

LOCAL COASTAL PROGRAM ADDENDUM



On November 25, 1980, the San Diego City Council adopted the Ocean Beach Precise Plan Local Coastal Program Addendum by Resolution Number 253199, and thereby incorporated the Addendum into the Ocean Beach Precise Plan.

OCEAN BEACH PRECISE PLAN
 LOCAL COASTAL PROGRAM ADDENDUM

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I. INTRODUCTION

Background

The Peninsula Community Plan adopted in June 1968, recommended the preparation of a precise plan for the community of Ocean Beach. As a result, several planning efforts were undertaken involving community groups and The City of San Diego Planning Department staff, which culminated in the Ocean Beach Precise Plan. On April 2, 1975, the Planning Commission approved the precise plan under Resolution No. 277. Subsequently on July 3, 1975, the San Diego City Council adopted the Ocean Beach Precise Plan and concurrently amended the Peninsula Community Plan under Resolution No. 213739.

During the preparation of the precise plan, the voters of the State of California approved the Coastal Initiative (Proposition 20) in November 1972. The goals and objectives embodied in the initiative and resultant guidelines were incorporated into the Ocean Beach Precise Plan as they became available prior to the Plan's adoption in 1975. Subsequently, the California State Legislature approved the California Coastal Act of 1976, which went into effect on January 1, 1977. In addition to giving permanence to the State Coastal Commission, Section 30500 of this act requires that the local government prepare a Local Coastal Program (LCP). The preparation of the LCP is intended to bring the local government's planning process into conformance with the policies and provisions of the Coastal Act. The LCP process can be broken down into three relatively distinct phases: issue identification, land use plan, and implementing ordinances. As permitted by the Coastal Act, the City has chosen to segment its total LCP. The Ocean Beach Precise Plan is one such segment.

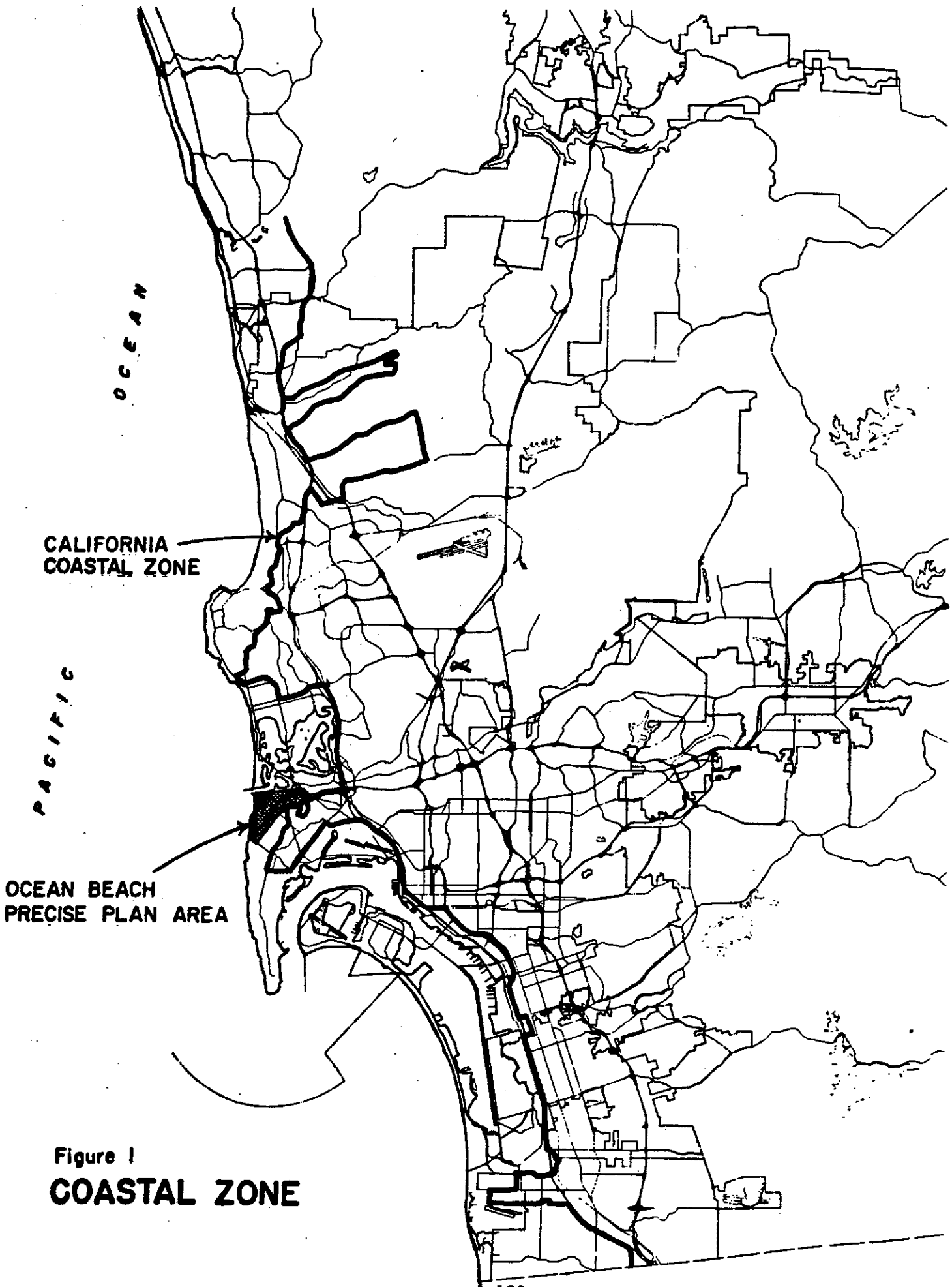


Figure 1
COASTAL ZONE

Issue Identification

During 1977 and 1978, The City of San Diego submitted Issue Identification and Segmentation requests to the Coastal Commission. The City's request for Segmentation and Issue Identification of the Ocean Beach Precise Plan area was approved by the Coastal Commission on June 21, 1979. The Geographic Segmentation and Issue Identification Report is included in Appendix A.

The following key issues were identified in the Geographic Segmentation and Issue Identification Report:

1. The protection of existing housing opportunities for persons of low/moderate income and the provision, where feasible, of new housing for persons of both low and moderate income.
2. Use of Pueblo Lot 212 and resolution of the extent of public tidelands.
3. The resolution of natural erosion problems at Sunset Cliffs in a manner which maximizes shoreline access, which is environmentally and aesthetically sensitive, and which is acceptable to a majority of the community.
4. The control of bluff top development and erosion related to human use.
5. Traffic congestion, inadequate public transportation, and parking problems.
6. Protection of environmentally sensitive habitat areas in the vicinity of Sunset Cliffs and the Famosa Slough Channel.
7. The maintenance and provision of safe access at Sunset Cliffs and the inclusion, in the land use plan, of a "specific public access component" for the community.
8. Preservation of the existing character and scale of development and reduction of visual clutter in commercial areas.
9. The provision of new visitor and recreational facilities for low and moderate income families.

Land Use (Precise) Plan

On October 2, 1979, The City of San Diego submitted its existing 1975 Ocean Beach Precise Plan as the Land Use Plan portion of the LCP to the California Coastal Commission for the Commission's review and certification, as required by Section 30512 of the Coastal Act. In addition to this Plan, the City presented supportive reports identifying areas in the Plan which addressed the identified issues.

On May 22, 1980, the State Coastal Commission certified the land use plan as a segment of the City's overall LCP. As part of the Coastal Commission's certification, several conditions of approval were imposed adding further plan specificity and clarification. This Addendum was developed in response to those conditions in order to further clarify objectives and implementation guidelines existing in the Plan, and to provide the specificity required by the Coastal Commission.

The Addendum is structured to address, specifically, issues discussed in the following elements of the Precise Plan: Residential Land Use and Housing, Commercial, Public Facilities, Transportation, and Community Appearance and Design. The areas requiring more detailed background information and specificity within the context of the adopted Plan elements, as translated into Coastal Act policy terminology, include:

1. Shoreline Public Access (Public Facilities Element, Transportation Element, and Community Appearance and Design Element)
2. Recreation and Visitor-Serving Facilities (Public Facilities Element, Commercial Element, and Community Appearance and Design Element)
3. Shoreline Development (Public Facilities Element)
4. Locating and Planning New Development (Residential Land Use and Housing Element, Transportation Element and Commercial Element)
5. Coastal Visual Resources (Community Appearance and Design Element, Residential Land Use and Housing Element, and Commercial Element)

In this Addendum, the discussion of these issues will focus on the Precise Plan references, goal and recommendation specificity, and clarification of future implementation techniques.

