TRANSPORTATION AND SHORELINE ACCESS ELEMENT

Vehicular Circulation

Existing Conditions

The basic system of primary thoroughfares and streets serving Peninsula has been in place for several decades. The most important circulation improvement to be implemented in recent years was the completion in 1969 of the western extension of Interstate 8 (the Ocean Beach Freeway) into the northern fringes of Peninsula and Ocean Beach.

The unique geographic position of the planning area on a narrow peninsula restricts access to the community. As a result of this situation, travel times to downtown and other major activity centers are greater than from other older sections of the City. Nearly all traffic to and from the community is funneled onto a few major roads. Another geographic constraint is the topographic ridgeline which extends along the center of the community from north to south. The ridgeline limits east-west traffic movements. This has resulted in circuitous routing of traffic and a great deal of out-of-direction travel.

Since Point Loma's circulation system was developed years ago, a number of streets were not designed with existing or projected traffic volumes in mind. Significant increases in traffic have occurred in recent years on most major streets in Peninsula including Scott, Catalina Boulevard, North Harbor Drive, Rosecrans and West Point Loma Boulevard. Collector streets showing the largest increase are Famosa, Talbot and Worden-Leland-Kemper. Major traffic generators are the naval facilities, Cabrillo National Monument and Shelter Island.

Two of the principal thoroughfares that connect Peninsula to Interstate 8 are particularly congested during peak traffic periods. These are Sunset Cliffs Boulevard and Rosecrans Street. The most severe congestion occurs just to the north of the Peninsula community in Ocean Beach (Sunset Cliffs Boulevard) and Midway (Rosecrans Street).

The section of Rosecrans south of Talbot and much of Catalina Boulevard are currently carrying more than twice their maximum recommended daily volume. A large portion of this traffic is generated by the Point Loma Naval Facilities.

Several intersections in the Peninsula area and just to the north in Midway have had among the highest accident rates in the city in recent years.

Area intersections with a high frequency of accident during 1985 were:

Midway Drive and Rosecrans (Midway)
Sunset Cliffs Boulevard and West Point Loma Boulevard (Ocean Beach)
Sunset Cliffs Boulevard and Voltaire (Ocean Beach)
Midway Drive and West Point Loma Boulevard (Peninsula)
Rosecrans and Sports Arena Boulevard (Midway)

Nimitz Boulevard and West Point Loma Boulevard (Peninsula)
Nimitz Boulevard and Rosecrans (Peninsula)
North Harbor Drive and Rosecrans (Peninsula)

In 1980, a detailed traffic study was prepared for the Peninsula community. A proposed 1995 major street plan was developed as a result of this study.

Objectives

- Provide increased access from Peninsula residential areas to major commercial areas, employment centers and regional activity centers.

- Relieve bottlenecks which limit access to the Peninsula community.

- Improve accessibility for the elderly, handicapped, children and other Peninsula residents who lack access to automobiles.

Recommendations

The following street and traffic improvements should be implemented as funds become available:

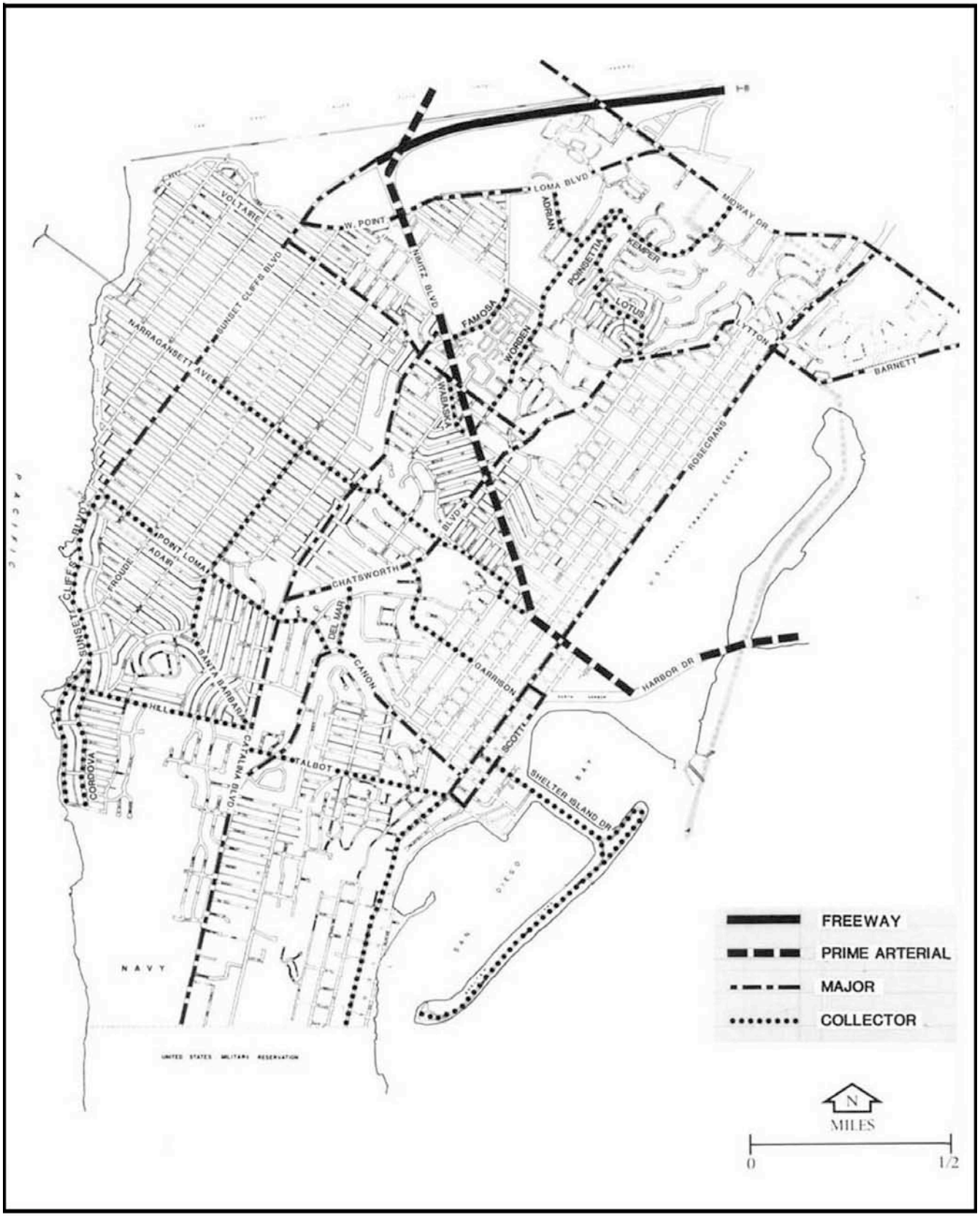
- Traffic signals on major streets should be synchronized where feasible.

- Catalina Boulevard (between Canon and Whittier) should be maintained in its present two-lane configuration to avoid bisecting the community and disrupting adjacent residential areas. In order to increase capacity, such traffic engineering techniques as restriping, channelization, signalization and parking restrictions should be reviewed and, as appropriate, implemented.

- Famosa Boulevard should be constructed as a two-lane extension to West Point Loma Boulevard <u>only</u> if the street is designed to act as a buffer between residential development, on the west, and the Famosa Slough to the east. Any proposal to construct a portion of Famosa Boulevard as a four-lane street in conjunction with development on Housing Commission Site 428 should be reviewed at a Planning Commission hearing.

- A study should be undertaken to determine the feasibility of alternative methods of expediting traffic flow on Rosecrans through the Midway Community from Lytton to Interstate 8.

