

## **APPENDIX A**

### **Legislative Framework**

The Pacific Beach Community Plan and Local Coastal Program Land Use Plan was developed within the context of a legislative framework existing on Federal, State and local levels. Among the more important areas of influence are:

- Section 65450 of the Government Code of the State of California (State Planning and Zoning Act) which gives authority for the preparation of the community plan and specifies the elements which must appear in each plan. It also provides means for adopting and administering these plans.
- The California Environmental Quality Act of 1970 (CEQA), as amended, which requires that environmental documents be prepared for all community plans. Separate, detailed environmental impact reports are also required for all projects which may adversely affect environment, including actions related to implementing the plan.
- The California Coastal Act of 1976, which mandates that all designated coastal areas develop a Local Coastal Program that is consistent with state-wide goals and objectives. The Pacific Beach Local Coastal Program Land Use Plan was adopted by the City Council in December 1983. The plan provides specific guidelines for the development of that area of the community which lies within the coastal zone boundary.
- The citywide zoning and subdivision ordinances, which regulate the development and subdivision of land in the City.
- In addition to legislation and ordinances, the City Council has adopted a number of policies to serve as guidelines in the decision-making process. Many of the policies relate directly to planning issues and are used in implementing plan recommendations.

## APPENDIX B

### Relationship to the General Plan

The Pacific Beach Community Plan is a component of the City of San Diego Progress Guide and General Plan. The community plan provides specific recommendations for actions which will implement the goals and objectives of the General Plan. Recommendations which implement the General Plan's goals and objectives are outlined below:

**Residential:** This plan recommends the retention and redevelopment of its residentially designated areas of the community at their existing intensities. The plan further provides for the residential intensification of commercial areas through mixed-use projects and the development of single room occupancy hotels designed to promote affordable housing opportunities to meet General Plan goals for achieving fair share housing and a balanced community.

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

**Industrial:** The community plan recommends the retention of industrially-zoned land within Pacific Beach by redesignating it from visitor-commercial to light industrial and rezoning it from M-1 to M-SI. Although this redesignation constitutes an amendment to the General Plan, it is consistent with General Plan goals to ensure that industrial land needs as required for a balanced economy and balanced land use are met consistent with environmental considerations and to protect a reserve of manufacturing lands from encroachment by non-manufacturing uses.

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

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

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

**Conservation of Resources:** The community plan contains extensive policies and recommendations designed to reduce the impact of development on the community's natural resources. These policies and recommendations are consistent with those contained in the General Plan for minimizing grading; controlling soil runoff, sedimentation and erosion; retaining existing trees and ground covers; and providing attractive, less polluting alternatives to the use of the private automobile.

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

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

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

## **APPENDIX C**

### **Plan Update and Amendment Process**

While the Pacific Beach Community Plan and Local Coastal Program Land Use Plan sets forth many proposals for implementation, it does not establish new regulations or legislation, nor does it rezone property. Some rezonings are recommended to carry out the proposals of the plan and public hearings for this plan. Should the land use recommendations in the plan necessitate future rezonings, subsequent public hearings would be held as necessary so that future development is consistent with plan proposals.

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

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

## APPENDIX D

### Streetscape Recommendations

The goal of the streetscape recommendations is to provide standards that will convey an identifiable theme which also allows for diversity; an integrated mosaic of enriched landscaping, pavement, storefronts and signage at the gateways, in the commercial districts and throughout the community.

The streetscape themes are based on environmental characteristics (the growing environment) and will provide a biological diversity of plantings, including deciduous, evergreen, drought tolerant, vertical and canopy elements. These themes are discussed below and are illustrated on the following pages.



#### Framework

The concept includes a structural framework of street trees (e.g., palm trees) along major corridors in the community. These trees will be the thread that ties the community together.

#### Districts/Zones

Comprehensive themes have also been developed to convey an individualized identity for different districts throughout the community, supplementing the overall framework. These districts reflect view shed/hillside areas, the beachfront (first exposure to salt air), and the bayside, etc.

#### Garnet Avenue

Garnet Avenue area west of Ingraham conveys an eclectic theme based on the various elements (art deco, international, etc.) along this key pedestrian-oriented commercial area. A primary element of this theme is a "wave" pattern to be sandblasted into the sidewalks, conveying the beach character of the community.

The pedestrian environment will be further enriched by the placement of "knuckles" or "pop-outs" of the sidewalks at block ends. All intersections will be marked by a visual and textural difference that would help promote the pedestrian's right-of-way.

The street tree plan for this area includes accent palms at corners and broad-headed street trees with tree grates. The streetscape design will provide flexibility of street tree placement (to encourage outdoor seating, etc.) for commercial property owners.

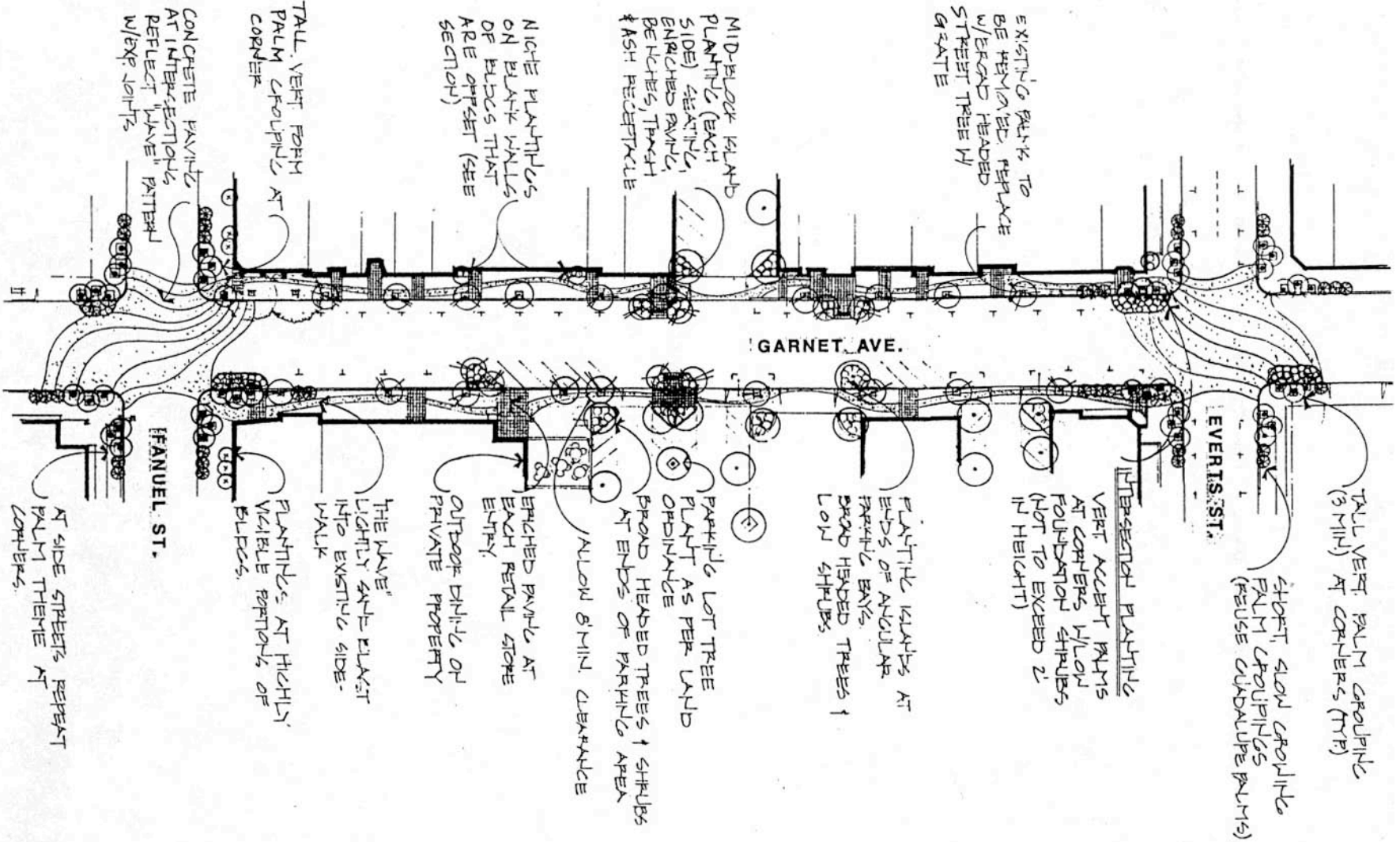


Kiosks will be placed on sidewalks, containing maps, directories of Pacific Beach special events, a public telephone and information numbers for the Pacific Beach Town Council and Visitor Information Center.

### **Other Major Corridors**

Individualized themes, or palettes, will enhance other key streets in the community, particularly in commercial areas and at the gateways to the community. These streets include Grand Avenue, Ingraham Street, East Mission Bay Drive, Mission Boulevard, Cass Street, Fanuel Street, Lamont Street, Soledad Mountain Road, Riviera Drive, and Crown Point Drive.