Coastal Conservancy Assistance

It is recognized that certain resource areas in the Ocean Beach community may require further public attention to ensure their protection and enhancement. Included in this concern are:

1. Areas where unused and/or subdivided lots require consolidation or redesign to permit appropriate land uses;
2. Sensitive coastal resource areas which are experiencing some form of deterioration or development pressure;
3. Degraded or less than pristine wetlands; and
4. Areas which are well suited for visitor-commercial and recreational facilities.

The State Coastal Conservancy should be considered for possible assistance in addressing these and other concerns which are discussed throughout the LCP.

II. SHORELINE PUBLIC ACCESS

Section 30500(a) of the Coastal Act requires a specific public access component in the land use plan. The following discussion incorporates the references to coastal access as presented in the 1975 precise plan for Ocean Beach, and amplifies these plan references with further clarification of access ways and implementation techniques.

Background:

In the Parks and Recreation portion of the Public Facilities Element, the precise plan recognizes the need to maintain public access to the beaches. Ocean Beach Park is noted as a regional resource utilized by community residents, San Diegans in general, and visitors from outside the region. In addition, Sunset Cliffs and its street-end beaches are recognized as a shoreline asset. However, the fragile nature of the natural bluffs is noted as a concern in constructing public access improvements in these areas. The possible conflict between optimal public accessibility and maintenance of the "neighborhood" atmosphere is cited in relation to the park, beach, and cliff resources of the community.

In the Transportation Element, the Plan outlines the problem of "a street system designed years too soon to anticipate the nature of present demands." The automobile is de-emphasized as the major means to accommodate future increases in the intra-community and area-wide traffic. Parking, transit, and bikeway proposals focus on the transport of beach users to the ocean edge.

The Plan also discusses the preservation and enhancement of the natural environment and the physical character of Ocean Beach in the Community Appearance and Design Element. Visual access from the community to the shoreline is considered an important aspect of carefully relating Ocean Beach to the coast.

The locations of shoreline recreational areas and proposed transportation services are summarized in Figure 2. This figure is a composite of information from Public Facilities and Transportation Element maps already included in the Precise Plan.

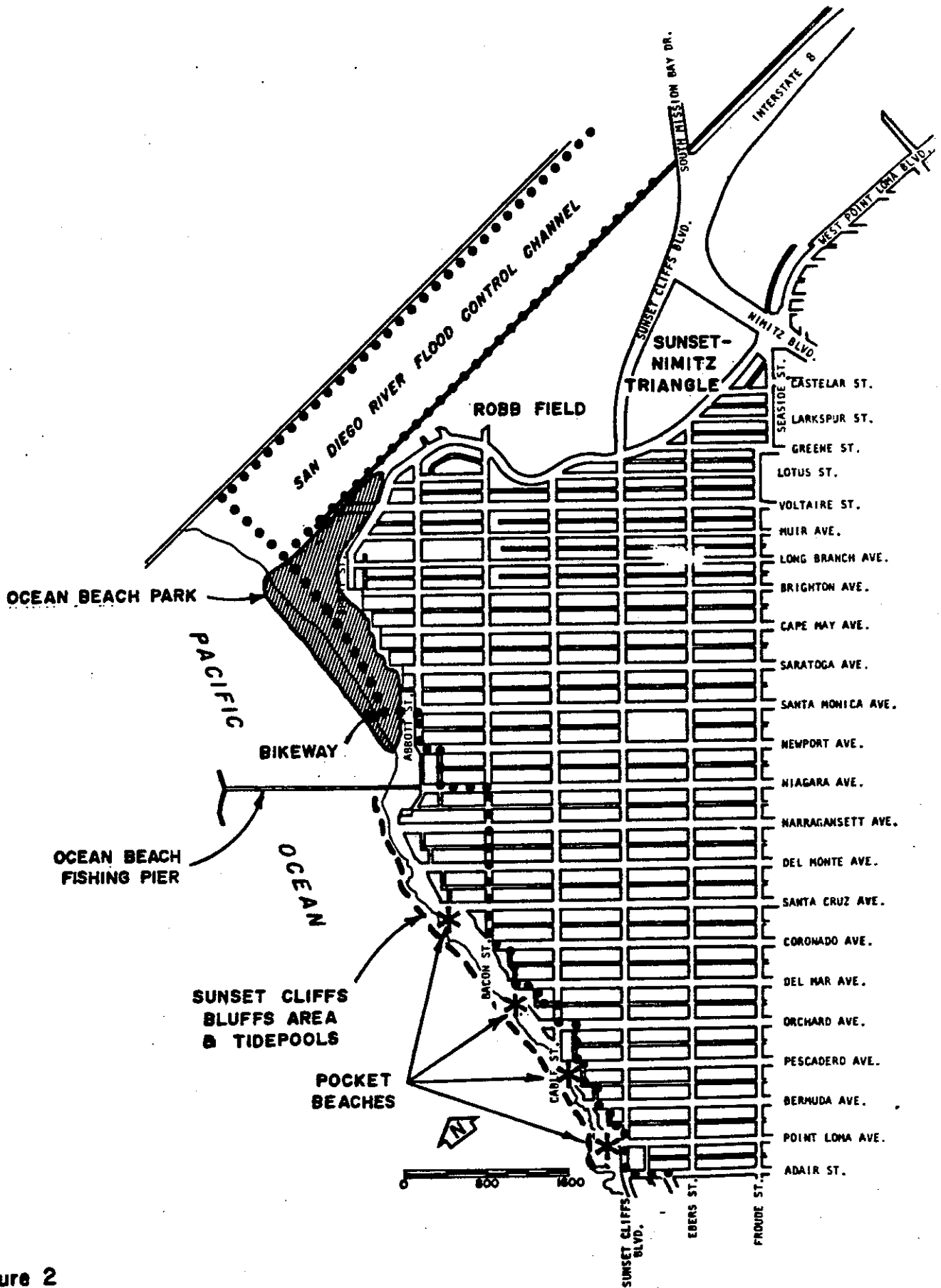


Figure 2
COASTAL-ORIENTED FACILITIES

Plan Goals:

"RETAIN AND EXPAND THE SAFE AVAILABILITY OF OCEAN BEACH PARK TO THE PUBLIC WHILE RETAINING AND ENHANCING THE RESIDENTIAL CHARACTER OF STREETS AND HOMES IN OCEAN BEACH." (Page 38)

"DISCOURAGE AUTOMOBILE USE FOR SHORTER INTRA-COMMUNITY TRIPS THROUGH THE ENCOURAGEMENT OF PUBLIC TRANSIT, BICYCLE AND PEDESTRIAN TRAFFIC." (Page 66)

"THE DEVELOPMENT OF INCREASED RECREATIONAL PARKING WITH MINIMUM DISRUPTION TO THE EXISTING COMMUNITY." (Page 70)

"THE CONTINUING DEVELOPMENT OF AN EXPANDED INTRA-COMMUNITY, MINIMUM COST, PUBLIC-TRANSIT SERVICE IN ORDER TO TRANSPORT BEACH USERS FROM THEIR AUTOMOBILES TO THE WATER AND TO DISTRIBUTE RESIDENTS THROUGHOUT THE COMMUNITY." (Page 73)

"TO DEVELOP AN INTRA-COMMUNITY BIKEWAY NETWORK THAT LINKS THE VARIOUS ACTIVITY CENTERS WITHIN OCEAN BEACH." (Page 76)

"TO PROTECT, PRESERVE, AND ENHANCE THE NATURAL ENVIRONMENT OF OCEAN BEACH." (Page 81)

Plan Recommendations:

A. General Access

"THAT ALL BEACHES BE EASILY ACCESSIBLE TO THE GENERAL PUBLIC." (Page 42)

"THAT PUBLIC ACCESS TO BEACHES AND THE SHORELINE BE PROTECTED, FIRST BY CLEARLY ESTABLISHING PUBLIC ACCESS AND USE RIGHTS, AND SECOND BY REQUIRING NEW DEVELOPMENTS TO PROVIDE VISUAL AND PHYSICAL ACCESS." (Page 42)

The Plan discusses establishing public access in greater detail:

"FURTHER, (1) PUBLIC ACCESS FROM THE NEAREST PUBLIC THOROUGHFARE TO THE COASTLINE SHOULD BE PROVIDED IN NEW DEVELOPMENTS (BY THE DEDICATION OF AN ACCESS EASEMENT OR FEE TITLE TO AN ACCESS WAY TO A PUBLIC AGENCY OR BY THE RECORDING OF A DEED RESTRICTION GUARANTEEING ACCESS ACROSS THE PROPERTY), OR (2) WHERE ADDITIONAL PUBLIC ACCESS