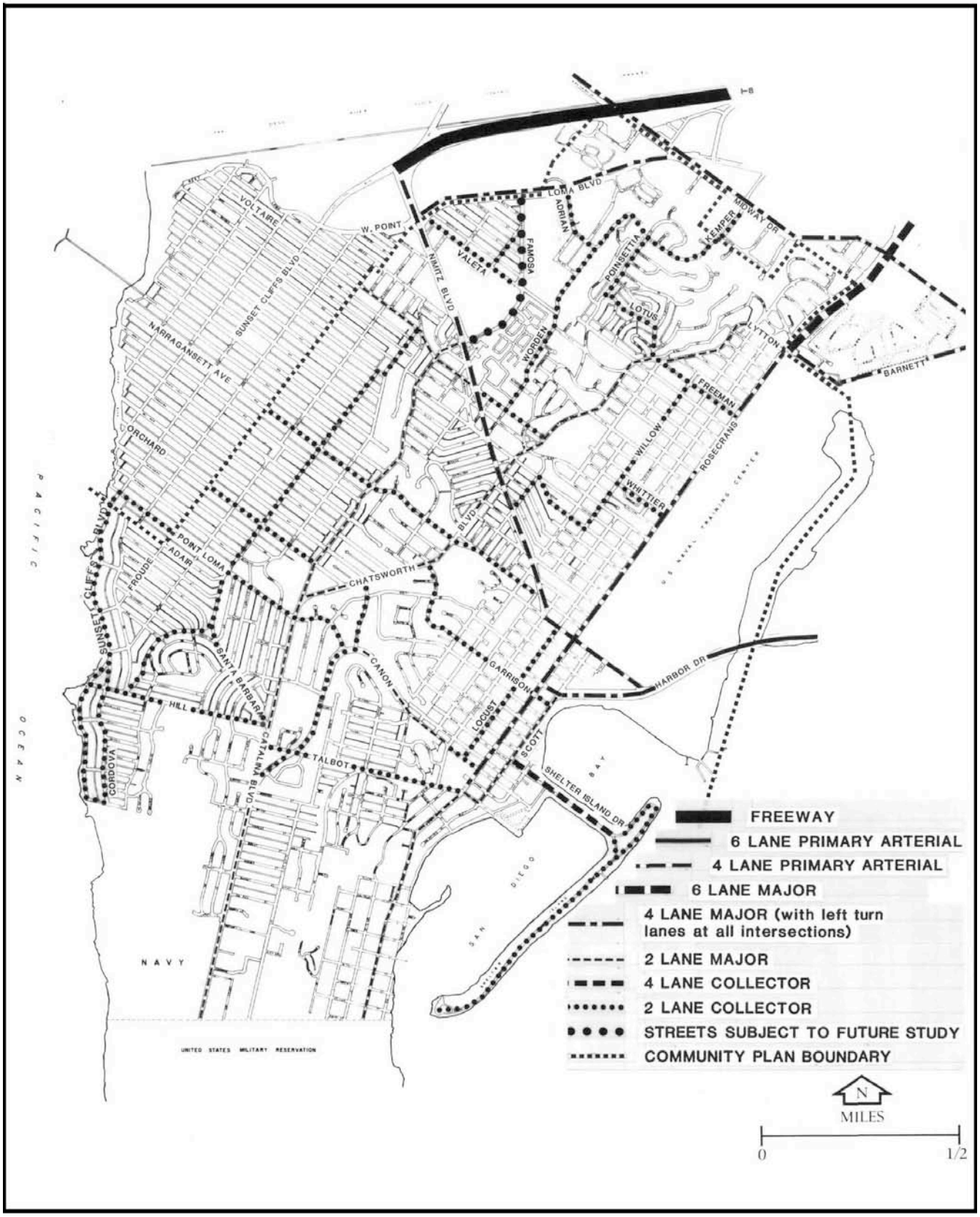
- Rosecrans Street, from Talbot to the Point Loma Naval Complex should be maintained in its present two-lane configuration to avoid disrupting adjacent residential areas. In order to increase capacity, traffic engineering techniques such as restriping, channelization, signalization and parking restrictions should be reviewed and, as appropriate, implemented.



Existing 1984 Vehicular Circulation System

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT **FIGURE 12**



Proposed 1995 Vehicular Circulation System

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT **FIGURE 13**

- Scott Street, between North Harbor Drive and Talbot should be designed to incorporate a priority for pedestrian crossings east-west for better safety, maintain traffic flow and improve overall aesthetic design. The design should be integrated into the overall redevelopment of the Roseville area. In addition, Talbot between Rosecrans and Scott should also be improved as a four-lane major street. Peak-hour parking restrictions and formation of an assessment district should also be reviewed for their effectiveness in alleviating traffic congestion.

- Voltaire Street, between Sunset Cliffs Boulevard and Catalina Boulevard should be maintained in its present two-lane configuration to avoid disrupting community continuity. In order to increase capacity, traffic engineering techniques such as restriping, channelization, signalization and parking restrictions, should be reviewed and, as appropriate implemented.

- Traffic engineering is studying on-street diagonal parking possibilities for the commercial zone on Voltaire Street.

- Rosecrans Street should be widened at the intersection of Lytton Street to add one northbound through land and one southbound through lane.

- Lytton Street should be widened at the intersection with Rosecrans Street to add one northbound through lane.

- West Point Loma Boulevard should be widened at the intersection with Sports Arena Boulevard and Midway Drive to add one eastbound to southbound right turn lane onto Midway Drive.

- Nimitz Boulevard should be widened at the intersection with West Point Loma Boulevard to provide two additional northbound through lanes and one southbound to westbound right turn lane.

- Shelter Island Drive should be improved to four lanes only if comparable parking replacement for any parking eliminated by such widening is provided in the immediate vicinity.

- CALTRANS should be encouraged to construct an interchange at the existing signalized intersection of Interstate 8 and Sunset Cliffs Boulevard due to increasing volumes.

- CALTRANS should be encouraged to complete the intersection of Interstate 8 (I-8) and Interstate 5 (I-5) to provide access from I-8 east to I-5 north and from I-5 south to I-8 west.

- The Catalina/Famosa/Nimitz interchange should be completed.

- A scenic designation, which would provide control over certain aspects of development (e.g., signing, grading, landscaping) should be considered jointly by CALTRANS and the City along State Highway 209 (Rosecrans-Catalina).

- The Navy should be encouraged to make traffic control improvements on base which would help to minimize traffic backups within the community near base entrances.

- Facilities to accommodate public and para-transit modes should be emphasized in all circulation proposals (e.g., bike lanes, bus stops, exclusive bus lanes, transit by-pass lanes, etc.). Successful implementation of such facilities could cumulatively serve to reduce the need for certain circulation improvements (e.g., street widenings).

Parking Facilities

Existing Conditions

The attraction of the Roseville/Shelter Island area as both a community commercial and regional recreational resource area has resulted in parking and traffic congestion problems. The Port District's master plan indicates that its lease holds will be renovated, further ensuring that this area will continue to be an attractive resource. Many existing businesses in this area lack adequate on-site parking. A lack of adequate on- and off-street parking in the Roseville/Shelter Island area exacerbates traffic congestion and creates problems for commercial patrons. Parking from the Roseville commercial area extends into the Roseville residential area to the west of Rosecrans Street creating a shortage of parking for residents and guests of Roseville residents.

A public parking lot containing over 350 spaces, serves and is located adjacent to the sport fishing facility along the south side of North Harbor Drive. Other public parking lots which exist in the Roseville/Shelter Island area are located along the east side of Shelter Island, and on the southeast and southwest corners of Shelter Island Drive and Anchorage Lane. These lots have maximum parking limits ranging between two and 24 hours. The Port's master plan proposes relocating some of these parking facilities.

Four parking facilities are located along Sunset Cliffs Boulevard, between Froude and Adair. In addition, two other public lots are located within the Sunset Cliffs Shoreline Park adjacent to Point Loma College.

All of these facilities are minimally improved, and the only access available to the easternmost lot, adjacent to Point Loma College is via a private college road. Except for this latter facility, the other five lots experience heavy usage, especially during the summer months, from beach traffic.

As a result of Navy personnel parking off base in the Peninsula community with resultant inconvenience and congestion on Rosecrans and Catalina, the state Coastal Commission could not make a finding of consistency of the Navy's "Master Plan" for the Point Loma Naval Complex with the California Coastal Act.