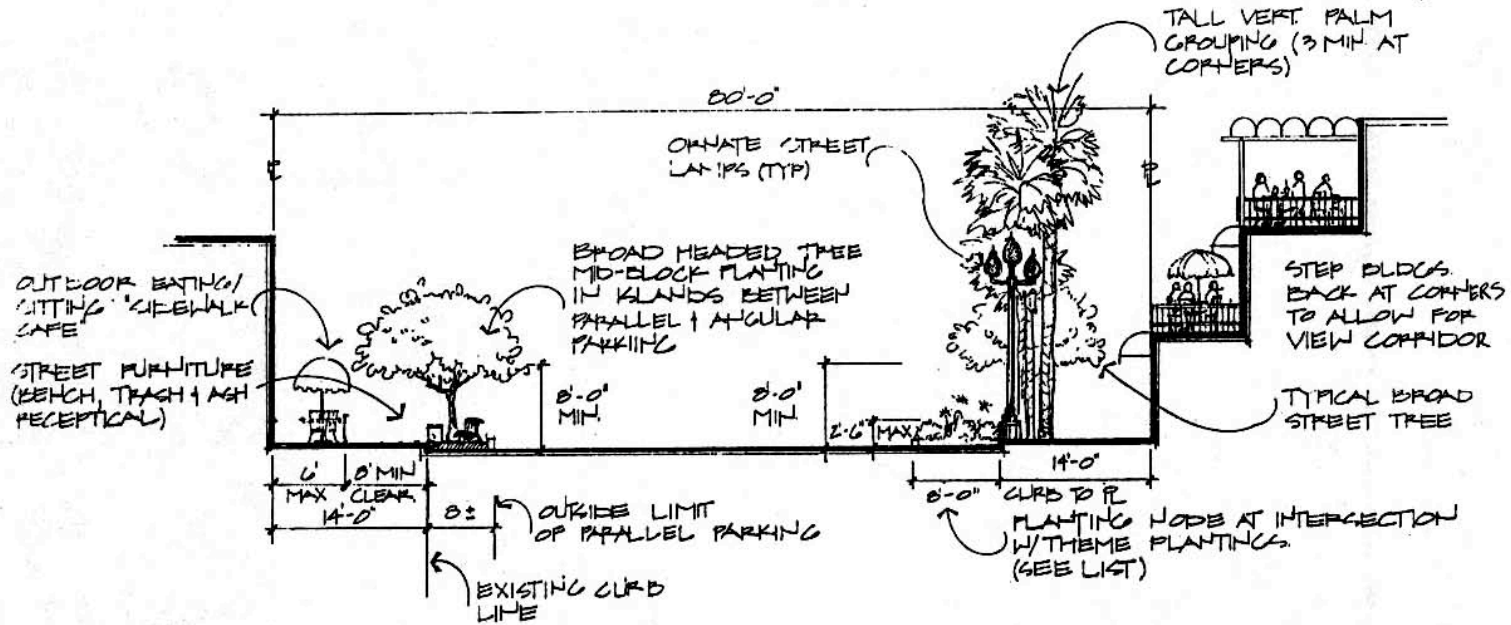
# APPENDIX D Streetscape Design Program



Garnet Ave. • TYPICAL SITE DESIGN

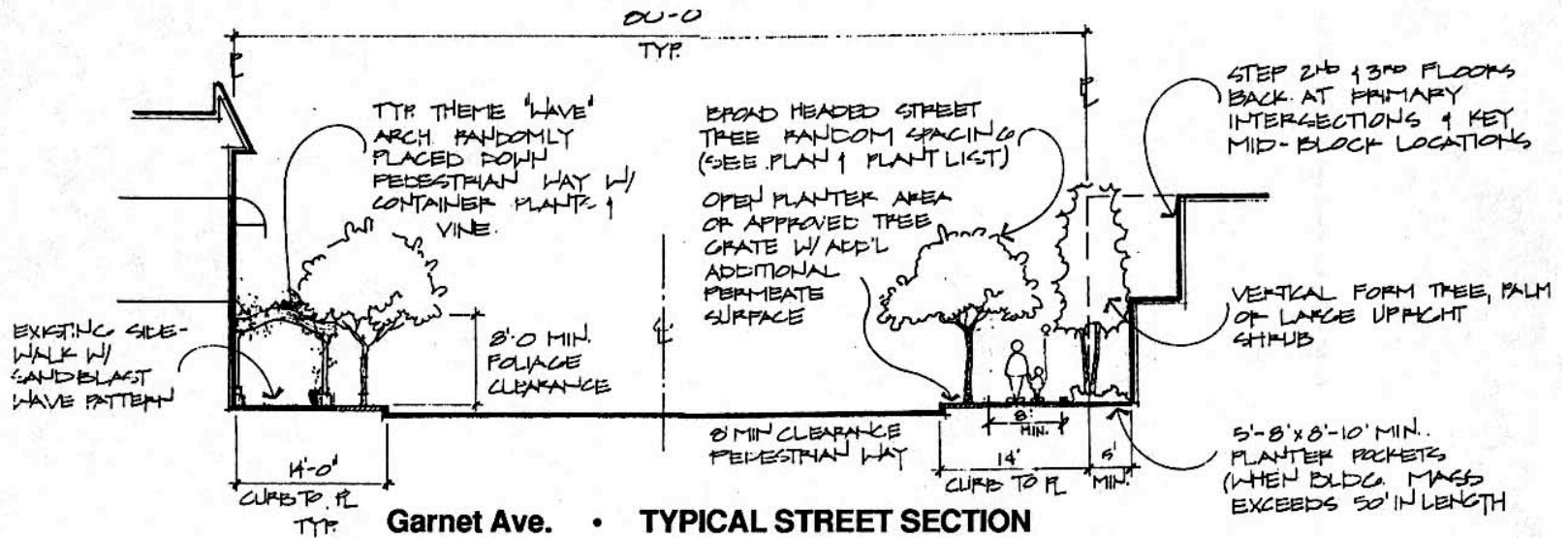


**APPENDIX D**  
**Streetscape Design Program**



**Garnet Ave. • MID-BLOCK PLANTING**

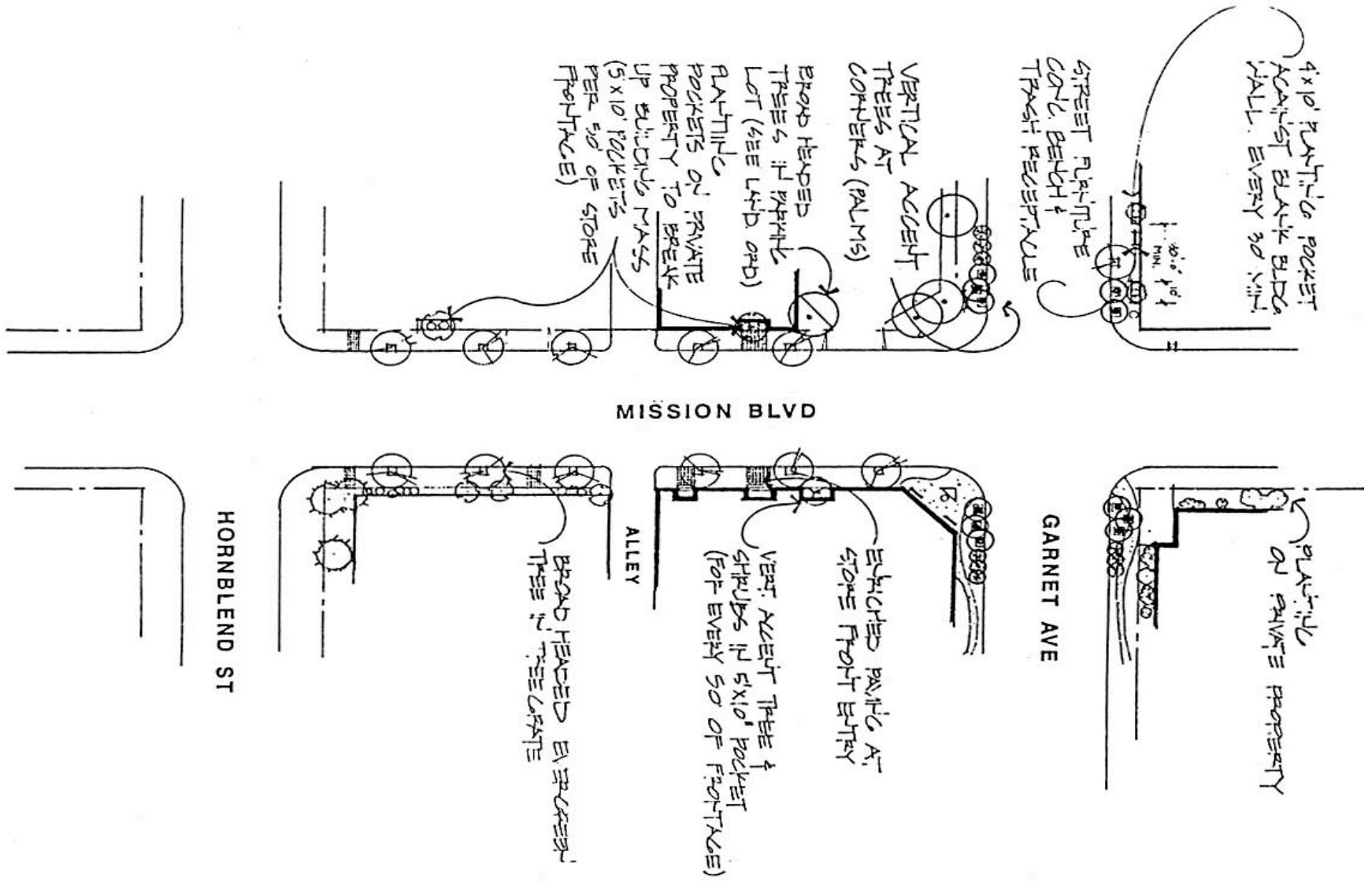
**Garnet Ave. • INTERSECTION PLANTING**



**Garnet Ave. • TYPICAL STREET SECTION**

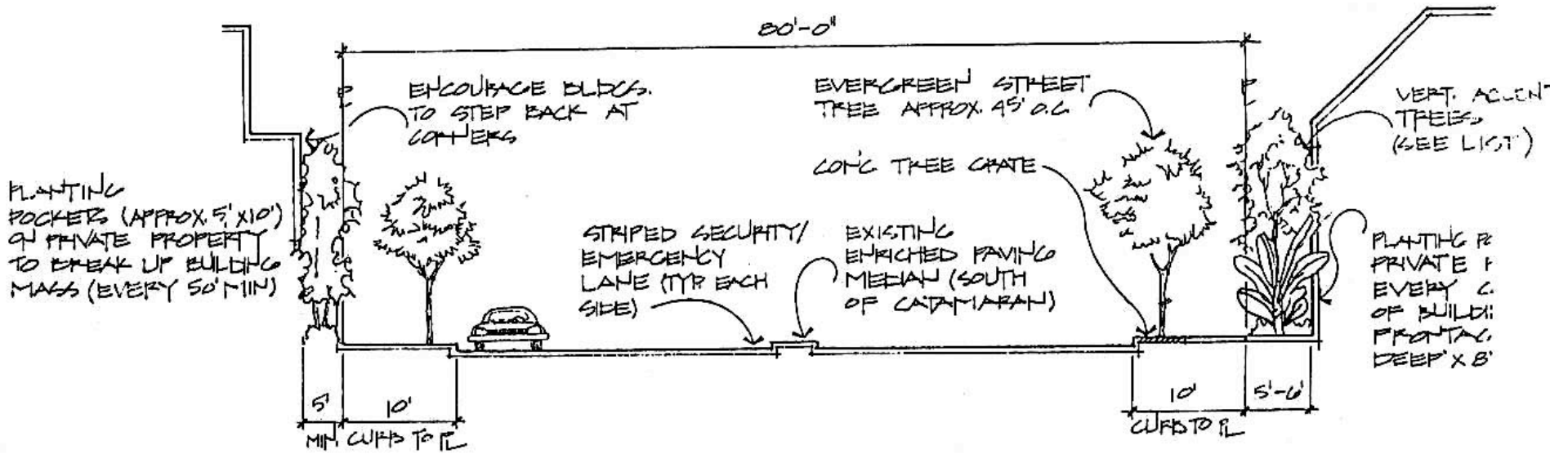


**APPENDIX D  
Streetscape Design Program**



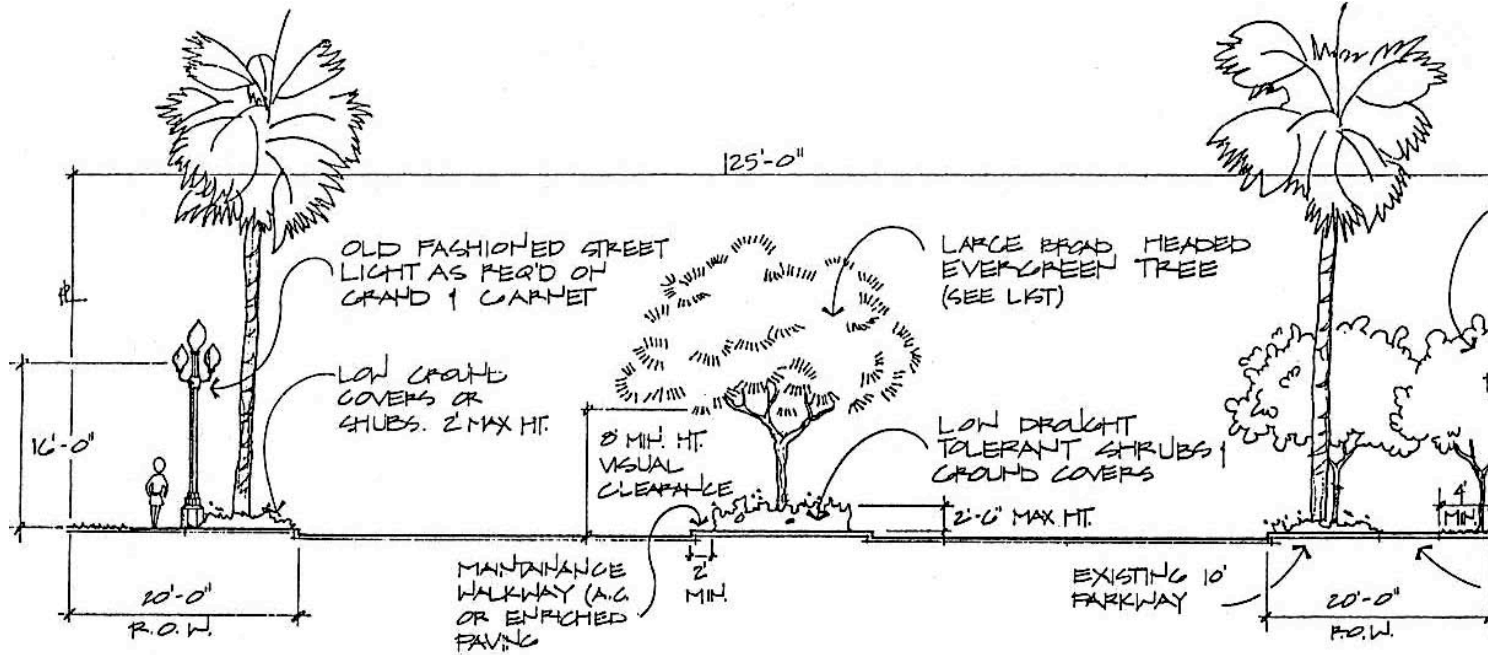
**Mission Blvd • SITE DESIGN**

APPENDIX D  
Streetscape Design Program

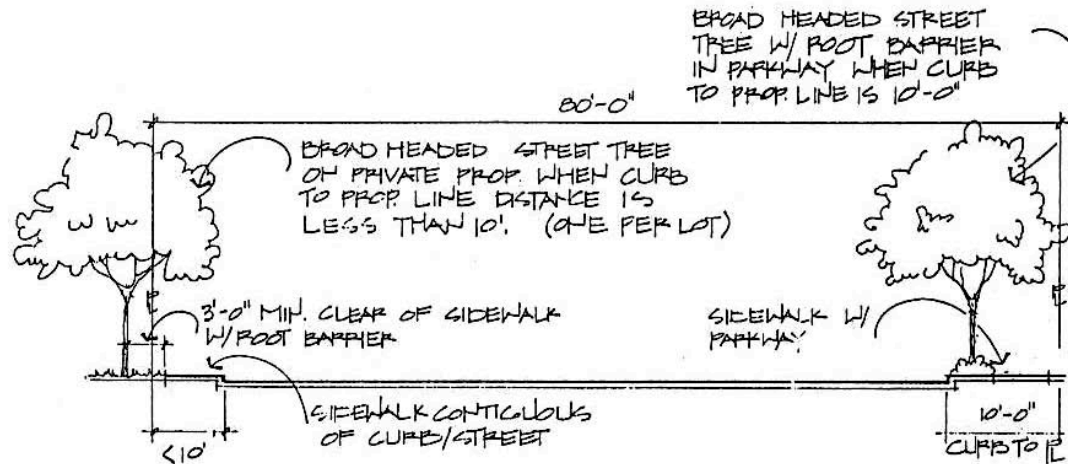


Mission Blvd • TYPICAL SECTION

**APPENDIX D  
Streetscape Design Program**

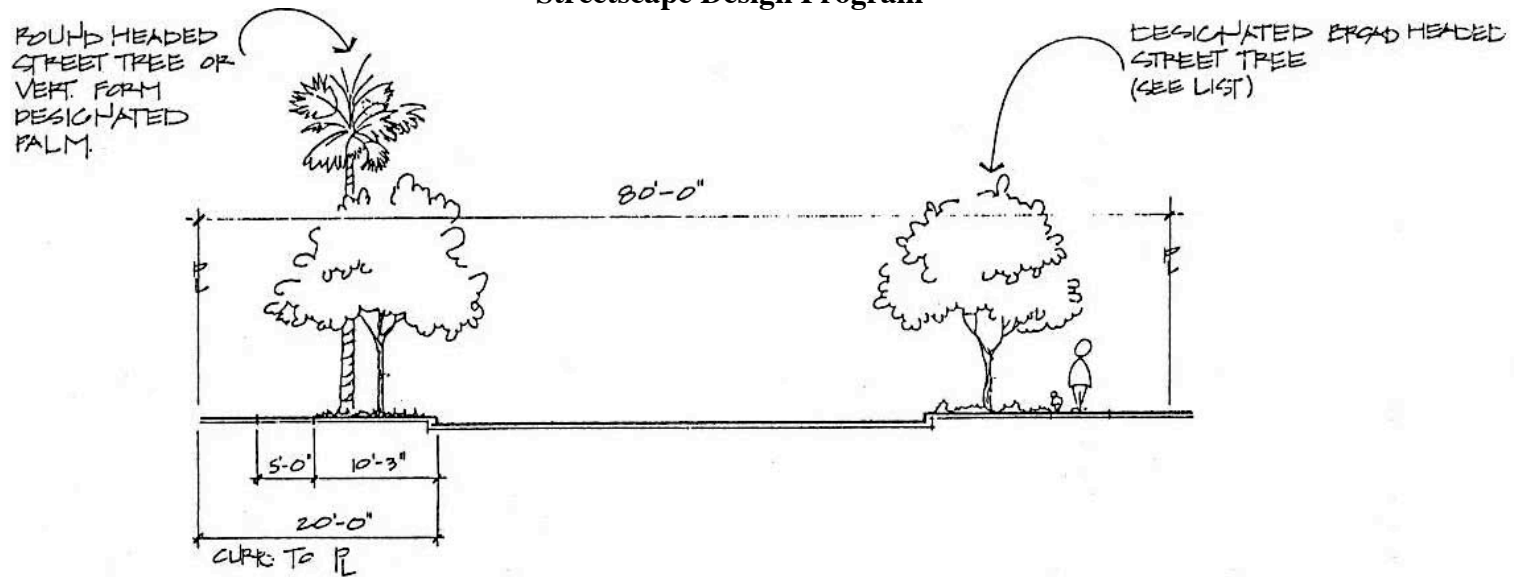


**Grand Ave. • TYPICAL SECTION**

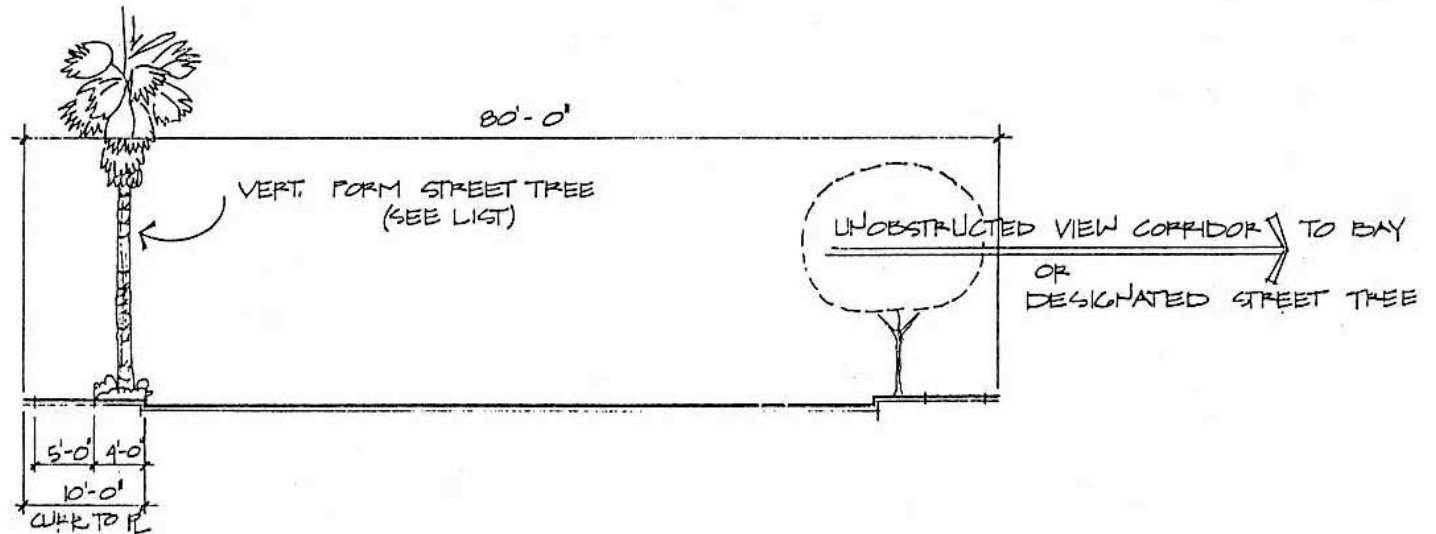


**Ingraham Street • PRIMARY STREET SECTION**

**APPENDIX D  
Streetscape Design Program**



**Fanuel, Lamont, Diamond, Etc. • SECONDARY STREET SECTION**

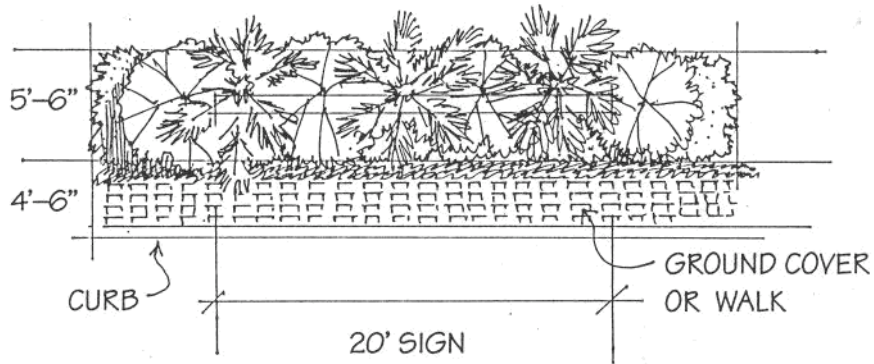


**Crown Point, Riviera Dr., Etc. • SECONDARY STREET SECTION**

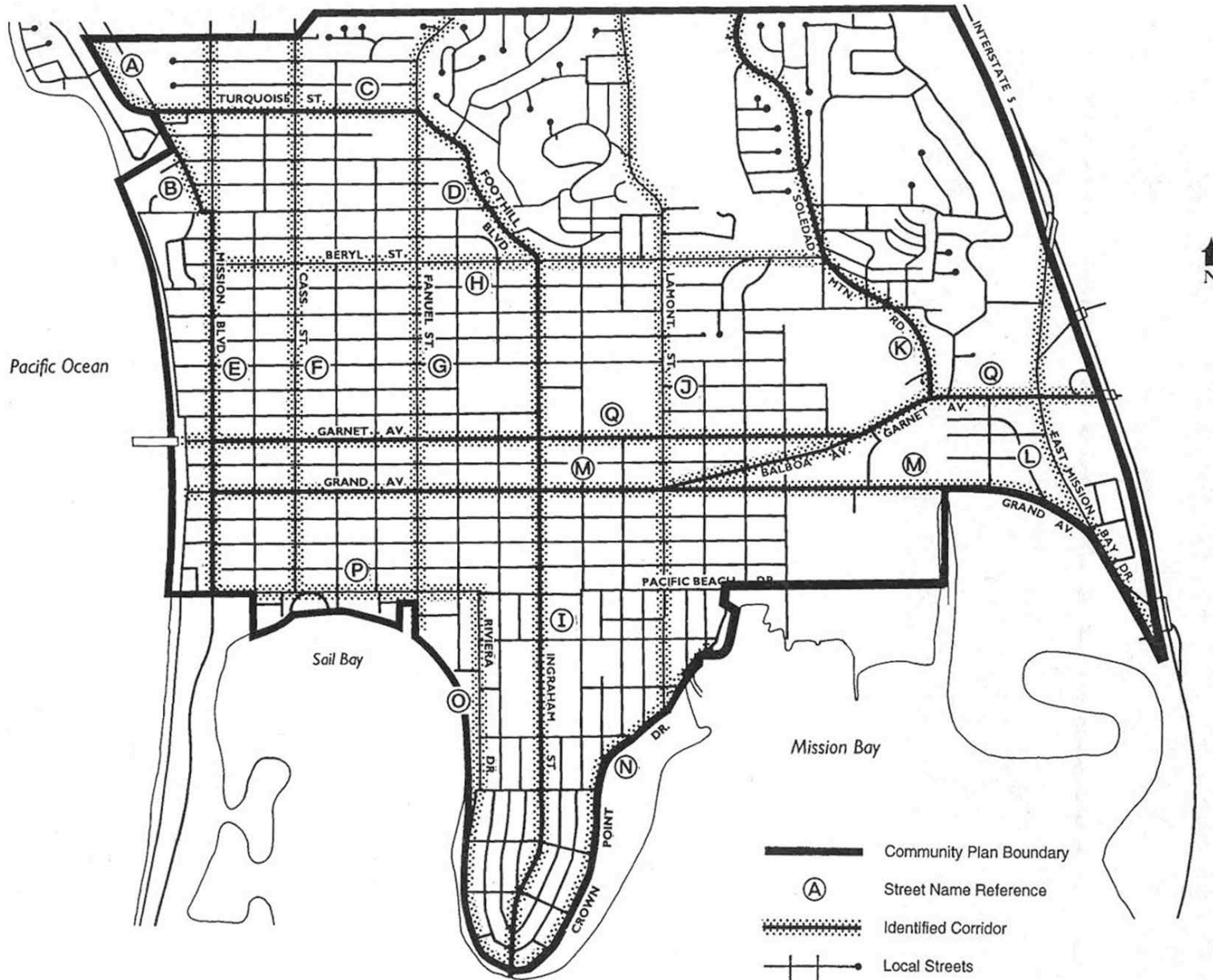


## ENTRYWAY PROGRAM

Provide, along with streetscape improvements, community entryway statements to reinforce a sense of community pride. The statements shall include a comprehensive landscape and signage program that will be carried throughout the community. Signage shall include the name of the community and, if desired, a community logo. Both the sign and the logo should represent the community's unique assets. The entryway concept illustration provided in this plan serves only to provide an idea of what such an entryway statement might include. An open design competition, sponsored and organized by Pacific Beach community groups, would provide an opportunity to create a design that is truly characteristic of the community.