IS INAPPROPRIATE (E.G. WHERE ADEQUATE ACCESS EXISTS NEARBY, WHERE TOPOGRAPHY MAKES ACCESS DANGEROUS, WHERE THE PROPOSED DEVELOPMENT OR DIVISION OF LAND IS TOO SMALL TO INCLUDE AN ACCESS WAY, OR WHERE THE COASTAL RESOURCES ARE TOO FRAGILE TO ACCOMMODATE GENERAL PUBLIC USE), THE DEVELOPER SHOULD PAY AN "IN LIEU" FEE EQUAL TO THE COST OF OBTAINING REASONABLE ACCESS AT FAIR MARKET VALUE ACROSS THE PROPERTY, TO A FUND FOR THE ACQUISITION OF PUBLIC ACCESS ELSEWHERE."
 (Page 39)

"THAT A REGIONAL ACCESS AND USE MANAGEMENT SYSTEM, AS PROPOSED BY THE COAST REGIONAL COMMISSION, BE INSTITUTED." (Page 42)

The Plan calls for the regulation of "BEACH ACCESS AND USE THROUGH THE NUMBER AND LOCATION OF PUBLIC IMPROVEMENTS SUCH AS ACCESS POINTS, STAIRWAYS, AND PARKING AREAS." (Pages 39-40)

B. Trails

"THAT ACCESS DOWN THE CLIFFS BE LIMITED TO SAFE, NATURAL TRAILS IN STABLE GEOLOGIC AREAS, AND EXISTING TRAILS RECEIVE IMPROVEMENTS ONLY WHERE NEEDED TO INSURE SAFETY." (Page 42)

The Plan states that any trail improvements should respect the integrity of the natural bluffs. (Page 40)

C. Parking Provisions

"THAT BEACH USER PARKING BE ACCOMMODATED THROUGH THE DEVELOPMENT OF A PARKING RESERVOIR AT THE NORTHERN ENTRANCE TO OCEAN BEACH, AND THAT A SHUTTLE SERVICE BE USED TO TRANSPORT PEOPLE FROM THEIR CARS TO THE BEACH." (Page 72)

The Plan explains: "THE PARKING RESERVOIR CONCEPT IS PROPOSED IN LIEU OF THE EXPANSION OF PARKING DIRECTLY ON THE BEACH, WHICH WOULD REMOVE DESIRED BEACH AREA WHILE CREATING VISUAL BLIGHT ADJACENT TO THE COAST. SUCH A RESERVOIR MUST BE DEVELOPED IN CONJUNCTION WITH SOME FORM OF MINI-BUS SERVICE TO THE BEACH IN ORDER FOR IT TO BE EFFECTIVELY USED." (Page 39)

and, "RATHER THAN ENCOURAGING THROUGH TRAFFIC OR PRE-EMPTYING LAND ADJACENT TO THE BEACH FOR ADDITIONAL PARKING, RESERVOIRS SHOULD BE ESTABLISHED AT THE ENTRANCE TO THE COMMUNITY." (Page 71) The Plan proposes the Sunset-Nimitz Triangle as a joint public park and parking reservoir, with transit and pedestrian linkages.

"THAT, UPON DEVELOPMENT OF PARKING RESERVOIRS AT THE FRINGE OF THE COMMUNITY, PUBLIC TRANSIT BE INSTITUTED TO TRANSPORT BEACH USERS FROM THEIR CARS TO THE BEACH." (Page 74)

D. Transit

The Plan notes that this could be part of the intra-community transit service and could link the area-wide transit system.

E. Bikeways

"THAT A BIKEWAY BE MARKED ADJACENT TO THE COAST THE ENTIRE LENGTH OF OCEAN BEACH." (Page 77)

The Plan describes the bike route in detail:

"THE PRIMARY NEED AT PRESENT IS FOR A NORTH/SOUTH BIKEWAY THROUGH OCEAN BEACH ALONG THE COASTLINE. THIS ROUTE SHOULD BE ESTABLISHED AS CLOSE TO THE COAST AS FEASIBLE. THIS CAN BE ACCOMPLISHED BY DEVELOPING THE FACILITY ALONG THOSE STREETS AND ALLEYWAYS THAT ARE IMMEDIATELY ADJACENT TO THE COAST. SHOULD PUBLIC LAND BE ACQUIRED IN THE FUTURE ALONG THE BLUFF TOPS, THIS WOULD BE THE IDEAL LOCATION FOR A COASTAL BIKE ROUTE. ON THE NORTH, THIS BIKEWAY SHOULD CONNECT DIRECTLY TO THE PROPOSED LINK ACROSS THE SAN DIEGO RIVER SAND PLUG. ON THE SOUTH, IN ORDER TO AVOID STEEP HILLS AS MUCH AS POSSIBLE, THE BIKEWAY SHOULD FOLLOW ADAIR STREET TO THE EAST AND THEN PROCEED SOUTH ON SANTA BARBARA STREET." (Page 76)

In addition, east/west bike links to the coast are proposed.

F. Visual Access

"THAT VIEWS AVAILABLE FROM ELEVATED AREAS AND THOSE ADJACENT TO THE BEACHES AND OCEAN BE PRESERVED AND ENHANCED WHEREVER POSSIBLE." (Page 83)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objects of the precise plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed.

Figure 3 summarizes the locations of existing and proposed public access ways to and along the shoreline in Ocean Beach. The figure is accompanied by a key describing each access way individually.

Most of the access points identified are already in existence. Some have facilities such as stairs, pathways, and parking areas. In addition, existing pathways and informal trails provide lateral access in some locations. Lateral access is also possible along the sandy area of beaches - Ocean Beach Park and the street-end pocket beaches. All of these existing access ways are under the jurisdiction of the City's Park and Recreation Department and as such they will be maintained by that City Department.

There are a number of locations where access could be provided, or existing access could be improved. A proposed project (or projects) to stabilize cliff erosion in the Sunset Cliffs area provides an opportunity to improve coastal physical access by adding new vertical and lateral access ways as well as improving existing access. Several locations in Figure 3 and the accompanying key are identified as potential access ways. Future development of these physical access facilities will be undertaken as feasible by the City's Park and Recreation Department, in coordination with the Coastal Conservancy, and the Army Corps of Engineers in the event erosion control measures are incorporated. Physical access improvements could include vertical walkways, stairways, and an emergency roadway. Maintenance should be coordinated by the City's Park and Recreation Department.

Stabilization and coastal access projects afford the additional opportunity to improve visual access at the street ends and along shoreline roads. Improvements could include attractive fencing, benches, trash receptacles, landscaping, paving and walkways, bicycle racks, and parking. These improvements could enhance views from shoreline developments and streets, and complement physical access ways.