The Point Loma Naval Complex Master Plan is currently under revision. The revision will include recommendations to improve on-base parking and traffic circulation. These recommended actions should ameliorate off-base traffic and parking problems along Catalina Boulevard and Rosecrans Street.

Lack of parking space in residential areas of Peninsula is most severe in the vicinity of the Navy Base entrances and in the Roseville and Loma Alta multifamily areas.

Objectives

- Establish adequate parking facilities throughout the community to accommodate existing and projected demand, with consideration given to improving and increasing usage of public transportation.

Recommendations

- On-street parking meters should be reviewed by the Peninsula Community Planning Board before implementation.

- Curb cuts or street vacation requests which reduce available on-street parking should not be allowed, unless comparable replacement parking is provided in the immediate vicinity.

- Within the Beach Impact Area, new curb cuts shall not be permitted, where other access is available. Where other access does not exist, one curb cut, not to exceed 20 feet in width, may be allowed if the proposed retention of existing commercial or residential development would preclude adequate use of a rear alley for increased parking to permit reasonable use of the property. Where all existing development is removed from a parcel and a large commercial development is proposed, the applicant will be allowed no more than one (25-foot wide at the property line) curb cut for every full 150 feet of street frontage. This applies only to commercially-designated properties and does not apply to any fractional parts of the required 150 feet of frontage.

- Existing public parking areas should be maintained and improved.

- Provision of consolidated or shared-use parking should be encouraged in all commercial and recreational areas, with on-site parking requirements reduced accordingly. In this regard, development of well-buffered, low-scale parking structures should be emphasized. Increased use of consolidated parking areas will enhance the pedestrian orientation of commercial and recreational areas.

- Improvements to the existing parking lots, consistent with erosion control and aesthetic enhancement, should be undertaken for the lots located along Sunset Cliffs Shoreline Park. Improvements should include striping, landscaping and pedestrian links to both visual and physical access points.

- Increased use of the parking lot located adjacent to Point Loma College should be coordinated with the college since access occurs on private roads through the campus. This facility is well located in the terms of the Sunset Cliffs Shoreline Park and would be valuable as the park develops.

- The following parking requirements should apply within the coastal zone:

  - New commercial/office development should provide at least one parking space for every 400 square feet of gross floor area on-site or one space per 500 square feet of gross floor area in a common parking facility.

  - Additions or modifications to existing commercial/office development should provide a minimum of twice the number of parking spaces as would be necessitated by the magnitude of said enlargement; provided, however, that the number of spaces required by this paragraph need not exceed the total number of parking spaces required for the enlarged development.

- New restaurant development, including restaurant conversions, should provide at least one parking space for every 200 square feet of gross floor area.

- Hotels and motels should provide one parking space per unit, while private clubs should provide one space per 400 square feet of gross floor area on-site or in consolidated parking areas.

- Industrial development should provide one parking space per 800 square feet of gross floor area on-site or one space per 1,000 square feet of gross floor area if in consolidated parking areas shared by two or more uses in the vicinity it services.

- Residential development should provide 1.3 parking spaces per one bedroom or studio unit and 1.6 parking spaces per two or more bedroom units.

- Parking for commercial establishments in the Voltaire and Rosecrans commercial districts should be located in rear alleys wherever this is practical.

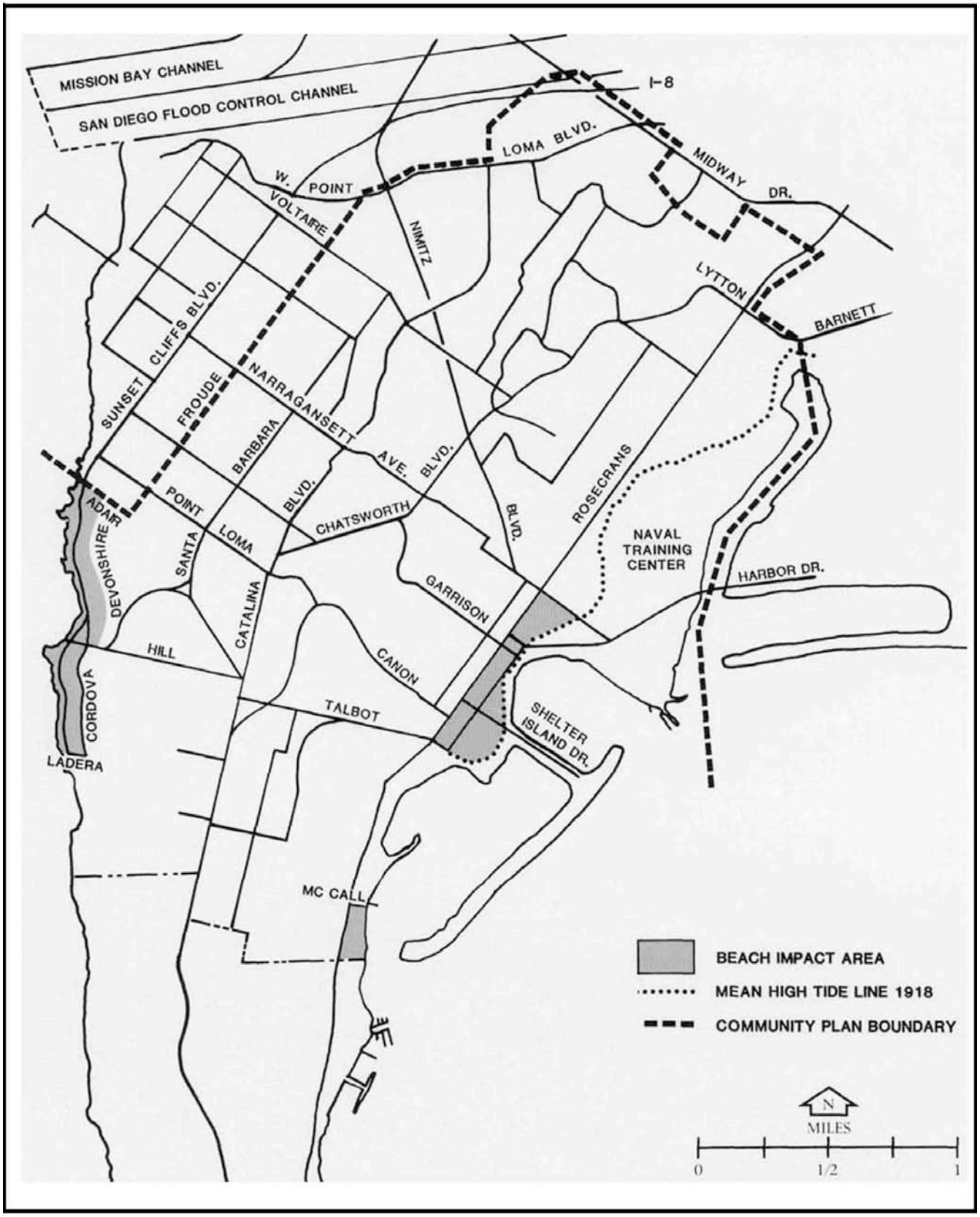
- Encourage private sector incentives to support transit (e.g., employer subsidized passes, participation in funding transit operations and facilities) in lieu of providing additional parking.

- Encourage requirement of parking fees, with proceeds used to support transit.

(Note: These parking requirements apply in the near term. Parking requirements may be further reduced for projects which participate in a shuttle bus system or which encourage the use of public transportation or other alternative transportation modes, and also for projects which can prove that they have a reduced dependency on the automobile. Also, provision has been made for reduced parking requirements for projects which utilize consolidated or shared parking facilities, understanding that such facilities may be more efficient in terms of land use and traffic congestion.)

- All parking facilities should be designed so that they are compatible with pedestrian circulation and should be screened, to the extent feasible, from public view.

- A Beach Impact Area should be established within those areas of Peninsula most seriously impacted by traffic and parking from beach users and other visitors to the coastline. Within the Beach Impact Area more restrictive parking standards should be required. The Beach Impact Area recommended for Peninsula is indicated on **Figure 14**. Minimum parking standards shall be as follows:



Beach Impact Area

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT **FIGURE 14**

Residential Parking

(a) Single-family residential development shall provide two spaces per detached single-family dwelling.

