

Plan Elements

RESIDENTIAL

Existing Conditions

The population of the Peninsula community has remained fairly stable at approximately 36,000 since 1965. Between 1970 and 1980 the average household size declined from 2.59 to 2.24. This trend is thought to have slowed since 1980 as more young families have moved into the community. Projections for year 2000 are that total population will increase only to 37,100.

Approximately 90 percent of the Peninsula, exclusive of federal lands, is occupied by residential land uses. Peninsula has developed as a primarily residential community since the 1920s. The most rapid residential growth occurred between 1940 and 1960. During that period most of the buildable land in Peninsula was developed with single-family housing. Since the 1960s, most residential development has been multifamily construction. Much of the multifamily development has taken place in the northern portion of the community. Some of this has replaced temporary military housing.

Fifty-five percent of Peninsula housing units are owner occupied. While this is somewhat higher than the citywide figure of 49 percent, it represents a sharp decline from the 1960 figure of 71 percent owner occupancy in Peninsula. This is a clear indication of the shift to construction of multifamily housing since 1960.

In 1984 there were 16,553 housing units in Peninsula (exclusive of on base naval housing). This represents an increase of 537 units since 1980. Of the 16,553 units 10,467 are single-family units and 6,086 are multifamily units. Future projections are that the total housing inventory in Peninsula will continue to increase at a very slow rate reaching 17,400 by the year 2000. In recent years, housing values have averaged 40-50 percent higher in Peninsula than in the City as a whole. Rents in Peninsula are 10-20 percent higher than the citywide average.

Due to the higher costs for land in coastal areas of San Diego it has been extremely difficult to provide affordable housing in Peninsula. There has been some very limited construction of moderately priced multifamily units in Loma Alta, Loma Palisades and Roseville. During the past ten to fifteen years several large subsidized projects have been developed in conjunction with the City Housing Commission in communities adjacent to Peninsula. These include the Orchard Apartments at the corner of Hancock and Sports Arena Boulevard in the Midway community plan area and the Mariners Cove project on West Point Loma Boulevard in the Ocean Beach precise plan area. The Stoneridge project at the corner of Midway and West Point Loma Boulevard rents 51 units to low-income families through the Section 8 rent subsidy program.

TABLE 1
TYPE OF HOUSING UNIT IN PENINSULA AREA 1984 and 1980

	<u>Single-family</u>		<u>Multifamily</u>		<u>TOTAL</u>	
<u>Tract</u>	<u>1984</u>	<u>1980</u>	<u>1984</u>	<u>1980</u>	<u>1984</u>	<u>1980</u>
68	630	630	2,810	2,496	3,440	3,126
69	1,628	1,621	544	517	2,172	2,138
70.01	1,129	1,126	773	731	1,902	1,857
70.02	1,230	1,226	17	17	1,247	1,243
71	1,691	1,669	643	602	2,334	2,271
72	1,582	1,577	52	52	1,634	1,629
73.02	865	862	6	6	871	868
74	1,712	1,708	1,241	1,176	2,953	2,884
TOTAL	10,467	10,419	6,086	5,597	16,553	16,016

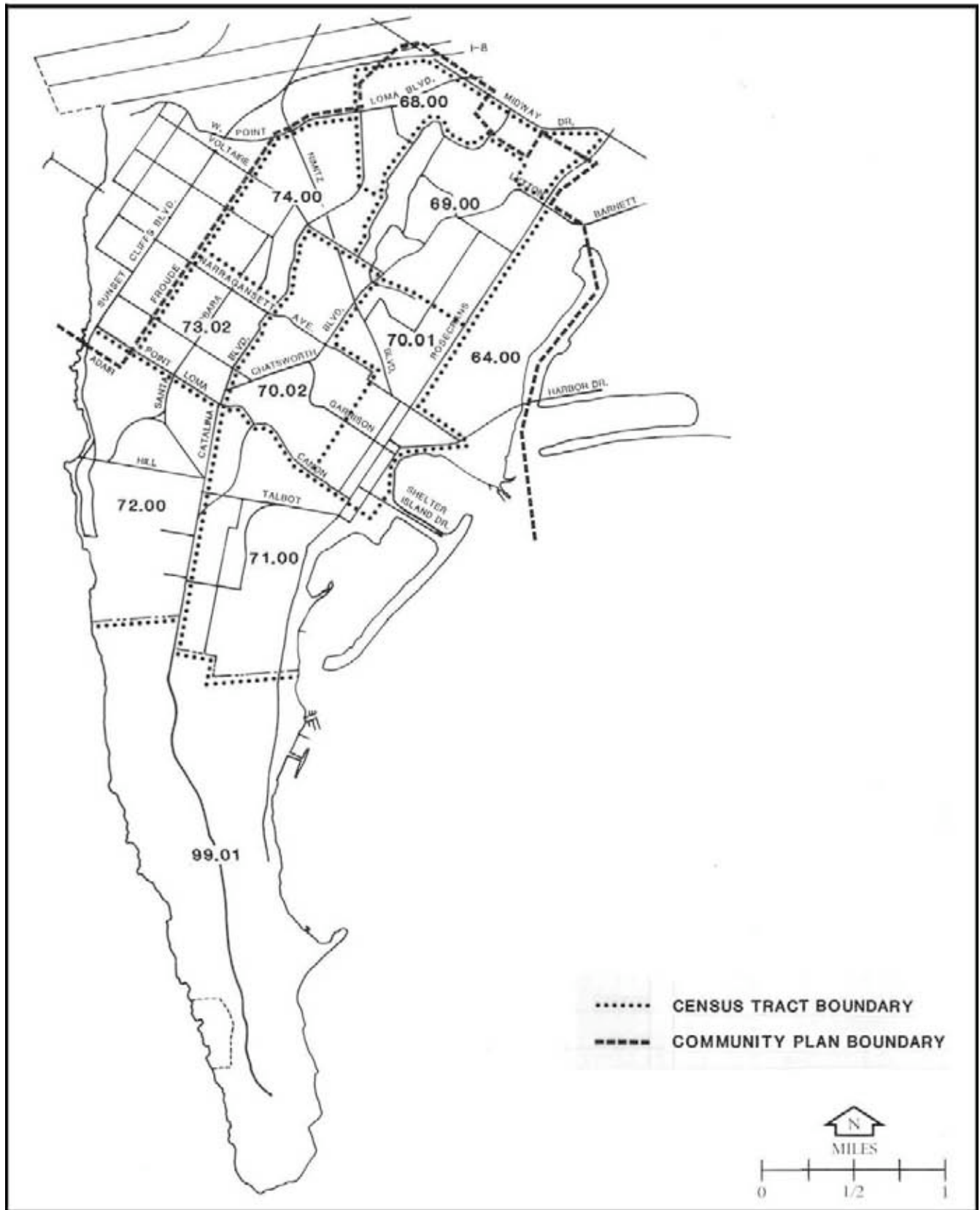
A more recent proposal to develop subsidized housing on City-owned property at Famosa Boulevard and Nimitz Boulevard within the Peninsula community was withdrawn, in part due to intense neighborhood opposition. The fate of this proposal illustrates the difficulty of locating subsidized housing projects within established middle income neighborhoods. Attempts to provide low- and moderate- income housing in subsidized projects isolated from the surrounding community have been discredited in recent years. Rent subsidies which permit low- and moderate-income people to live in scattered locations throughout the City have been more successful.

The vacancy rate in Peninsula for rental units has been extremely low in recent years. On July 1, 1985, approximately 2.1 percent of Peninsula apartment units were vacant compared to 2.6 percent citywide.* The high costs for rental and for sale housing and low vacancy rates clearly indicate that Peninsula has become an unaffordable and unobtainable area not only for low- and moderate-income people but also for many middle-income families and singles.

More than 70 percent of the residential land in Peninsula is RI-5,000 (single-family development with permitted density of 8.71 dwelling units per acre). A substantial portion of the La Playa neighborhood in the southern portion of the community is zoned RI-10,000 permitting a maximum of four dwelling units per acre. A small section of the Sunset Cliffs area is zoned RI-8000 (5.45 dwelling units per acre) and a very small area in La Playa is zoned RI-2,0000 (2.18 dwelling units per acre).

The existing zoning in portions of La Playa, Loma Portal and Fleetridge permits two to three times the density currently prevailing in these neighborhoods which are dominated by quarter to full acre lots.

*Rental vacancy survey, City of San Diego



1980 Census Tracts Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 6

Approximately 15 percent of Peninsula's residential land is zoned for multifamily housing at densities ranging from 15 units per acre (R-3,000) to 109 units per acre (R-400). The existing pattern of multifamily zoning is complicated and inconsistent particularly in the Roseville and Loma Alta/Loma Palisades areas. Adjacent parcels in Loma Palisades have zoning ranging from 25 units per acre (R-1750) to 73 units per acre (R-600). Portions of Roseville east of Rosecrans (adjacent to Shelter Island and Harbor Drive) which have R-400 and R-600 zoning are areas on which commercial visitor and community commercial uses would be more appropriate than high-density housing projects.

The entire Peninsula community is subject to a 30-foot height limit for all new construction. This limit was placed on coastal portions of San Diego as a result of Proposition D which was passed in 1972. The height limit makes it very difficult to design multifamily housing projects which contain adequate open space, light and air at densities of greater than 72 units per acre. There are only a few scattered parcels of privately owned land available for residential development in Peninsula. Many of these are marginal sites on steep lots.

Multifamily areas in Peninsula are generally developed at densities below those permitted by existing zoning. It is important to consider that increases in density through infill development can have both positive and negative impacts. For example, increased density may lead to lower housing costs for both rental and ownership units. However, higher densities can exacerbate traffic problems and may reduce neighborhood desirability.

Objectives

- Conserve character of existing stable single-family neighborhoods throughout Peninsula including the very low-density character of certain neighborhoods.
- Preserve existing landscaping and vegetation within established residential neighborhoods.
- Encourage design compatible with existing residential development in all new infill housing.
- Encourage mixed use development that incorporates housing with commercial and office uses within the Roseville and Voltaire commercial districts.
- Increase equitability in development by simplifying the multifamily zoning pattern in areas where adjacent parcels with similar conditions have a variety of zoning designations.
- Encourage sensitive placement of structures in steeply sloped residential areas to minimize removal of natural vegetation, grading and landform alteration.
- Provide housing opportunities for persons of all income levels, including both rental and ownership units, through new construction and rehabilitation of deteriorating structures.

- Provide low- and moderate-income housing through incentives for construction of affordable units within market rate projects and through rent subsidies for existing housing at scattered sites throughout the community.
- Provide housing opportunities within Peninsula for the elderly and empty nesters who desire to remain in the Peninsula community but no longer desire to maintain a single-family dwelling.
- Increase the opportunities for young families to purchase single-family housing within Peninsula by providing incentives for construction of housing for the elderly and empty nesters who currently occupy single-family units.
- Provide housing for the elderly and disabled in areas proximate to transit lines and conveniently accessible to neighborhood shopping facilities.
- Provide a balance of residential types, densities and prices, emphasizing new development and redevelopment at higher densities in neighborhoods able to accommodate growth without adverse impacts to the immediate area or to the community as a whole.
- Encourage multifamily housing development and redevelopment in areas proximate to transit lines.

Recommendations

- The existing low- and very low-density residential areas shown on **Figure 7A** are characterized by traditional single-family development - i.e., detached housing units on individual lots. These areas should have single-family zoning (R1-5,000, R1-8,000, R1-10,000 or R1-20,000) and should be protected as single-family neighborhoods in the future. Therefore, requests for rezonings or other discretionary actions in these areas which could result in construction of any type of residential structures other than traditional single-family residential dwellings should be denied.
- Rehabilitation of existing housing should be a major priority. This should be accomplished through economic and development incentives. City, state and federal subsidy programs should be utilized when they are available.
- Multifamily infill projects which provide low- and moderate-income housing should be encouraged in areas characterized by good accessibility to major public transportation routes and adequate public/private facilities and services. Special consideration should be given to accommodating topography and geology.
- Residential areas in Peninsula with slopes in excess of 25 percent which meet the guidelines for application of the Hillside Review Overlay Zone should be added to the Hillside Review Overlay Zone (see **Figure 26**).
- Multifamily infill projects which provide housing for the elderly and disabled should be encouraged in areas with good access to public transportation, neighborhood shopping facilities and support services required by the elderly and disabled.

- City, state and federal programs for elderly and disabled housing construction should be utilized when they are available. Programs which are currently available include a City bonus program for elderly housing (Ordinance 10198), elderly care or retirement CUP (Ordinance 10494), and a federal loan program (HUD Section 202) which provides long term direct financing for elderly and disabled housing construction.
- The HUD Section 8 rent subsidy program and other local, state or federal subsidies for renters should be encouraged as a means of opening the housing market in Peninsula to moderate income families and individuals.
- City-owned properties throughout the Peninsula should be considered for their ability to accommodate low- and moderate-housing development. Factors considered in reviewing potential sites should include: Proximity to public transit routes, commercial centers, public facilities and recreational areas; compatibility with surrounding development; external factors (e.g., noise impacts).
- In cases where low- and moderate-income housing is removed by privately initiated new development, priority should be given to the relocation of displaced persons in low- and moderate-income housing within the Peninsula community. The overall number of low- and moderate-income housing units in the community should not be reduced.

The majority of the residentially zoned land in Peninsula should continue to be designated for single-family residential land use. The existing character of single-family neighborhoods should be preserved with the exception of a few small pockets in Roseville and the Nimitz/Voltaire area which should be upgraded through increased maintenance and rehabilitation of existing structures. Redevelopment of individual lots and development of the few remaining vacant lots in Peninsula's single-family neighborhoods should be compatible with the existing development pattern in terms of scale, placement of buildings, and architectural features, colors and materials.

Single-Family Development

The following areas of Peninsula should be designated for very low-density single-family residential development with densities ranging from zero to four dwelling units per acre (see **Figure 7**).

1. The section of La Playa and the "wooded area" bounded generally by Charles, Bangor, Jennings Place, Jennings Street, San Elijo, the Point Loma Naval Complex and Catalina Boulevard.
2. The Fleetridge subdivision generally bounded by Talbot, Catalina Boulevard, Chatsworth Boulevard, the Dana Junior High School site, Clove, Valemont and the midline between Albion and Concord.
3. The area of Loma Portal bounded by Chatsworth Boulevard, Elliott, Alcott and the western limit of the Point Loma Villa's subdivision.

These three areas are dominated by large lots with wide street frontage and contain many architecturally distinctive homes. Much of the "wooded area" and La Playa has a rustic, heavily vegetated character which should be preserved. Infill development should minimize removal of trees to assure preservation of the existing character.

- The large lot areas should be zoned R1-10,000 to restrict development to four units per acre. A pocket of R1-5,000 zoning in the area of La Playa bounded by San Geronio, McCall, San Elijo and the Naval reservation should be rezoned to R1-10,000. The large lot areas of Loma Portal and Fleetridge should also be rezoned from R1-5,000 to R1-10,000 to conform to the very low-density designation of these areas. A small area of very large lots in the vicinity of Rosecroft and Catalina should retain R1-20,000 zoning. An area bounded by Barcelona, Alexandria, Piedmont, Cornish and Osprey should be designated for up to five dwelling units per acre and retain R1-8,000 zoning.
- The smaller lot single-family neighborhoods in Peninsula should be designated for low-density single-family residential development with densities of five to nine dwelling units per acre. The boundaries of the area with this density designation are shown on **Figure 7**. Most of the Loma Portal, Sunset Cliffs, Western Roseville, Ocean Beach Highlands and Point Loma Highlands neighborhoods have this designation. This entire area should be zoned R1-5,000. A pocket of multifamily density zoning along Larga Circle in Loma Portal should be rezoned to R1-5,000. The pleasant stable character of these well-maintained middle-income neighborhoods should be preserved. Redevelopment or infill in the Loma Portal and Roseville neighborhoods should be sensitive to the prevailing Spanish and Mediterranean architectural themes and colors which dominate those neighborhoods.
- The half-block area on the south side of Newell between Evergreen and Locust should be designated for single-family development with densities of five to nine dwelling units per acre and should retain the R1-5,000 Zone.
- School sites in the single-family neighborhoods of Peninsula are currently zoned R-3,000. While these sites should continue to be designated for institutional land use, they should be rezoned to reflect the surrounding neighborhood character. This would assure that if the schools were no longer needed for educational or other institutional use they would be redeveloped at a density which conforms to that in the surrounding neighborhoods. The Point Loma High School site, which is bordered by single-family neighborhoods to the east and north, and multifamily areas to the west and south, should be rezoned to R1-5,000 with the exception of a 125-foot strip along Chatsworth Boulevard which should remain R-3,000. The Sunset View, Silvergate and Loma Portal Elementary School sites should be rezoned to R1-5,000. The Dana Junior High School site, which has been declared surplus by the San Diego Unified School District, should be designated as a special study area and should be rezoned from R-3,000 to R1-10,000. The Institutional Overlay Zone should be applied to all public school sites in the community.

Multifamily Development

Multifamily housing should be encouraged in areas proximate to transit lines, commercial centers and community services. Infilling and densification in higher-density areas would generally be consistent with existing zoning. Further, given their location relative to transportation routes and shopping facilities, higher-density developments in these areas would increase service convenience, reduce automobile use and possibly facilitate the provision of affordable housing.

The existing and proposed multifamily areas in Peninsula are listed below with recommended densities and zoning designations. Sensitive infill and redevelopment should be encouraged in these areas where development opportunities exist (see **Figure 8**).

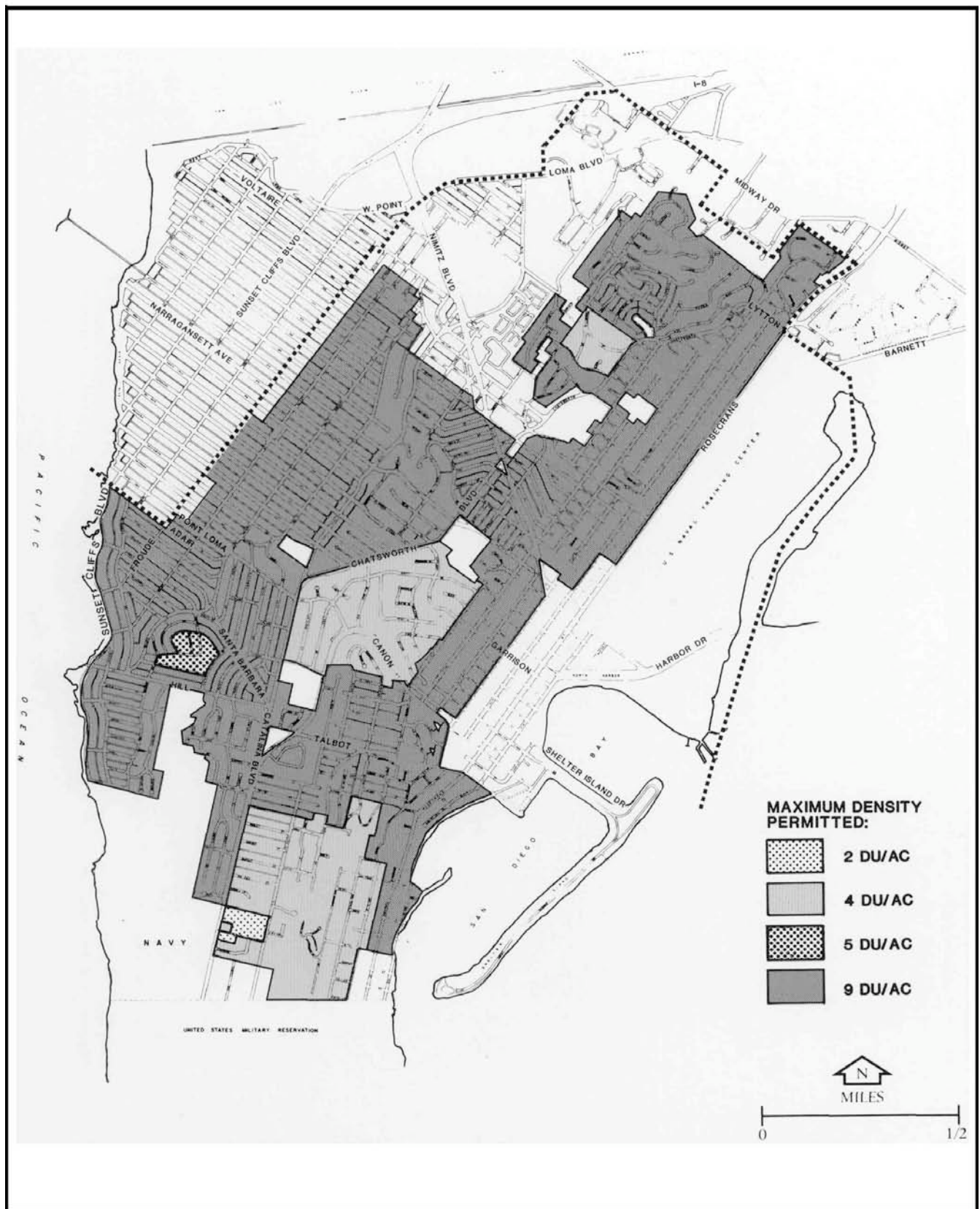
- The Kellogg Beach area should be designated for a maximum of 73 du/ac to reflect existing R-600 zoning. However, densities are expected to remain considerably lower than the upper range of this designation due to lot sizes, height restrictions and parking requirements. Only through lot consolidations would the higher densities be feasible.
- A small section of Roseville in the vicinity of Scott and Upshur should be designated for a maximum of 73 du/ac to reflect existing R-600 zoning except for a .39-acre parcel on Shafter between Canon and Upshur which should be designated for a density range of between 15-29 du/ac, reflecting a rezone to RM-2-5. Relatively high densities are acceptable in this area since it is a relatively small area and is well located in terms of commercial/recreational facilities and public transit routes.
- The areas of Roseville east of Rosecrans which are currently zoned R-400 should be designated for community commercial and commercial recreation uses due to the proximity of this area to the bay and other existing commercial/recreation services. This area should be rezoned to CV or C-1. Residential development at up to 29 du/ac may be allowed, however such development should make a portion of the units available for the visitor (e.g., rentals, time-share), and be located above the ground floor commercial/recreation uses.
- The area of Roseville west of the Rosecrans commercial strip and bounded generally by Quimby, Locust, Newell, Nimitz, Evergreen and Canon should be designated for a maximum density of 44 dwelling units per acre and should be zoned R-1, 000 (see **Figure 8** for precise boundaries of this area). Expansion of commercial uses should be prohibited in this area. The half-block area on the south side of Newell between Evergreen and Locust should be designated for single-family development with densities of five to nine dwelling units per acre and should retain the R1-5,000 Zone. Conditional Use Permits (CUPs) for parking to serve Roseville businesses should be considered on lots fronting east-west streets from Nimitz to Canon between Locust and Rosecrans only where it can be demonstrated that construction of a parking lot will not have a negative impact on adjoining residential property. Conditional Use Permits for parking should not be permitted on lots fronting Locust Street.