ENTRY SIGN CONCEPT



**Community Corridor - Street Tree Plan**  
**Pacific Beach Community Plan**





## PACIFIC BEACH COMMUNITY STREET PLAN

COMMUNITY CORRIDOR	TREE Botanical Name	TREE Common Name	PATTERN & TREATMENT	PARKWAY WIDTH	CURB TO PROPERTY LINE
(A) La Jolla Boulevard (West of La Jolla Hermosa)	Pinus pinea	Italian Stone Pine	Linear Parkway	10 ft	4 ft
(B) La Jolla Boulevard (South of Turquoise)	Melaleuca quinquenervia	Cajeput Tree	Linear/Cluster Parkway Grates/Pavers	10 ft	4 ft
(C) Turquoise Street	Tabebuia avellanedae Washingtonia robusta	Trumpet Tree Mexican Fan Palm	Linear/Cluster Grates/Pavers	10 ft	0 ft
(D) Foothill Boulevard	Liquidambar styraciflua	Sweet Gum Tree	Linear Parkway	10 ft	4 ft
(E) Mission Boulevard	Melaleuca quinquenervia Metrosideros excelsa Washingtonia robusta	Cajeput Tree New Zealand Christmas Tree Mexican Fan Palm	Linear/Cluster Grates/Pavers	10 ft – 0 ft	0 ft
(F) Cass Street	Agonis flexuosa Tabebuia avellanedae	Peppermint Tree Trumpet Tree	Linear/Cluster Parkway Grates/Pavers	14 ft – 0 ft	10 ft – 0 ft
(G) Fanuel Street	Podocarpus gracilior Cassia leptophylla Ulmus parvifolia	Fern Pine Gold Medallion Tree Chinese Elm	Linear/Cluster Parkway Grates/Pavers	20 ft – 0 ft	10 ft
(H) Beryl Street	Jacaranda mimosifolia	NCN	Linear/Cluster Parkway	10 ft	4 ft
(I) Ingraham Street	Bauhinia blakeana Cassia leptophylla Podocarpus gracilior	Orchid tree Gold Medallion Tree Fern Pine	Linear/Cluster Parkway Grates/Pavers	6 ft – 0 ft	varies
(J) Lamont Street	Washingtonia robusta Bauhinia blakeana Jacaranda mimosifolia	Mexican Fan Palm Orchid tree NCN	Linear/Cluster Parkway Grates/Pavers	20 ft – 0 ft	4 ft & 10 ft