(b) Multifamily residential: lots or parcels located within the Peninsula Beach Impact area; units with one bedroom or less, 1.5 spaces; units with 2.0+ bedrooms, 2.0 spaces; lots or parcels not located within the designated Beach Impact Area; units with one bedroom or less, 1.3 spaces; units within 2+ bedrooms, 1.6 spaces. Tandem parking should only be allowed when access is provided from a rear alley.

(c) Tandem parking: should not be permitted in any commercial development, except for assigned employee parking spaces and where valet parking is associated with restaurant use in which event said parking shall be assured pursuant to planned development or other implementing mechanism.

Curb Cuts

Within the Beach Impact Area, new curb cuts shall not be permitted, where other access is available. Where other access does not exist, one curb cut, not to exceed 20 feet in width, may be allowed if the proposed retention of existing commercial or residential development would preclude adequate use of a rear alley for increased parking to permit reasonable use of the property. Where all existing development is removed from a parcel and a large commercial development proposed, the applicant will be allowed no more than one (25-foot-wide at the property line) curb cut for every full 150 feet of street frontage. This applies only to commercially-designated properties and does not apply to any fractional parts of the required 150 feet of frontage.

Public Transit

Existing Conditions

The Peninsula community is served by five local bus routes which operate on a regular schedule seven days a week. Extensions to two of these routes provide additional service during limited periods of the day and week. Three of the bus routes traverse the Peninsula area while two others skirt the northern fringe of the area. These routes provide service between Peninsula and La Jolla, Pacific Beach, Mission Valley, Old Town, downtown, North Park, East San Diego and South Bay. Access to other points in the metropolitan area is available through transfers to other lines in the downtown area. The existing bus routes in Peninsula are as follows:

Route 6: Traverses the center of the Peninsula from north to south connecting Cabrillo National Monument to the Midway, Old Town, Mission Valley, North Park and East San Diego areas.

Route 6A: Provides limited service during peak commute periods from the intersection of Macaulay and Chatsworth to downtown.

Route 9: Provides service along Midway Drive connecting to downtown and Pacific Beach.

Route 29: Connects Naval facilities on the Bay side of the Peninsula to downtown, the South Bay cities of National City and Chula Vista and Otay Mesa. This route runs along Rosecrans through the eastern portion of the Peninsula area.

Route 34: Provides service along Midway Drive connecting to downtown and La Jolla and connections to Sunset Cliffs Boulevard and West Point Loma Boulevard at certain times of day.

Route 35: Provides direct access to downtown for residents of the west side of the Peninsula (Sunset Cliffs area), Ocean Beach and Loma Portal.

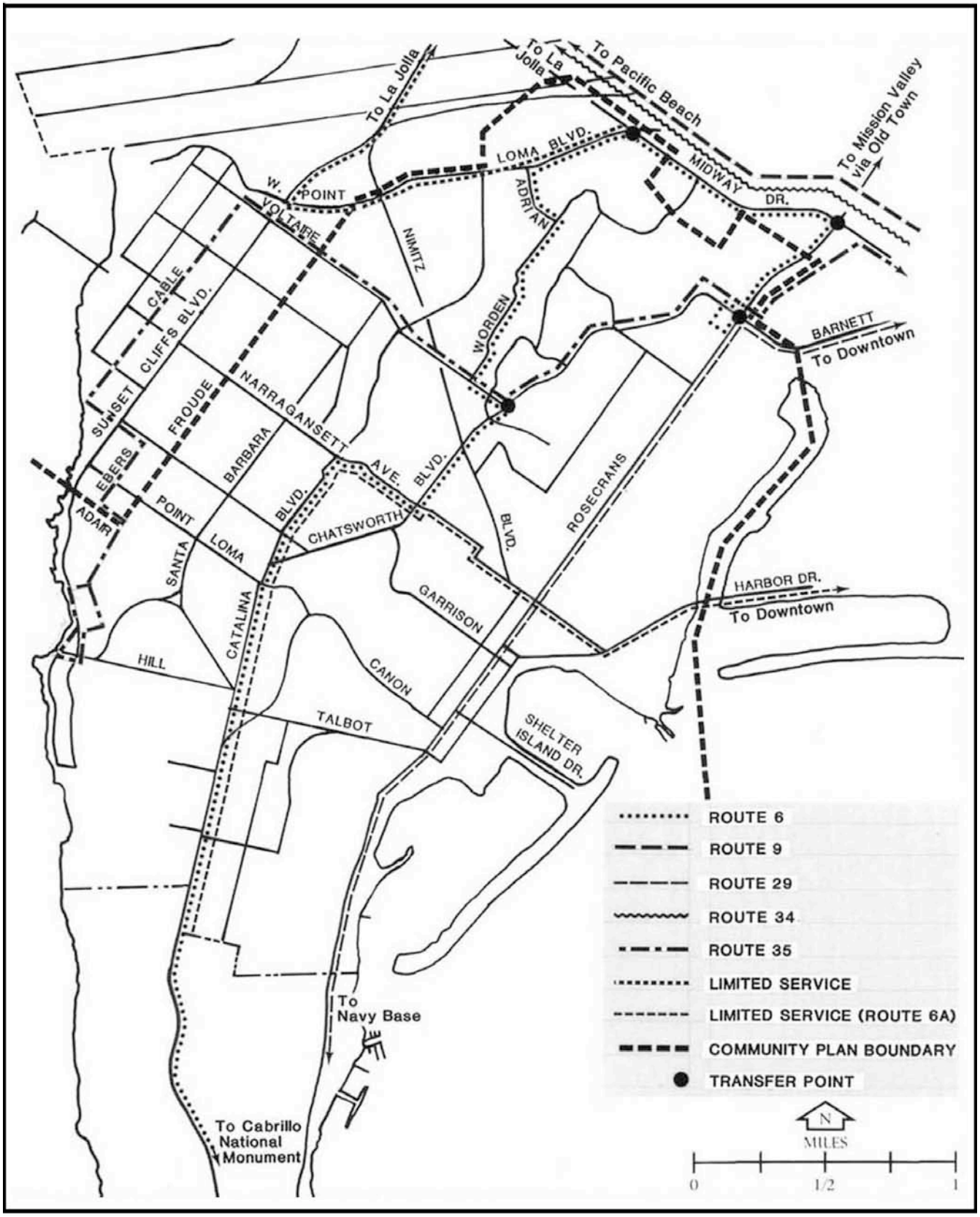
Figure 15 shows the bus system in the Peninsula area in greater detail. Other public transit service includes Dial-A-Ride and various tourist buses.

While the Peninsula area is currently served by several transit lines, the quality of service is deficient in several respects. None of the existing lines provide reasonably quick or efficient service to the downtown area. Travel times from the southern portion of the Peninsula to downtown on Routes 29 and 35 (which serve the bay and ocean sides of the Peninsula) are approximately 40 minutes. Passengers on Route 6, which serves the high central ridge of the Peninsula, are forced to transfer to another bus route to reach downtown. There are no express bus routes serving the Peninsula. In contrast with areas which are connected to downtown with express service, relatively few Peninsulans commute to work downtown.

Other deficiencies include infrequent service (weekday headways of 30 minutes), minimal evening and weekend service, and a lack of a direct connection between the Peninsula and the campus of San Diego State University (SDSU) and University of California, San Diego (UCSD). Students in the Point Loma, Ocean Beach and Loma Portal areas are forced to drive to the campus which has an acute parking problem. The deficiencies of transit service in Peninsula are a particular problem for the growing elderly population in the area.

The San Diego Transit Corporation cites its continuing funding limitations, as well as prevailing high incomes and relatively low transit demand, as barriers to major improvements in Peninsula bus service. Other areas of the City, with greater ridership potential, have higher priority for early improvements.