- The block bounded by Canon, Willow, Addison and Evergreen forms a transition zone between single- and multifamily neighborhoods. This block should be designated for a maximum density of 15 du per acre and should be zoned R-3,000.
- The Loma Alta area bounded by Famosa Boulevard, West Point Loma Boulevard, Valeta Street, Collier Park and Recreation Center, and Nimitz Boulevard should be maintained as medium density multifamily residential area. This area is well located in terms of accessibility to public transit routes, commercial areas and recreation areas. However, the area is impacted by airport noise, from Lindbergh Field and is affected by the coastal area 30-foot height limit. Therefore, Loma Alta is recommended for a maximum of 44 du/acre and reduction in base zoning from R-600 to R-1,000. Higher densities (up to 72 du/acre) could be considered for Planned Residential Development (PRDs) in this area. A well-designed PRD which follows the design guidelines in the Urban Design Element of this plan should be required for any project proposing a density to exceed 44 du/acre. In most cases lot consolidations would be necessary to achieve a density exceeding 44 du/acre.
- The Famosa Slough is an important wetland environment and, as such, should be designated for open space and dedicated for park purposes. In the event that the Famosa Slough is not acquired by an agency or other individuals for the purpose of preserving this habitat, low-intensity residential, commercial recreation or aquaculture development may be permitted in certain fringe area of the slough in return for dedication of the remainder of the slough to the City. However, prior to any such development, biological, hydrological, geological and any other studies determined, by the City, to be necessary to protect or enhance the resources of the slough shall be prepared and development shall be limited and/or modified consistent with such protection and enhancement goals. A specific project with the coastal conservancy should be pursued with regard to the preservation and enhancement of this resource.
- A small low/medium-density multifamily area around the intersection of Zola and Warrington which is surrounded by single-family neighborhoods should be designated for a maximum density of 15 du/acre and should retain R-3,000 zoning.
- A few pockets which have R-1,500 zoning should be retained.
- A small low/medium density multifamily area on the east side of Chatsworth, south of Point Loma High School should be designated for a maximum density of 15 du/acre and retain R-3,000 zoning.
- An area along the north side of Voltaire south of Point Loma High School should be designated for a maximum density of 29 du/acre and should retain R-1,500 zoning.
- An area east of Famosa Boulevard between Valeta and Banning should be designated for a maximum density of 29 du/acre and should retain R-1,500 zoning.

- Multifamily neighborhoods in the portion of Peninsula north of Greene, Banning and Nimitz, (excluding those areas discussed in the four previous paragraphs) should be designated for a maximum of 44 du/acre. Most of this area has R-1,000 zoning.
- An isolated pocket of R-400 zoning on Rosecrans between Evergreen and Madrid should be designated for a maximum of 44 du/acre and rezoned to R-1,000.
- The area surrounding the Banning/Whittier intersection should be designated for a maximum of 29 du/acre and should retain R-1500 zoning.
- The area bounded by Newell, Evergreen and Nimitz should be designated for medium-density residential use (up to 44 du/acre) and should be zoned R-1,000.
- The area adjacent to Catalina Court and Udall from Mendocino to Nimitz should be designated for a maximum 29 du/acre and should retain R-1500 zoning.
- The Ocean Beach Highlands area should continue to provide a mix of single-family and low-density multifamily residential development. The half block east of Froude from Muir to Del Monte and Pescadero to Point Loma Avenue and the half block south of Greene from Froude to Mendocino should be designated for a maximum density of 15 du/acre and should retain R-3,000 zoning.
- The section of Voltaire between Froude and Seaside forms a buffer between the commercial area to the west in Ocean Beach and single-family neighborhoods to the east. This section of Voltaire Street should be designated for a maximum density of 29 du/acre and should retain R-1500 zoning.
- The area bounded by Castelar, Soto, Seaside and Greene should be designated to a maximum density of 15 du/acre and should retain R-3,000 zoning.
- Developers of multifamily housing throughout Peninsula should be encouraged to provide low- and moderate- income housing by making use of the City's density bonus program (AB-1151-1979), which permits 25 percent density bonuses for provision of affordable housing. The bonuses are as follows:

MAXIMUM DENSITY		
<u>Zone</u>	<u>Permitted by Zone</u>	<u>Permitted with Bonus</u>
R-600	73 du/ac	91 du/ac
R-1,000	44 du/ac	54 du/ac
R-1500	29 du/ac	36 du/ac
R-3,000	15 du/ac	18 du/ac

- The Harbor View Apartments at Upshur and Scott should be designated for a senior-oriented housing development with a maximum of 144 units to be permitted and regulated by a Conditional Use Permit. The requirements of the permit should be negotiated and identified as part of the permit process. The concerns and recommendations of the Peninsula Community Planning Board should be carefully considered during the permit process.
- School sites in multifamily areas should be designated for institutional use. They should retain R-3,000 zoning. This would assure that if the schools were no longer needed for educational or other institutional use they would be redeveloped with a land use compatible to the surrounding residential neighborhoods. Schools in multifamily neighborhoods include Correia Junior High, Barnard Elementary and Cabrillo Elementary. A 125-foot strip along Chatsworth Boulevard should retain R-3,000 zoning on the Point Loma High School site which is bordered to the west by a multifamily neighborhood. Increases in residential zoning intensity are not proposed for any of the schools in Peninsula's multifamily neighborhoods because these schools are all located within the area which is highly impacted by noise from Lindbergh Field. The Institutional Overlay Zone should be applied to all public school sites in the community.
- All new multifamily development should enhance the aesthetic quality and character of the neighborhood in which it is located. Development which is out of scale with the neighborhood in terms of building or site design should be avoided. Design review should be pursued when discretionary review is sought.
- The Navy-retained area on the former Naval Training Center, as well as 37 acres being conveyed to the City, should be designated for an average maximum density of ten units per acre. A mix of single-family, small lot single-family, townhouses, row houses and apartment units are permitted to achieve this overall density. The RT-1-4 and RM-2-5 zones should be applied to the area that falls within the City's jurisdiction.

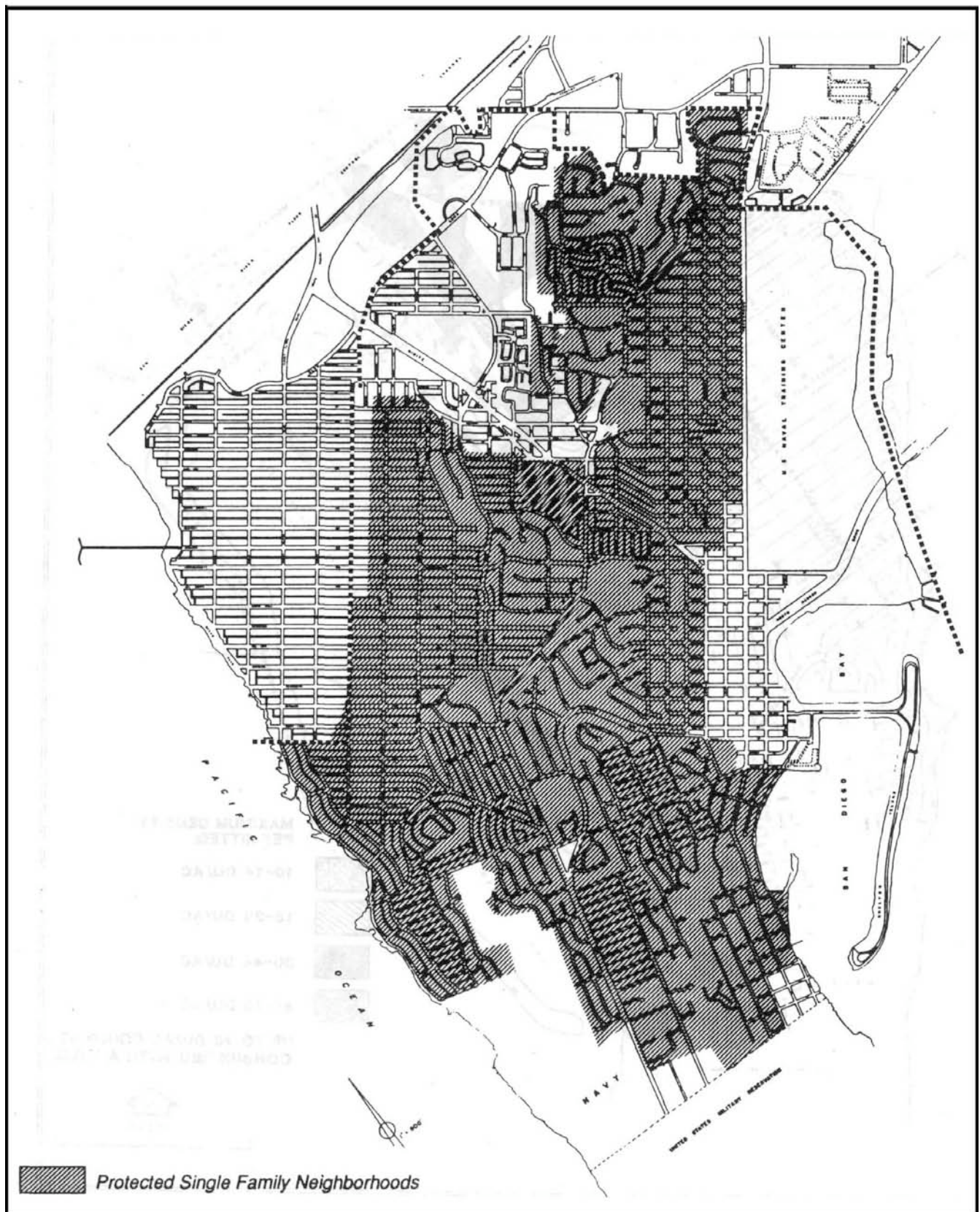


Single-Family Residential Designations

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 7

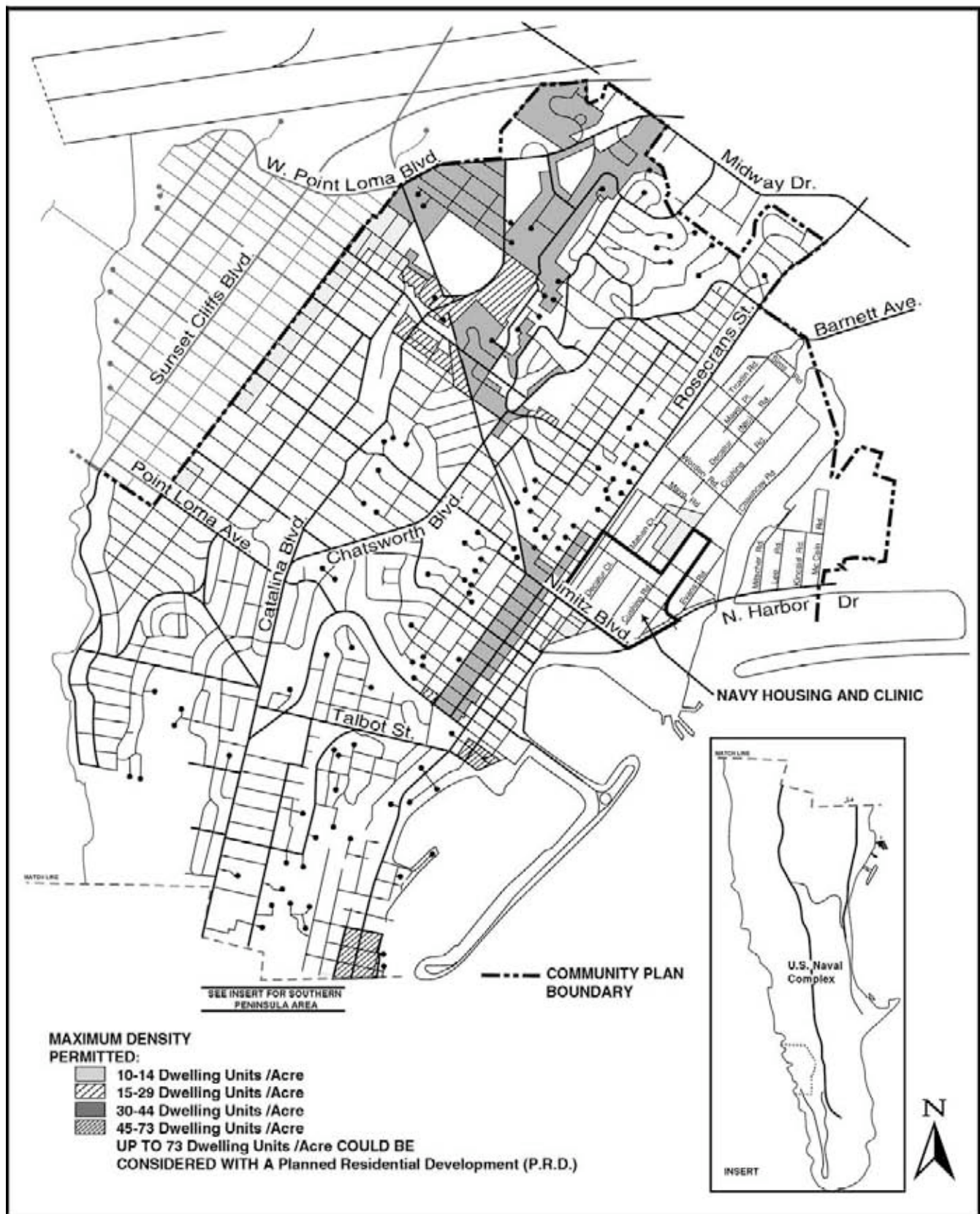


Protected Single-Family Neighborhoods

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 7a



Multi-Family Residential Designations

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 8

COMMERCIAL

Existing Conditions

Approximately 122 acres (three percent) of the Peninsula community is currently utilized for commercial purposes. The community contains three concentrations of commercial development all of which are at least partially located within the coastal zone. In addition there are two isolated pockets of commercial uses. The commercial areas are as follows:

- The Roseville/Shelter Island district. This is the largest commercial area in Peninsula containing approximately 90 acres. It is bounded by Quimby Street on the north, Talbot on the south, Rosecrans on the west, and San Diego Bay on the east. Nearly half of this area is on Port Tidelands and almost exclusively serves the visitor industry and marine-related interests with hotels, restaurants, marinas and marine-related businesses. The area within City jurisdiction serves as both a community and visitor commercial center. There are 20 hotels and motels in the Peninsula commercial districts with 1,304 rooms. Nineteen of these are in the Roseville/Shelter Island area.
- Several distinct subareas exist within the Roseville commercial district. Rosecrans, from Emerson to Talbot, contains the commercial core of Roseville with a concentration of banks, services and small shops. This area is densely built up and lacks adequate off-street parking. To the north along Rosecrans and Scott between Dickens and Ingelow small motels are the dominant land use. Thirteen motels with 494 rooms are located in this area. Many of these provide low- and moderate-cost lodgings. North of Ingelow, Rosecrans has the character of a suburban commercial road with several small strip service centers and fast food outlets. This area has more substantial off-street parking than the core area. Between the Roseville commercial core and Shelter Island is an area with a great concentration of marine-related businesses.
- The Voltaire commercial district. The Voltaire Street commercial area contains approximately 15 acres and is an important street for commercial businesses in the community. It also serves as a connector from the Peninsula community to the ocean. It has suffered from a lack of unifying character, lack of streetscape amenities (street trees, furniture, general landscaping) and has vehicular access and parking problems. The businesses have also suffered from lack of vitality and promotion.
- The Loma Palisades commercial district. This is a disjointed commercial area with haphazard zoning. It is a western extension of the large regional commercial district along Midway Drive and Sports Arena Boulevard. Loma Palisades was formerly included in the Midway community.
- Canon, Talbot, Catalina Triangle. This is a small neighborhood commercial center which generally caters to the immediate neighborhood.
- A parcel north of Evergreen and west of Rosecrans in the extreme northwest corner of the Peninsula planning area is occupied by a small office complex. This parcel is located on the fringe of the Midway commercial district to the north.

Objectives

- Encourage a mix of educational, office, research and development, retail, hotel and cultural and civic uses in the commercially-designated portions of the former Naval Training Center.
- Encourage continued development and sensitive redevelopment of a wide variety of community-, visitor- and marine-related community commercial uses in the Roseville commercial district.
- Promote the provision of adequate parking to ensure continued viability of the Roseville commercial district.
- Preserve small-scale buildings and pedestrian amenities in the Roseville commercial core.
- Encourage the establishment of a unique, unifying architectural, signage and landscaping theme for the Roseville commercial core consistent with the historic character of this area.
- Encourage expansion of the architectural, signage and landscaping themes on Shelter Island into adjacent areas of the Roseville commercial district.
- Encourage the evolution of the Voltaire strip into a more concentrated and compact neighborhood commercial district.
- Ensure the availability of adequate commercial facilities within existing commercial areas to meet the needs of the existing and projected resident and visitor population of Peninsula.
- Discourage establishment of commercial development or parking to serve commercial development in areas outside the existing commercial districts.
- Provide community and visitor serving commercial facilities for persons of all income levels.
- Create a strong visual character for Voltaire Street through the enhancement of the streetscape via a street tree planting and maintenance program, establishment of a theme for furniture in the public right-of-way, and increased overall landscaping. The enhancement of building facades should be improved for visual and economic reasons.
- Consider the formation of a business association of business improvement district for Voltaire Street will also be explored as a funding source.

Recommendations

- As the commercial areas redevelop, emphasis should be placed on improving the ambiance of such areas so that they encourage community-based and related recreational shopping and pedestrian interaction. Outdoor cafes, art exhibits and special events should be encouraged. Landscaping, architectural/sign controls, and a design theme consistent with the area's historical and marine orientation should be developed and implemented.
- Emphasis should be placed on providing a balance of commercial recreation and community commercial uses, with adequate support facilities for both, through rehabilitation and redevelopment of existing commercial areas. Commercial recreation uses generally provide a wide range of services and opportunities which cater to the visitor and those pursuing leisure activities.
- The portion of the block bounded by Lowell, Keats, Rosecrans, and Locust and occupied by a parking lot and a single-family dwelling could be rezoned to C-1, without need for a plan amendment, if this block is redeveloped with a Planned Commercial Development (PCD) permit. The PCD permit should specify that the site could be used only for a food market or for a mixed use project containing a food market and residential development. The PCD permit should contain guidelines to ensure that the existing residential area west of Locust be well buffered from the proposed development. If a residential component is included in the PCD, the residential portion should be oriented toward the Locust side of the site.

Recommendations for Specific Commercial Areas

Naval Training Center

- Reuse and redevelopment of the Naval Training Center should include a mix of uses designed to preserve and complement the historic district, include revenue-producing retail and hotel facilities, and provide office and research and development activities to complement nearby Naval operations. Development of NTC should be guided by the NTC Precise Plan. Zoning for the commercial and educational areas of NTC should be CC-5-5, while zoning for the hotel sites should be CV-1-1.

Roseville

- The Roseville commercial district should remain as the primary commercial focus within Peninsula. A majority of the area should be designated for a mix of residential, community commercial, commercial recreation and marine-related commercial and industrial uses. A portion of this area should be rezoned to residential which would permit this mix of uses with strengthened parking and landscape requirements. Residential development should be allowed at densities not exceeding 29 du/acre on upper floors of the commercial development, or with densities up to 43 du/acre permitted only in conjunction with low- and moderate-income housing.

- A commercial recreation designation should be applied to two corridors under City jurisdiction which lead to Shelter Island and the harbor. These corridors are: 1) Shelter Island Drive and Addison east of Scott; and, 2) the area bounded by Scott, Fenelon and Dickens. Lodging facilities, dining establishments and other visitor serving uses for all income levels should be encouraged in these areas. Both of these gateway corridors should be rezoned to CV or C-1. Existing low- and moderate-income visitor-serving facilities should be preserved through appropriate zoning and rehabilitation incentives. Much of the area within Port District jurisdiction should also be designated for commercial recreation use in accordance with the District Master Plan.
- Existing temporary residential rentals within the Roseville commercial district should be protected and encouraged. Temporary rentals catering to visitors in conjunction with upper story development should be encouraged through zoning incentives.
- City-owned properties should be considered for lower visitor accommodations such as hotels, hostels and campgrounds.
- City Council should consider budgeting into its work program a comprehensive consultant study of the parking and circulation problem in the Roseville/Shelter Island commercial and recreation areas. The study should examine the feasibility of potential solutions to the problems such as establishment of a parking district and construction of a series of mini-lots or a parking structure. Cooperation by Roseville property owners is essential to solving the parking problem.
- The core of the Roseville commercial district should continue to be concentrated along Rosecrans and adjoining side streets from Emerson to Talbot. The pedestrian environment of this area should be strengthened by encouraging rear and side yard parking. Building frontages along Rosecrans within the core area should be devoted primarily to retail uses. Office and support services should be encouraged to locate on side streets and upper stories.
- Formation of a business improvement association should be encouraged to promote the Roseville District and to provide leadership for a coordinated effort to enhance the appearance and economic vitality of the area.
- Expansion of office and banking uses within the Roseville core area should be limited and should not be permitted where these uses would intrude into or preempt retail space or erode the human scale and pedestrian-oriented environment within the area of retail concentration.
- The streetscape of the Roseville commercial core should include benches and other street furniture conducive to a pedestrian-oriented environment. Such amenities will be provided in any new development or redevelopment projects with the core area.
- All streets within the Roseville commercial district should be landscaped. A planting list should be developed as a guide for landscaping both public and private areas. All developers, existing owners and tenants should be encouraged to provide landscaping from the approved list for parking areas and buildings in existing and proposed developments.

- The area of Roseville east of Scott should reflect and expand upon the tropical landscaping themes established on Shelter Island. The South Seas/nautical architectural and signage themes should be followed in remodeling projects and new construction within this area.
- Street closings or partial closings should be considered as a means to enhance pedestrian spaces. If the view corridors are maintained along the street corridors and pedestrian access is provided to the bay, then closing some of these streets may be appropriate as part of the public bay access. However, in all street closings, public coastal views should be maintained and enhanced.
- Conditional Use Permits (CUPs) for parking to serve the Roseville commercial area should be considered on lots fronting east-west streets from Nimitz Boulevard to Canon Street between Rosecrans and Locust Streets only where it can be demonstrated that construction of a parking lot will not have a negative impact on adjoining residential property. Conditional Use Permits for parking should not be permitted on lots fronting Locust.
- The Community Plan Implementation Overlay Zone (CPIOZ) Type B, should be applied to the Roseville commercial district to ensure that new development in Roseville will be compatible with the historical development pattern and will enhance the character and atmosphere of the commercial district. The boundaries for the Roseville CPIOZ are identified in **Figure 35**.