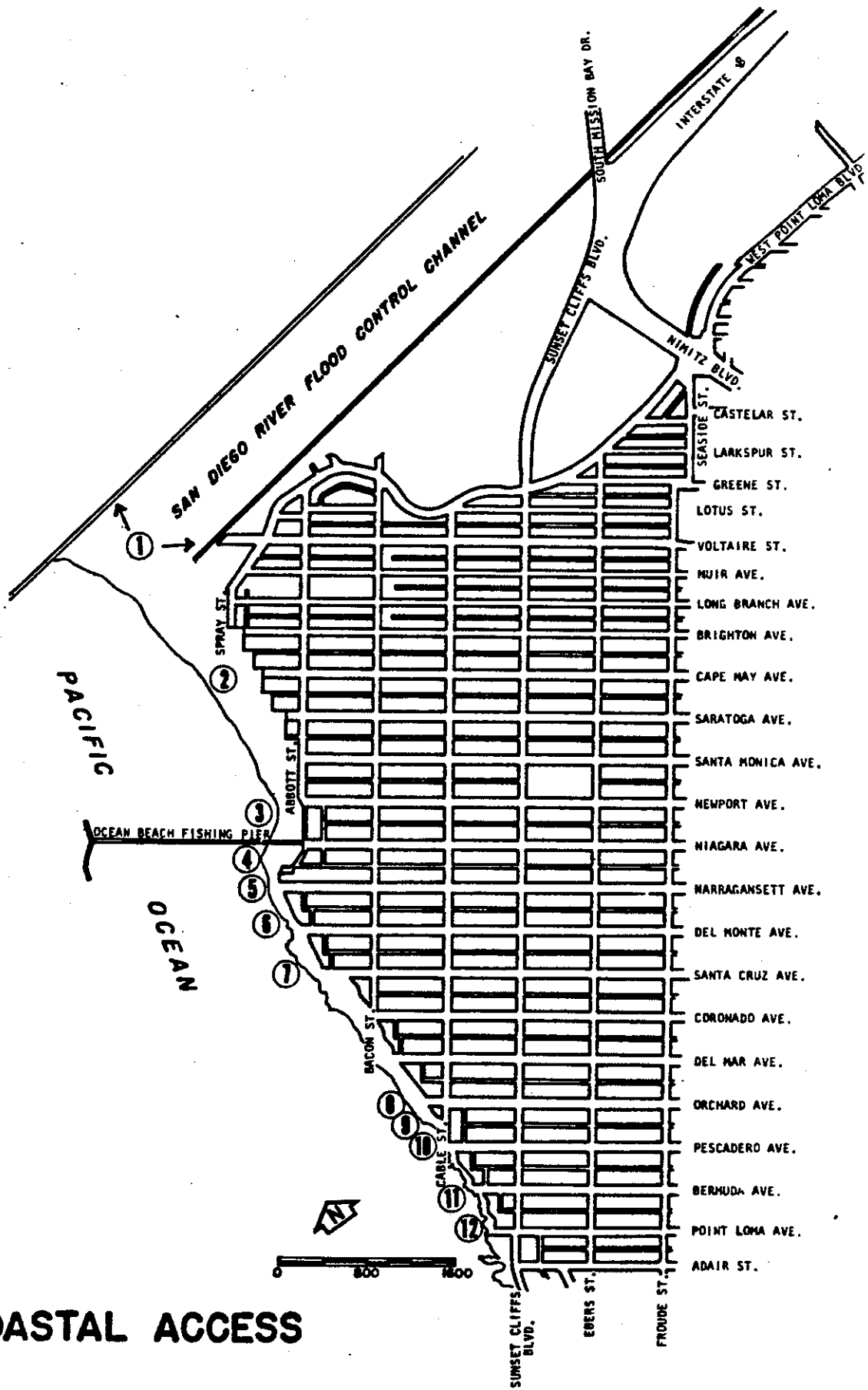


Figure 3
PUBLIC COASTAL ACCESS

Key to Figure 3

PUBLIC COASTAL PHYSICAL ACCESS

1. Existing pedestrian and bike paths on the north and south levees of the San Diego River Channel. Several access points, including Robb Field and Ocean Beach Park.
2. Existing multiple access to and along Ocean Beach Park with beach and some off-street parking.
3. Direct public access to Ocean Beach Fishing Pier from Niagara Street; stair access from parking lot and beach at base of pier.
4. Existing stair access from Niagara Street to boardwalk and tidepool areas.
5. Potential stair access from Narragansett Avenue to beaches.
6. Existing stair access from Del Monte Avenue and street end parking to tidepools at base of cliffs.
7. Existing stair access from Santa Cruz Avenue to pocket beach at base of bluff and to potential lateral walkway extending between Bacon Street and Ocean Front alley.
8. Potential access from Orchard Avenue to pocket beaches in vicinity of Del Mar Avenue via potential walkway and stair.
9. Existing stairway at south end of Cable Street provides access to beach. Potential access roadway for maintenance and emergency vehicles.
10. Existing stairway at Pescadero Avenue to beach and tidepools.
11. Existing stairway at Bermuda Avenue to beach and tidepools.
12. Potential stairway at Point Loma Avenue to beach and tidepools.

III. RECREATION AND VISITOR-SERVING FACILITIES

Background:

In the Parks and Recreation portion of the Public Facilities Element, the Precise Plan recognizes the need to provide lifeguard services in the active beach recreation areas of Ocean Beach. In addition, the need to protect beach areas from erosion and to preserve the integrity of the natural bluff area is discussed.

The Plan also contains recommendations for commercial facilities in the Commercial Element. Commercial development is focussed in three existing commercial districts which are to be restricted in area in order to encourage compactness and to facilitate a pedestrian orientation. The upgrading of existing commercial facilities is encouraged, with proposals that new commercial development reflect the scale and pedestrian orientation of existing development. Visitor-serving commercial is not discussed separately from other commercial facilities. However, in the Community Appearance and Design Element, the Plan stresses conservation policies designed to maintain existing commercial areas, such as the low-cost motels.

A. Beaches and Public Recreation

Plan Goals:

"PRESERVE THE NATURAL FEATURES AND BEAUTY OF THE COASTLINE ADJACENT TO OCEAN BEACH." (Page 38)

Plan Recommendations:

"THAT IMPROVEMENT OF EXISTING LIFEGUARD FACILITIES, NECESSARY TO INSURE PUBLIC SAFETY, BE IMPLEMENTED AS SOON AS POSSIBLE." (Page 42)

"THAT THE TIDEPOLS, CLIFFS AND STREET END BEACHES BETWEEN THE PIER AND ADAIR STREET BE MAINTAINED IN A NATURAL STATE." (Page 42)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the precise plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed.

1. Beach Structures

- o New or expanded permanent lifeguard facilities, or other permanent structures, should not be permitted on existing sandy beach areas, except where it can be found that adverse impacts to public beach usage are negligible or where public safety requires it and no less environmentally damaging alternatives exist.

2. Sunset Cliffs Beaches

- o To protect and enhance the recreational value of the existing pocket beaches and tidal areas along Sunset Cliffs:
 - a. The placement of any revetments, raised beaches (backfill), or other permanent structures laterally across any pocket beach between Orchard Avenue and Adair Street, or across the pocket beach at the foot of Santa Cruz Avenue, should not be permitted.
 - b. Additional sandy beach areas should be provided as a mitigation for any beach areas immediately displaced by erosion control structures.
 - c. Additional raised beach areas, as may be proposed in conjunction with a comprehensive cliff stabilization project, shall be designed to enhance the recreational use of the bluff areas, and access to such beaches shall be provided.

B. Visitor-Serving Commercial**Plan Goals:**

"THE UPGRADING OF THOSE EXISTING COMMERCIAL FACILITIES CHARACTERIZED BY PHYSICAL DETERIORATION AND LACK OF MAINTENANCE." (Page 28)

Plan Recommendations:

"THAT THE THREE COMMERCIAL DISTRICTS BE CONTAINED IN AREA IN ORDER TO FOSTER COMPACTNESS AND FACILITATE PEDESTRIAN ORIENTATION." (Page 31)

"THAT THE PHYSICAL APPEARANCE OF THE THREE COMMERCIAL AREAS BE UPGRADED." (Page 31)

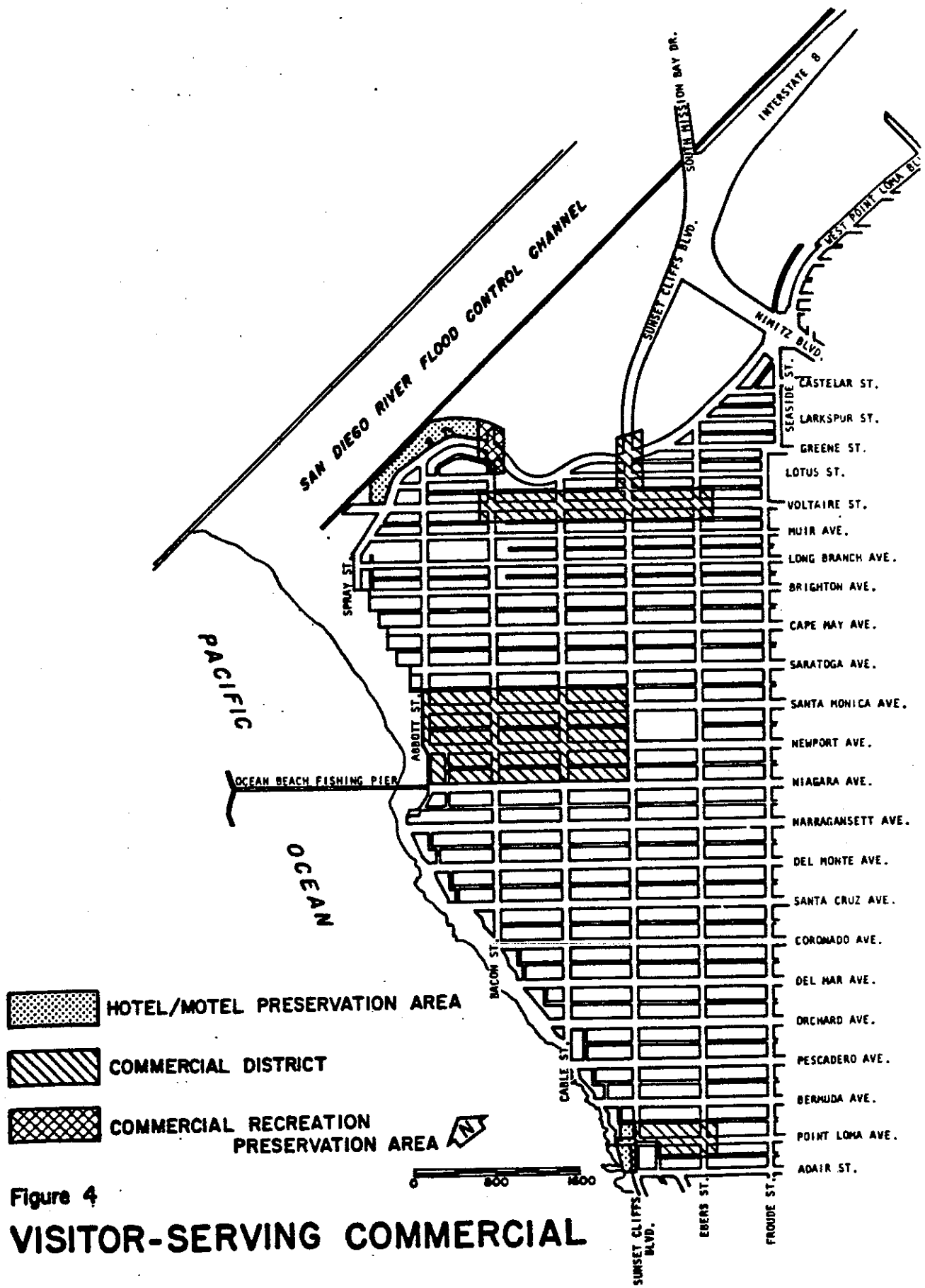
"THAT SPECIFIC CRITERIA BE DEVELOPED IN ORDER TO PRESERVE THE OVERALL SCALE AND CHARACTER OF EXISTING COMMERCIAL DISTRICTS." (Page 84)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the precise plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed in regard to visitor-serving commercial uses:

- o In order to comply with a hotel/motel replacement policy in the Ocean Beach plan area, the Plan recommends that existing hotel/motel facilities be permitted uses to continue on existing sites, and that they may be developed as permitted uses within the designated residential and commercial areas as shown in Figure 4, provided their development maintains the scale, height, and bulk requirements of the permitted surrounding uses.
- o Other existing commercial recreation uses shall be permitted uses to continue on the existing sites. Other new commercial recreation uses may be permitted for development in the designated commercial districts identified in the Plan.

Commercial recreation and hotel/motel preservation areas are shown in Figure 4. This approach permits the continuance of existing valuable commercial recreation facilities, making them conforming uses under new zoning requirements,

particularly hotel/motels which, in their present location, provide for low cost accommodations. New hotel/motel development is permitted in designated commercial and residential areas, while other new commercial recreation uses are channeled into the compact commercial districts described in the Precise Plan.



IV. SHORELINE DEVELOPMENT

Background:

In the Parks and Recreation portion of the Public Facilities Element, the precise plan discusses both beach and cliff erosion. For the sandy beach between the south jetty and the pier, a sand replenishment program is discussed to avoid "loss of a valuable regional recreation resource." (Page 36) In the Sunset Cliffs area between the pier and Adair Street, the bluffs, tidal zone, and street-end beaches are identified as "important aesthetic and environmental amenities for the community." (Page 36)

Plan Goals:

"PRESERVE THE NATURAL FEATURES AND BEAUTY OF THE COASTLINE ADJACENT TO OCEAN BEACH." (Page 38)

Plan Recommendations:

"THAT A SAND REPLENISHMENT OPERATION BETWEEN THE SOUTH JETTY AND THE PIER BE CONSIDERED AS AN ON-GOING PROCEDURE TO COMBAT EROSION." (Page 42)

"THAT BLUFF-TOP CONSTRUCTION HAVING A POTENTIAL HARMFUL EFFECT UPON CLIFF EROSION BE PROHIBITED AND THAT CONSIDERATION BE GIVEN TO ACQUIRING THE PROPERTY IF NECESSARY." (Page 42)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed.

- o For the shoreline area between the pier and Adair Street, as shown in Figure 5, the Plan proposal to maintain a natural state is further detailed as follows:

Shoreline protective works or other devices to control erosion may be permitted as part of a comprehensive erosion control program, only where such a program has been reviewed by all appropriate governmental agencies and has been determined to be necessary, in whole or part, to protect existing principal structures or public beaches in danger from erosion and where it can be

found that no less environmentally damaging alternatives exist. Additionally, any comprehensive erosion control program, or other private erosion control structure, approved by the City should be compatible with and subject to all land use plan policies contained herein and all adopted implementing ordinances, consistent with the City's certified Local Coastal Program.

- o Further, in order to protect the public's interest in maintaining shoreline access, scenic and recreational resources, public safety (as related to geologic hazards), and existing sensitive habitat areas, a bluff top and shoreline development overlay zone, which would provide additional land use regulations along all shoreline properties, should be established. To provide guidance in the development of an overlay zone, a suggested model ordinance is included in this Addendum (see Appendix A).

An alternative to the establishment of an overlay zone would be the incorporation of the following shoreline development standards into the implementing ordinances which are to be developed in conjunction with this land use plan:

- a) minimum structural setbacks from the bluffs;
- b) minimum structural setbacks and elevations from beaches where there are no bluffs;
- c) minimum setbacks and related setbacks for grading near bluffs;
- d) erosion control and drainage standards for development or redevelopment near bluffs;
- e) limitations on the types of uses that may be located on beaches or bluff faces;
- f) public access requirements for new development or redevelopment;
- g) standards for shoreline protective works which cover the following concerns:
 - o purpose of the structure
 - o engineering soundness of the structure
 - o competence of the structure to accomplish its purpose

- o location of the structure in relation to lands and waters under the public trust
 - o effects on public access at all times of the year
 - o effects on neighboring properties
 - o effects on public resources such as beaches, including pocket beaches
 - o effect on sand transport and supply
 - o effect on natural landforms
 - o effect on scenic resources
 - o effect on sensitive intertidal habitat areas
 - o alternatives to the proposed structure
 - o mitigation measures
- h) nuisance abatement procedures authorizing the removal of structures that are hazardous to the public and/or the removal of rubble that interferes with public beach access.