The Metropolitan Transit Development Board (MTDB) has developed some short and long-range plans which will affect bus service on the Peninsula. Limited evening and weekend service which was curtailed or eliminated in the late 1970s as a response to Proposition 13 funding cuts will be reinstated during the next two years on the more heavily traveled routes. In addition, frequency of service will be increased on some routes during weekdays and/or peak travel periods. MTDB's Short Range Transit Plan also includes increased limited stop service from Roseville to downtown along the Harbor Drive corridor.



Existing Transit Routes

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT **FIGURE 15**

The most significant changes in transit service planned for the Peninsula during the next decade are related to construction of a transit center in the Old Town area.

The transit center near the intersection of Taylor Street and Pacific Highway is currently scheduled to open in the early 1990s. After that date all the major bus lines in the Peninsula area will feed into this center with service continuing to downtown directly or via transfer. The transit center will not significantly reduce trip times to the downtown area but may permit increasing the frequency of service by reducing headways on Routes 9 and 35. It will also offer passengers a greater range of transfer options. A route from the transit center will serve the campus of San Diego State University, providing improved access for students living in the Peninsula.

One major change not related to the planned transit center is the planned extension of Route 2 to interface with Route 29 on Rosecrans Street. Route 2 currently connects the airport to downtown via Harbor Drive. Extension to Rosecrans will improve access to downtown for residents in the La Playa and Roseville areas. This improvement is scheduled for 1988.

Longer range transit plans which may affect Peninsula in the 1990s include light rail lines planned for the Interstate 5 corridor and from downtown to Lindbergh Field. Peninsula bus lines will be realigned to feed the light rail lines if constructed. The Progress Guide and General Plan for the City of San Diego indicate a trolley extension from the airport into the Roseville Commercial area. A specific alignment for such an extension has not yet been proposed. This proposal is also included in the MTDB Long-Range Plan and recommended for implementation after year 2000.

Objectives

- Provide a quick, safe and efficient system of public transportation connecting the Peninsula to downtown and other major activity centers.

- Promote increased use of public transit by residents and visitors to Peninsula by reducing transit travel times, improving service intervals and increasing service penetration.

- Expand the transit network to provide frequent service to residential, commercial, industrial, educational and recreational uses of the Peninsula, with coordinated linkages to other routes and transportation modes.

Recommendations

- Express and/or limited bus stop service should be instituted in the immediate future to connect Peninsula to downtown during peak travel periods.

- Near-term transit improvements should include express and/or limited stop transit service to downtown during peak periods along both the Interstate 5 and Harbor Drive corridors.

- The feasibility of a peak hour express transit connection between Peninsula and Mission Valley should be studied by the transit authority.

- The long-term MTDB and General Plan proposal to extend a light rail line from Lindbergh Field and downtown to the Roseville commercial district should be followed up with more detailed alignment and feasibility studies.

- Public transportation should be considered in all new development in accordance with City Council Policy 600-34. Such development may be required, as a condition of approval, to contribute land, provide improvements and/or financing for public transportation projects.

- Coordination between the City, MTDB, Port District, federal government and community groups regarding alternative transportation modes (e.g., vanpools, park-and-rides, various forms of public transportation) should be established to reduce the use and impact of the automobile. Use of a portion of the Naval Training Center, Anti-Submarine Warfare Training Center, or other federal properties as a remote parking area for employees of the Point Loma Naval Complex should be pursued.

- Improvements in public transportation service should be a consideration in all street improvement plans and parking requirements.

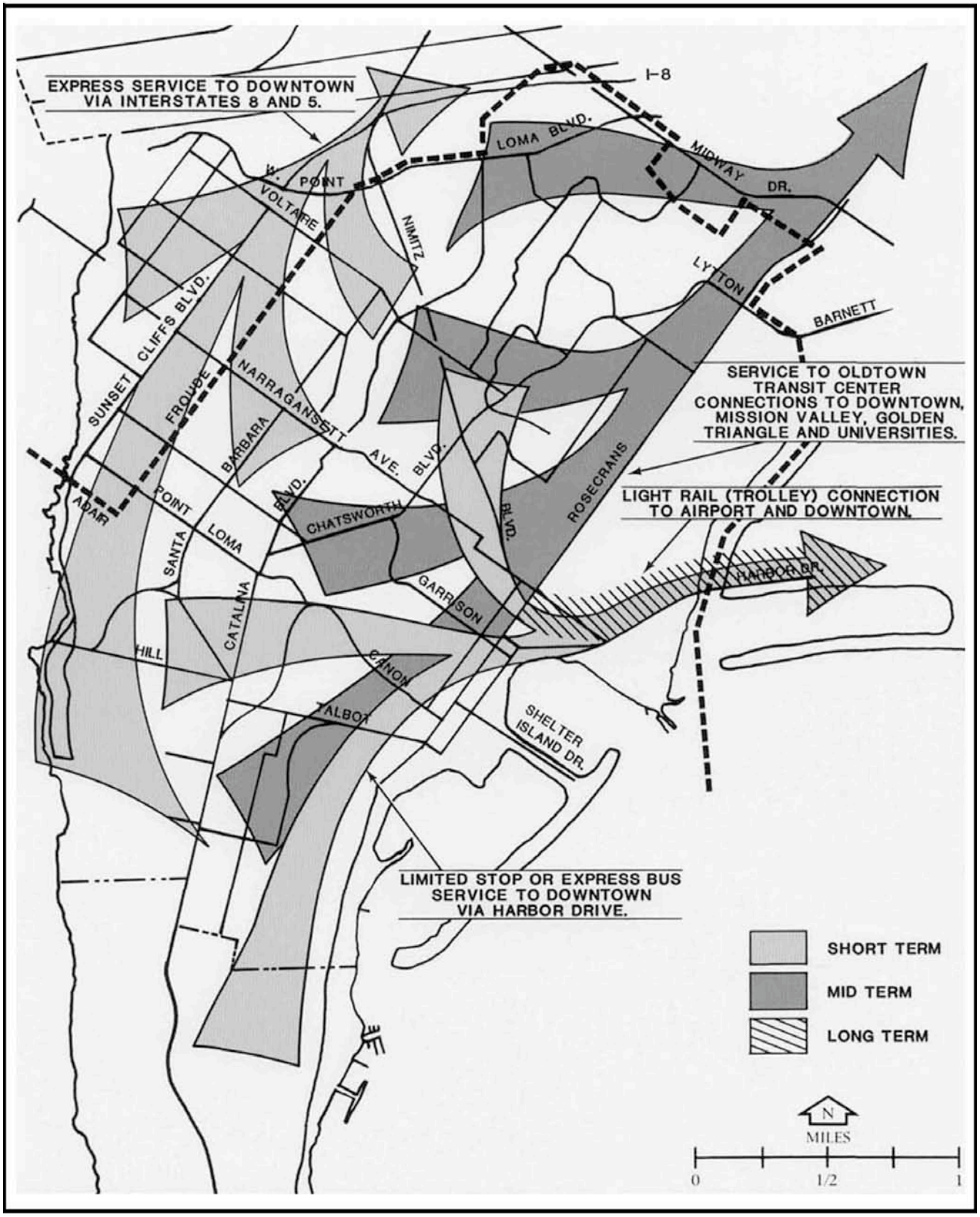
- In order to reduce dependence on the automobile, drive-through facilities should be discouraged.

- Every effort should be made to encourage and facilitate the use of public transportation as an alternative to the automobile. Such encouragement should include traffic priorities for public transportation vehicles, economic incentives for transit users, convenient routing, and design improvements for major transit stop (e.g., shelters, additional seating, bike racks, increased safety lighting). A priority should be the establishment of a transit route providing east-west service across the Peninsula, connecting residential areas with Roseville/Shelter Island, Kellogg Beach/La Playa, Point Loma College, Sunset Cliffs, and the Ocean Beach Park/Robb Field areas. Local service improvements, including tie-ins with all major destination points should be emphasized. Disincentives to the use of automobiles (e.g., shorter meter time limits, increased parking fees) should also be explored.

- Shelter Island/Roseville should be considered as a location for a jitney or shuttle service in conjunction with community commercial and commercial recreation development. If such a system is determined to be viable, both new and existing development should be required to contribute towards such a system through some type of assessment district and in exchange for parking reductions or development bonuses.