Voltaire

- The Voltaire Street commercial district should be upgraded to form a viable community commercial center. Uses such as groceries, drugstores, barber shops, hardware stores and copy centers should be encouraged. New commercial uses should be restricted to those blocks located between Venice Street and Worden Street, and between Warrington Street and Chatsworth Boulevard. This would encourage a concentrated and compact pattern of commercial development.
- Community Commercial zoning should be applied to those blocks along Voltaire Street which are characterized by strip commercial development. This would restrict commercial uses which are not appropriate in an established neighborhood district and would provide strengthened landscape requirements. The Alpha-Beta commercial center at the northeast corner of Voltaire and Warrington Street is a small suburban style shopping center with substantial parking requirements and should retain CA zoning. Predominantly residential development should be zoned for residential use. Residential development should be allowed on upper floors within the commercial areas with densities up to 29 du/acre. Densities between 30-36 du/acre should be permitted only in conjunction with low- and moderate-income housing.
- Formation of a Voltaire Commercial Area Business Improvement District is being considered. An improvement district with wide participation by property owners in the Voltaire commercial district is needed to promote the upgrading of this area. Improved

upkeep of businesses, an enhanced visual image through signage, landscaping, façade standards and a shared approach to provision of parking should be addressed by the business improvement district.

- The Community Plan Implementation Overlay Zone (CPIOZ), Type B, should be applied to the Voltaire commercial district to ensure compatibility with surrounding residential uses and to improve the general appearance and ambience of the commercial district (see pages 132-137 and **Figure 35A** for additional information).
- The Voltaire Street CPIOZ should be expanded to include the Point Loma branch library or any other property along Voltaire Street that is not now commercially designated if, in the future, such property should become commercially designated.

Loma Palisades

- The Loma Palisades commercial area along West Point Loma Boulevard from Famosa Boulevard to Sports Arena Boulevard should continue to develop with a combination of commercial recreation and neighborhood commercial uses. The area west of Rue d’Orleans and north of West Point Loma Boulevard should be designated for commercial recreation uses and should be rezoned to CV with the exception of a small strip of CP zoning which should remain unchanged. The remainder of the Loma Palisades commercial district should be designated for neighborhood commercial uses. The commercial sites on the southwest corner of Adrian Street and West Point Loma Boulevard should be rezoned to CN to conform to the neighborhood commercial designation. The triangular site on the southwest corner of Sports Arena Boulevard and West Point Loma Boulevard should retain CN zoning. A narrow strip along Sports Area Boulevard should be rezoned from C to C-1 and CA (as indicated in **Figure 37a**). This strip is not adjacent to any residential uses and forms an entryway onto Interstate 8. All-night businesses and uses not permitted elsewhere in a neighborhood commercial district would be appropriate in this area.

Canon/Talbot/Catalina Triangle

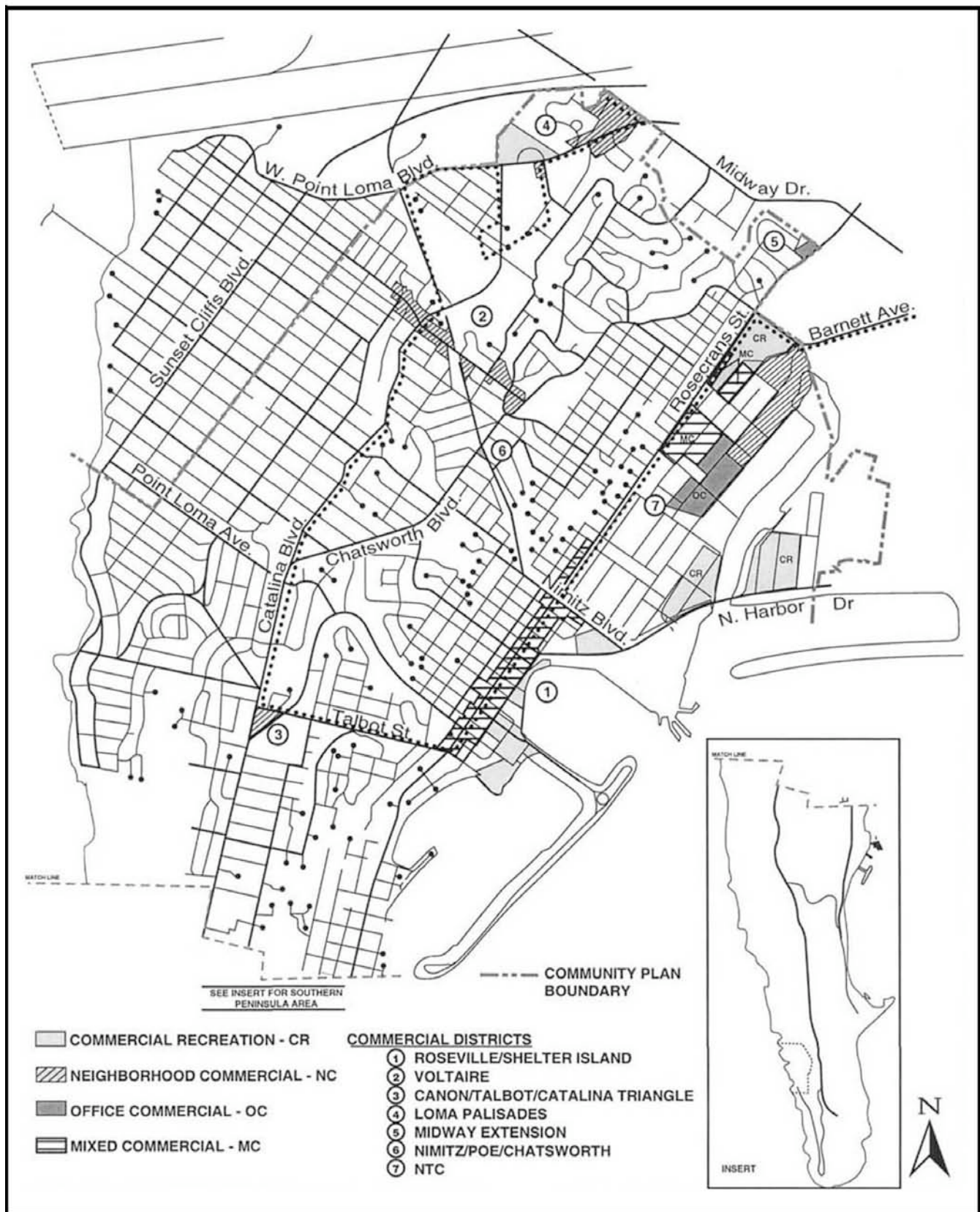
- The neighborhood commercial uses on Canon/Talbot/Catalina Triangle should be retained. The commercial area should not expand into adjacent residential areas, zoning should remain unchanged.

Rosecrans/Evergreen

- This area, which is a southern extension of the Midway commercial district, should be designated for office commercial use. The existing office use and CO zoning should remain unchanged.

Nimitz/Poe/Chatsworth

- This triangular shaped parcel should be designated for office commercial use. The existing office use and CO zoning should remain unchanged.



Commercial Areas

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 9

INDUSTRIAL

Naval-Related Industry

Existing Conditions

The U.S. Navy controls approximately 1,800 acres of land on the Peninsula. This consists of the Naval Training Center and Fleet Anti-Submarine Warfare Center north of Roseville, and the Naval Complex on the southern one-third of the Peninsula.

In addition to occupying the largest portion of the Peninsula area, the Navy provides employment to approximately 48,000 military and civilian personnel of whom approximately 14,000 live on base. Naval operations are a significant part of the Peninsula community and often result in major traffic and visual impacts. Base transients park in neighboring residential areas.

The Naval Oceans Systems Center (NOSC) is the principal Naval Center for command control, communications, ocean surveillance, surface and air-launched undersea weapons system, and other supporting technologies. This center occupies over 500 acres in three locations at the Point Loma Naval Complex. The NOSC and other Navy Facilities in the Point Loma Naval Complex employ approximately 7,500 people.

In addition, the Navy occupies considerable water area between the southern tip of Shelter Island and Ballast Point also at the Point Loma Naval Complex, in conjunction with operations at the Naval Ocean Systems Center, Naval Supply Center, Navy Submarine Support Facility and the Degaussing Department. Facilities include piers, docks, moorings and breakwaters serving both ships and submarines. Further, the Naval Anti-Submarine Warfare Training Center, located just north of Shelter Island, operates several pier and ship berthing facilities.

A master plan prepared for the Point Loma Naval Complex outlines a number of improvements and new development at this facility. It is clear from that plan that the Navy does not anticipate relinquishing any of its property. It should be mentioned that although the Federal Coastal Zone Management Act excludes federal lands from the California Coastal Zone, it does provide the Coastal Commission with authority to review and make a determination of consistency of federal projects with the California Coastal Act. A finding of consistency could not be made for the master plan for the Point Loma Naval Complex blocking of access to Kellogg Beach resulting from off-base parking by Navy employees.

The Point Loma Naval Complex Master Plan is currently under revision. The revised master plan will include recommendations to improve on-base parking and traffic circulation. The Navy has expressed interest in receiving input from the Planning Department, Peninsula residents and the Peninsula Community Planning Board during the Master Plan revision process. The Peninsula Community Planning Board has always had Navy representation.

Objectives

- Minimize undesirable naval-related impacts on the Peninsula community through increased coordination between naval, City and community groups.

Recommendations

- Only coastal-dependent naval industrial uses should be located within the Peninsula planning area.
- Aesthetic quality and preservation of the natural environment should be emphasized in all naval development. Landscaping should be provided as a buffer on all projects.
- All existing and new naval development should consider traffic and related parking impacts on a community-wide basis. Methods to mitigate any undesirable impacts should be provided. In this regard, peripheral parking and a shuttle system should be examined jointly by the City and the Navy in order to develop the most efficient and cost-effective implementation program.
- All hazardous naval operations should be located away and buffered from civilian activities.
- Since, in most cases, national security concerns preclude increased access to coastal resources located within the naval complex, visual access to the bay and ocean from public viewing locations should be considered and encouraged in all new naval development.

Commercial Fishing and Marine-Related Industry

Existing Conditions

The commercial and sport fishing industries are located in the Roseville/Shelter Island area and provide the following facilities: boat berthing (private and commercial), boat repair and sales, fuel docks, fishing supply shops, public parking, restaurants and lodging accommodations.

The tidelands area between the Navy's Anti-Submarine Warfare Center and Shelter Island Drive contains berthing and support facilities for the commercial fishing fleet. Also, tenant conducted renovation of the commercial fishing facility is proposed. Public access and viewing areas are to be included.

Boat building and repair facilities also exist on Port tidelands, south of the commercial basin beginning at Dickens Street. These yards are well established providing repair, construction and sales of boats generally under 65 feet in length. They are generally considered coastal dependent uses and add to the amenity of the waterfront.

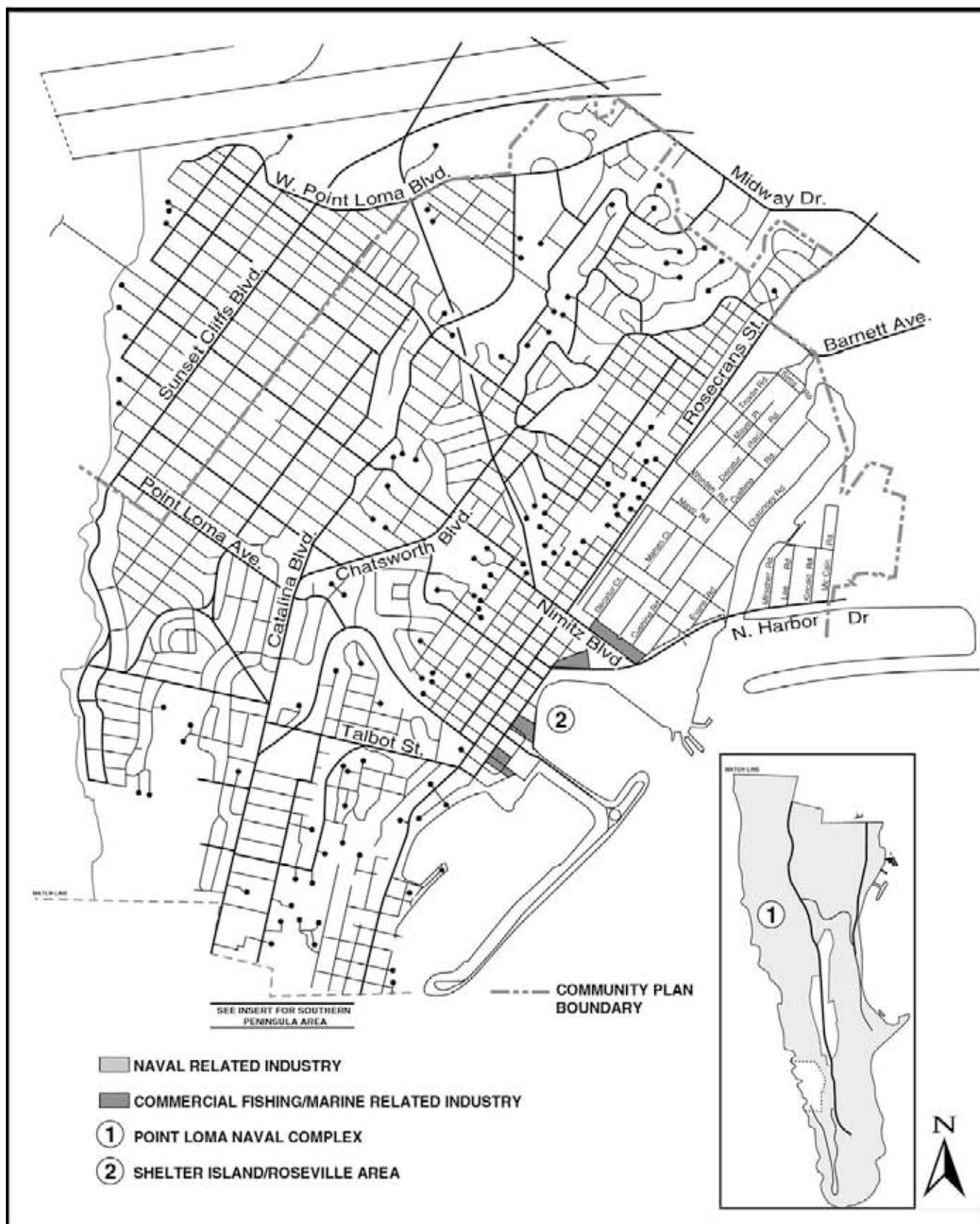
In addition to the Port controlled commercial fishing industry uses, marine-related sales and service operations are located within the Roseville area, west of Scott Street (along Canon and between Carleton and Dickens). These uses provide a transition into the Roseville commercial district.

Objectives

- Maintain and encourage continued development of the commercial fishing and marine-related commercial land within Peninsula.

Recommendations

- Sensitive design and pedestrian orientation should be emphasized in all marine-related industrial development consistent with safety and security requirements since these areas often attract visitor viewing and can add interest to the surrounding coastal environment.
- Industrial development that is retained and developed in the Roseville/Shelter Island area should be marine-oriented.
- The area generally located along the north and west sides of Canon Street, east of Scott, and the area generally between Carlton and Dickens, also east of Scott, should be designated for marine-related commercial/industrial uses. In cases where discretionary review is applicable, development controls addressing building design, landscaping, view preservation, parking requirements and performance criteria should be applied to all new development in this area.



Industrial Areas Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 10

PARKS AND RECREATION

Existing Conditions

The Peninsula community is surrounded by some of San Diego's most well-known park and recreation areas. Many of these lie just outside the boundaries of the Peninsula planning area. These include the swimming and surfing beaches of Ocean Beach Park, ball fields in the Ocean Beach athletic area, nature trails, view points and tidepool areas within Cabrillo National Monument and marine-related recreation facilities in Mission Bay Park and Shelter Island. The Cabrillo National Monument is operated by the National Park Service while Shelter Island and the adjacent La Playa and Kellogg Beaches are under the jurisdiction of the San Diego Unified Port District. Within the Peninsula community there are 104.3 acres of City-owned public park. An additional 126.3 acres of City parklands are located in the adjacent Ocean Beach community.

The largest park within the planning area boundary is Sunset Cliffs Shoreline Park which contains approximately 68 acres (only 52 acres are actually dedicated park lands). This park is characterized by steep and fragile coastal bluffs, interspersed with pocket beaches and a rocky intertidal area.

Access To Public Beaches and Bayfront

Access to the beach at Sunset Cliffs Park is limited to a public stairway down the bluff at Ladera Street.

Bayside beaches are accessible from Talbot Street south to the naval complex. Access to beaches is only minimally improved and, except for the relatively wide rip-rap protected beach south of McCall Street, high tides frequently inhibit lateral access. An approximately 200-yard-long beach is located along the eastern side of Shelter Island, south of the boat launching ramp. Access and parking is provided in this area.

The Cabrillo National Monument supports a number of trails which provide access to the tidepools along the ocean's edge and bayside bluffs. Active water use, however, is not permitted.

Community and Neighborhood Parks

In addition to the Sunset Cliffs Shoreline Park and the ocean and bayside beaches, there are a number of active and passive parks located throughout the community:

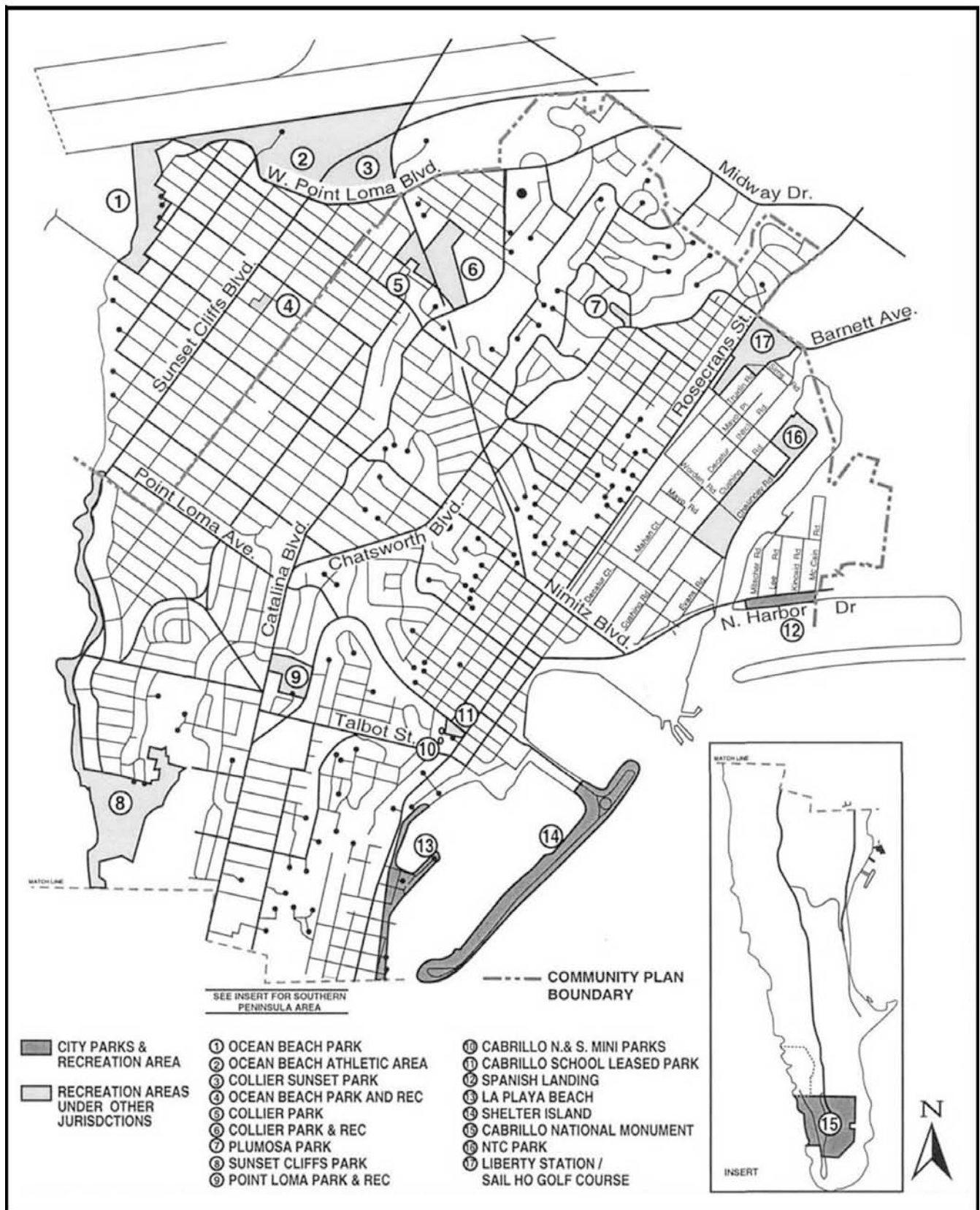
- Bill Cleater Park lies within the coastal zone.
- Point Loma Community Park is a 9.75-acre dedicated park site located just outside of the coastal zone, between Catalina and Canon. This park provides ball fields and tennis courts and is actively used.

- Bill Cleater Community Park is a population-based park and consists of a total of 15.27 acres. This dedicated park is located northeast of the intersection of Nimitz Boulevard and Famosa Boulevard. The park is improved with ball fields, multi-purpose courts, children's play area, comfort station and a YMCA with swimming pool. Collier Neighborhood Park, located across Nimitz Boulevard from the community park is five acres in size.
- The Peninsula community has two existing community parks and several undersized parks. There is at present only 33.00 acres of population-based parks within the community. At buildout, an estimated population of 50,000 will require an additional 80 acres of parks. The adjacent community of Ocean Beach has only 3.5 acres of population-based park land.
- Plumosa Park is a 1.3-acre passive park located on the east side of Chatsworth. The park was acquired by subdivision and is not dedicated since it is not owned in fee.
- Cabrillo Parks (north and south) total approximately 0.3 acres, and are located between Canon and Leroy Streets. These two neighborhood parks are passively developed and have not been dedicated.
- Cabrillo School Park contains 2.9 acres leased from the school district. This facility contains lighted ball fields, basketball courts, tennis courts, a physical fitness area and a small recreation building.
- Collier Sunset Park is a triangular 20.72-acre parcel of City-owned park land within Mission Bay Park at the intersection of Nimitz Boulevard and Sunset Cliffs Boulevard. This park is located just outside the Peninsula community in Ocean Beach. A large share of users come from Peninsula. Collier Sunset Park is currently being developed with open lawn areas, picnic tables and barbecue facilities.

Due to the unique geographic situation of the Peninsula and the proximity of specialized regional recreational facilities, it is difficult to gauge the community's needs for park space and recreation facilities by using standardized measures.

Approximately two-thirds of the park space in the Peninsula planning area is within the Sunset Cliffs Park. This is a very unique resource area but does not provide a setting conducive to most conventional park activities. Much of the acreage in Sunset Cliffs Park is on unstable slopes which have been closed to the public.

The Peninsula has a shortage of small neighborhood parks as compared to the population-based standards of the General Plan. These standards indicate that a community the size of Peninsula should have six, ten-acre neighborhood parks, one 28-acre park, and a 10,000-square-foot recreation center building. (These standards were developed primarily for newly urbanizing communities and are of limited use in a developed area such as Peninsula.) In most areas of Peninsula there is no neighborhood park that can be easily reached by foot or bicycle. Children and the elderly, who are normally heavy users of small local parks, are particularly affected by the lack of accessible parks. The hilly topography further inhibits park accessibility. Roseville, Loma Portal and the Ocean Beach Highlands area bounded by Naragansett Avenue, Catalina Boulevard, Point Loma Avenue and Ebers Street are particularly deficient in neighborhood parks. The Peninsula community lacks a modern recreation center building.