(K) Soledad Mountain Road	Jacaranda mimosifolia Pinus torreyana	NCN (p) Torrey Pine (m)	Linear/Cluster Parkway Median	varies	varies
(L) East Mission Bay Drive	Washingtonia robusta Podocarpus gracilior Bougainvillea species Vines (see note #3)	Mexican Fan Palm Fern Pine NCN	Linear/Cluster Parkway Grates/Pavers	varies	varies

## PACIFIC BEACH COMMUNITY STREET PLAN (continued)

COMMUNITY CORRIDOR	TREE Botanical Name	TREE Common Name	PATTERN & TREATMENT	PARKWAY WIDTH	CURB TO PROPERTY LINE
(M) Grand Avenue/ Balboa Avenue	Washingtonia robusta	Mexican Fan Palm (p)	Linear/Cluster	20 ft	10 ft
	Cassia leptophylla	Gold Medallion Tree (p)	Parkway		
	Pinus pinea	Italian Stone Pine (m <sub>1</sub> )	Grates/Pavers		
	Pinus torreyana	Torrey Pine (m)	Medians		
(N) Crown Point Drive	Washingtonia robusta	Mexican Fan Palm	Linear/Cluster	10 ft	4 ft
	Vines (see note #3)		Parkway		
(O) Riviera Drive	Washingtonia robusta	Mexican Fan Palm	Linear/Cluster	10 ft	4 ft
	Vines (see note #3)		Parkway		
(P) Pacific Beach Drive (West of Fanuel)	Washingtonia robusta	Mexican Fan Palm	Linear/Cluster	10 ft	4 ft
	Metrosideros excelsa	New Zealand Christmas Tree	Parkway		
	Melaleuca quinquenervia	Cajeput Tree			
	Vines (see note #3)				
(Q) Garnet Avenue (See below for specific information)	<u>General Concept:</u>		Linear/Cluster Parkway Grates/Pavers at midblock Popouts and islands	0 ft – 5 ft	10 ft- 14 ft
	<ul style="list-style-type: none"> <li>• Tall, Vertical, Tropical Landmark at intersections</li> <li>• Medium Height, Broadheaded, Flowering, Canopy at midblock</li> </ul>				
<u>General Note:</u>					