- In addition to providing accommodations for bicycles, new and redeveloping projects should make some accommodations for motorcycles and other small motorized vehicles.

- A water-based transportation system, serving the recreational (public and private) and commercial areas of Roseville/ Shelter Island should be considered and coordinated with the Port District.



Proposed Transit System Improvements

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT **FIGURE 16**

Bicycle Circulation

Existing Conditions

Bikeways in San Diego are classified into three categories follows:

Class 1 - Bicycle Path - A completely separated right-of-way for the exclusive use of bicycles.

Class 2 - Bicycle Lane - A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping and other pavement markings.

Class 3 - Bicycle Route - A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with pedestrian and motor vehicles.

In 1984, there were only two clearly designated bikeways in the Peninsula planning area, totaling 4.4 miles. One of these runs north-south along Famosa and Catalina Boulevards and the other runs east-west along Point Loma Boulevard. Both are currently Class 3 facilities.

An update of the Master Bikeway Plan for San Diego is currently underway. The chief goal of this plan is to standardize the existing bikeway routes which are scattered and disjointed and to greatly expand the scope of the system to form a comprehensive network serving the entire city. The Master Bikeway Plan proposes construction of approximately 12 miles of new routes in the Peninsula community (see **Figure 17**). Roughly half of the proposed mileage consists of Class 2 bike lanes with the remainder being Class 3 bike routes. Construction of a Class 2 bike lane on Nimitz Boulevard from Point Loma Boulevard to North Harbor Drive has been assigned a high priority with development of the facility anticipated in the near future.

Objectives

- Develop and maintain a system of bikeways which connects the neighborhoods within the Peninsula community and provides efficient access to the larger San Diego region.

Recommendations

- Mixed bike lane/pedestrian pathway along the west side of the NTC boat channel.
- The bikeway system should provide a systematic network of bikeways between major activity centers focusing, where practical, on lightly traveled streets.
- Encourage business establishments and shopping centers to provide bicycle parking facilities.
- Bicycle parking facilities should be provided by the City in heavily used beach front and bay front areas.

- Develop a timetable and financing options for construction of the bicycle facilities designated in the City's Master Bikeway Plan which are located within the Peninsula community.

- These facilities are as follows:

  - Class 2 bike lanes on Canon from Catalina to Rosecrans

  - Class 2 bike lane on Rosecrans from Canon to Chatsworth

  - Class 2 bike lane on Chatsworth from Catalina to Voltaire

  - Class 2 bike lane on Nimitz from West Point Loma Boulevard to North Harbor Drive

  - Class 3 bike route on Point Loma Avenue from Sunset Cliffs to Canon

  - Class 3 bike route on Shelter Island Drive

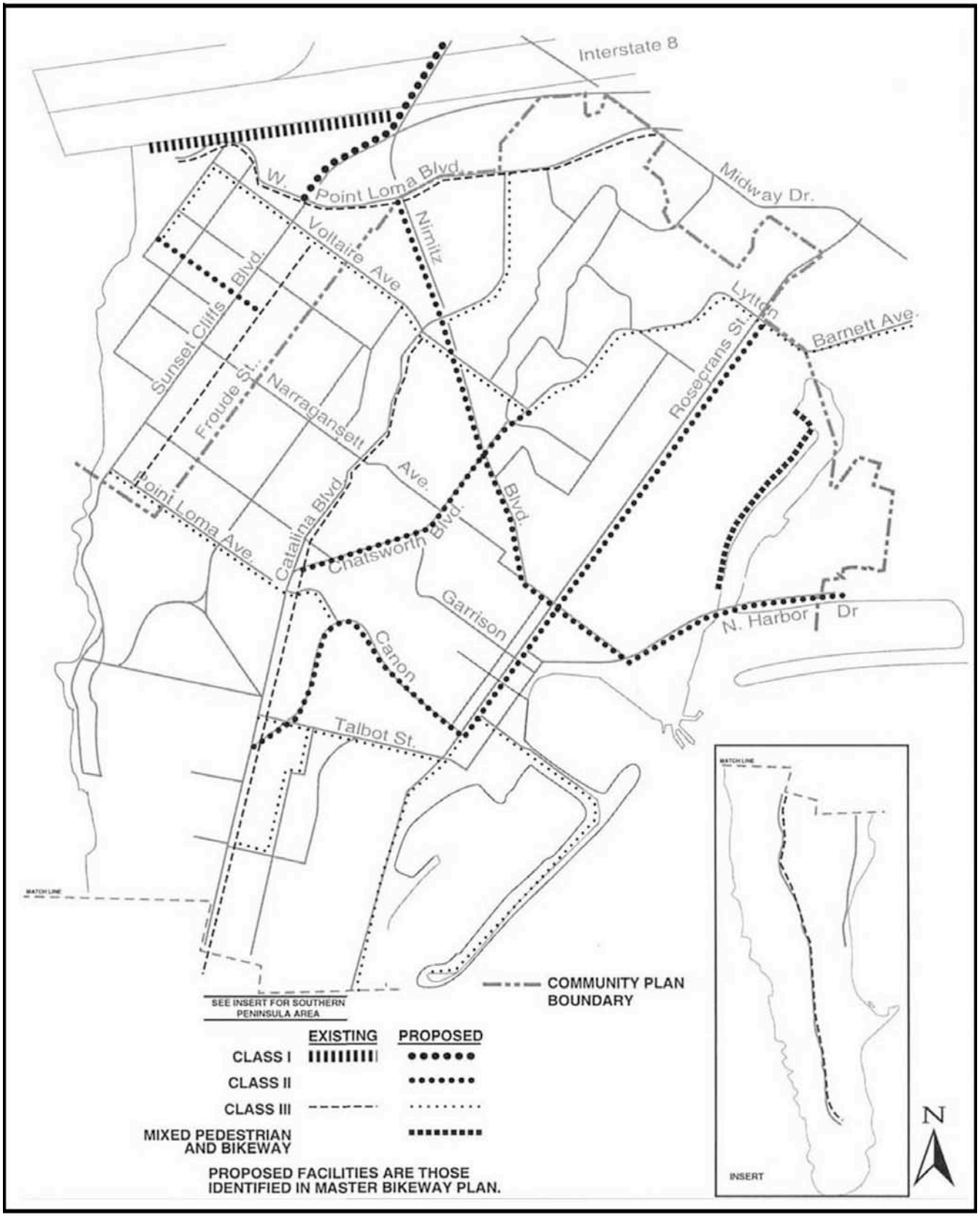
  - Class 3 bike route on Rosecrans from Canon to the Point Loma Naval Center

  - Class 3 bike route on Dupont and Silvergate from Catalina to Talbot

  - Class 3 bike route on Voltaire from Ocean Beach to Chatsworth

  - Class 3 bike route on Chatsworth from Voltaire to Rosecrans

- Bikeways along Hill Street and Sunset Cliffs Boulevard should be added to the Master Bikeway Plan. A feasibility study should be undertaken to determine what type of facility could be built which would provide safe bicycle access to the Sunset Cliffs corridor. A route on Sunset Cliffs Boulevard would be a particularly important addition to the bikeway system because of the scenic appeal of this route along the coast.



Bikeway System

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 17

Pedestrian Circulation and Shoreline Access

Existing Conditions

There are several pedestrian trails and paths in the Peninsula area. Some are established concrete walkways in parks while others are dirt paths through vacant land. There is a path from Sunset Cliffs Park to the Ocean Beach Pier. Another path from the former site of the Rosecroft Begonia Gardens through Point Loma College traverses the crest of Peninsula. To the south at the Cabrillo National Monument, there are several trails including the Bayside Trail and a cliff walk along the ocean side of the monument. In addition to these paths, a trail links two ends of Curtis Street near Worden. A concrete stairway allows pedestrians to easily traverse the sizeable cliff separating the improved street ends. This stairway permits pedestrian movements between the Worden and Poinsettia residential areas without the inconvenience of going south to Voltaire or north to Leland. Pedestrian walkways connecting pocket parks in the Trumbull-Leroy Street area enhance pedestrian movement in this neighborhood.