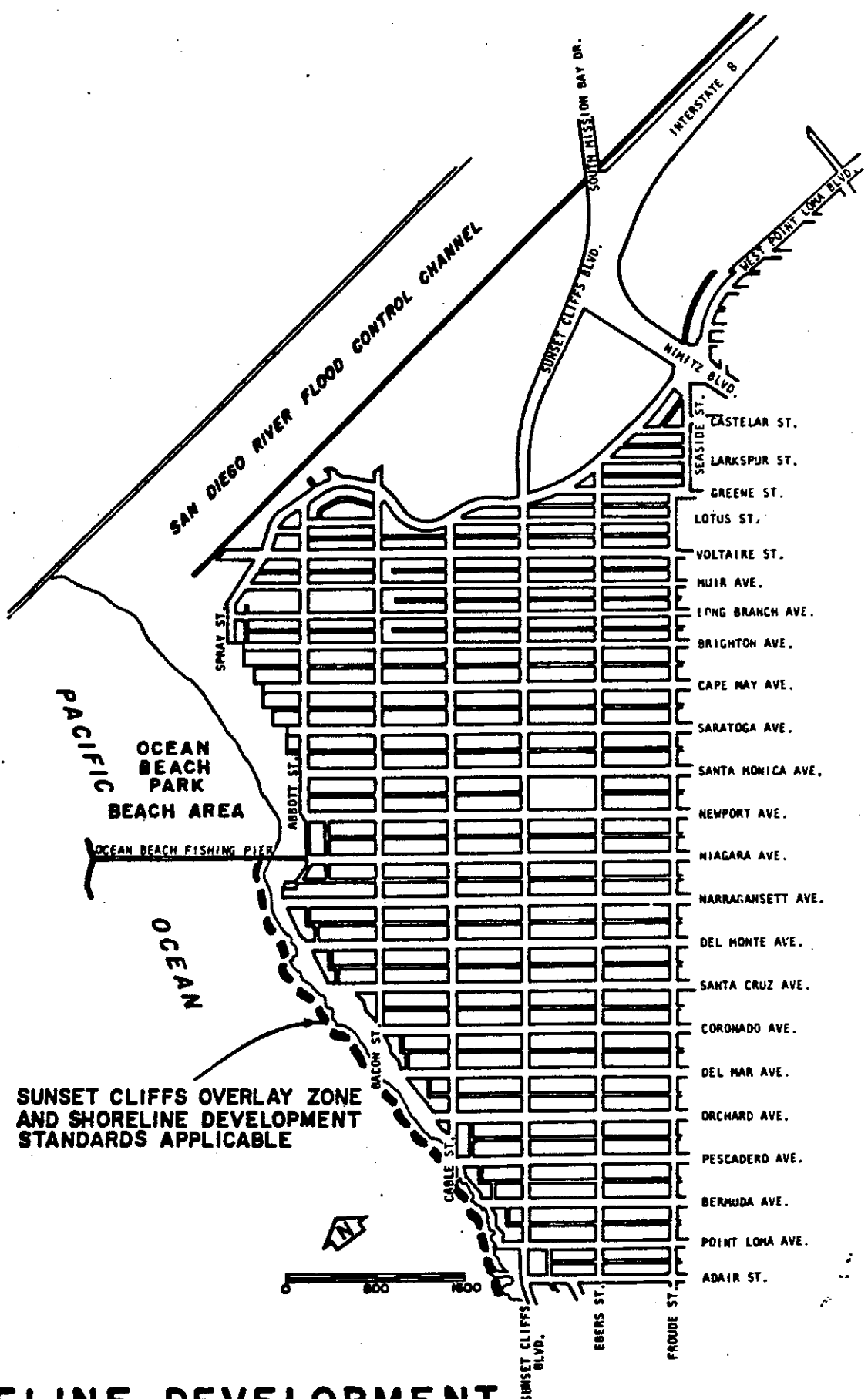


Figure 5
SHORELINE DEVELOPMENT

V. LOCATING AND PLANNING NEW DEVELOPMENT

Background

In the Parks and Recreation portion of the Public Facilities Element, the Precise Plan discusses the future development of two City-owned parcels known as the Sunset-Nimitz Triangle and Pueblo Lot 212. Since these parcels are located at the entrance to Ocean Beach, their development is an important concern to the community (see Figure 6).

The Sunset-Nimitz triangle is located on State tidelands; therefore, development is limited to park and recreation related uses. Consequently, the Plan recommends that this area be improved primarily for passive park use (limited recreational activities may be allowed), as well as a parking reservoir for beach users. (page 41)

Approximately one-quarter of Pueblo Lot 212 is also on State tidelands (12 acres). However, the majority of the site is not on tidelands and therefore not subject to State imposed land use restrictions. The Precise Plan recognizes that this site would benefit the community if it were developed as a recreational/educational center. However, the Plan realizes an even greater need to promote an economically and ethnically balanced housing market which ensures that low and moderate income families and senior citizens are accommodated. (pages 21 and 41) Therefore, for this purpose the Plan recommends that at least a portion of the site could be rezoned to a low density residential use. (page 41)

Also in addressing the location and planning of new development, the Plan discusses the deficiency of off-street parking in commercial areas in the Transportation Element. The parking situation in the Newport Center is noted as a particular problem. Because Ocean Beach is so highly developed, obtaining adequate commercial parking is a significant problem. Therefore, all new commercial developments are required by the Plan to provide off-street parking or contribute to creating centralized parking areas.

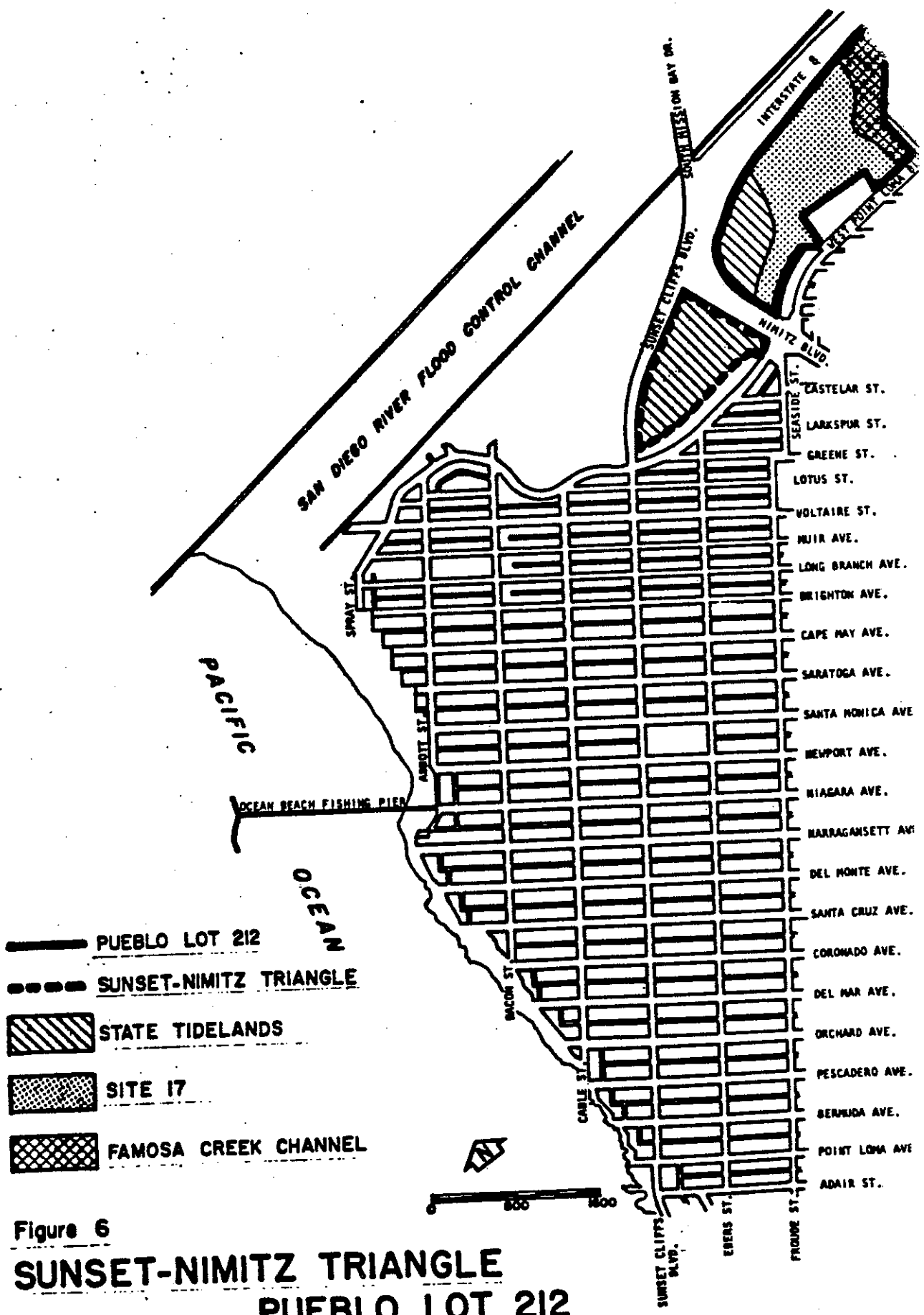


Figure 6
SUNSET-NIMITZ TRIANGLE
PUEBLO LOT 212

A. Sunset-Nimitz Triange/Pueblo Lot 212

Plan Goals:

"PROMOTE THE CONTINUATION OF AN ECONOMICALLY BALANCED HOUSING MARKET, PROVIDING FOR ALL AGE GROUP AND FAMILY TYPES." (page 15)

"DEVELOP ADDITIONAL ACTIVE AND PASSIVE RECREATIONAL FACILITIES IN AND ADJACENT TO THE OCEAN BEACH COMMUNITY." (page 38)

Plan Recommendations:

"THAT LOWER INCOME HOUSING BE ENCOURAGED TO BE MAINTAINED IN OCEAN BEACH..." (page 24)

"THAT AN AFFIRMATIVE ACTION PROGRAM BE ESTABLISHED IN ORDER TO INFORM PERSONS OF THE CHOICES OF EXISTING HOUSING AND TO ENSURE THAT BUILDERS AND DEVELOPERS OF HOUSING ARE AWARE OF ALL AVAILABLE HOUSING PROGRAMS." (page 24)

"THAT THE 53-ACRE PARCEL ADJACENT TO THE SAN DIEGO RIVER FLOOD CONTROL CHANNEL (PUEBLO LOT 212) BE RETAINED IN PUBLIC OWNERSHIP AND REZONED TO A LOW DENSITY RESIDENTIAL OR AGRICULTURAL ZONE CLASSIFICATION. FUTURE USE OF THIS LAND MUST BE CONSISTENT WITH REGIONAL AND COMMUNITY GOALS, THE FUTURE COASTAL PLAN, AND FUTURE TRANSPORTATION PROPOSALS." (page 43)

"THAT THE SUNSET-NIMITZ TRINANGLE BE DEDICATED FOR PARK USE AND IMPROVED FOR PARK USE AND A PARKING RESERVOIR." (page 43)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed.