<ul style="list-style-type: none"> <li>• Washingtonia robusta (Mexican Fan Palm clustered at all intersections the full length of Garnet Avenue (East Mission Bay Drive to Ocean Front)</li> </ul>					
Garnet Avenue from Ocean Front to Mission Boulevard	Washingtonia robusta	Mexican Fan Palm	Linear/Cluster	0 ft	14 ft
	Biahea edulis		Grates/Pavers		
Garnet Avenue from Mission Boulevard to Bayard Street	Washingtonia robusta	Mexican Fan Palm	Linear/Cluster	0 ft	14 ft
	Metrosideros excelsa	New Zealand Christmas	Grates/Pavers		
Garnet Avenue from Bayard Street to Dawes Street	Tabebuia avellanedae	Trumpet Tree	Linear/Cluster Grates/Pavers	0 ft	14 ft
Garnet Avenue from Dawes Street to Fanuel Street	Tippuana tipu	Tipu Tree	Linear/Cluster Grates/Pavers	0 ft	14 ft
Garnet Avenue from Fanuel Street to Haines Street	Jacaranda acutifolia	Jacaranda Tree	Linear/Cluster Grates/Pavers	0 ft	14 ft

## PACIFIC BEACH COMMUNITY STREET PLAN (continued)

COMMUNITY CORRIDOR	TREE Botanical Name	TREE Common Name	PATTERN & TREATMENT	PARKWAY WIDTH	CURB TO PROPERTY LINE
Garnet Avenue from Haines Street to Ingraham Street	Cassia leptophylla	Gold Medallion Tree	Linear/Cluster Grates/Pavers	0 ft	14 ft
Garnet Avenue from Ingraham Street to Jewel Street	Cinimonum camphora Cassia leptophylla	Camphor Tree	Linear/Cluster Grates/Pavers Parkway	0 ft – 5 ft	14 ft
Garnet Avenue from Jewel Street to East Mission Bay Drive	Tippuana tipu Platnus acerifolia Cupaniopsis anacardioides	Tipu Tree London Plane Carrotwood tree	Linear/Cluster Grates/Pavers Parkway	0 ft – 5 ft	10 ft – 14 ft

NOTES: 1. Community Corridor - Commercial corridors may utilize  
*Small trees/Tree form Shrubs, Vertical accent, Tropical or Flowering at rear of R.O.W. or on private property (where R.O.W. is less than 10 ft)*