A number of residential neighborhoods in the Peninsula area lack sidewalks. This poses problems particularly for children and the elderly. Even in the Roseville commercial area, a few sidewalk segments are missing.

Approximately 2.5 miles of bayside coastline are physically accessible to the general public, in addition to approximately two miles of coastline along Sunset Cliffs which offer primarily visual access to the ocean. Geographic constraints limit physical access along the Sunset Cliffs. In addition, federal uses restrict access along certain areas of both the bay and ocean shorelines. Specifically with regard to the Navy, safety and security concerns are significant access limiting factors.

The only improved access to the ocean, south of Adair Street, is located at the foot of Ladera Street. This stairway provides access to a popular surfing location and small beach below Point Loma College. Two City-controlled parking lots are located within the Sunset Cliffs Shoreline Park adjacent to the college; however, they are not connected to the Ladera Street accessway. In addition, a number of people approach the shoreline on either of two unimproved access trails which extend down the bluffs south of Ladera Street. Both trails are quite hazardous. There are several pocket beaches below the cliffs at this point, with lateral access segmented by the cliffs.

"No Surf Beach," just north of Hill Street, is a heavily utilized beach, even though access is also unimproved and dangerous. In addition, several unimproved paths between Froude and Adair provide access to the edge of the cliffs.

Anchorage Lane and Bessemer Street in the Shelter Island/La Playa areas provide access to the beach along the bayfront, through to the Southwestern Yacht Club at Qualtrough Street. The pathway adjacent to the beach is heavily utilized by joggers, but the beach is not extensively used due to a lack of sandy area and parking. Also, this beach is not highly

visible to the general public. This area is under control of the Port District and could be improved with a pedestrian/bicycle promenade at some time in the future. Street endings in the Kellogg Beach area, south of Southwestern Yacht Club, provide access to the beach but are generally only partially improved. Street endings providing access to the beach include: San Antonio (both north and south ends), Kellogg, Lawrence, McCall, San Antonio, Nichols, and Perry streets. The limited visibility of these beaches and lack of convenient parking discourages extensive public use of this area. Selected street ends could be enhanced by providing landscaped viewing areas and bicycle/pedestrian rest stops when compatible with traffic circulation and safety requirements. At higher tides, San Antonio Avenue, between the Southwestern Yacht Club and Owen Street, provides the only public access link between the bayside beaches. The City is reviewing improvements to facilitate access at some of these street endings.

A public walkway follows the perimeter of the commercial fishing basin between Dickens Street and North Harbor Drive. Although there is no direct access to the water, the walkway does provide public enjoyment of the fishing facilities. A public parking lot, comfort station and picnic area serves this area which is under the control of the Port District.

In addition to physical access to the ocean and bay environments, visual access is an important consideration in terms of maximizing enjoyment of the Peninsula's unique resources. A number of view corridors exist throughout the Peninsula planning area, providing views of the bay, ocean, downtown, Coronado, Mission Bay and Pacific Beach. These vistas occur primarily from existing roadways which include: Catalina Boulevard (within the Point Loma Naval Complex), Shelter Island Drive, Rosecrans, Talbot, Canon, Garrison, Chatsworth, West Point Loma Boulevard, Famosa, Santa Barbara, Point Loma Avenue and Sunset Cliffs Boulevard. Some views are partially blocked by existing development and vegetation. In addition, Sunset Cliffs Shoreline Park, in the area generally south of Ladera Street and along the bluff north and south of Hill Street, provides an unobstructed view of the ocean.

Objectives

- Complete the system of public sidewalks, paths and stairways to provide safe and efficient pedestrian access to the residential, commercial and recreational areas of the Peninsula community.

- Public access to the bay and ocean should be provided to the maximum extent feasible consistent with resource protection, protection of private property rights, public safety and size of beaches.

Recommendations

- Public access to and along the NTC boat channel should be provided through the development of an esplanade, a public park, and the provision of adequate parking to serve uses of these public spaces.

- Public access to all areas of the shoreline should be enhanced except where safety concerns or the need to protect sensitive resources would prohibit such access.

- All coastal access facilities should be sited and designed to conform to the natural topography, provide for the privacy of adjoining residential development and minimize conflicts with established uses.

- All accessway improvements should be limited to the minimum area necessary to accommodate the anticipated type and intensity of users including provisions for emergency vehicles where necessary. The California Coastal Commission's criteria for coastal accessway improvements should be consulted in this regard.

- Coordination between the City, community groups, Port District and federal government should be established to maximize public access to the coast. In this regard, a comprehensive access signing program, for both physical and visual accessways, should be developed in conjunction with support from the state Coastal Conservancy, California Conservation Corps and Caltrans.

- In general, except for existing physical accessways at the Cabrillo National Monument and potential access points where human safety, national security or resource protection are not significant concerns, access throughout the Point Loma Naval Complex should be limited to visual access through development of vista points. This must be coordinated with the U.S. Navy.

- Improved access to the bay in the Kellogg Beach/La Playa area should be coordinated between the City, Port District and private property owners.

- Street endings in the La Playa/Kellogg Beach area should be reserved for public access. These street endings should be improved to provide direct access to the bay shoreline. The following streets should be included in such a proposal: Anchorage Lane, Bessemer, Perry, San Antonio (both north and south ends), McCall, Lawrence and Kellogg. Appropriate signing along the major streets should indicate public access points. The access points themselves should be minimally developed; however, they should provide to a limited extent: fencing, benches, refuse containers, bicycle facilities and parking space striping. Importantly, these bayside access points should be developed to accommodate handicapped persons and should not impact on adjacent residential development.

- Any increase in access to the bay in either the Shelter Island or Kellogg Beach/La Playa areas should be analyzed in terms of traffic impacts and the ability of existing and proposed infrastructure, including support facilities, to handle such an increase.

- In developing an erosion control program for the Sunset Cliffs, shoreline access should be considered an integral part of such a program. Access trails could serve to reduce erosion potential by directing traffic away from sensitive areas subject to erosion and safety hazards.

- Encourage the use of state and federal resources in developing an ongoing comprehensive shoreline access erosion control program for this area.

- Improved physical access to the ocean shoreline should be provided at "No Surf Beach." In addition, improved physical access should be considered to the pocket beaches within the Sunset Cliffs Shoreline Park, south of Ladera Street, only if such access is consistent with public safety concerns. In addition, a pedestrian link between the two parking areas south of Lader Street and the four parking lots between Froude and Adair Street should be developed.

- Visual accessways throughout the Peninsula should be preserved, enhanced and, where feasible, provided from public roadways and major resource and recreational areas. More specifically, vista points (including signing benches and bike racks) should be considered throughout the Sunset Cliffs Shoreline Park and at street endings in the La Playa/Kellogg Beach areas. The state Coastal Conservancy should be contacted regarding possible participation in providing technical and financial assistance for such projects.

- Visual and physical access dedications should be considered for new and redeveloping projects along the shoreline, major scenic roadways and other significant resource areas. Such dedications are particularly important in terms of large projects.

- Support the development of linkages, including pedestrian paths, bikeways and open space linkages, between adjacent neighborhoods, and recreational facilities throughout the community in order to maximize public access to such areas. One such link which should be considered a priority extends between Anchorage Lane, along the bay beaches and San Antonio Avenue, to the Point Loma Naval Complex on the south. Qualtrough Street, which presently dead ends above San Antonio Avenue, should be maintained as a pedestrian/bicycle link between Rosecrans Street and the bay beaches in this area.