Parks and Recreational Areas

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 11

Objectives

- Provide improved passive park amenities for the increasing middle aged and elderly population in Peninsula.
- Increase accessibility and usability of beaches along both the ocean and bay.
- Develop additional park and recreation facilities to alleviate a continuing deficiency in neighborhood parks in Roseville, Ocean Beach Highlands and Loma Portal.
- Make increased use of school playgrounds for community recreation needs after school and on weekends.
- Evaluate feasibility of developing park and recreation facilities on portions of school sites no longer being used for educational purposes.
- Encourage developers of large planned residential projects to include recreational facilities on site.
- Provide a modern recreation center building to serve the Peninsula community.
- Encourage community participation in future park and recreation facilities in Peninsula.

Recommendations

- Access to the NTC boat channel should be improved through the installation of a waterfront esplanade, which will function as a landscaped pedestrian and bicycle trail allowing for continuous access along the west side of the channel.
- A park plan for improvement of the 46-acre area of NTC adjacent to the boat channel should be prepared. Possible park improvements could include sports fields, open lawn areas, plazas, games tables, and areas for passive activities.
- The Open Space Zone should be applied to City-owned park and recreation sites. Bill Cleater Park and Recreation Center should be rezoned from R-3,000 to OS-P. The adjacent Bill Cleater Park should be rezoned from R1-3,000 to OS-P. Sunset Cliffs Park should be rezoned from A1-10 to OS-R.
- Feasibility studies should be undertaken for any school sites to be disposed of by the San Diego Unified School District in the future to determine the desirability of developing all or a portion of such sites for park and recreation use.
- Portions of some existing Peninsula school sites should be considered for conversion to park and recreation uses under lease with the school district. Feasibility studies should be undertaken to determine which sites would be most appropriate for park and recreation uses.

- Public school facilities (including recreational fields, auditoriums and meeting rooms) should be available for community use during non-school hours.
- The preliminary finding of a joint City-School District Task Force which indicated that a portion of the Dana Junior High School site should be retained for a park should be followed up with additional analysis by the Park and Recreation department to determine which portion of the property would be most suitable for park use and/or as a location for a recreation center building. Specific park and recreation uses for which the Dana site is suitable should be defined.
- Vacant lots should be inventoried in Roseville, Ocean Beach Highlands and Loma Portal to determine the feasibility of providing sites for mini-parks in these park-deficient neighborhoods.
- Existing and potential future park sites should be evaluated by the Park and Recreation department to find a suitable site for a modern recreation center building to serve the community. Construction of a modern recreation center should receive high priority when funds for park improvements in Peninsula become available.
- A feasibility study should be undertaken to determine whether any sites where unused right-of-way exist in Ocean Beach Highlands or Roseville are suitable for landscaping and development for passive park use and/or playground use. Vacant sites exist on the crest of the ridge in Ocean Beach Highlands where several streets do not go through at the ridge line. Another vacant site exists where Addison Street does not connect between Plum and Canon Streets.
- The undeveloped portion of the Barnard Elementary should be improved to provide a recreation area usable by Loma Palisades residents.
- Sunset Cliffs Shoreline Park should be dedicated and developed in a manner consistent with resource protection. All improvements should be reviewed as to their potential for either direct or indirect impacts on the sensitive resources (i.e., natural topography, significant flora and fauna, and tidepool environment) present in this area. Future development of this park should seek to restore a balance between pedestrian and automobile use. This park should be developed with controlled access trails, minimal improvements (including vista points), and an educational orientation. Development of this park should be coordinated with Point Loma Nazarene College. Buildings within the park, when they revert to City ownership or as leases expire, should be considered for use as low-intensity community centers and support facilities for the entire park or as youth hostels. If it is not feasible to retain these structures, efforts should be made to relocate them where they would provide affordable housing-or community-serving facilities. Citizens in the vicinity of the park should be encouraged to form a committee to observe erosion, park safety, and park maintenance, and to provide input to the Park and Recreation department on park problems and a park improvement program.

- Only minimal improvements along the La Playa/Kellogg Beach bayfront should be considered because of the beach area's small size, limited resource carrying capacity, isolation and use orientation which is geared to serve the immediate neighborhood. Pedestrian access and the delineation of public lands should be enhanced by the installation of a pedestrian pathway. Landscaping, street furniture, and viewing areas could be considered on the unused portion of those street rights-of-way that terminate on the beach.
- On-street parking should be maintained in this area by reducing curb cuts and denying street vacation requests. Street vacations should only be permitted where improved access to the coast, including parking and other support facilities, are provided as a condition of approving such vacation requests.
- The southern portion of Bill Cleater Park should be improved with landscaping and appurtenant facilities.
- Access to the beach south of Ladera Street, "No Surf Beach" and the bayside beaches should be improved in a manner compatible with public safety, erosion control, resource protection and aesthetic quality. Improvement to existing parking areas, with improved pedestrian links, should be encouraged in these areas.

Funding Options

- Park fee revenues - revenues from this source used to expand existing park sites and improve properties obtained through other acquisition programs.
- Capital Outlay and Block Grant - funds can be used for acquisition and improvement of park sites.
- Other state and federal categorical grants.
- State highway and school district - funds for acquisition of property and/or recreation needs.
- Assessment districts.
- The state Coastal Conservancy should be considered as an agency capable of providing technical and financial assistance for park development projects within the coastal zone.

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.

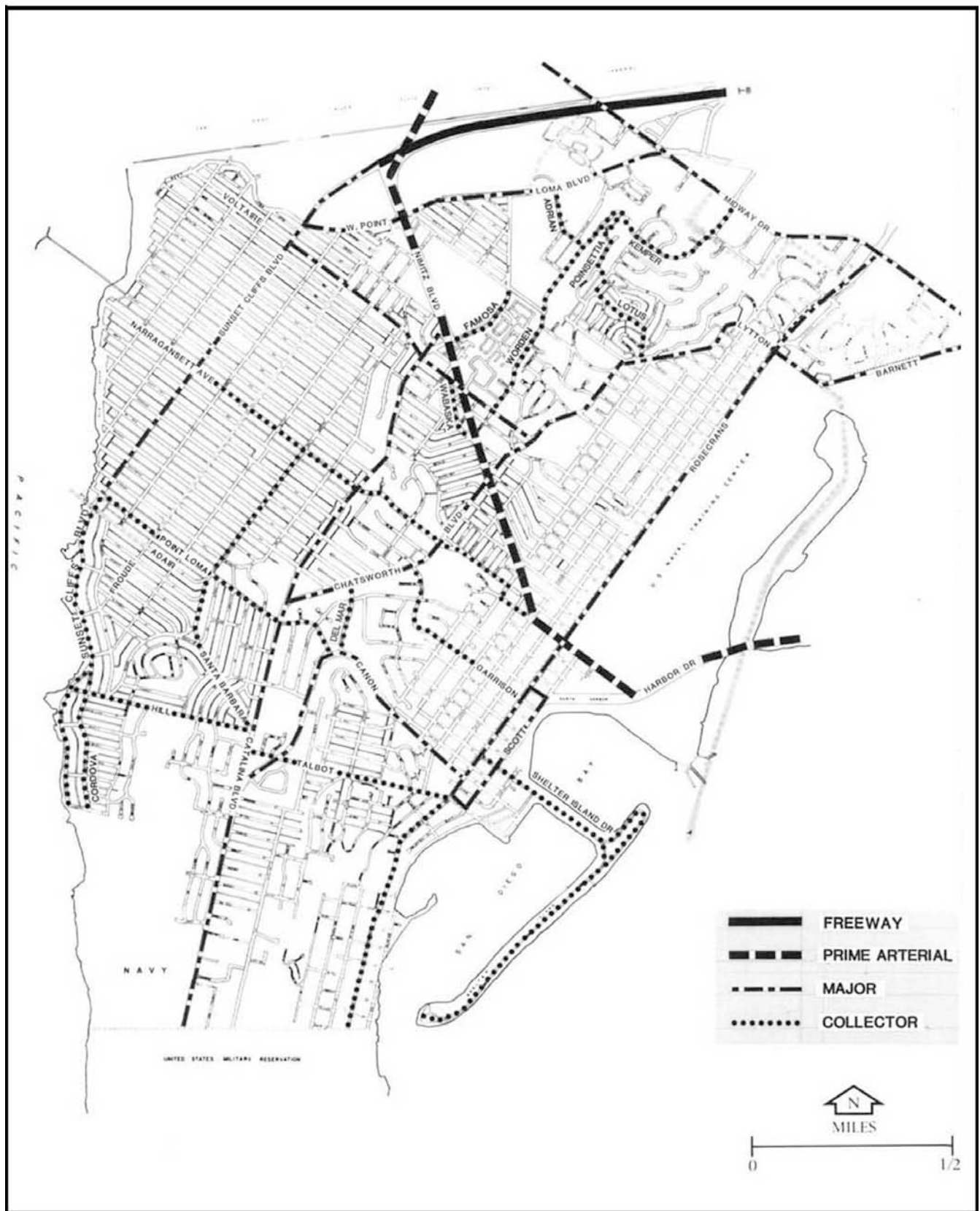
Objectives

- 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 only 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

- 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 lane 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.

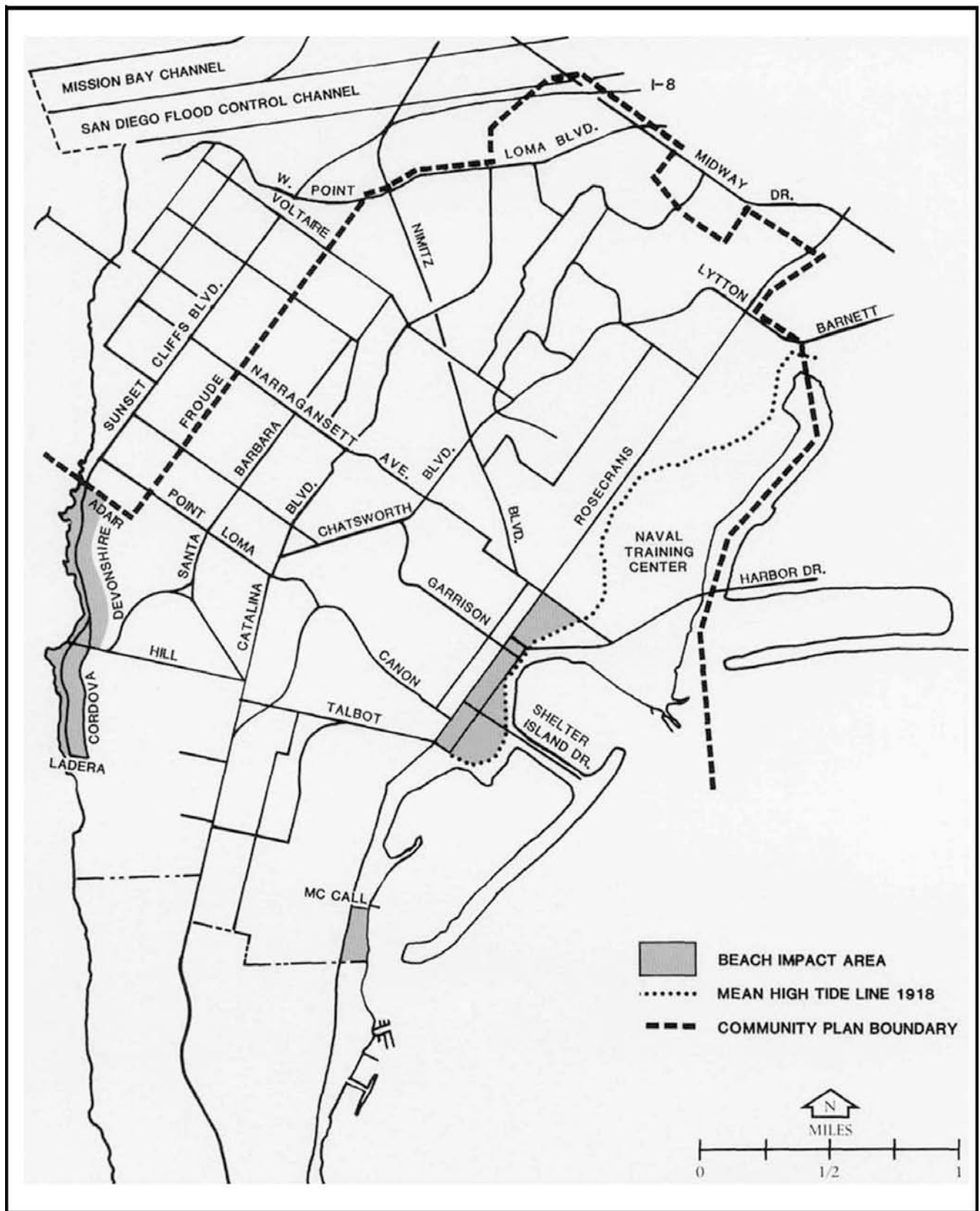
Recommendations

- 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.

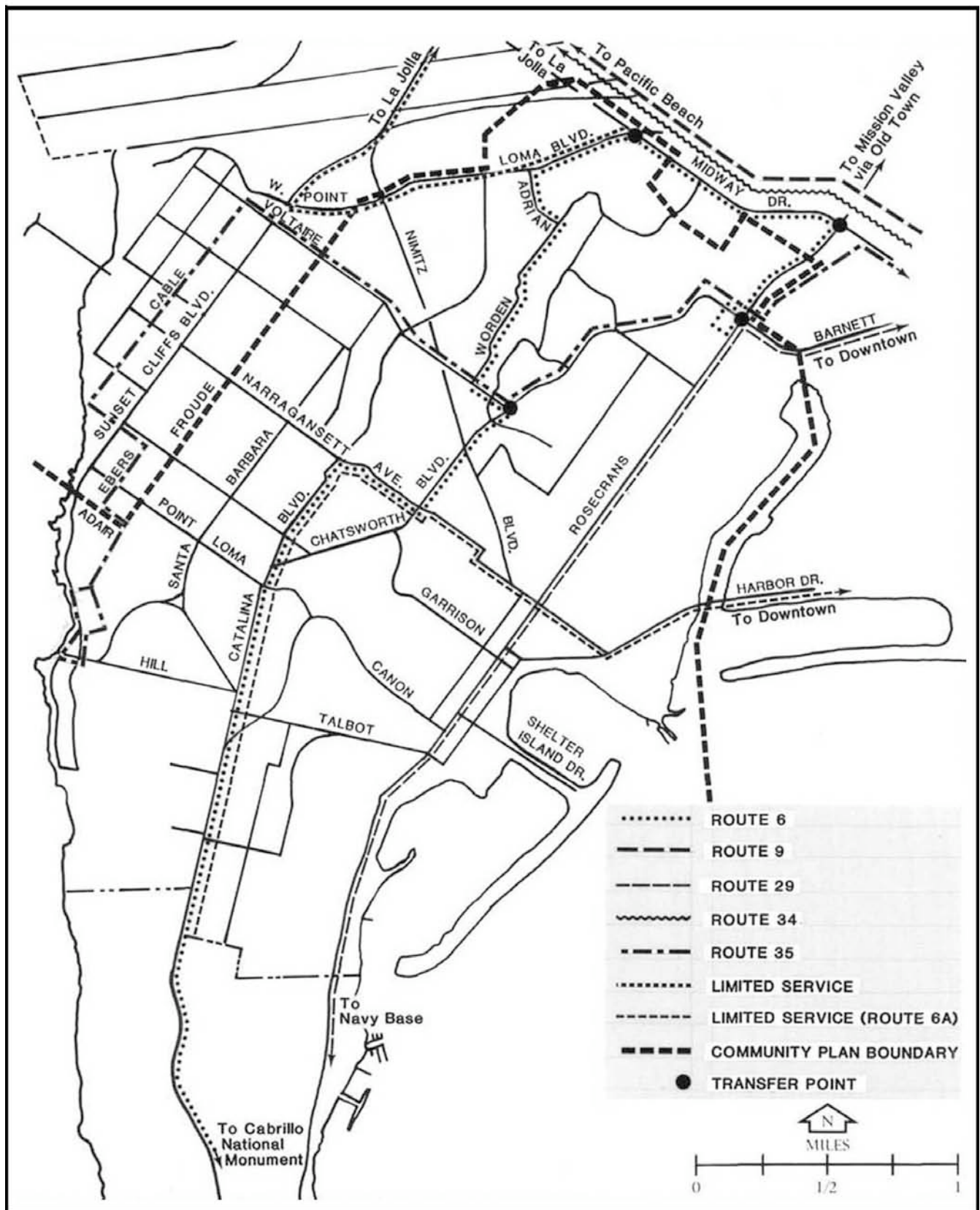
Figure 15 shows the bus system in the Peninsula area in greater detail. Other public transit service includes Dial-A-Ride and various tourist buses.

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 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.

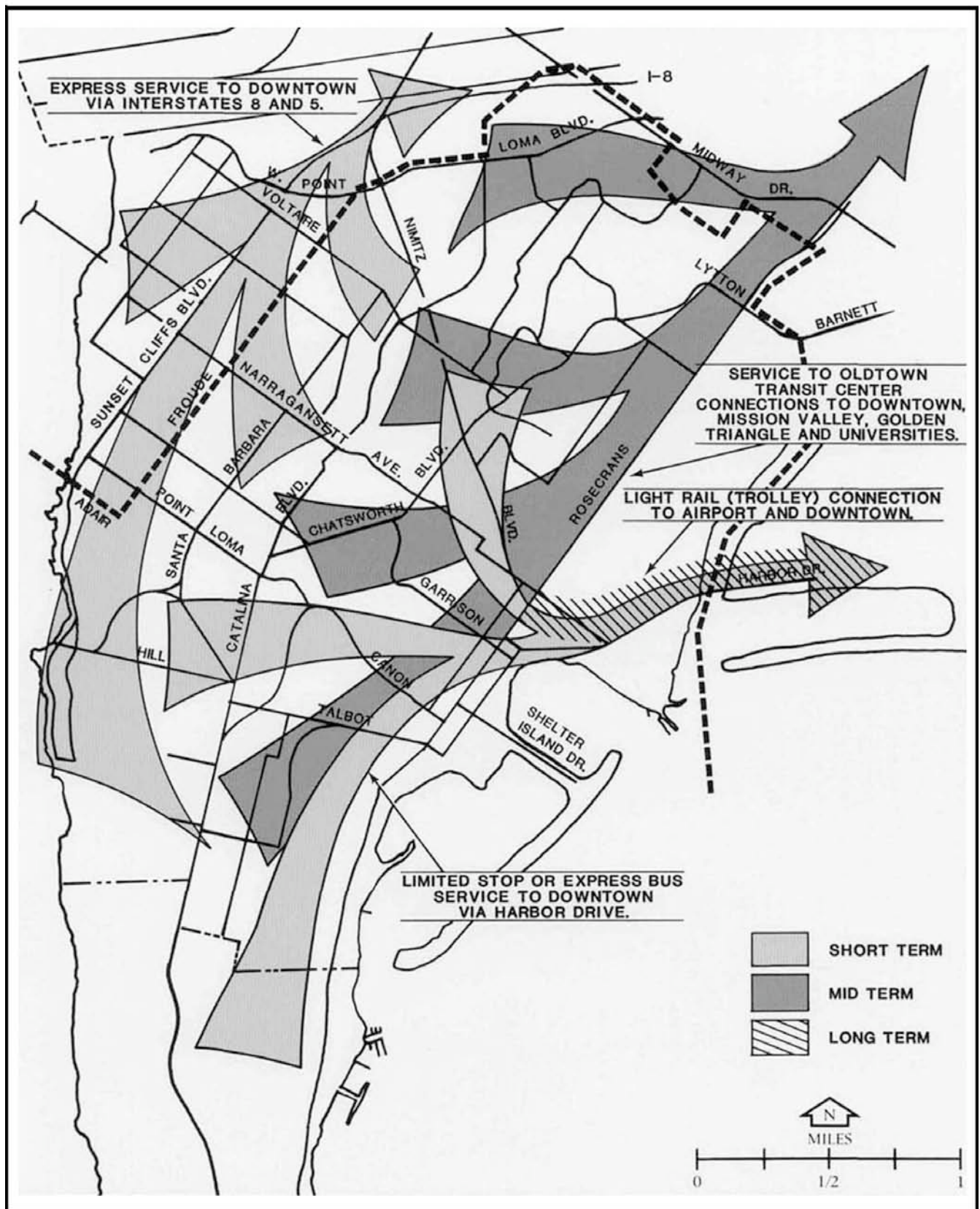
Objectives

- 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.