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

3. Vines - to be used in conjunction with Palm Trees:

- Distictus bliccinatoria
- Macfadyena lingliis-cati
- Clytostoma callistegioides
- Bougainvillea
- Wisteria sinensis

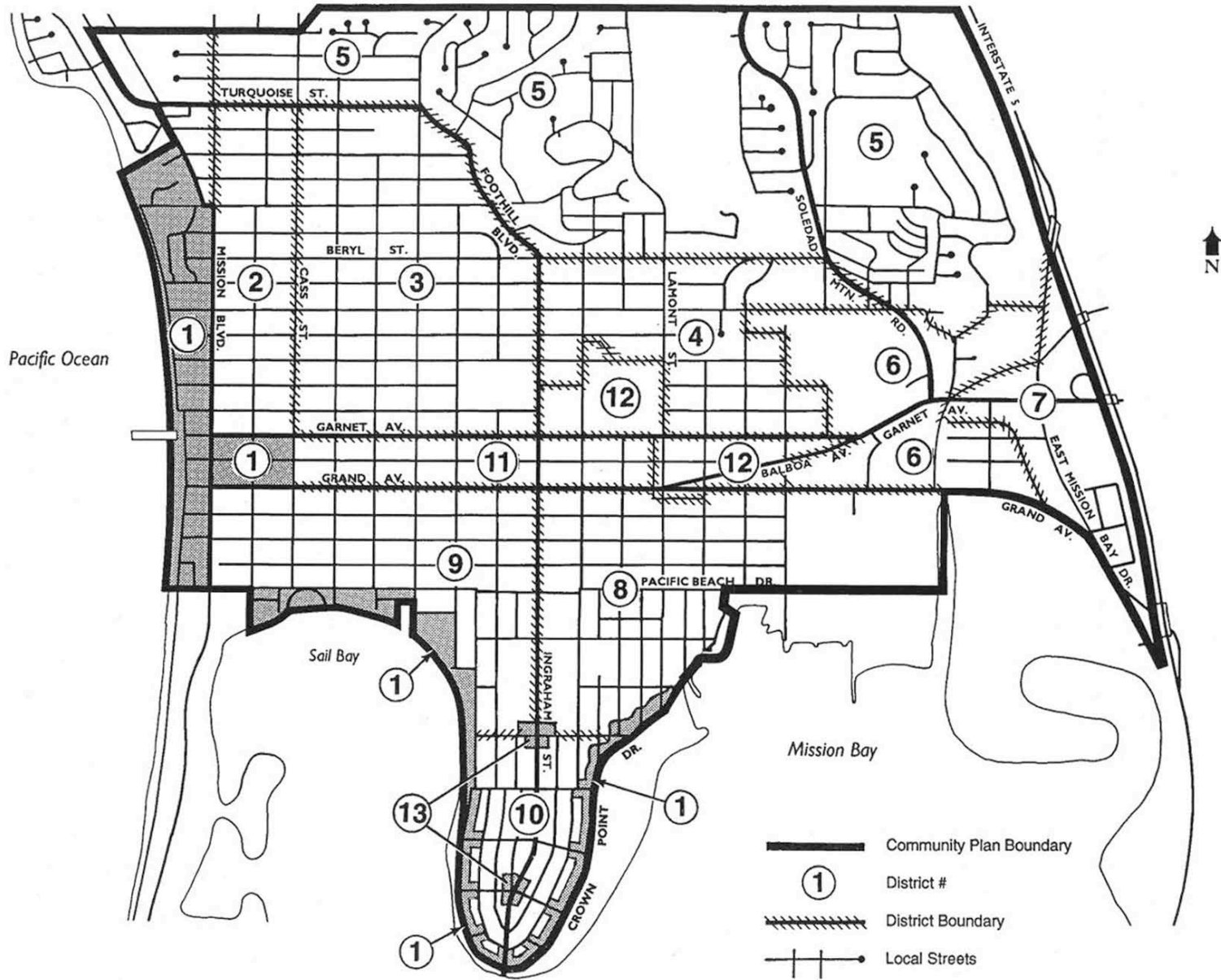
(m) = Median only

(m<sub>1</sub>) = Ends of Median only

(p) = Parkways only

General:

- Size of street trees to be per *citywide Landscape Regulations* (calculated by street frontage of each property and in no case less than a twenty four inch box)
- Tree grates shall be a minimum dimension of 5'-0" and must be ADA approved where necessary to provide required clear path.
- Palms should be a minimum of 8 ft BTH and at intersections should be clustered at three feet on center.
- BTH = Brown Trunk Height
- Flexibility of tree placement to facilitate commercial visibility may be approved by the Planning Director.
- Pruning of trees shall comply with the standards of the National Arborist Association according to Class I Fine Pruning.
- All plant material shall be installed per the standards of the *Landscape Technical Manual*.



**Community Tree Districts - Street Tree Plan**  
**Pacific Beach Community Plan**



## COMMUNITY TREE DISTRICTS

District Street Trees	1	2	3	4	5	6	7	8	9	10	11	12	13	*(See note)
Archontophoenix cunninghamiana (King Palm)	•	•							•	•			•	
Arecastrum romanzoffianum (Queen Palm)					•								•	
Bauhinia blakeana (Orchid Tree)			•		•								•	
Cassia leptophylla (Gold Medallion Tree)			•	•							•			
Ceratonia siliqua (Carob)		•												*
Eucalyptus ficifolia (Red-flowering Gum)		•					•		•		•			
Jacaranda mimosifolia (Jacaranda)			•	•	•	•							•	
Liquidambar styraciflus (Liquidambar)			•					•		•				
Magnolia grandiflora (Magnolia)								•						
Melaleuca quinquenervia (Cajeput Tree)	•	•	•				•		•	•	•	•		
Metrosideros excelsus (New Zealand Christmas Tree)	•	•								•			•	
Olea europaea (Olive)					•			•						
Pinus canariensis (Canary Island Pine)				•		•	•						•	
Pittosporum undulatum (Victorian Box)									•					
Platanus acerifolia (Sycamore)							•					•		

### COMMUNITY TREE DISTRICTS (continued)

District Street Trees	1	2	3	4	5	6	7	8	9	10	11	12	13	*(See note)
Podocarpus gracilior (Fern Tree)			•	•					•	•				
Rhus lancea (African Sumac)							•							
Tabebuia avellanedae (Trumpet Tree)		•									•			
Tipuana tipu (Tipu Tree)						•					•	•		
Tristania conferta (Brisbane Box)						•	•							
Ulmus parvifolia (Chinese Elm)			•	•	•	•		•						
Washingtonia robusta (Mexican Fan Palm)	•	•	•		•			•	•	•	•			
Quercus ilex (Holly Oak)					•									
Loelreuteria bipinnata (Chinese Flame tree)				•	•	•	•							
Tabebuia chrysotricha (Golden Trumpet Tree)		•												
Pyrus calleryana (Bradford Pear)					•									

\*Requires special installation conditions approved by Planning and Park & Recreation Departments.



## **APPENDIX E**

### **Alternative Land Use Designation for School Sites**

<b>School Sites</b>	<b>Alternative Land Use Designation</b>
Mission Bay High School	Low-Density Residential (R1-5000)
Pacific Beach Middle School	Low-Medium Density Residential (R-3000)
Bay View Terrace Elementary	Low-Density Residential (R1-5000)
Crown Point Elementary	Low-Medium Density Residential (R-3000)
Pacific Beach Elementary	Low-Density Residential (R1-5000)
Sessions Elementary	Low-Density Residential (R1-5000)

## APPENDIX F

### Crystal Pier Development Standards

- Redevelop Crystal Pier to maximize public access and public use of the facility. Promote uses which are visitor-serving and emphasize water dependent uses.
- Enhance the architectural character of the pier with any new development while maintaining the integrity of the historically significant Crystal Pier arch. This should include a distinctive "entrance" statement to be provided on Ocean Boulevard. New development on the pier should be sensitive in scale, bulk and design to the original physical character of the pier and to the surrounding uses. To preserve the view of the pier, any land-side additions should be limited to two stories and should not block the view to the end of the pier.



- Develop the private ownership and leasehold portions of Crystal Pier with visitor-recreational facilities emphasizing water-dependent uses (e.g., restaurants, water-oriented and dependent commercial activities which maximize public use).
- Provide adequate parking facilities for the uses to be located on the pier; however, vehicle parking shall not be located on the surface of the pier structure or sandy beach area, cantilevered from the pier or cantilevered through the bluffs and extending over the sandy beach area. Alternatives which should be considered include the development of parking in the immediate area of the pier as an integral part of existing commercial areas across the Ocean Boulevard and/or the Mission Boulevard corridor.

One alternative could entail purchasing the air space above existing parking lots and constructing three-story parking structures east of Mission Boulevard (portable structures is an option) or underground parking structures beneath existing public rights-of-way. In no instances shall above ground parking structures be located on lots fronting Ocean Boulevard.