- o The developable Portion of Pueblo Lot 212, exclusive of public tidelands, is designated for residential use with a maximum density of 25 dwelling units per acre. This area should be developed as a single Planned Residential Development, emphasizing, to the maximum extent feasible, provision of housing opportunities for

persons of low and moderate incomes. The project should include at least 300 units affordable to persons and families of low and moderate incomes, of which at least 100 units should be rental units affordable to persons of low income.

- o Site development standards for Pueblo Lot 212 should be the same as those within the multi-family (25 dwelling units per acre) residential area of west Ocean Beach except that maximum heights shall be three stories, not to exceed 30 feet, and parking standards for affordable rental units should be one space per one-bedroom unit and two spaces per two-bedroom or larger unit. Units which may be developed exclusively for elderly housing could have a reduction in parking standards. In addition, if future decreases in automobile use becomes a reality and increased transit service is established, further reductions in parking standards may be permitted on this site.
- o Actual residential development of Pueblo Lot 212 should take place under the following conditions:
 1. Dedication of the Sunset-Nimitz Triangle by the City Council for public park use.
 2. The development of a mitigation/restoration program for the Famosa Creek Channel, to be incorporated into the proposed development design.
 3. The completion of a traffic analysis report, including a finding that the project would not result in any adverse impact upon beach access due to traffic generated by the project. If an adverse impact is found, a density reduction shall be considered.
 4. An engineering report with a finding that development, as proposed, would not be subject to significant hazard from liquefaction or flooding.
 5. Presentation of a written determination by the State Lands Commission that any and all permits required for development of any tidelands or potential tidelands have been obtained or that another form of agreement

has been reached to the satisfaction of the State Lands Commission.

- o The Sunset-Nimitz Triangle shall continue to be designated for park and public ownership use, with the intent that it be developed for active public recreational uses in order to meet current and future demand for such uses.
- o Prior to the commencement of construction for residential development on any portion of "Site 17" (that portion of Pueblo Lot 212 not on State tidelands and not considered part of the Famosa Creek Channel), which was in City ownership on May 1, 1980, construction on the Sunset-Nimitz Triangle for an active recreational park must commence, or evidence must be presented that such development will be completed within a period of three years from the initiation of construction of the residential development on "Site 17." This requirement may be waived if, at that time, the City is unable to financially support or implement, by regulatory means, development of the site for recreational use, or that development of the site for recreational use is not needed to accommodate either current demand or demand foreseeable within a 10-year future period. Such a waiver should be processed as an amendment to the Local Coastal Program. Additionally, any revenue generated from development on Pueblo Lot 212 should be utilized, as needed, for recreational development of the Sunset-Nimitz Triangle.
- o Finally, improvements to the 12-acre tidelands portion of Pueblo Lot 212 shall include as a primary consideration the development of a hostel at this location.

B. Commercial Off-Street Parking

Plan Goals:

"THE PROVISION OF INCREASED OFF-STREET COMMERCIAL PARKING IN ORDER TO IMPROVE ACCESS TO COMMERCIAL FACILITIES." (page 70)

Plan Recommendations:

"THAT NEW COMMERCIAL DEVELOPMENT PROVIDE AT LEAST ONE PARKING SPACE FOR EVERY 500 SQUARE FEET OF GROSS FLOOR AREA, IF POSSIBLE, EITHER ON-SITE OR IN CONSOLIDATED AREAS IN THE VICINITY OF THE USE IT SERVES." (pages 71-72)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed:

The Plan's parking requirements for commercial developments should be further broken down into development sub-categories, each with appropriate parking guidelines. However, while these guidelines are intended to provide more automobile parking in Ocean Beach commercial areas in the near-term, it is recognized that changes in transportation habits may occur in the future. In the event that the current dependence on private automobile travel decreases, the standards for commercial parking may be revised. This is consistent with the Plan's emphasis on pedestrian-oriented commercial areas and on the development of non-auto transportation modes in the community.

- o The parking ratios should be broken down as follows:
 1. New commercial development should provide at least one parking space for every 300 square feet of gross floor area either on-site or in consolidated areas in the vicinity of the use it serves (i.e., parking reservoir allocations).
 2. Additions or modifications to existing commercial development should provide at least one parking space for every 500 square feet of additional gross floor area, provided the expansion does not exceed fifty percent of the existing floor area.
 3. New or expanded restaurant development, including restaurant conversions, should provide at least one parking space per 200 square feet of gross floor area.

Figure 7 shows the locations where the near-term parking ratios should apply.

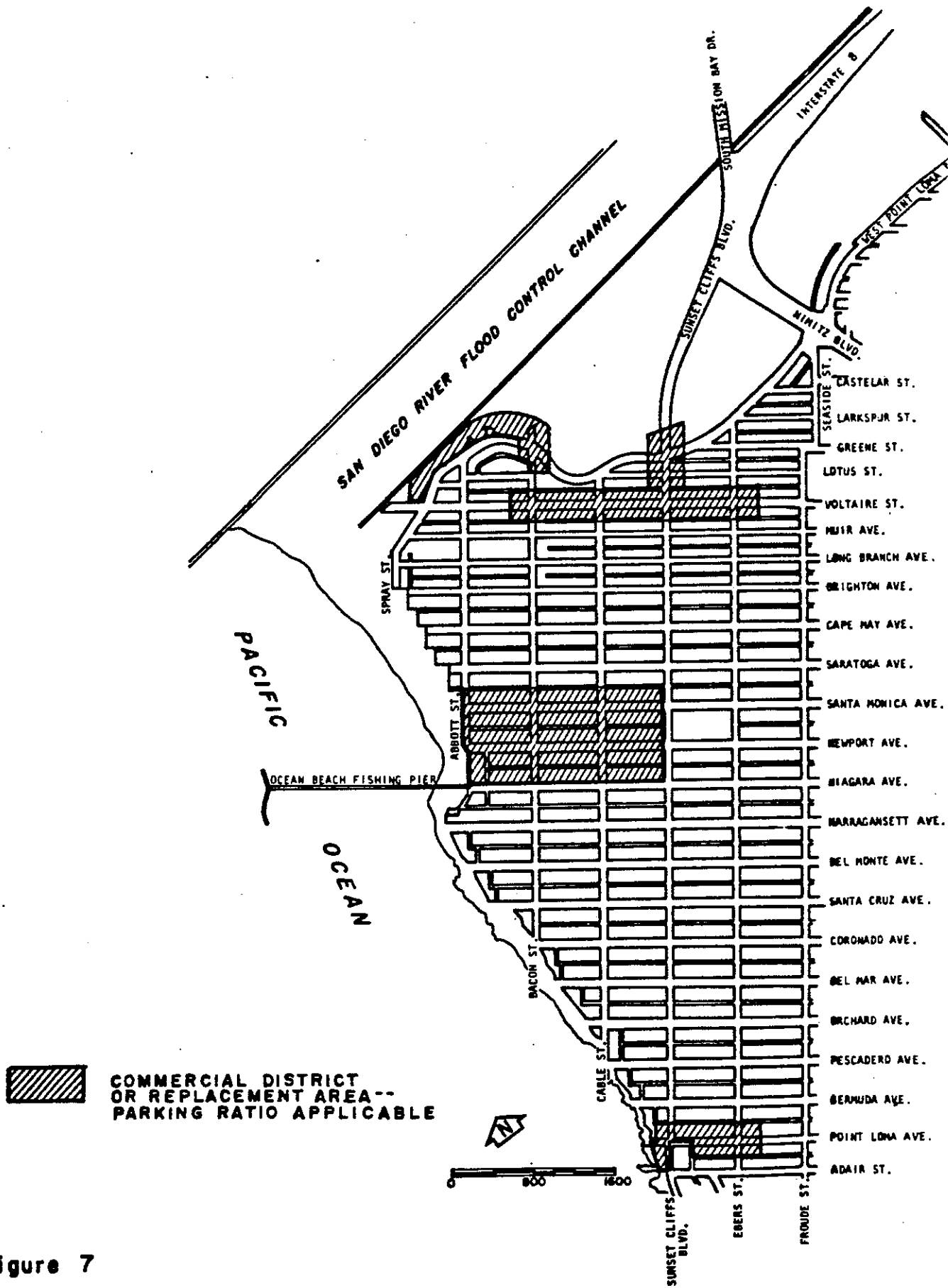


Figure 7
COMMERCIAL PARKING

VI. COASTAL VISUAL RESOURCES

Background:

In the Community Appearance and Design Element, the precise plan discusses the distinctive identity of the Ocean Beach community. Landscaping is recognized as an important element in establishing the visual quality of the community.