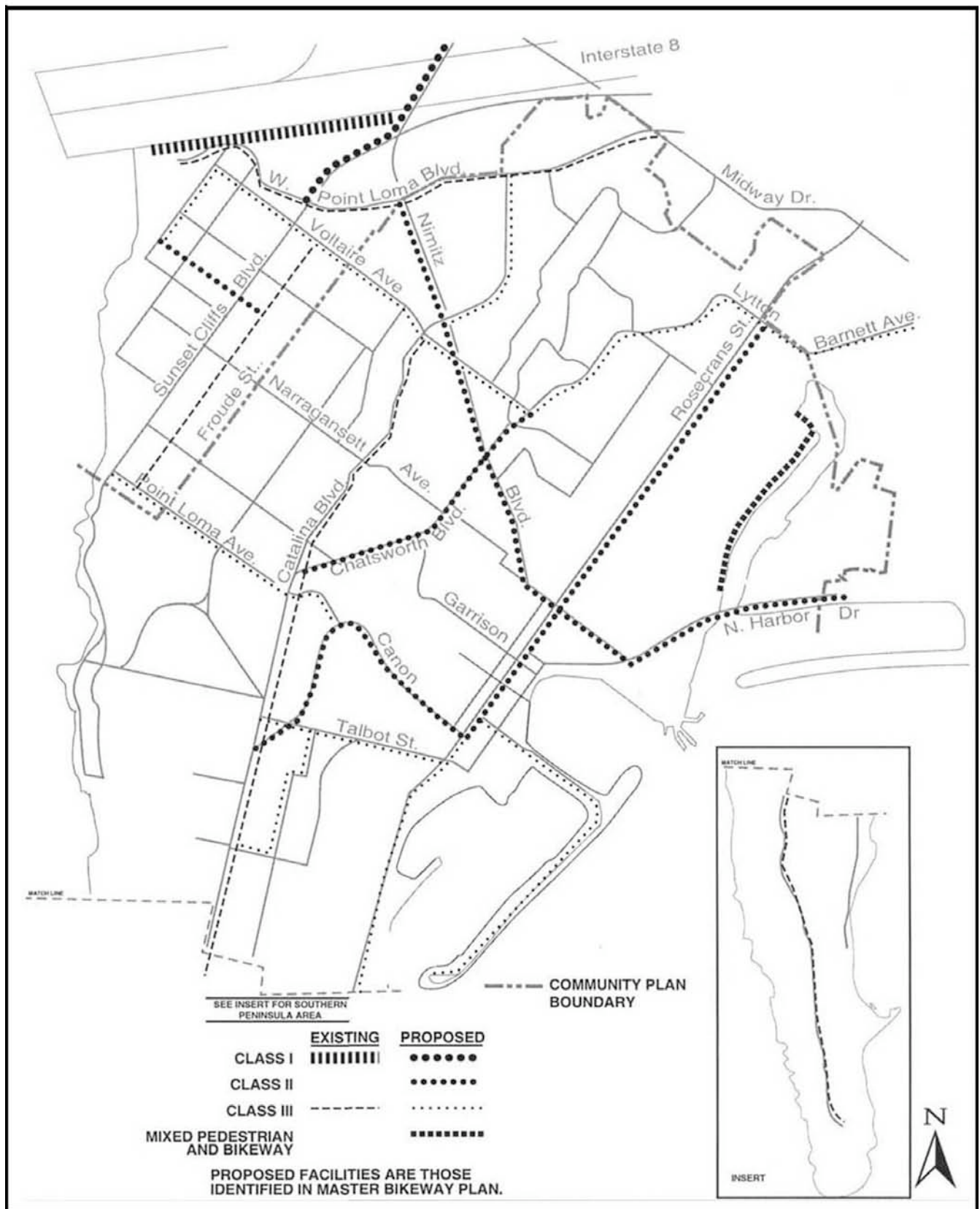
Objectives

- 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

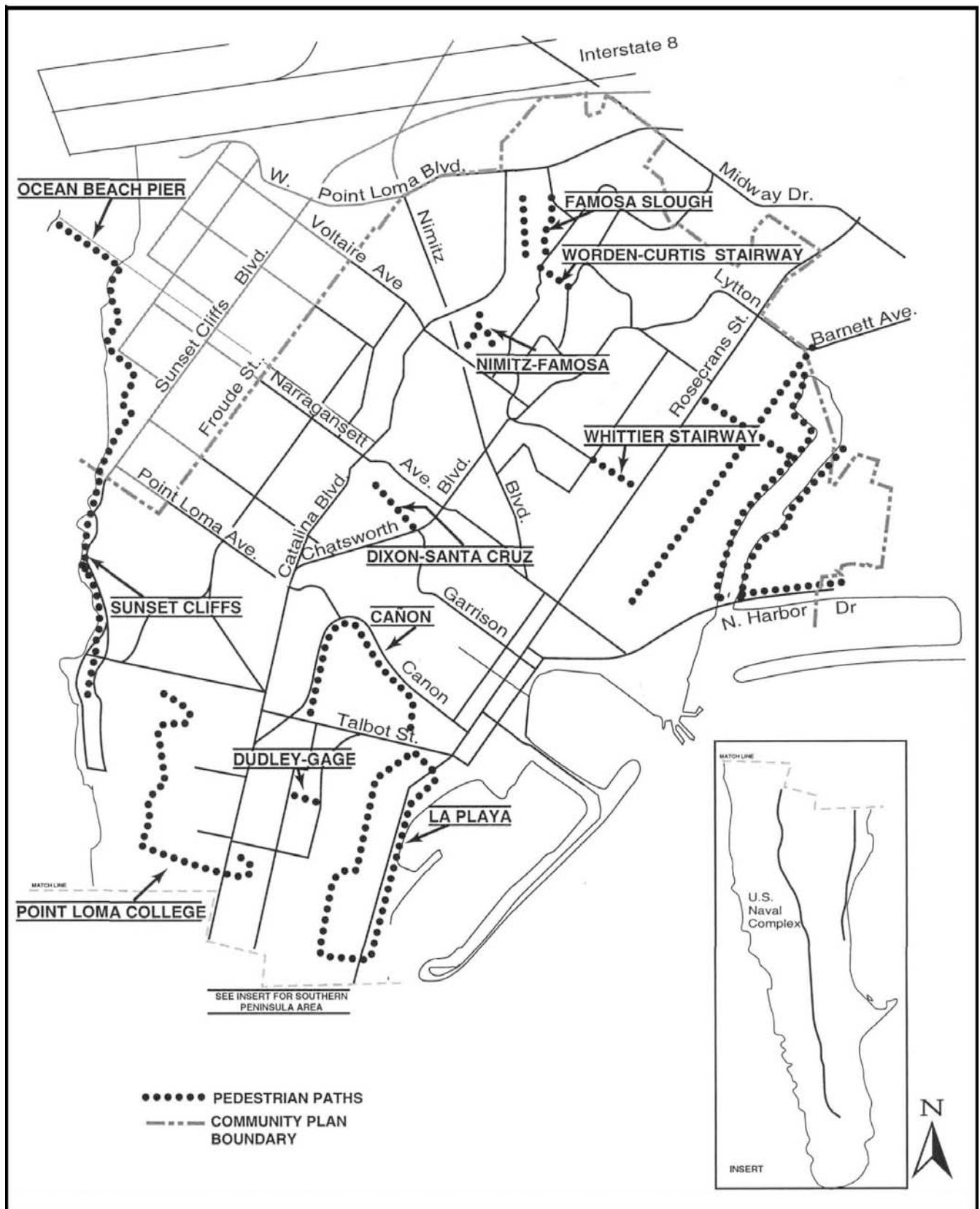
- Complete the system of public sidewalks, paths and stairways to provide safe and efficient pedestrian access to the residential, commercial and recreational areas of the Peninsula community.
- Public access to the bay and ocean should be provided to the maximum extent feasible consistent with resource 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.

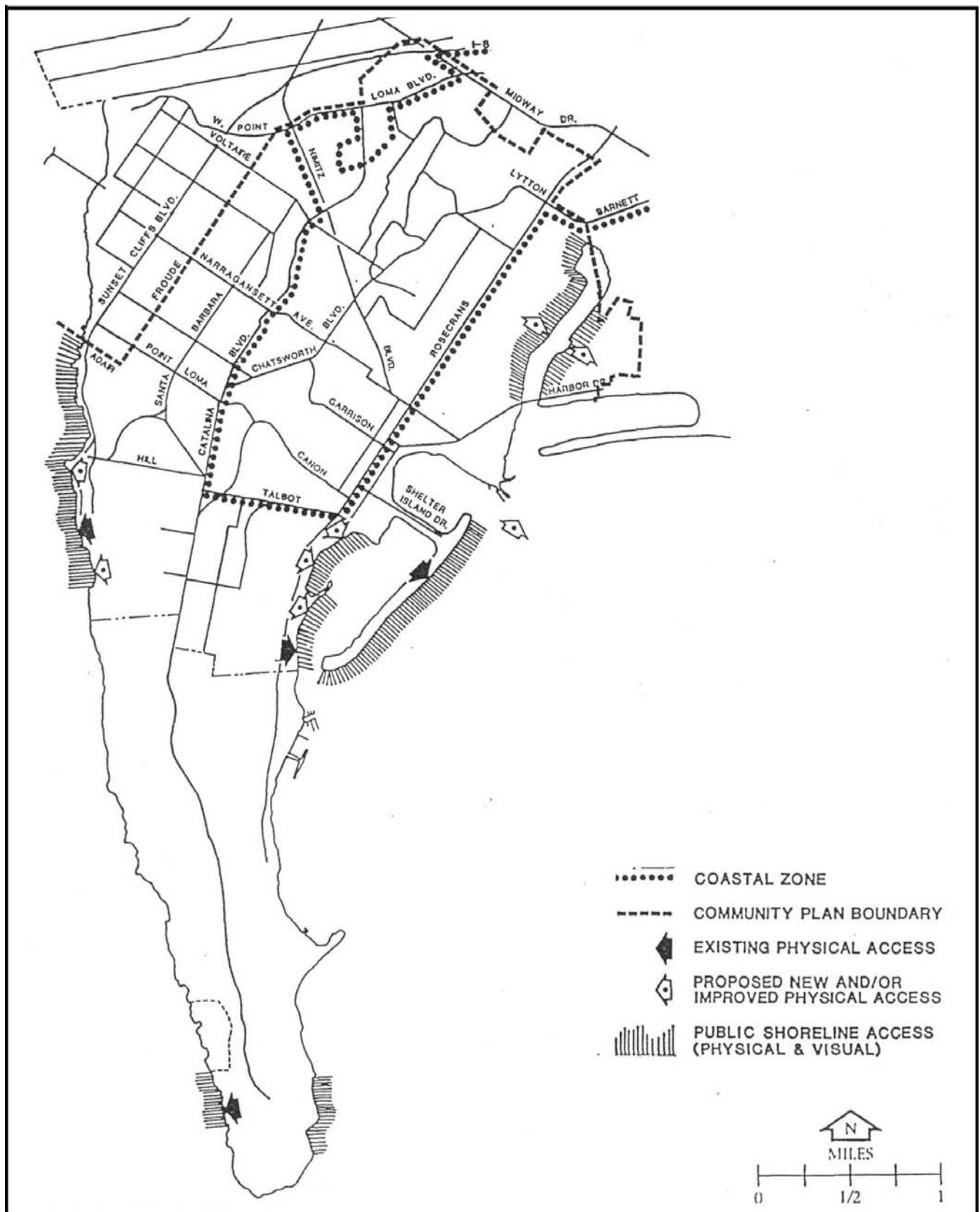
- Improved physical access to the ocean shoreline should be provided at "No Surf Beach." In addition, improved physical access should be considered to the pocket beaches within the Sunset Cliffs Shoreline Park, south of Ladera Street, only if such access is consistent with public safety concerns. In 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

COMMUNITY FACILITIES

Schools

Existing Conditions

Public education is provided by the San Diego Unified School District. Currently five elementary schools, one junior high school and one senior high school are located within the Peninsula community boundary (see **Figure 17**). The Ocean Beach Elementary School which is outside the Peninsula community boundary to the west also serves some students within Peninsula.

Enrollment in Peninsula schools decreased steadily during the 1960s and 1970s reflecting a decline in family size and changing demographics in the community. As a result of the decline, Dana Junior High School closed recently. All Dana students were transferred to Correia Junior High and Point Loma High School.

During the past few years enrollment has stabilized. Magnet schools and other special programs have drawn a large number of students from other parts of the City. In 1985, approximately 50 percent of public school students attending Peninsula schools were living in other San Diego communities.

At present there are no immediate plans to close any additional schools. The possibility remains however, that one or two of the elementary schools may eventually be closed.

Objectives

- Provide a high standard of elementary and secondary education within the community.
- Encourage community use of public school sites for more lectures and recreational activities.
- Encourage community participation in any future decisions concerning use of public school sites which are abandoned for educational use.

Recommendations

- All public school sites in Peninsula should be designated for institutional use. The Institutional Overlay Zone should be applied to each of these sites including the Dana School site which is no longer being used for educational purposes.
- In instances where long range demographic studies show conclusively that there will be no present or future demand for a public school, that school site should be studied for park and recreation use. A portion of any site abandoned for school use should be preserved for park and recreation use. Portions of an abandoned school site not suitable for park and recreation use should be considered for residential use at densities not to exceed those in the surrounding residential area.

- Public schools in single-family residential neighborhoods should be rezoned to the density of the area surrounding the site. Public schools in multifamily neighborhoods should retain R-3,000 zoning.
- Public school facilities (including recreational fields, auditoriums and meeting rooms at existing schools) should be designated for joint use by the school population and the community at large. Community use should be limited to weekends and after school hours with student activities assigned priority over general community use at all times.
- The abandonment of Dana Junior High School for educational use by the San Diego Unified School District provides the Peninsula community with a unique opportunity to obtain a centrally located site for public use. Prior to consideration of any private development on the site, the City should conduct a comprehensive study to determine the feasibility of using the property for a range of public uses. Public uses for which the site may be appropriate should be defined and the City should explore means of obtaining all or a portion of the site for public use. The Park and Recreation department should conduct a comprehensive analysis to determine which portion of the property would be most suitable for a park and/or as a location for a recreation center building. Specific park and recreation uses for which the Dana site is suitable should be defined. The City Manager's office should determine whether a portion of the site would be an appropriate location for a library and/or community center.
- The Dana Junior High School site, which has been declared surplus by the San Diego Unified School District, should be designated as a special study area and should be rezoned from R-3,000 to R1-10,000. This rezoning would ensure that if development occurs on all or a portion of the Dana site, the density would be compatible with that in the surrounding neighborhoods, which are zoned primarily R1-5,000 and R1-10,000. Any development which occurs on the Dana site should conform to the following guidelines to ensure sensitivity to and compatibility with the surrounding residential area.
 1. A PRD permit is required for any development on this site.
 2. Park areas should be deeded to the City.
 3. A one-acre open space canyon should be dedicated as permanent open space.
 4. Density of development should not exceed that permitted by the R1-10,000 zone.
 5. Height of buildings must be limited to the 30-foot statutory height limit.
 6. Macaulay Street should be closed between Mendota Street and Chatsworth Boulevard to create a usable pocket park north of Narragansett Street.
 7. The vehicular and pedestrian circulation system should be well integrated with the circulation system in the surrounding area. Capistrano Street and Mendota Street should be extended south and should connect on the Dana site, forming a loop road which has the character of a public street with sidewalks and parallel parking.

8. Existing access from Chatsworth Boulevard should be preserved to provide a link to the canyon open space area and to tie in with the internal circulation system.
9. The bulk and scale of dwellings should be compatible with the existing development pattern in the surrounding residential area.
10. A mix of low-scale, simply-expressed architecture should be used to enhance compatibility with surrounding development.
11. Buildings should be varied throughout the site. Repetitious rows of a similarly sized or styled buildings should be avoided.
12. The building massing should be stepped gradually up the slope on the southern portion of the site.
13. The site plan should protect existing views from public streets. View corridors from Macaulay and Chatsworth Streets toward the bay should be preserved.
14. Walls, gates or other barriers which would isolate the site from the surrounding community should be prohibited.

Libraries

Existing Conditions

Two branch libraries serve Peninsula. These are the Point Loma branch at 2130 Poinsettia Drive in the Voltaire commercial district and the Ocean Beach branch which is outside the community plan boundary to the west (see **Figure 20**). The 4,894-square-foot Point Loma branch contains 33,200 volumes and the 4,579-square-foot Ocean Beach branch contains 31,100 volumes. Both structures are badly overcrowded and outdated.

The Library Department has recently purchased a vacant lot adjacent to the Point Loma branch with the intention of doubling the size of the library and adding additional parking space.

Objectives

- Upgrade and enlarge library facilities to meet current General Plan and Library Master Plan standards for library service.
- Encourage community participation in any future decisions concerning expansion or relocation of library facilities.

Recommendations

- The Point Loma Branch Library should be doubled in size to meet minimum General Plan and Library Master Plan standards. The vacant lot recently purchased by the City adjacent to the existing library should be utilized for expansion and to provide more parking for the library.

- The overcrowded Ocean Beach branch should also be doubled in size to meet contemporary standards. The feasibility of adding a second floor to this facility or building a modern facility on the existing site should be explored.
- The Institutional Overlay Zone should be applied to the Point Loma branch library.
- If feasibility studies indicate that on-site expansion or rebuilding the Ocean Beach branch library to modern standards is not practical, another library site to serve residents of western Peninsula and Ocean Beach should be sought to replace the existing Ocean Beach facility.

Fire Protection

Existing Conditions

Four fire stations currently provide protection to the Peninsula community. Two of these are located within the community plan area boundary. These are station No. 22 at 1055 Catalina and a federal facility station at 271 Catalina Boulevard in the Naval Ocean Systems Center. Station No. 20 at 3305 Kemper in the Midway community serves the northeast portion of Peninsula and station no. 15 at 4711 Voltaire in Ocean Beach serves the western Peninsula. These facilities are considered satisfactory to serve Peninsula's need for fire protection.

Objectives

- Maintain and improve the existing high level of fire service.
- Encourage community participation in any future decisions concerning expansion or relocation of fire stations.

Recommendations

- Existing fire stations should be periodically maintained.
- Facilities and equipment should be modernized and/or replaced as fire fighting technology improves.
- The Institutional Overlay Zone should be applied to Fire Station No. 22.

Police

Existing Conditions

Four police beats cover the Peninsula community. In addition, a public relations office is maintained in Ocean Beach. The Peninsula community ranks below citywide averages for most categories of crime. However, the Roseville and Loma Portal areas adjacent to the Naval Training Center have a much higher incidence of certain types of violent crime than the remainder of Peninsula or the City as a whole. Peninsula residents have been extremely active in neighborhood crime prevention efforts with over 100 groups participating in Community Alert programs.

Objectives

- Reduce the level of crime in the Rosecrans corridor and other high crime pockets.
- Provide a level of police service adequate to ensure safety of Peninsula residents, business operators and visitors.
- Maintain the community relations office which serves Ocean Beach and Peninsula.

Recommendations

- Police surveillance and enforcement should be stepped up in the Rosecrans corridor where an unusually high number of violent incidents has been reported in recent years.
- The community relations office in Ocean Beach should continue to operate with a full time staff.
- Continued active participation of residents in Neighborhood Watch (Community Alert) programs should be encouraged. The programs should be expanded to cover any blocks where they do not presently exist.

Public Works

Existing Conditions

The water mains, sewer lines and storm drainage system in Peninsula are considered adequate to handle the existing demands of the community. Major trunk sewer lines are currently in the process of being replaced and upgraded.

The Point Loma Sewerage Treatment Plant in the southern portion of the community treats all City sewage. Several major improvement projects at this regional facility are underway or scheduled for the next few years. Two San Diego Gas and Electric Company Substations

provide Peninsula with electricity from 69,000 volt transmission lines. Gas and electric service is considered adequate in Peninsula. An ongoing citywide program of undergrounding utilities is gradually reducing the visual blight associated with above-ground distribution facilities in Peninsula.

Objectives

To maintain public works facilities which provide a high level of service to the existing and future population of the Peninsula community.

Recommendations

- The process of replacing and upgrading trunk sewer lines should be completed as quickly as possible.
- The public works infrastructure should be continuously monitored to assure that a high level of service is maintained.
- The process of undergrounding existing utility lines should be encouraged.

CONSERVATION AND ENVIRONMENTAL QUALITY

Existing Conditions

Although the Peninsula community is highly urbanized, there are several resource areas which are significant in terms of habitat value and public enjoyment. These areas include: the Famosa Slough, the Sunset Cliffs Shoreline Park, Point Loma Naval Complex, the bay and ocean resources and a few undeveloped hillsides.

Wetland Resources

The Famosa Slough is an approximately 20-acre wetland located on the south side of West Point Loma Boulevard between Adrian Street and Famosa Boulevard. The slough exhibits a healthy coastal salt marsh vegetation and is a habitat to several endangered bird species. However, tidal flushing of the slough is diminished due to an improperly constructed drainage system, connecting with the San Diego Flood Control Channel. The slough has been subject to impacts from adjacent development, including filling activities and trash disposal. Saltwater flushes the slough only on very high tides, and freshwater (from street drainage) tends to stand in this area. The slough is privately owned. Presently it is zoned R-1,000 and bordered on the east and west by development. A 1975 report prepared for the City Park and Recreation department recommended that this area be preserved due to its habitat value.

Development adjacent to the Famosa Slough consists almost exclusively of higher density, multifamily development. There are, however, a number of vacant parcels adjacent to the slough along Famosa Boulevard and Camulos Street.

A condition of certification of the Ocean Beach LCP, imposed by the state Coastal Commission, requires that a mitigation/ restoration program be developed for the Famosa Creek Channel. This Channel connects the slough with the San Diego Flood Control Channel, and provides limited tidal flushing. Both the slough and channel are highly visible from West Point Loma Boulevard.

Liquification potential in the Famosa Slough creates potential problems for development in this area. Access to the slough is restricted by a chain link fence except along the western edge, where street ends (Temecula, Mentone and Montalvo) provide access to a pathway which winds along the slough's western edge.

The City is looking into state Coastal Conservancy grants as a means of preserving the slough. Other issues which are also being researched involve prescriptive rights and public trust.

Shoreline Resources

Rocky intertidal areas extend along the western side of the Point Loma Naval Complex. This area provides an example of Southern California rocky intertidal marine life, existing in an almost totally natural environment. The shoreline is predominately rock and cobble, with some sandy beach areas. The intertidal zone is relatively narrow, with cliffs up to 30 feet only a few yards from shore in a number of areas.

The Point Loma Tidepools at the southern end of the Peninsula fall under the jurisdiction of the National Park Service. These tidepools support a wide range of marine life and are an attraction to both scientists and visitors. Marked trails provide relatively safe access to these tide pools.

The California Gray Whale can be seen migrating annually from the Bering Sea to Baja California from December through January. They are viewed from both Cabrillo National Monument and Sunset Cliffs.

The Sunset Cliffs are a significant resource of the Peninsula community, utilized as a major vista point. However, these cliffs are experiencing some erosion problems. Adjacent to Point Loma College, within the Sunset Cliffs Shoreline Park, is a canyon that provides a habitat for a variety of wildlife. In addition, this park contains a tidepool area just south of Ladera Street.

The off-shore area west of the Peninsula is relatively shallow, providing ideal conditions for extensive kelp beds, which in turn are home to a wide range of marine organisms. The kelp is harvested commercially and processed in San Diego for a variety of food, industrial and pharmaceutical products. In addition, the commercial and sport fishing industries of Shelter Island utilize the nearshore area along the Sunset Cliffs as a prime fishing spot.

Surf and Eel Grass are found in the more protected areas of the ocean and bay environments. Eel Grass is important to the bay environment, providing a number of services including a nursery area for a variety of fish species; photosynthesis provides food and nutrients to the water and acts as a baffle to reduce wave energy. The Navy conducted an Eel Grass transplantation project, importing Eel Grass to the portion of the San Diego Bay just east of Shelter Island. This project was partially successful.

The area from Newport Avenue in Ocean Beach to an area south of Ladera Street is experiencing varying degrees of bluff erosion. The City, in conjunction with the firm of Woodward-Clyde Consultants, has developed an erosion control program for the area from Newport Avenue south to Osprey Street. The area south of Osprey Street was the focus of previous erosion control measures (riprap) which have had varying degrees of success in reducing erosion.

The Newport-Osprey Shoreline protection proposal would consist of rock revetments, concrete splash walls, raised sandy beaches, and walkways in specific locations along the cliffs. This project is now complete. Erosion remains a serious problem in the area south of Osprey Street to Ladera Street.

Despite the hazardous condition of the cliffs and the lack of direct access to the shoreline, Sunset Cliffs experiences heavy usage by sightseers and surfers, especially during the summer months.

Shoreline protective works in the form of riprap have been also utilized along the eastern edge of Shelter Island and in the Kellogg Beach area to mitigate erosion impacts. However, erosion continues to be a problem at the southern end of the sandy beach on Shelter Island and in the Kellogg Beach area south of Lawrence Street.

The San Diego Unified Port District and Navy have an interest in maintaining the navigable waters of the bay. The Port District has established a program to maintain navigable channels and berthing areas, protect coastal facilities, stabilize fill areas and maximize the recreational use and revenue producing capabilities of the bay.

Dredging can have a negative effect on the Eel Grass and other marine flora and fauna through direct habitat destruction, and through indirect impacts such as reduced light for photosynthesis and suspension of toxic materials, through increased turbidity and disturbance of the bay bottom. Positive impacts of dredging include: beach replenishment, habitat creation and enhanced use of coastal recreational resources.

