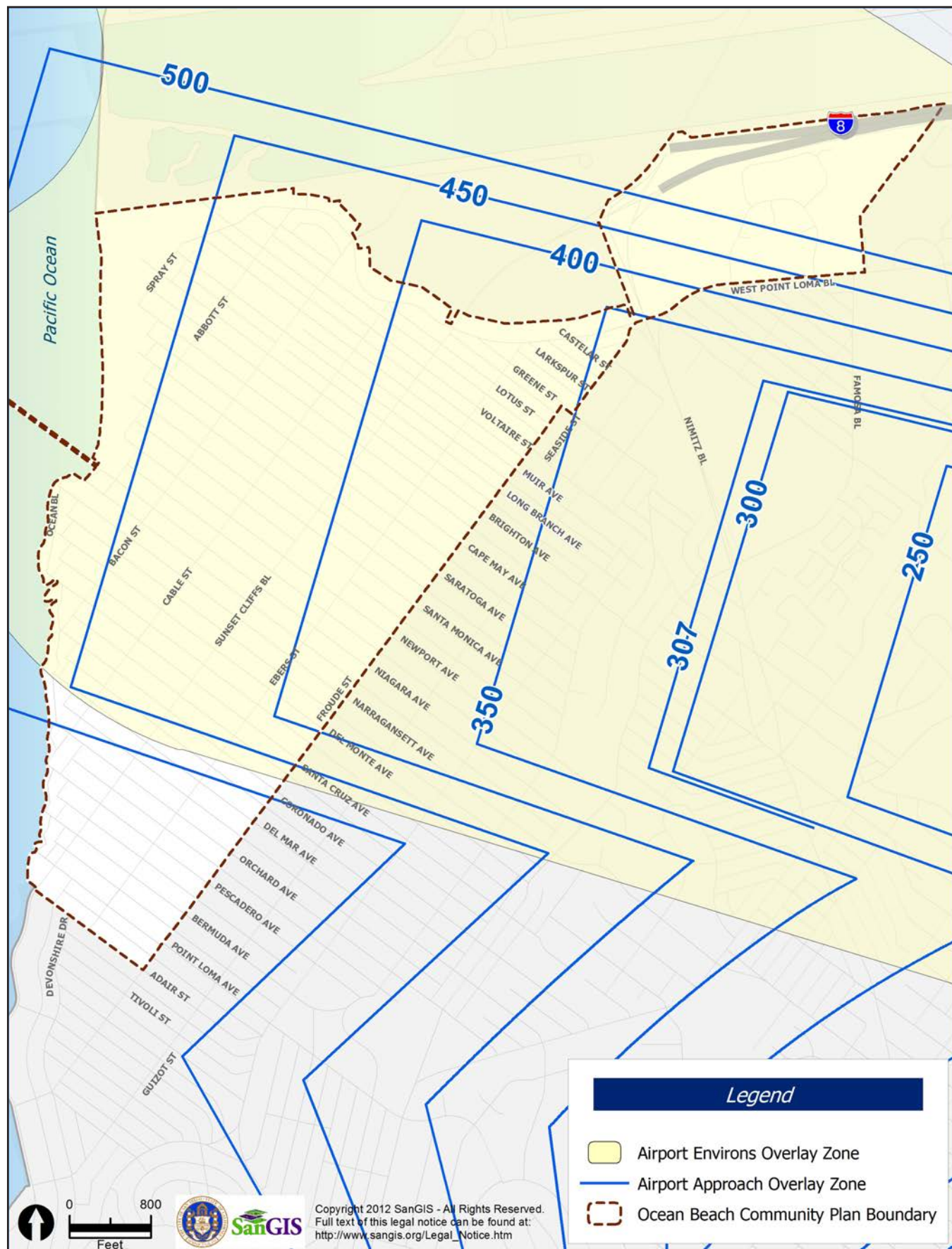


Figure D.3 Airport Overlay Zones