Also, the importance of scale in buildings and structures is discussed in this element of the Plan. For both residential and commercial buildings, the Plan requires that new developments be designed to be compatible with existing structures in height and bulk. The Residential Land Use and Housing Element and the Commercial Element both set out building height policies.

A. Landscaping

Plan Goals:

"TO UPGRADE THE PHYSICAL CHARACTER OF THE COMMUNITY."
(Page 81)

Plan Recommendations:

"THAT SPECIFIC LANDSCAPING CRITERIA BE DEVELOPED."
(Page 83)

The Plan discusses this concept in greater detail:

"GENERAL LANDSCAPING RECOMMENDATIONS EXIST WITHIN THE INDIVIDUAL ELEMENTS OF THIS PLAN. MORE SPECIFIC CRITERIA SHOULD BE DEVELOPED, INCLUDING A LIST OF VEGETATION TYPES BEST SUITED TO THE BEACH COMMUNITY. SUCH CRITERIA SHOULD BE DISSEMINATED THROUGHOUT OCEAN BEACH. THESE CRITERIA SHOULD BE COORDINATED WITH LANDSCAPE GUIDELINES OF THE SAN DIEGO COAST REGIONAL COMMISSION. LANDSCAPING SHOULD BE COMPOSED OF VEGETATION AND OTHER NATURAL FEATURES. ALL PLANT MATERIAL SHOULD BE MAINTAINED IN A HEALTHY, GROWING CONDITION." (Page 83)

"THAT STREET TREES BE LOCATED SO AS NOT TO BLOCK VIEWS UPON MATURITY AND TO COMPLEMENT THE SURROUNDING AREA."
(Page 84)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed.

- o Under the Local Coastal Program, a tree ordinance should be established to protect large trees and significant vegetation within the community. This proposal is consistent with the Precise Plan's intent to preserve and improve the physical appearance and character of the Ocean Beach community.

B. Height Limitations

Plan Goals:

"MAINTAIN THE EXISTING RESIDENTIAL CHARACTER OF OCEAN BEACH AS EXEMPLIFIED BY A MIXTURE OF SMALL SCALE RESIDENTIAL BUILDING TYPES AND STYLES." (Page 15)

"THE REGULATION OF THE SCALE AND BULK OF NEW DEVELOPMENT TO REFLECT THE SMALLER SCALE AND PEDESTRIAN ORIENTATION OF EXISTING COMMERCIAL DEVELOPMENT." (Page 28)

Plan Recommendations:

"THAT A BASIC HEIGHT LIMIT OF TWO STORIES AND 24' BE ESTABLISHED FOR THE 25 DU/AC DENSITIES AND THREE STORIES AND 35' FOR THE 38 AND 54 DU/AC DENSITIES, SUBJECT TO EXCEPTION UNDER CERTAIN CONDITIONS BASED ON DETAILED CRITERIA [FOR RESIDENTIAL USES]." (Page 24)

"THAT SPECIFIC DEVELOPMENT CRITERIA BE ESTABLISHED TO REPLACE EXISTING ZONING REGULATIONS [FOR COMMERCIAL USES]. SUCH CRITERIA SHOULD INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING:

A MAXIMUM HEIGHT LIMIT OF 35' WITH A THREE STORY LIMITATION." etc. (Page 32)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional updated criteria for implementation techniques is proposed.

- o Due to the height limitation requirements in the Coastal Zone, all references should be made in relation to a maximum 30 foot height limit.
- o The following policy language shall apply to the height of development in the commercial areas covered by the Precise Plan:

The height of new development in commercial areas shall not exceed 30 feet and three stories.

Lower height limits specified in the precise plan, such as two stories and 24 feet in the 8-14 du/ac and 25 du/ac residential areas, would still apply. A height bonus of 30 feet and three stories may be permitted in the 25 du/ac area in conjunction with the provision of low and moderate income housing. Additionally, such criteria as processing by a PRD permit, design which mitigates problems of size, bulk and scale; mitigation of traffic impacts, and additional landscaping and open space over that which is normally required, should be emphasized in granting the height bonus.

In the Voltaire and Point Loma Avenue neighborhood commercial districts, a 24-foot-height limitation may be considered, as part of the implementing ordinances, if studies show that such a limitation is critical in resolving the following issues:

1. Preservation of community scale and character;
2. Preservation of public coastal views;
3. Mitigation of traffic and congestion problems.

Figure 8 shows the locations of the different height limits.

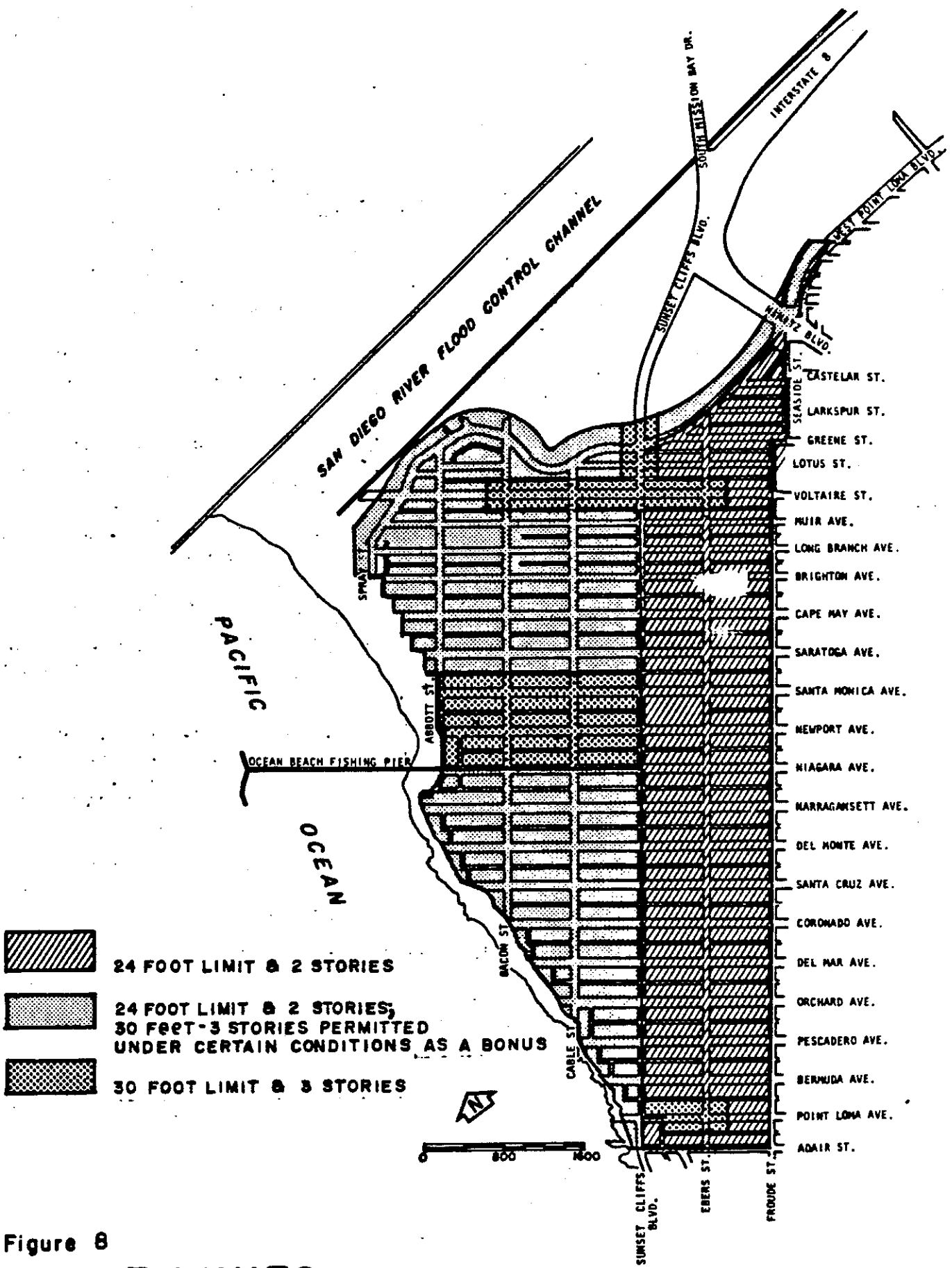


Figure 8
HEIGHT LIMITS