Biological Resources

Vegetation native to the Peninsula still exists on some hillsides and on vacant land in the community. The most extensive area of natural vegetative cover is the southern end of Point Loma, which has remained relatively undeveloped due to its history of military ownership. This area has been described as something of a biological island as far as plant cover is concerned since the biotic interface between coastal sage, southern scrub and chaparral has been precluded by increasing urban development since the 1880s (Naval Ocean Systems Center Environmental Resources Conservation 1974-1978: Technical Document 145).

Plant types in this area include:

- a. Coastal sage scrub - composed mostly of low-growing, aromatic, narrow-leaved plants, the most common of which are California sage, black sage, flat-top buckwheat, lemonade berry and encilia.
- b. Chaparral - found on the eastern and northern exposures. Plants in this community are generally denser and more lush than those found in the coastal scrub areas on the western slopes. Typical plants include chamise and southern mixed chaparral including toyon and laurel sumac.
- c. Cactus - a community of five types of cactus thrives on the southern end of the Peninsula. The rarest is the diminutive fishhook cactus that abounds in Baja California but is found only in a few places in the United States. In this cactus community the most prominent species is the velvet cactus.

Urban development has largely replaced the coastal sage scrub and chaparral in the Peninsula community north of the Point Loma Naval Complex. A wide variety of plants has been introduced into the area, including exotic palms, pines, eucalyptus, and pepper trees, and ground covers including lawn grasses, ivy and ice plant. Some of the plants commonly seen in the Peninsula such as Monterey cypress are suitable only for areas in the coastal fog belt and are not seen in other parts of San Diego. These trees give some parts of the area a distinct character. The alternating use of Monterey cypress and Washingtonia palm along West Point Loma Boulevard is particularly distinctive. Much of the special charm of the La Playa area comes from the thick vegetation in that area. A wide variety of exotic trees were planted on the former grounds of the Theosophical Institute, now occupied by Point Loma Nazarene College.

Geologic Considerations

The following is a review of the various geologic factors evident in the Peninsula community:

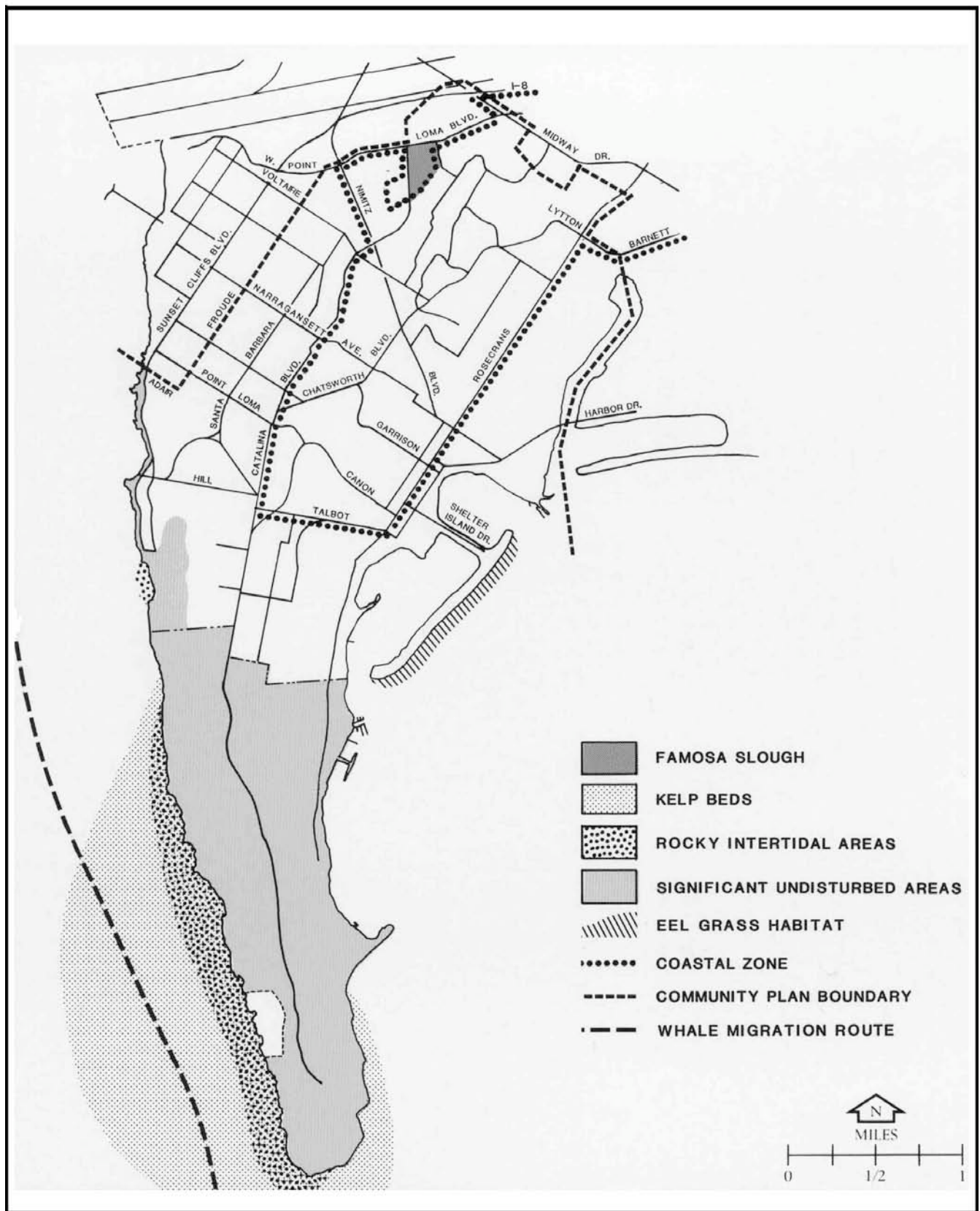
1. **Faulting:** The Rose Canyon and La Nacion Faults are local systems generally associated with the formation of San Diego's coastal communities from La Jolla south to Mexico.

The Rose Canyon fault is the major coastal system affecting Peninsula. It extends from La Jolla Cove south along the general alignment of Ardath Road, through Rose Canyon and along the east side of Mission Bay. South of Old Town it is less well defined. Some evidence indicates that it may extend to the south along the alignment of San Diego Bay east of Point Loma.

The La Nacion Fault lies to the east of the Rose Canyon system. It extends south from the Collwood Boulevard/Montezuma Road area along the general alignment of 54th Street across Highway 94 in the vicinity of Federal Boulevard, and then angles to the southeast toward Otay Valley.

Movement of both the Rose Canyon and La Nacion Faults systems has resulted in the uplifted Mount Soledad and Point Loma Fault blocks and the lower areas of Mission Bay and San Diego Harbor. These two local fault systems are considered capable of generating damaging earthquakes in the Point Loma area. The Peninsula is in an area that would be affected to a lesser extent by movements on more distant fault systems such as the Elsinor Fault Zone about 40 miles east.

Some local fault traces are evident within the community, but due to their discontinuous nature, they are not considered significant as a source of destructive earthquakes.

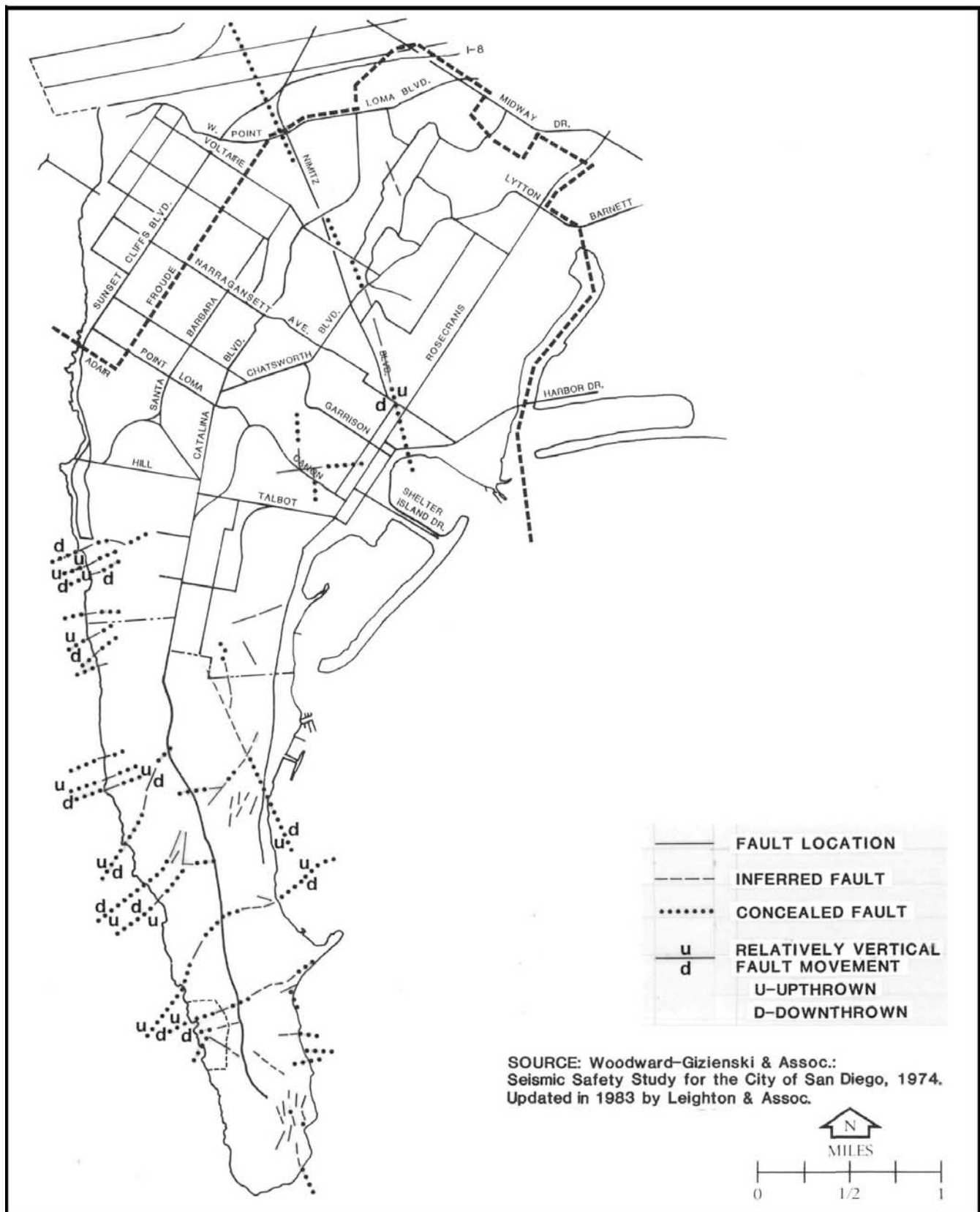


Sensitive Resource Areas

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 21

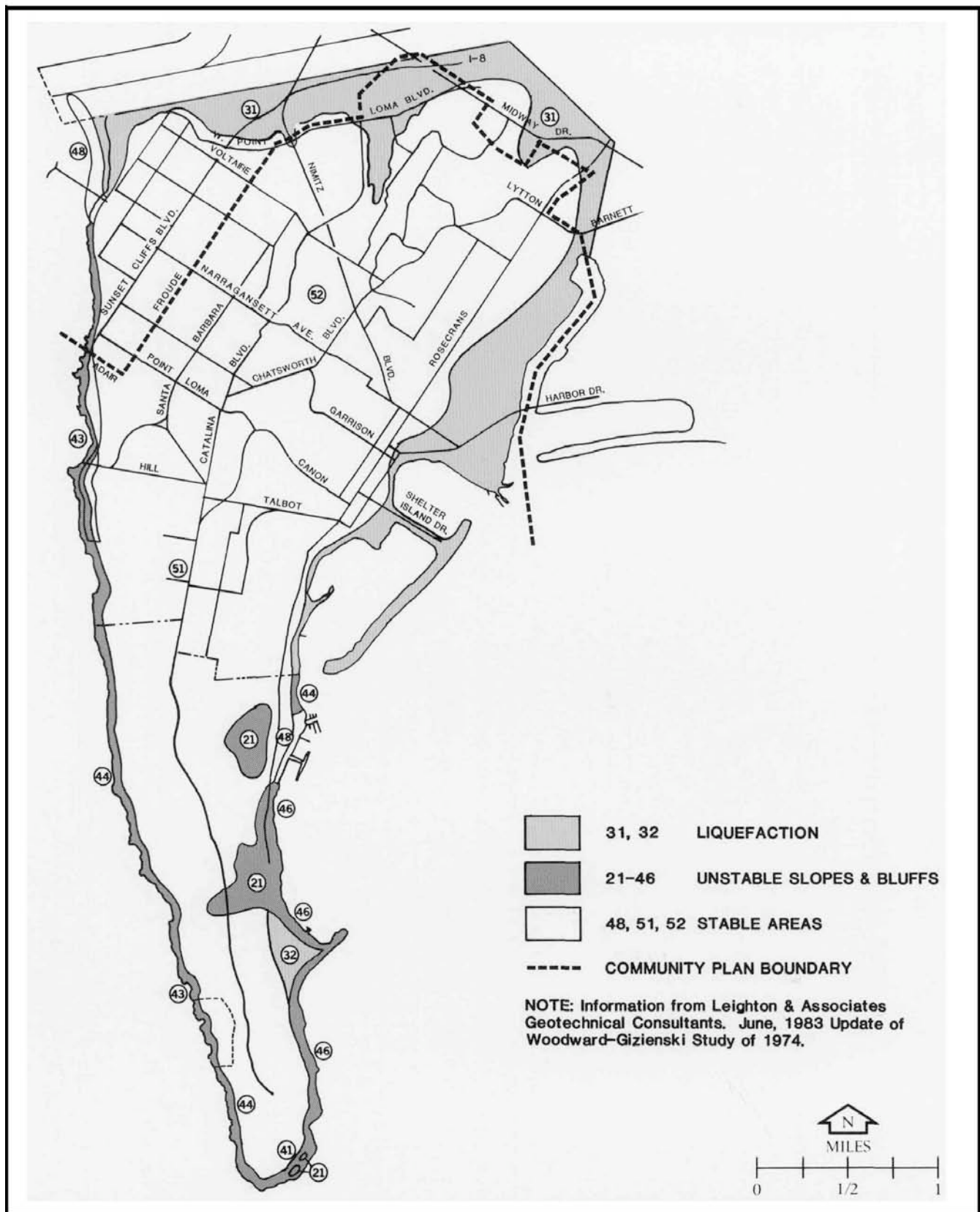


Fault Locations

Peninsula Community Plan

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FIGURE 22



Geological Hazards Map

Peninsula Community Plan

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FIGURE 23a

Geotechnical Constraint Hazard	Feature of Phenomenon	Hazard Category Number	Land Use Capability Map Risk Zone Increasing Relative Risk							
			A		B		C		D	
Potential Slope Instability	Confirmed, known or highly suspected slides.	21								•
Potential Ground Failure (Liquefaction)	Potential relatively high. (Major Alluvial Valleys, Groundwater 25 feet ±).	31					•			
	Potential relatively low upper drainage areas of Major Valleys, Groundwater 25 feet ± fluctuates seasonally.	32			•					
Generally Unstable Coastal Bluffs	Numerous land slides, high steep bluff, rapid erosion.	41								•
	Unfavorable jointing locally rapid erosion.	43					•			
Moderately Stable Coastal Bluffs	Mostly stable formation with some locally rapid erosion.	44				•				
	Locally unfavorable geologic structure, slow or no erosion.	46			•					
Generally Stable Coastal Bluffs	Broader Beach Areas developed harbor.	48		•						
	Generally stable relatively level mesas, underlain by terrace deposits and bedrock.	51	•							
Other Conditions	All remains generally stable level and sloping areas, minor alluvial valleys, low terraces, rolling hillside to steep mountainous terrain.	52		•	•	•	•	•		

NOTE: Information from Leighton and Associates Geotechnical Consultants June, 1983 – update of Woodward – Gizienski study of 1974.

GEOLOGICAL HAZARDS CHART

Peninsula Community
City of San Diego – Planning Department

FIGURE
23b

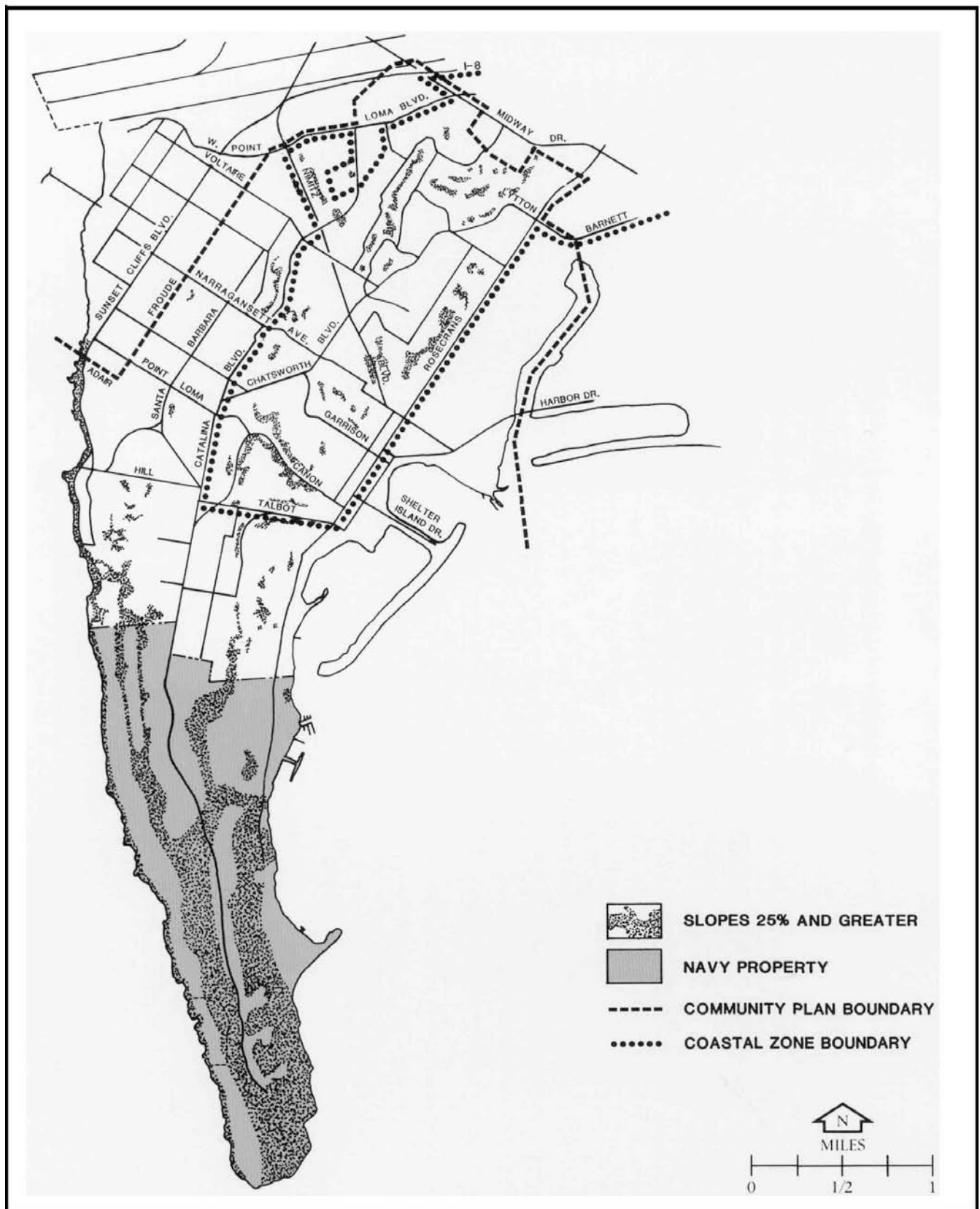
2. Slope and Bluff Instability: These geologic hazards are of some concern in the Peninsula Community. Affected areas include:

- a. Slide prone areas on the east side of Point Loma in the area of the Naval Supply Depot and northeast of Fort Rosecrans National Cemetery; and
- b. The bluffs along the ocean and bay side of the Peninsula.
 - 1) The area from Adair Street to a point about 530 yards south of Ladera Street is characterized by generally unstable formations resulting in rapid erosion. Although no homes are endangered, several parking areas and Sunset Cliffs Boulevard are threatened by the landward retreat of the cliffs.
 - 2) The bluffs running north from the sewage treatment plant for approximately 260 yards are considered unstable and subject to rapid erosion.
 - 3) A 250-yard segment of bluffs just east of the coast guard lighthouse station has suffered numerous landslides and is also subject to rapid erosion.

The remaining coastal bluffs are considered generally stable with no slides in evidence, but are subject to slow erosion.

3. Liquification: This is the process in which soil is transformed into a dense fluid state during earthquake activity, causing it to flow as liquid when unconfined. Portions of the Peninsula plan area have a relatively potential for ground failure through liquification. These areas are indicated on the Geologic Hazards Map (**Figure 23a**). They include the entire plan area north of West Point Loma Boulevard, and a majority of the Naval Training Center and bayfront land in close proximity to the mean high-tide line.

The consequences of liquification depend mainly on local site and subsurface conditions. Its prevention, through engineering techniques, can be extremely expensive. Planning in these areas must take into account the potential for ground failure during earthquake activity.



Slope Analysis

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 24

Hillsides

A narrow mesa, beginning at the lighthouse, extends the entire length of the Peninsula, becoming broader and less well defined at its northern reaches. Numerous canyons meander in from the bayside of the Peninsula providing for a variety of interesting natural and urban settings.

A narrow break in the mesa occurs in the northern portion of the area. Nimitz Boulevard runs through this break. The steepest grades are found on the east and west slopes of the central ridge in the southern area occupied by the Point Loma Naval Complex.

However, slopes with grades in excess of 25 percent extend northward into the Sunset Cliffs and La Playa residential areas. Other areas with slopes in excess of 25 percent exist near Canon Street in the Fleetridge area, near Catalina Boulevard in the northern portion of Roseville and in the north central section of the Peninsula east of Worden Street.

Many of the steeper slopes which existed previously in residential areas have been modified and reduced by development. The steeper slopes in residential areas contain some open space which is an important amenity which add character to this largely developed community.

Noise

The Peninsula community falls within the influence area of Lindbergh Field. The northern portion of the community receives noise impacts from Lindbergh and is subject to crash hazards from aircraft overflight. A lesser noise problem exists in the La Playa area from North Island Naval Air Base flight operations. Presently, noise impacts attributable to Lindbergh Field operations occur within the range of 60-80 db CNEL. The City's Progress Guide and General Plan identifies noise in excess of 65 db CNEL as incompatible with residential development.

Further, in areas of 60 db CNEL or greater, the state law requires interior noise attenuation to 45 db CNEL for multifamily residential developments. This state law is supplemented by a city noise ordinance which requires sound attenuation for newly constructed single-family dwellings in areas impacted by aircraft generated noise exceeding 65 CNEL.