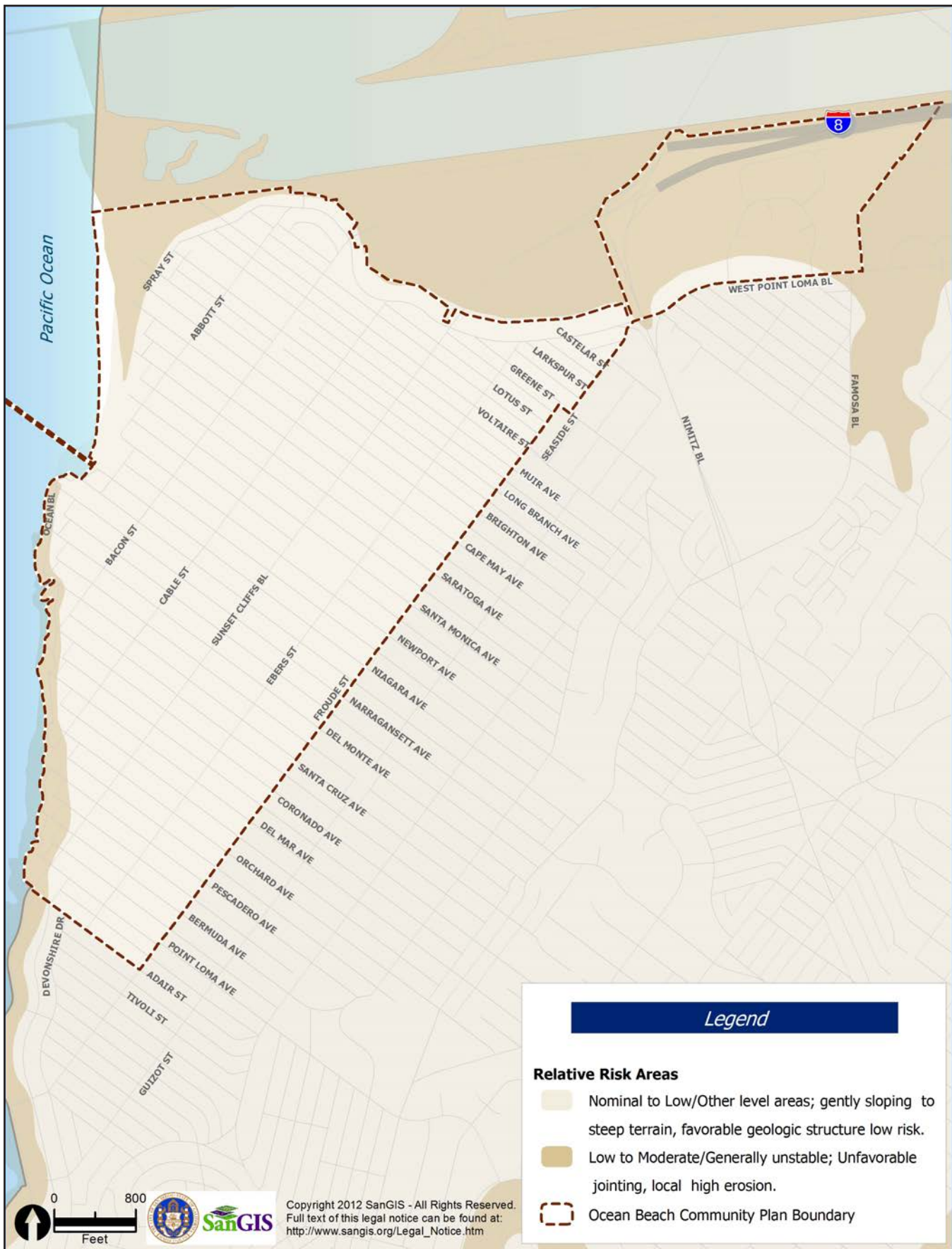


Figure D.4 Ocean Beach Slope Overlay Areas