- Public access is to be maintained to the public portion of the pier, to the extent that it is practical with consideration to the overall security of the pier and public safety. Any partial restriction on public access necessitated out of concern for security or public safety shall be agreed upon by the City, the private owner and the community.
- Public views of the beach and ocean from the pier are to be protected and maintained, and existing ocean views from Ocean Boulevard are to be respected.
- The State Coastal Conservancy should be considered for possible assistance in the rehabilitation/redevelopment of the Crystal Pier facility as a coastal restoration project.

## APPENDIX G

### Preliminary Survey of Heritage Resources

This preliminary survey was prepared in 1981 and revised in 1993 by the City Planning Department with the assistance of John Fry, President of the Pacific Beach Historical Society. The plan recommends further research and review of the resources listed and designation of the significant historical sites and structures within Pacific Beach.

#### Significant Structures

##### 1888 – 1899

- **1932 Balboa:** This small cottage appears in early photos of the Pacific Beach Lumber Company and may have been the residence of Mr. Gleason, its proprietor. It is in good condition and has recently served as a restaurant.
- **1921 Beryl:** The owner of this small, two-story structure said the deed dated to 1892, which would make it one of the oldest homes in Pacific Beach. It appears to be in fairly good condition, and is more visible since the City's removal of the large eucalyptus trees in front of the house.
- **1932 Diamond:** This two-story home is also believed to date to 1892, and may have been the residence of E. Y. Barnes, an early resident and fruit grower. The Barnes later moved to Julian and began Manzanita Ranch. The home was owned by George Churchman from the 1920s to the 1970s and was altered significantly. The exterior is in poor condition and the home is not visible from the street.
- **1814 Hornblend:** This box-like, two-story home resembles a small rooming house. The 1912 City Directory lists it as belonging to Oliver Russell. It is in fair condition.
- **1976 Hornblend:** This two-story Victorian home has had its exterior altered significantly, but remains in good condition.
- **1576 Law:** This quaint, two-story Queen Anne home was built by Victor Hinkle in 1896. Mr. Hinkle was a fruit grower whose wife was the beach area's first librarian. It was moved to its present site from Chalcedony Street in the early 1920s. It has been maintained in very good condition, and is probably the best-known early residence in Pacific Beach.
- **1860 Law:** This three-story home may have been built by Victor Hinkle's brother around 1896. It had deteriorated badly, but has recently been upgraded and is in fair to good condition.

- **1846 Reed:** This two-story residence is quite similar to the home at 1814 Hornblend, and may well have been built by the same person. It is in fair to good condition, but appears to have been altered on the first floor.
- **2104 Diamond:** This cottage was the home of Dr. Martha Dunn Corey, the first physician in Pacific Beach. It has been upgraded and is in good to excellent condition.

## 1900 – 1909

In 1903, Frederick Tudor Scripps built “Braemar,” the family home, on the site of today's Catamaran Hotel. Around 1908 the family planted palm trees on Bayard and along Pacific Beach Drive. The palm trees in the 4400 block of Lamont, appear to date from the same period.

- **1904 Beryl:** This Classic three-story Colonial revival home has remained in excellent condition. It was built by developer Josephus Asher around 1910, which was a period of growth for the community due to efforts of the Folsom Brothers Real Estate Company.
- **1650 Collingwood:** This palatial structure once stood proudly alone, but is now almost hidden by surrounding development. It was built for Charles Norris by A. H. Frost, and has been magnificently refurbished in recent years.
- **1132 Diamond:** O.W. Cotton lived in this notable two-story home, which he built around 1905. Mr. Cotton was instrumental in the development of Pacific Beach during the years before World War I as an employee and partner of the Folsom Brothers. The home is in very good condition, and is architecturally significant.
- **1576 Diamond:** This large, two-story residence was built around 1905 as a home for James Haskins, a wealthy eastern industrialist. It has been well-maintained over the years, and remains an excellent example of Craftsman architecture.
- **976 Felspar:** Serving until recently as an antique shop, this two-story structure was the home of the Earl Taylor family when they moved to Pacific Beach in 1923. Earl helped build Crystal Pier and the first Dunaway Drug store. His son Vernon has continued as a developer in Pacific Beach since the 1940s. It is in fair to good condition.
- **1704 Grand:** Built in 1907, this home was researched in 1992 by Alexander Bevil who termed it "a rare example of Early 20th Century American Colonial Revival Gambrel Roof Cottage." The home has been in the family of the current owner, Mrs. Erna Handley, since 1936 and has been extremely well maintained.
- **1760 Hornblend:** Although this home appears to be of more modern vintage, it dates to 1910, and one family reported finding newspapers dating to the 1890s in the attic. It has had its exterior modified and is in good condition.

- **4304 Ingraham:** This home has deteriorated badly. It is visible in photographs taken at the beach in 1906 and is built on a foundation of concrete blocks, popular at the turn-of-the-century.
- **932 Oliver:** This cottage, according to its present owner, dates to 1903 and was part of the Braemar Subdivision. It is in very good condition, and is an attractive reminder of the period.

## 1910 – 1919

- **2176 Diamond:** This very large, three-story home was built in 1913 for the J. J. Richert family. It is in good condition, and its present owners are only the third family to have lived in the house.
- **860 Garnet:** Home to the Reverend G. F. Williams in the 1930s, this two-story home has been altered significantly for use as a restaurant. It, and two neighboring homes since demolished, were probably built before World War I. 864 Garnet was torn down to make way for the restaurant's parking lot and 876 Garnet, known as the "Simmons Place", has been gone for several decades.
- **2032 Garnet:** This is a large, simple cottage.
- **1509 Grand:** This large, one-level cottage is surrounded by a cobblestone wall that was constructed about 1910 as was, presumably, the cottage itself.
- **722 Hornblend:** This is a rather ordinary wood structure, in fair condition, that appears to have been altered slightly.
- **961 Hornblend:** This is a wooden residence complex in poor condition.
- **1018 Hornblend:** This is a small cottage with what appears to be an added-on, ornate porch. It is in fair condition.
- **1704 Hornblend:** This one-story home is in fair condition.
- **718 Hornblend:** This two-story home is in good condition. A matching apartment was added to the rear in 1986.
- **1721 Hornblend:** Built in 1913, this community hall is in fair to good condition, and is one of the most important buildings in the beach area. It was Pacific Beach's first library and has long been the home of the Pacific Beach Women's Club.
- **4260 Kendall:** This large, two-story home was built around 1910 by developer J. J. Asher. It was owned by the Robinson family for over half a century, but was sold in 1992. It is in good condition.

- **1550 Loring:** This two-story stuccoed, box-like residence has been a Pacific Beach landmark for over sixty years. It is in good condition, although the surrounding property has deteriorated badly. It is believed to have been used by the government during World War II, and is rumored to have an indoor shooting range. It is most significant.
- **1104 Missouri:** This attractive but simple two-story home has been kept in such excellent condition that it does not appear to be as old as it is. It was probably built around 1915.
- **1144 Missouri:** This residence appears to have been built at the same time as the residence at 1104 Missouri. It is similar in design, and is in fair to good condition.
- **4240 Morrell:** This very simple, box-like cottage is nondescript, but authoritative rumors insist that it has been in existence since at least 1910. It is in fair to good condition.
- **1060 Oliver:** Part of the Braemar Subdivision, this stuccoed, English-style home is quite large and is in good condition.
- **953 Reed:** This home was moved to its present location from Bayard Street in the mid-1920s. The home was altered significantly in the 1980s and is in excellent condition. It is Queen Anne-like in architecture and may date to the 1890s.
- **961 Reed:** This simple residence, in good condition, was moved with the home at 953 Reed in the 1920s.
- **1804 Reed:** This single-story home has been completely altered with siding and is in fair condition. Neighbors say it has been there as long as anyone can recall.
- **3778 Shasta:** This two-story apartment was built in 1910 as the Bayview Hotel. It is in good condition and is notable as the only hotel-type building remaining from the period prior to World War I. It was significantly remodeled after an upstairs fire in the 1980s.
- **864 Thomas:** This box-like two-story home is in excellent condition. It may date to the turn-of-the-century.
- **935-7 Thomas:** This duplex is a wooden structure in excellent condition, although there has been infill development added to the rear of the property. It is similar in design to the homes at 961 Hornblend and 961 Thomas.
- **961 Thomas:** This two-story wooden structure has been recently improved on the exterior but is in only fair condition and has infill development on the lot.



## 1920 – 1929

A great number of residences exist from this period - too numerous to mention and, probably, of minimal significance. There are, however, significant commercial structures worth noting.