Jurisdictional responsibilities relative to Lindbergh Field are divided among the following agencies: 1) San Diego Unified Port District which is responsible for Lindbergh Field facilities and operations, 2) County of San Diego which enforces state noise standards, 3) San Diego Association of Governments (SANDAG) which is the Airport Land Use Commission, 4) City of San Diego which controls and regulates the property within the airport influence area which lies outside of Port District and federal lands, and 5) Federal Aviation Authority which controls flight operations.

For the last several years, the Port District has exercised limited powers to impose reasonable, non-discriminatory conditions upon scheduled flight times and user aircraft noise characteristics. The airlines have agreed to restrict nighttime flights and adopt other noise reduction measures. The Port District and Federal Aviation Administration (FAA) have initiated a study of land use and potential noise control measures under the FAA's FAR Part

150 program. The FAR Part 150 study is currently underway. The SANDAG Aviation Element of the Regional Transportation Plan, as adopted in February 1981, states that Lindbergh Field currently impacts over 60,000 residents with adverse noise levels. The 1986 Regional Transit Plan states that "airport operational changes and facility modifications which will improve the compatibility of the airports with surrounding land uses should be implemented. Land use plans for areas within airport influence areas should ensure the compatibility of new development with airport operations, and phase out incompatible uses to the extent possible." In addition, SANDAG adopted the following statements relative to Lindbergh Field noise impacts:

Policy: "The San Diego Unified Port District, in cooperation with the City of San Diego and SANDAG (as the Region's Airport Land Use Commission), should vigorously pursue all feasible noise mitigation measures at Lindbergh Field."

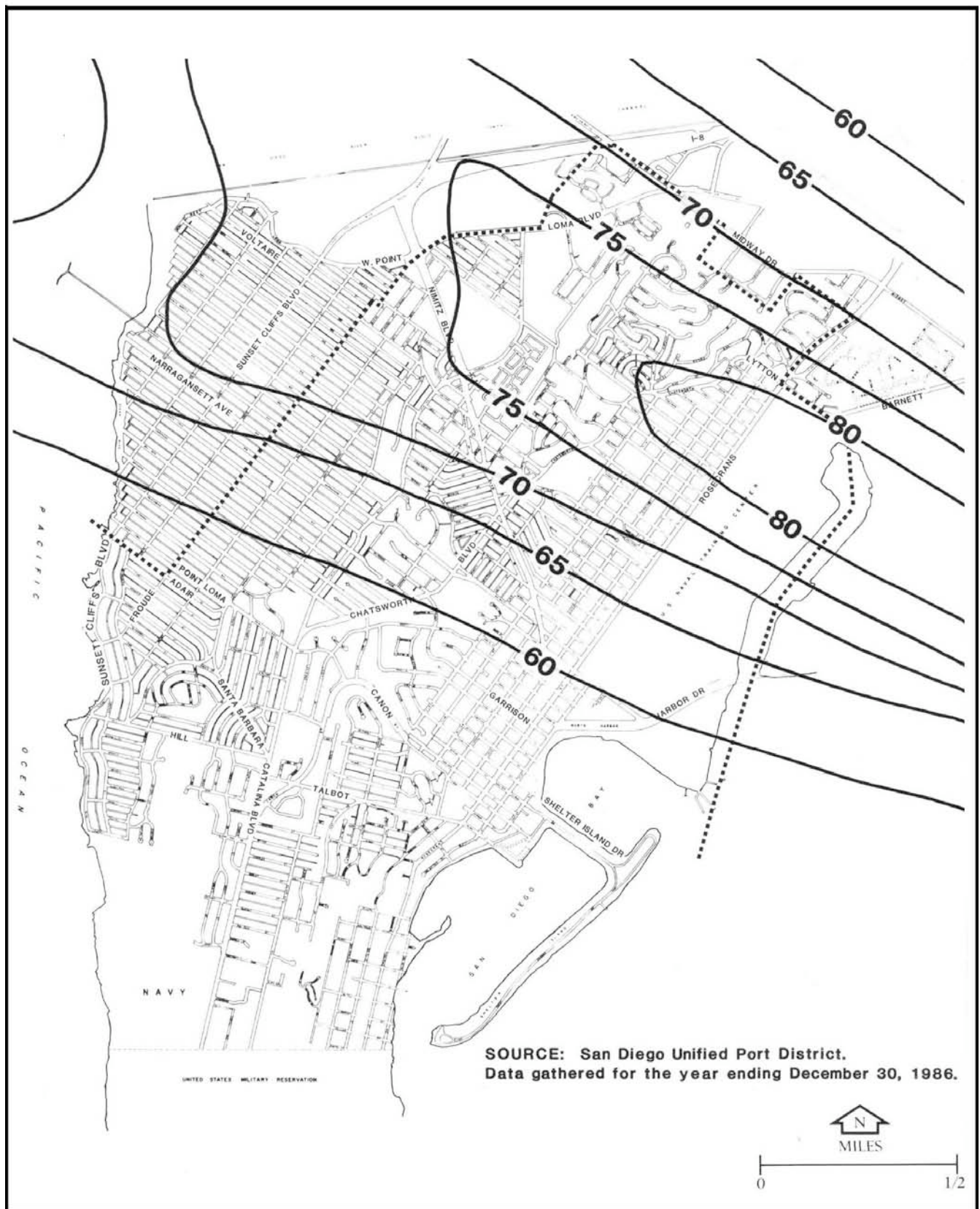
Action: "The City of San Diego, the county of San Diego, and the San Diego Unified Port District will continue to seek and implement all feasible noise mitigation measures around Lindbergh Field. In compliance with the conditions of the variance from state Noise Standards granted to the Port District on September 14, 1980, the Port District will develop and implement noise control measures, with the assistance of the City of San Diego and Airport Land Use Commission (SANDAG)."

It should be noted that at this time, the required Comprehensive Land Use Plan for Lindbergh Field has not been prepared by SANDAG. This plan will establish a land use compatibility matrix for the airport influence area.

Technological noise attenuation methods, such as building insulation and mechanical ventilation, are somewhat successful in reducing interior noise levels. However, such mitigation measures are not effective in reducing exterior noise impacts. Other noise mitigation measures that can be considered include aviation easements which will alert future owners that adverse noise conditions exist and a redesignation of affected areas to a nonresidential land use. This latter alternative could have serious social impacts and would mitigate noise impacts to existing residential units. Also, a mitigation alternative could include methods which discourage new residential development from locating within the impact area, particularly single-family residences.

Objectives

- Identify existing and desired resources which contribute to the quality of the community environment, and develop guidelines for the conservation and enhancement of these resources.
- Balance new development with resource conservation, with consideration given to the protection of life and property from geologic hazards and environmental impacts.
- Reduce the noise impact from Lindbergh Field on residential and other noise sensitive land uses within Peninsula.



Contours of Aircraft Community Noise Levels in Decibels Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 25a

Annual Community Noise Equivalent Level in Decibels								
Land Use		50	55	60	65	70	75	80
1	Outdoor Amphitheaters (may not be suitable for certain types of music).							
2	Schools, Libraries							
3	Nature Preserves, Wildlife Preserves							
4	Residential-Single-family, Multiple Family, Mobile Homes, Transient Housing							
5	Retirement Home, Intermediate Care Facilities, Convalescent Homes							
6	Hospitals							
7	Parks, Playgrounds							
8	Office Buildings, Business and Professional							
9	Auditoriums, Concert Halls, Indoor Arenas, Churches							
10	Riding Stables, Water Recreation Facilities							
11	Outdoor Spectator Sports, Golf Courses							
12	Livestock Farming, Animal Breeding							
13	Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters							
14	Commercial-Wholesale, Industrial Manufacturing, Utilities							
15	Agriculture (except Livestock), Extractive Industry, Farming							
16	Cemeteries							
COMPATIBLE						INCOMPATIBLE		

COMPATIBLE
The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.

INCOMPATIBLE
The average noise level is so severe that construction costs to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with the land use.

NOISE LEVEL COMPATIBILITY STANDARDS

Peninsula Community
City of San Diego – Planning Department

FIGURE
25b

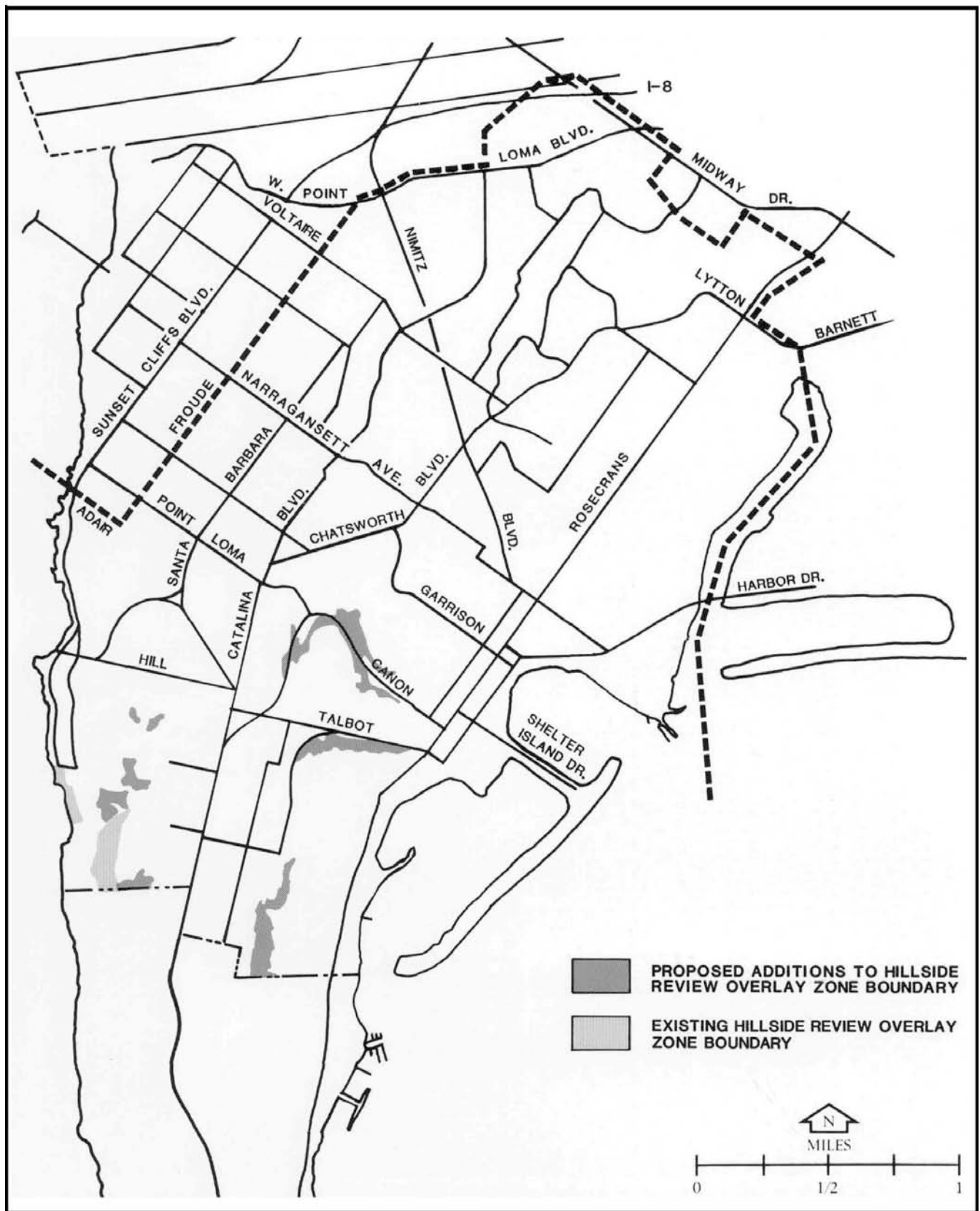
Recommendations

- An environmentally sensitive plan and action program should be developed to combat shore erosion between Osprey Street and Ladera Street.
- Sunset Cliffs Shoreline Park should be protected as a significant public resource and wildlife habitat. Any erosion control/bluff stabilization and public access programs, or other improvements along the Sunset Cliffs, should be carefully reviewed in terms of their impact on the water (e.g., tidepool) and land resources of the Sunset Cliffs and southwestern Peninsula area.
- Any erosion control/cliff stabilization program which is developed along the Sunset Cliffs should consider the visual compatibility of such a project with the adjacent area, any adverse affects on the marine environment or sandy beach areas, and, where feasible, incorporation of public physical and visual accessways. Importantly, erosion control structures should be carefully designed and selectively placed in conformance with the natural landscape and shoreline, with special emphasis on preservation of sandy beach areas. Comparable replacement should be provided for any beaches which are eliminated.
- Support facilities and safety features should be developed along the length of the Sunset Cliffs.
- A public education program detailing the proper use and potential hazards of the Sunset Cliffs should be developed, much in the manner that Torrey Pines State Park operates. The Coastal Conservancy and other appropriate local, state and federal agencies should participate in this program.
- The development of controlled trails in certain areas of Sunset Cliffs would allow for desired public access as long as safety issues are a controlling factor. A method of development similar to the Torrey Pines State Park (i.e., hiking trails and educational orientation) may be appropriate. In this regard, access improvements along the Sunset Cliffs will serve to reduce human-induced erosion along the cliffs only if such access improvements are appropriately signed and marked, and if other unimproved hazardous access points are effectively eliminated.
- Coordination should be established between the City, community groups and federal government to ensure the protection of the natural resources of the Point Loma Naval Complex, including the Cabrillo National Monument and adjacent tidepool and kelp habitats. In conjunction with such preservation, educational tours should be organized.
- Establish coordination between the City, community groups and both the Port District and Navy to ensure the protection of the sensitive resources of the bay.
- A coastal restoration project should be considered for the total shoreline from the San Diego River Jetty to the tip of Point Loma. Such a project should include proposals

which address public access and safety, resource conservation, aesthetic impacts, timing of development, and funding. This project would eliminate the incremental, piecemeal approach to shoreline protection which often exacerbates erosion problems in adjacent areas. Such a proposal should include coordination and possible assistance from the San Diego Association of Governments (SANDAG).

- Dredging spoils should be used as a potential beach replenishment supply. The Port District, with assistance from the City of San Diego, should ensure that a specific program be developed in conjunction with some type of erosion control for the beach areas on the eastern side of Shelter Island and south of Lawrence Street in Kellogg Beach.
- Further, development within the San Diego Bay in conjunction with any expansion or upgrading of the Point Loma Sewage Treatment Facility should be discouraged to the extent feasible in order to reduce potential impacts from construction, line rupture, etc. The U.S. Coast Guard should be urged to prohibit anchoring of all vessels in the area over the submerged sewer pipeline. This action should help prevent anchors snagging the line.
- The City, in conjunction with the Navy and Port District, should evaluate methods for enhancing water quality within the bay including better storm drain and maintenance sewage runoff control.
- Shoreline protective works along the bay and ocean should only be allowed where they have been reviewed by all appropriate agencies and have been found to be necessary to serve coastal dependent uses, protect the public safety or existing principal structures, and public beaches, and a no less environmentally damaging alternative exists.
- Development in areas of geologic instability, seismic activities and noise impacts (in excess of 65 db CNEL) should be required to mitigate such impacts through project design. Additional studies outlining potential impacts and corresponding mitigation measures should be required.
- Existing structural and geologic hazards which could threaten life and property in the event of seismic activity should be abated to the extent feasible.
- All projects should minimize grading and maintain the natural topography to the greatest extent feasible. Significant canyons and hillsides should not be developed.
- In order to limit grading to only that which is absolutely necessary, the Hillside Review Overlay Zone should be applied to properties containing slopes 25 percent and greater where there is a potential for development or redevelopment, in order to protect life and property and preserve the natural features of such hillsides. Areas proposed to be added to the Hillside Review Overlay Zone are shown in **Figure 26**.
- Any development along the Sunset Cliffs should observe minimum setbacks, as established in the implementing ordinances, to mitigate erosion potential. In addition, careful attention should be given to landscaping and runoff generated by the project.

- Community groups and individual citizens in Peninsula should be encouraged to participate in the Part 150 study of land use and noise control measures in the vicinity of Lindbergh Field. Community meetings should be held to foster community input during the study.
- Recommendations from the Part 150 study on mitigation of undesirable noise impacts from airport operations should be addressed in the Comprehensive Land Use Plan for Lindbergh Field which will be developed after completion of the Part 150 study in 1987. The City of San Diego should work closely with the Port District, SANDAG and community groups in development of the Lindbergh Field Plan.
- The City Manager shall confer with the FAA and the Port of San Diego and report to the Council prior to January 1, 1988 on the method for application and the qualification for FAA funds to be used for acquiring land in order to ensure compatible use with Lindbergh Field operations.
- Increase communication and coordination between the City, Port District, SANDAG and community groups regarding any change or modification to operations at Lindbergh Field, including flight paths and use of quieter aircraft, in order to allow an assessment of potential impacts on existing or proposed development. Add additional noise monitors for Lindbergh Field.
- To determine the effectiveness of the existing state and City regulations pertaining to acoustical insulation, it is recommended that a pilot program be undertaken by the Building Inspection Department which would ascertain the actual interior CNEL achieved when mitigation measures have been required. This program, which would be voluntary on the part of the homeowner, should be considered for funding by the Federal Aviation Administration and the Port District.
- In recognition of the stable, high quality residential neighborhoods impacted by Lindbergh Field, it is recommended that existing residences and schools be acoustically insulated. More specifically, it is recommended that a residential/school acoustical insulation program be considered for funding by the Federal Aviation Administration and the Port District and be administered by the Port District or the City of San Diego. The program would augment existing state and City regulations relating to acoustical insulation requirements for new residential units and schools.
- Prior to January 1, 1992, or upon completion of the Port District's noise reduction implementation program, whichever occurs first, it is recommended that a detailed study be undertaken to determine the feasibility of converting residential areas which remain impacted by a CNEL of 75 or greater to non-residential use. Only uses compatible with the surrounding residential area should be considered. Commercial and industrial uses should not be considered compatible with the surrounding residential area. The feasibility study should place heavy emphasis on the consensus of the residents within the impacted area.



Hillside Review Overlay Zone Boundary

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 26

- The Famosa Slough should be recognized as a sensitive habitat area and, as such, it should be protected, preserved and enhanced through designation as open space and dedication as a park, in addition to establishing appropriate development guidelines. In conjunction with this, the Famosa Creek Channel should be improved to increase tidal flushing of the slough. A restoration program in conjunction with possible assistance from the state Coastal Conservancy should be developed for both of these areas.
- A limited public access program consistent with the sensitive nature of the slough should be developed.
- Guidelines and restrictions for development adjacent to the Famosa Slough should be prepared to prevent direct or indirect encroachment into this area. Development of vacant lots adjacent to the slough should be maintained as view corridors and physical access points.
- Use of the vacant property at the southern edge of the slough (Famosa and Valeta) should be reviewed in terms of providing a limited landscaped parking and picnic area. In addition, shared use of the Collier Park Junior High School and Barnard Elementary School parking facilities should be explored.
- Since the slough is privately owned, methods of acquiring this area should be examined. Agencies which should be contacted regarding this purchase, restoration and/or maintenance of the slough include the California Coastal Conservancy, the University of California San Diego and San Diego State University. Both U.C. San Diego and San Diego State should be considered as possible management agencies.
- Were the slough to be maintained in private ownership, low-intensity residential, aquaculture or commercial recreation uses may be permitted along the northern edge, adjacent to West Point Loma Boulevard, only if the procedure outlined under the **Residential Element** of this Plan is followed and if the remainder of the slough is dedicated to the appropriate agency as a natural park to be protected and enhanced. The following issues must be addressed for any development of the slough:
 - Protection and preservation of significant natural resources,
 - Impact on significant flora and fauna,
 - Geological and hydrological conditions of the site,
 - Traffic generation,
 - Recreational (passive or active) and educational resource potential of the site, and
 - View blockage and aesthetics.

URBAN DESIGN

Existing Conditions

The Peninsula community is a highly urbanized residential area surrounded by water and recreational resources. The Peninsula community is unique due to a number of physical factors. Elements which contribute to the Peninsula's appearance include:

- A coastline consisting of bluffs, rocky and sandy beaches, and the bay.
- Numerous hillsides and canyons which act as natural boundaries forming distinctive neighborhoods.
- Extensive areas of large trees and natural vegetation.
- Well-defined neighborhoods with a variety of well preserved architectural styles and housing types.
- A number of historically significant buildings and resources.

Certain areas within the Peninsula are characterized by visual clutter due to a proliferation of signs, overhead utilities, billboards and poorly maintained buildings. Specifically, the Roseville, Central Peninsula, Loma Palisades and south-central commercial districts lack aesthetic quality due to the absence of design standards and minimal landscaping. Major streets which include Rosecrans, Nimitz, Scott, Shelter Island Drive, West Point Loma and Voltaire also lack landscaping and sign control.

Generally none of the main entrances to the community (Nimitz Boulevard, North Harbor Drive or Rosecrans) are visually distinctive; although, recently the Harbor Drive entrance has been improved with a large attractive entry sign.

The Shelter Island area, which is under the jurisdiction of the San Diego Unified Port District, has a distinct design character due to strict design, sign and landscaping controls. The character of this area has been described as “south seas nautical.” The landscaping is primarily tropical and the architecture borrows heavily from traditional Polynesian architecture. The size, materials and colors of signs on Shelter Island are strictly controlled. The unified architectural themes and sign controls on Shelter Island contrast sharply with the visual clutter and wide variety of architectural styles and materials in the adjacent Roseville commercial district.

The topography of the Peninsula, including unimproved sections and endings, provides views of the San Diego Bay and along the north coast to Pacific Beach.

A number of view corridors throughout the Peninsula area provide vistas of the San Diego Bay, the 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 Boulevard, Santa Barbara, Point Loma Avenue and Sunset Cliffs Boulevard. Some views are partially blocked by existing development. In addition, the Sunset Cliffs Shoreline Park, from the Point Loma Naval Complex to Adair Street, provides an unobstructed view of the ocean.

Objectives

- Maintain and complement the existing scale and character of the residential areas of Peninsula.
- Upgrade the physical appearance of the commercial area in Peninsula.
- Protect and enhance those natural and man-made features of the Peninsula community which make this area unique to the San Diego region.
- Enhance the community's image through special treatment of the major entry points into the community.
- Preserve and enhance significant views of the bay and ocean.