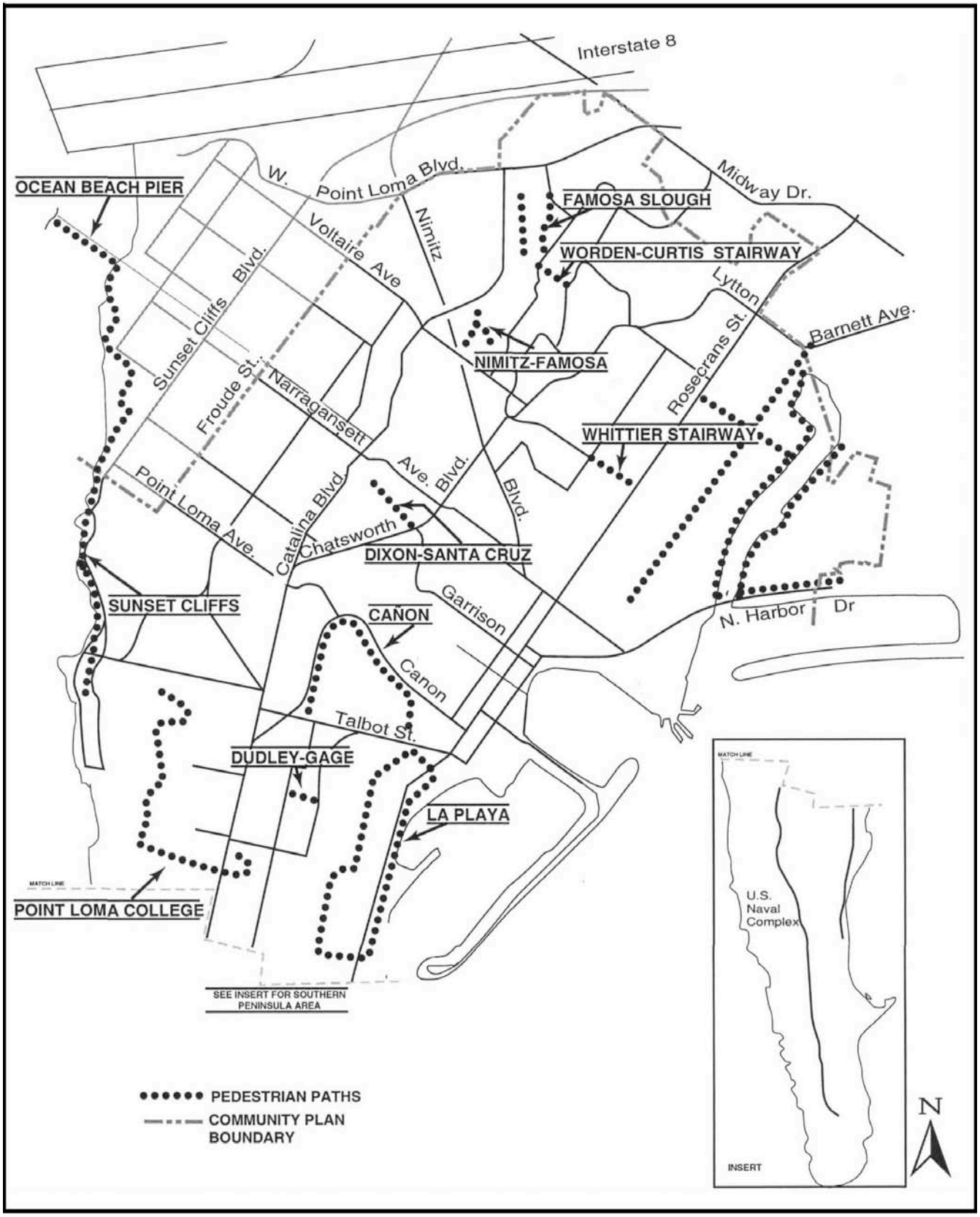
- Stairways and pathways which connect Peninsula neighborhoods should be well marked with directional signs.

- The commercial, residential and industrial areas should encourage pedestrian orientation and strive to include pedestrian and bicycle pathways and other facilities in their design in order to enhance the aesthetic and recreational qualities of this area.

- Missing sidewalk segments in commercial and residential areas of Peninsula should be completed. All new developments in areas without sidewalks should include sidewalks except in those areas where installing sidewalks would require removal of mature trees or otherwise impair existing neighborhood character.

- The acquisition, maintenance and development of specific public accessway proposals should be coordinated with the City Park and Recreation department, with consideration given to the state Coastal Conservancy and other public and private organizations that may be able to assist in public access acquisition and development.

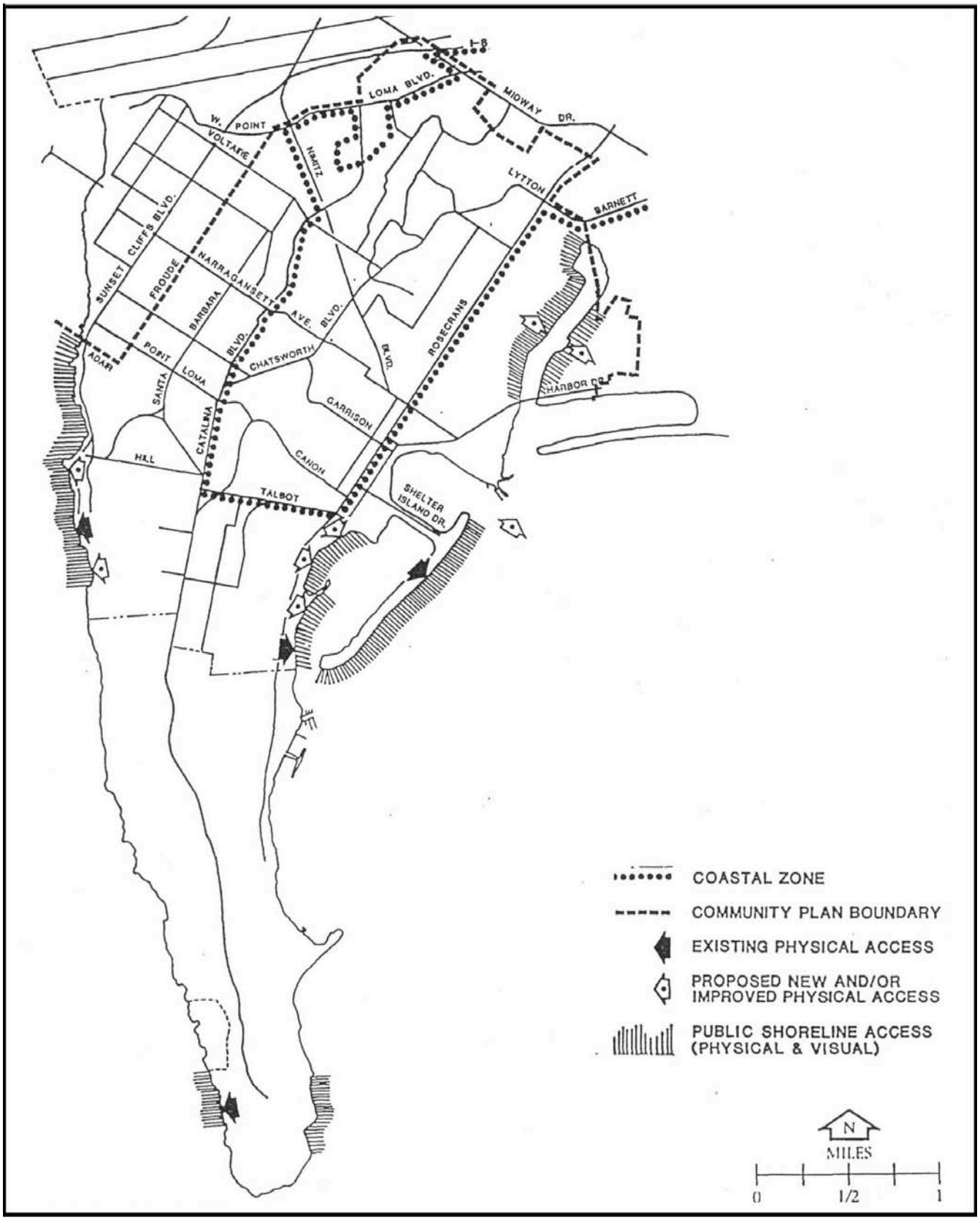
- Prescriptive rights in relation to public access to coastal resources should be considered in all coastal development.



Pedestrian Pathway System

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT **FIGURE 18**



Shoreline Access

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT **FIGURE 19**