- **Dunaway Drugstore:** This magnificent, two-story office building is the only brick structure of note at the beach. It was built in 1925 by Sam Dunaway, who was instrumental in the growth of Pacific Beach during these years. It is located at 976 Garnet, at the northwest corner of Cass and Garnet. The drug store closed in the early 1990s; the site is now occupied by other retail establishments.
- **Crystal Pier:** Sam Dunaway, Earl Taylor, and other investors urged the construction of the pier as a tourist attraction. Completed in 1927, it was originally about 400 feet long, with a cork-lined dance floor in a covered pavilion at the tip. It was short-lived, however, as the builders neglected to creosote the pilings, which became worm-infested. The structure was closed to the public, taken over by the bank, and was reopened in 1936, refurbished, extended an additional 800 feet, and motel cottages added.

### Significant Sites and Landmarks

- **Pacific Beach Plaza:** This sixteen-acre site has always been the focal point of Pacific Beach. It was originally the site of the San Diego College of Arts and Letters, which opened its doors in September of 1888. The college lasted only a short while, succumbing to the financial depression of the 1890s.

The main building served at the turn of the century as a rooming house - the College Inn. In 1904 it was reopened as the Hotel Balboa. In 1920 the entire sixteen acres was sold to the Davis family, who created the San Diego Army and Navy Academy. The academy was a vital part of the community for a quarter of a century but, like the original college, it fell victim to financial reverses and moved to Carlsbad in 1936.

Shortly thereafter the school was reopened as the Brown Military Academy. In 1958 the property changed hands again, the old school buildings came down and construction began on a new shopping center - Pacific Plaza.

- **Pacific Beach Driving Park/4570 East Mission Bay Drive:** Since the mid-1960s, a series of automobile dealerships have occupied this site which was a horse racing track in 1888. Served by the San Diego, Old Town, and Pacific Beach Railway, the track was a very popular weekend attraction at the end of the 19th century. Portions of the Judge's Stand remained until 1947, when the Rancho 101 Motel was built on the site.
- **Pacific Beach Steam Railway (Balboa-Grand-Lamont Intersection):** This dogleg intersection follows the track of the original Pacific Beach steam railway. The train stopped at a point just west of the dogleg, letting off most of the beach passengers.

- **Scripps Estates (Catamaran Hotel):** The hotel, built in 1959, occupies the property once owned by F. T. Scripps, son of E. W. Scripps, the newspaper magnate. Mr. Scripps built the family home here—Braemar—a palatial estate that was a landmark for a half century. It was sold and razed in 1958 to make way for the Catamaran. The wedding chapel that sits on Garnet Avenue just west of Rose Creek was the music room of the Scripps home, added in 1926.
- **Palm Trees:** Tall palms exist from the earliest years of Pacific Beach. Those at the intersection of Bayard and Pacific Beach Drive, and in the 4400 block of Lamont, were planted around 1908. Much shorter palms of a different species in the 3700 block of Shasta are original trees planted at the opening of the Fortuna Park subdivision around 1910.
- **Japanese Black Pines:** Planted in the 900 and 1000 blocks of Oliver Avenue in the late 1920s, these trees have grown to provide a unique canopy over the street.
- **Kate Session's Tipuana Tree:** This unusual tree has an official state marker indicating its importance in commemorating the original site of Kate Sessions nursery at Garnet and Pico.
- **La Rinconada de Jama:** Site of San Diego's largest Indian village in the vicinity of the intersection of Bluffside Avenue and Pico Street. The Pacific Beach Drive-In occupied this site until the 1980s.

## APPENDIX H

### Coastal Bluff Development Standards

The following standards are required for developments proposed on or near coastal bluffs, as identified on the Sensitive Coastal Resource Zone of the San Diego Municipal Code. These standards reflect the code regulations as they were written at the time of adoption of this plan and do not reflect subsequent regulation changes that may be adopted. However, subsequent regulation changes and any revision to these land use plan standards will require further public review and local coastal program amendments to become effective.

#### Coastal Bluffs

- All applications for shoreline protective works or bluff development shall include a geologic report prepared by a licensed geologist who has a specific expertise in coastal bluff erosion processes.
- No structure or improvement or portion thereof shall be placed or erected, and no grading shall be undertaken, within forty (40) feet of any point along a coastal bluff edge, except for the following uses:
  - Essential bluff top improvements including, but not limited to, a walkway leading to a permitted beach access facility; drainage facilities; and open fences to provide for safety and to protect resource areas.
  - Bluff repair and erosion control measures including, but not limited to, structures needed to repair damage to, or to prevent or retard erosion of, the bluff face in order to protect existing principal structures; provided, however, that no such measures or structures shall cause significant alteration of the natural character of the bluff face.
  - Accessory structures and landscape features customary and incidental to residential uses; provided, however, that these shall be located at grade and at least five (5) feet from the bluff edge. Such structures and features may include: walkways, unenclosed patios, open shade structures, decks, lighting standards, walls, public seating benches, signs, and similar structures and features, excluding pools, spas, garages, and upper floor decks with load bearing support structures.
- A bluff edge setback of less than forty (40) feet, but in no case less than twenty-five (25) feet, may be granted by the Planning Director where the evidence contained in the geology report indicates that: 1) the site is stable enough to support the development with the proposed bluff edge setback; and 2) that the project can be designed so that it will neither be subject to nor contribute to significant geologic instability throughout the anticipated life span of the principal structures.
- Where a proposed development would lie wholly or partially upon a coastal bluff, the following shall apply:

- Buildings and other structures shall be sited, designed and constructed so as not to obstruct views to and along the ocean and other scenic coastal areas from public vantage points.
- The design and other structures shall be sited, designed and constructed so as not to obstruct views to and along the ocean and other scenic coastal areas from public vantage points.
- Landscaping materials shall be installed and maintained so as to assure that neither during growing stages nor upon reaching maturity will such materials obstruct views to and along the ocean and other scenic coastal areas from public vantage points.
- Native and other drought-tolerant plant species shall be utilized in order to minimize irrigation requirements and to reduce potential slide hazards due to overwatering of the bluffs.
- All drainage from the site shall be directed away from any bluff edges

## **APPENDIX I**

### **Coastal Parking Standards**

Off-street parking standards for uses within the coastal zone are the same for all uses as those specified in the citywide zones of the San Diego Municipal Code, except for restaurants. Within the coastal zone, restaurants are required to provide one (1) parking space for each two hundred (200) square feet of gross floor area, including all outdoor dining areas. It is expected that this standard shall continue in the community's beach impact area. These standards are based on the citywide and coastal zone parking regulations as they were written at the time of adoption of this plan and do not reflect subsequent changes that may be adopted. However, subsequent regulation changes and any revision to these land use plan standards will require further public review and local coastal program amendments to become effective.

Consolidated or shared-use parking areas are encouraged in all commercial and recreational areas. Parking requirement reductions will be considered for those mixed-use projects which are developed under discretionary review and employ transit-oriented development features.

### **Beach Impact Areas**

Parking standards for the beach impact area are applied where the demand for near-shore parking is most critical among beach visitors, residents and patrons of commercial establishments.

- Commercial office, retail, service (except restaurants) and marine oriented establishments - one (1) parking space for each four hundred (400) square feet of gross floor area.
- Restaurants - one (1) parking space for each two hundred (200) square feet of gross floor area, including all outdoor dining areas.
- Hotel/motel units - one (1) parking space for each guest room or suite.
- Private clubs and similar establishments - one (1) parking space for each guest room or one (1) parking space for each two hundred (200) square feet of gross floor area, whichever is greater.
- Residential uses - one and one-half (1.5) spaces for each dwelling unit containing one (1) bedroom or less, and two (2) spaces for each dwelling unit containing two (2) or more bedrooms.
- New curb cuts shall not be permitted and existing curb cuts shall be removed where safe and efficient access is available from an abutting alley, except that new commercial or residential developments with a frontage of one hundred fifty (150) feet or greater shall be permitted one (1) curb cut twenty five (25) feet wide at the property line for every full one hundred fifty (150) feet of street frontage. Where alley access is not available or where access from an abutting alley would be precluded by the proposed retention of an existing commercial or residential development, one (1) curb cut not to exceed twenty five (25) feet in width at the property line may be permitted.

## **APPENDIX J**

### **List of Reference Documents**

*Pacific Beach Community and Local Coastal Program Land Use Plan*, December 1980, City of San Diego Planning Department

*Mission Bay Park Master Plan for Land and Water Use*, December 1978, City of San Diego Park and Recreation Department

*Beach Communities Traffic Options Study*, April 1989, JHK and Associates

*Metropolitan San Diego Short Range Transit Plan*, FY 1991-1995, Metropolitan Transit Development Board

*California Coastal Act of 1976*, Amended January 1988, California Coastal Commission

### **List of Supplemental Documents**

*Pacific Beach Community Plan Land Use Survey and Community Conditions Report*, October 1991, City of San Diego Planning Department

*Pacific Beach Community Outreach Paper* inserted in the *Beach and Bay Press*, October 3, 1991, City of San Diego Planning Department

*Pacific Beach Community Plan Update Issues Report No. 91-314*, presented to the Planning Commission on October 10, 1991, City of San Diego Planning Department

*Pacific Beach La Jolla Transportation Study*, June, 1993 DRAFT, City of San Diego Engineering and Development Department