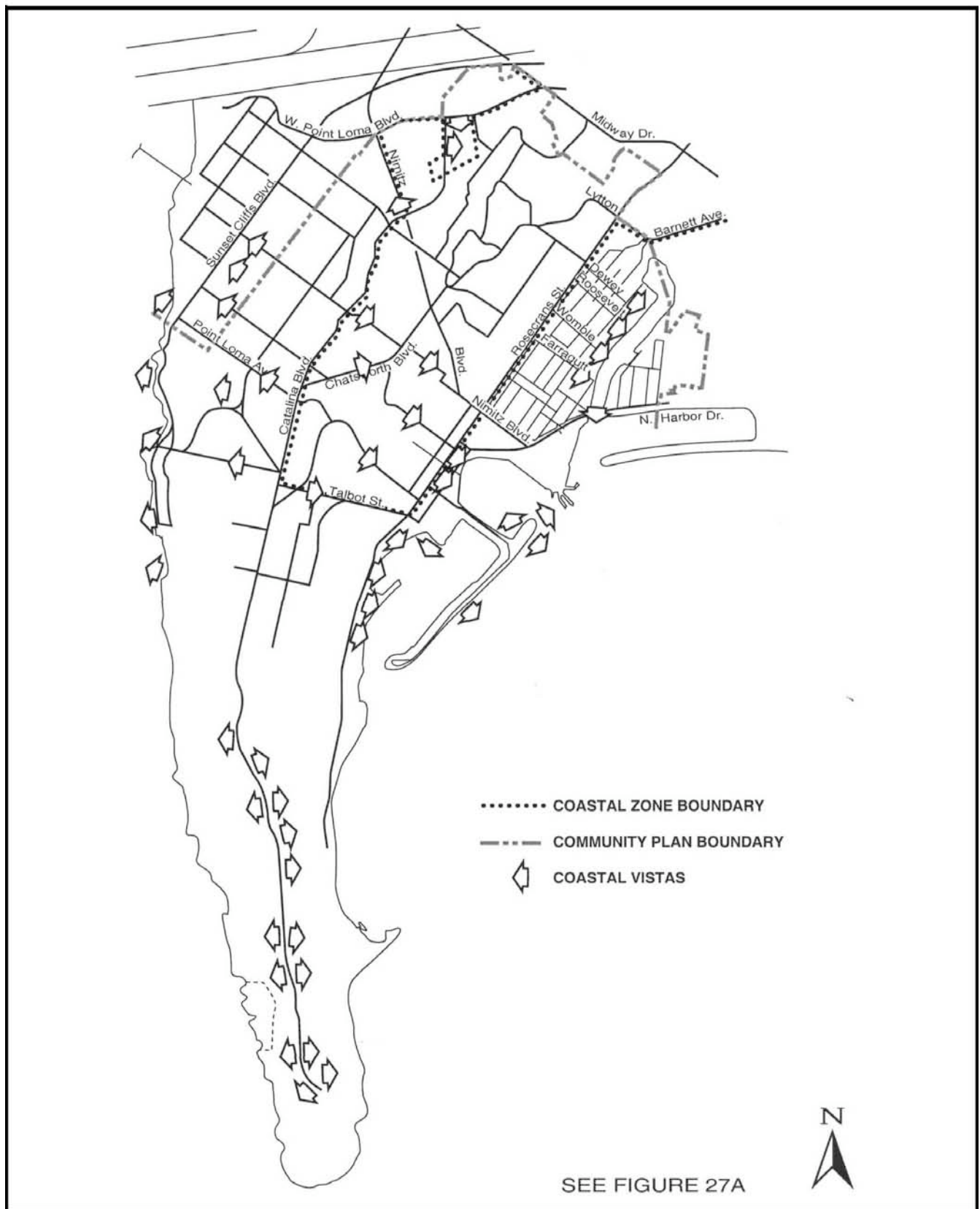
Recommendations - Urban Design Guidelines

The following Urban Design guidelines have been developed for general application in residential and commercial development within the community.

Residential Guidelines

1. Natural Environment (views)

- Structures should be designed to protect views of Peninsula's natural scenic amenities, especially the ocean shoreline, and San Diego Bay.
- View corridors, by utilizing side yard setbacks, should be encouraged along the ocean and bay shoreline and bluff-top areas in order to avoid a continuous walled effect along the shoreline. Narrow corridors create visual interest and allow for sea breezes.
- Setbacks and view corridors should be kept clear of obstacles which may interfere with visual access.
- Where existing streets serve as public access and view corridors of the ocean and bay, development on corner lots requires special design considerations. In order to maximize public views, new development should be set back from the corner or terraced away from the street.

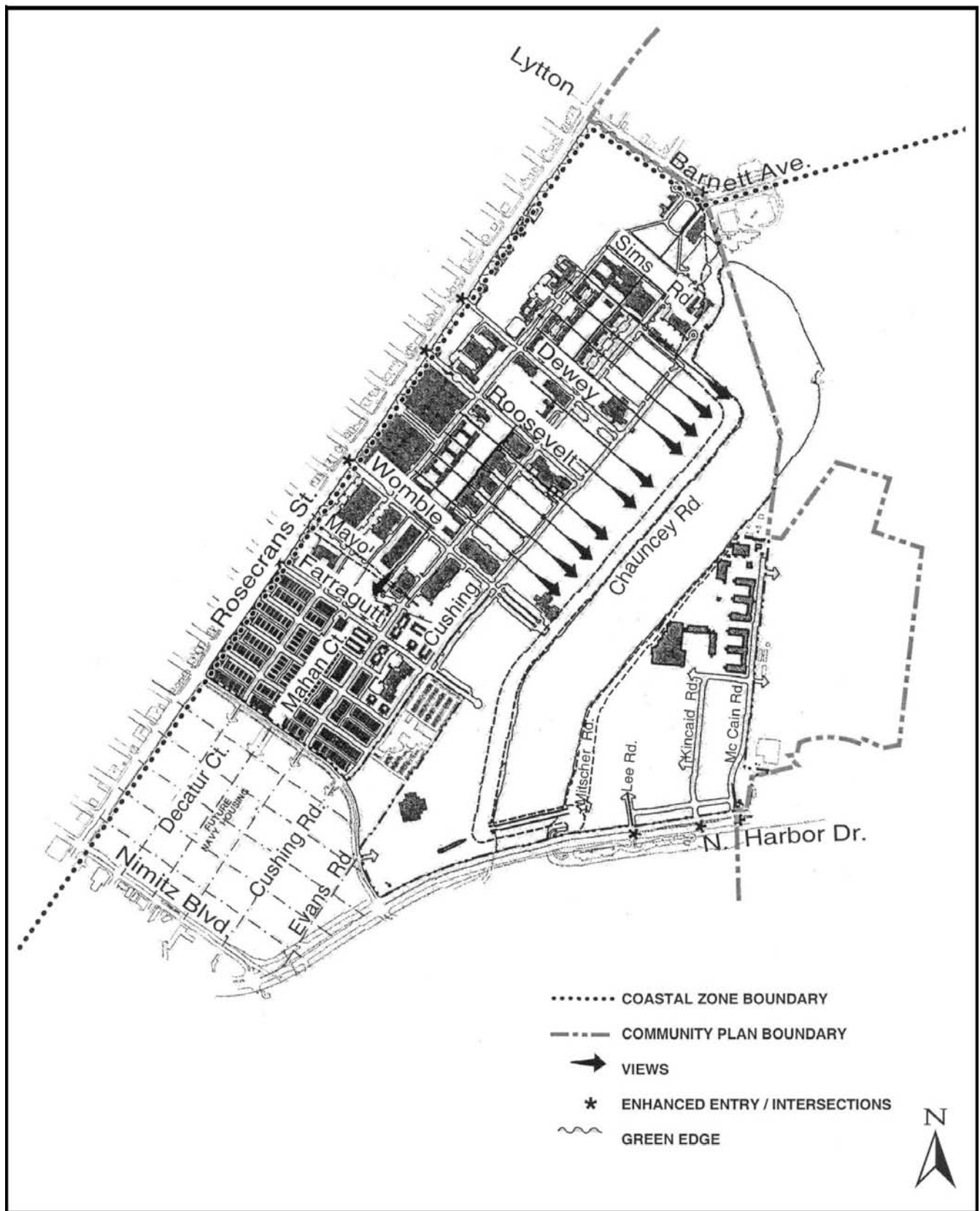


Coastal Views

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FIGURE 27



Views

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FIGURE 27a

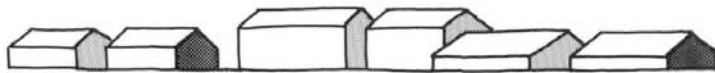
2. Building Scale

Building scale is a quality which describes the relationship of buildings to each other and to human dimensions.

- New development should be consistent with the scale and character of the existing development of the surrounding areas. The fitting in of new development is, in a broad sense a matter of scale. It requires a careful assessment of each building site in terms of the size and texture of its surroundings, and a very conscious attempt to achieve balance and compatibility in design between old and new buildings.
- Harmony should be promoted in the visual relationships and transitions between new and older buildings. New buildings should be sympathetic to the scale, form and texture of surrounding development. Where new buildings are larger than existing structures, large surfaces should be articulated and textured to reduce their apparent size and to reflect the pattern of the surrounding development. In order to achieve this, multifamily buildings should be designed and evaluated in the context of surrounding development. Plans and elevations should consider adjacent development.
- Abrupt differences in scale (building height) between new development and neighboring development should be avoided. Gradual transitions in scale are preferred.
- Building bulk should be controlled through the use of vertical and horizontal offsets and other architectural features (balconies, porches, bay windows) which serve to break up building facades. A reduction in the front yard setback for a portion of the structure would serve as an incentive for vertical offsets.
- The roofline of new structures should compliment the dominant rooflines of the neighboring buildings. Three-story structures, "boxlike" in design (flat roofs), should be avoided. An incentive should be offered in the form of a reduced interior yard for three-story structures which observe an additional setback above 20 feet. This would encourage rooflines that would reduce building scale and bulk.
- Taller portions (third stories) of buildings should be set back from the required front setbacks. This would control building scale by emphasizing one- and two-story facades along street frontages.
- Larger structures resulting from the consolidation of two or more lots should be designed to reduce actual or apparent building bulk. This can be achieved by pitched-roof design, separating large surface matter through architectural techniques such as vertical and horizontal offsets, setbacks and changes in exterior treatment.
- Flat roof surfaces should be considered for use as terraces, with limited landscaping if it is structurally and economically feasible.



RHYTHM OF SPACING OF BUILDINGS ON THE STREET:
MOVING PAST A SEQUENCE OF BUILDINGS, ONE EXPERIENCES A RHYTHM OF RECURRENT BUILDING MASSES TO SPACES BETWEEN THEM. THIS RHYTHM IS NECESSARY TO CREATE AN ADDED ELEMENT OF HARMONY IN A NEIGHBORHOOD'S ARCHITECTURE.



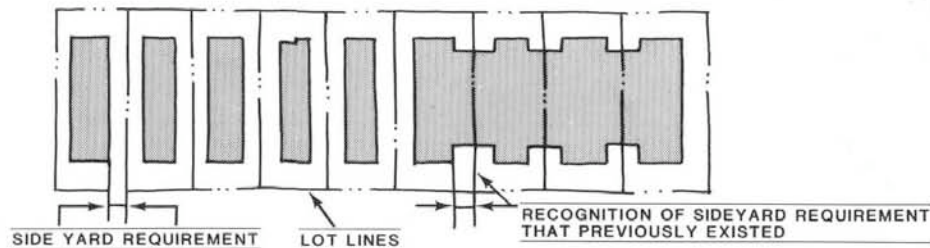
UNITY IS PROVIDED BY ORIENTATION OF HOUSES TO EACH OTHER AND THE USE OF RELATED SHAPES.



A CLASH OF SHAPE AND SCALE INVOKE CHAOS AND RESTLESSNESS.

MOST CONCERN ABOUT HEIGHT HAS TO DO WITH ITS APPARENT VISUAL IMPACT ON ITS SURROUNDINGS. DUE TO A VARIETY OF REASONS BUILDINGS OF RECENT YEARS HAVE TENDED TO BE LARGER AND BULKIER WITH PARTICULAR ARCHITECTURAL EMPHASIS BEING PLACED ON ACCENTUATING HEIGHT. THE RESULT HAS BEEN LARGER, MORE IMPRESSIVE STRUCTURES THAT HAVE TENDED TO RELATE POORLY TO THEIR ADJACENT NEIGHBORS.

EXISTING AND NEW STRUCTURES BUILT WITHIN EXISTING LOT LINES APPEAR TO BE HARMONIOUS. WHEN MANY SMALLER LOTS ARE JOINED TO MAKE ONE LARGE LOT, THE RESULT IS OFTEN A STRUCTURE THAT IN NO WAY RESEMBLES THE OTHER BUILDINGS IN THE NEIGHBORHOOD.



Height, Scale, Bulk and Rhythm

Peninsula Community Plan

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FIGURE 28

3. Architectural Detailing

- A building with a roof form or profile similar to surrounding buildings strengthens the visual identity of the structures and contributes to a street's visual harmony. A building that does not share roof form or profile with adjoining structures is particularly disruptive to a neighborhood street.
- Building facades range from the very flat with no expression of interior volumes to the highly articulated. Any new facade should support and enhance a block and design unity and sense of character.
- Features such as side notches, partial facade setbacks, entry porches, bay windows and other small scale geometric forms set up strong visual rhythms. Where these elements are a part of a block character, new development should incorporate them to preserve block unity and to fit in harmoniously.
- Facade decoration affects the impression of massiveness as well as the overall pattern of light and shade. New development should compliment the existing facades of the neighboring buildings.
- Entryways, window proportions, facade texture (surface materials) and finish are significant factors in how well a building contributes and relates to surrounding buildings. All of these elements should be taken into consideration to provide consistency between new existing structures.
- Structures should conform to the pattern and rhythm of spacing of buildings already existing within the block.

4. Parking

- The automobile or parking facilities should not be a dominant element of a neighborhood character. On-site parking should be screened or located in areas not highly visible from the street.
- On-site parking should be underground or located in the rear of buildings and accessed from the rear alley whenever feasible.
- Curb cuts and front driveways should be minimized. Driveways should be restricted in width within required front yard setbacks. Pavement patterns at driveway entrances should also be encouraged.
- Large surfaced parking areas should be broken up with landscaped islands and screened from view by landscaping. This can be accomplished through the use of trees, shrubs, mounding or walls appropriate to the character of the area. Large parking areas should also include patterned pavings as a means to enhance surface areas.



USE OF SIMILAR SURFACE MATERIALS ASSISTS FITTING A NEW BUILDING INTO A BLOCK.



TYPICALLY, A SHINGLED BUILDING WILL NOT FIT IN AS WELL WITH PREDOMINANTLY PAINTED STUCCO BUILDINGS UNLESS THE BUILDING HEIGHT, DETAILING AND SCALE ARE COMPATIBLE WITH THE SURROUNDINGS.



Building Materials and Textures

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FIGURE 29

5. Streetscape

- Streets should be designed and developed to be pleasant places to walk down as well as drive upon. The arrangement of houses should create a pleasant streetscape. Attention to building siting, paving, landscaping and tree planting should all be designed to enhance the visual effect.
- The facades of buildings at pedestrian levels should provide a close relationship between the building and street. Blank walls should be considered detrimental to this relationship.
- Sidewalk and eye level elevations should be made up of glass, soft surfaces, extension of living areas (balconies, decks, patios) and appropriate landscaping.
- Fencing or landscaping that is provided as either a screen for open space or for private yards should avoid "blocking off" the building from the sidewalk.
- Mature street trees should be preserved and replaced when removal is unavoidable. Street trees, particularly when an individual species dominates, become an important element of a neighborhood and streetscape character. Trees should be upright, medium height and have good light penetration.
- In a few specific areas individual species of trees have become important community character elements. Examples are the Canary Island Date Palms on Catalina south of Talbot, California Pepper trees on San Fernando, Washingtonia Palms and Monterey Cypress on West Point Loma Boulevard and Jacaranda trees on Rosecrans in the Roseville commercial district. Any tree or trees removed from these areas should be replaced on a one for one basis with a specimen tree of the same species. Mature trees should be replaced with a minimum 36-inch box tree.
- Street widening should be discouraged in order to maintain community scale, utilizing instead traffic engineering techniques to expand street capacity.
- Streets which are unimproved due to geographic or geologic constraints should be considered as pedestrian links between neighborhoods.
- Provide additional parking on Voltaire Street through the acquisition of parking lots or through on-street parking. New parking lots should be adequately screened to buffer parking fronting onto the commercial street as well as residential streets.
- Landscaping
 - Landscaping should be considered a major element of the character of established neighborhoods. A consistent and attractive neighborhood landscaping theme should be retained in new development.
 - Landscaping should be used to add texture to blank walls, soften edges and provide a sense of pedestrian scale.

- Existing trees should be preserved where possible. New development should be sited and designed to mitigate any harmful impacts to major trees or any significant mature vegetation which is a major asset to Peninsula's residential neighborhoods. Where removal is unavoidable, replacement landscaping should be provided on-site.
- In areas of little or no activity, ground covers or lawns should be planted as alternative to paving.
- At key locations, specimen trees can become community focal points. Such trees should be designated as community resources and protected.

7. Hillside Development

Steep sloped areas which retain natural topography and native vegetation should remain in their natural state. Hillside areas of the Peninsula community which meet the City's adopted guidelines for application of the Hillside Review (HR) Overlay Zone should be placed within the HR Overlay Zone. These areas are indicated on **Figure 26**. Placing these areas in the HR Overlay Zone will help to preserve the natural topography and native vegetation in the few remaining natural areas within Peninsula.

The following criteria should be used as a guide for new development in the hilly sections of Peninsula. These criteria are particularly appropriate and critically important on properties with slopes exceeding 25 percent.

- Design structures to adapt to hillside conditions and not require standard prepared pads. This includes a minimization of earthmoving, creative architectural solutions in land preparation and selection of appropriate foundation types.
- The structural quality of the soil should determine the type of construction. This includes respecting the site conditions of steepness, soil characteristics and hydrology to ensure hillside stability both during and after construction.
- The natural surface drainage system should be maintained. The way in which changes to the natural landform or its surface conditions affects the natural drainage system should be determined prior to land preparation. This will help eliminate unforeseen problems of erosion, landslides or damage to existing plant and animal life.
- Structures should be clustered to emphasize the existing topography and conserve existing resources. Clustering permits higher densities while maintaining appropriate scale and identifiable open space.
- The amount of surfaced ground cover should be limited. The design of such site surfaces as structure foundations, driveways, patios, sidewalks, and roads should support and not impact the natural system of drainage. Clustering techniques and special ground cover respond to this requirement.

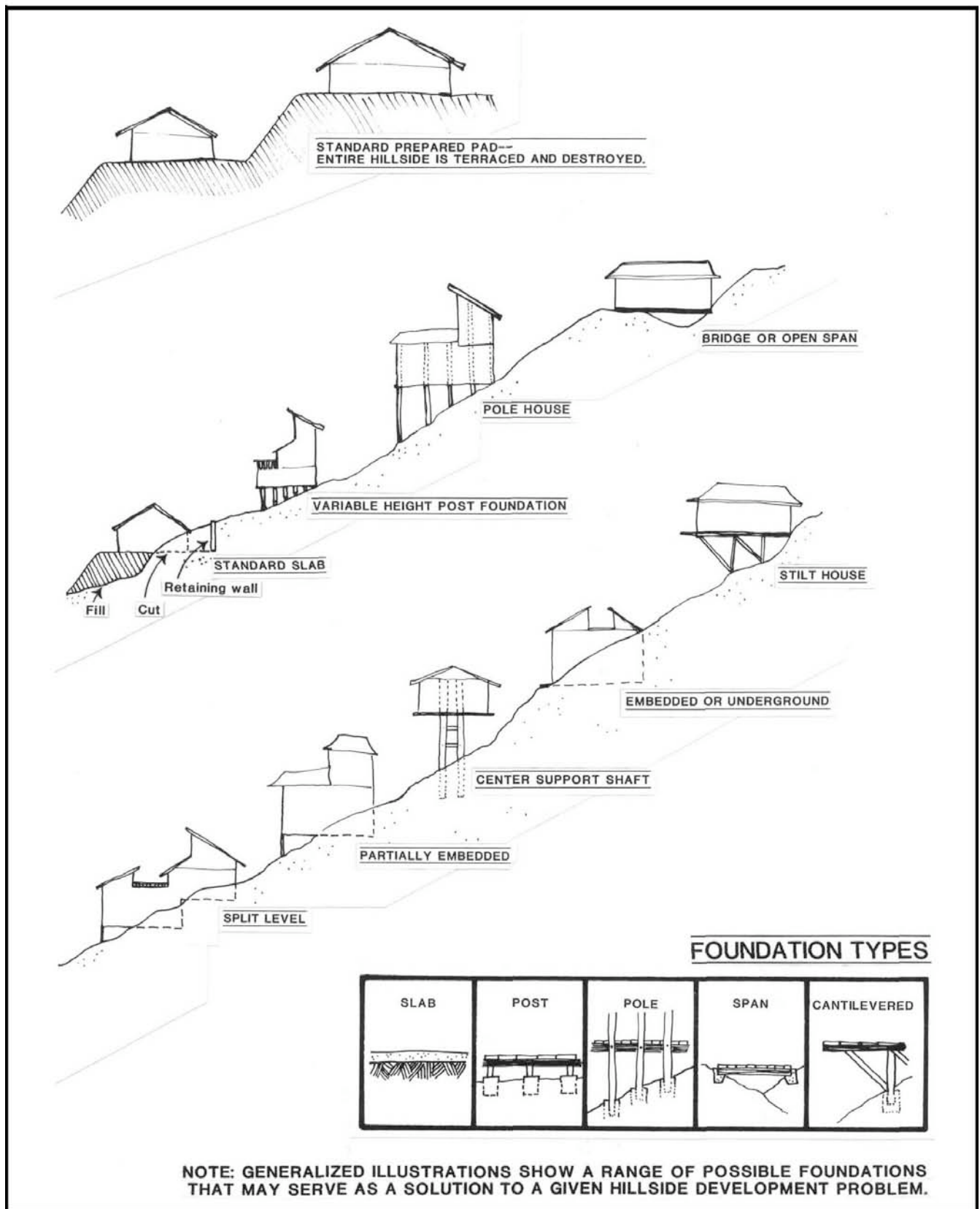
- Design of development should relate to existing topography and landscape features. The incorporation of existing features into project design can perpetuate or create unique environmental conditions.
- Meet large parking requirements with multiple small parking areas and screen them with planting berms and terraces. This allows better adaptation to terrain for the road system while providing needed parking and through traffic capacity.
- The scale and character of the buildings should be compatible with the typical irregular form of the hillside terrain. The use of irregular architectural edges to interlock structures with the hillside vegetation is often an effective technique.
- Existing plant cover and/or tree pattern should be considered when landscaping a site. Existing eroded hillsides should be planted with native materials and graded slopes should be planted in a similar fashion.
- The treatment of rooftops should be varied. Rooftops should be carefully designed to compliment rather than obliterate hillside forms. Large continuous and unbroken roof areas should be avoided since they will result in high visual prominence that detracts from the visual enjoyment of natural forms.

Commercial Guidelines

1. Building Scale

Building scale is a quality which describes the relationships of buildings to each other and to human dimensions. Development within Peninsula cannot exceed 30 feet in height. However, the majority of existing commercial development within the community is old and characterized by small, low-scale, one-story structures. New buildings with a height of 30 feet could be out of scale with this established character. It is, therefore, important that new development compliment the scale of existing development to avoid abrupt and negative changes to the established development character.

- New buildings should be compatible with the scale and character of the surrounding development.
- Abrupt differences in scale between large commercial buildings and adjacent residential areas should be avoided. Gradual transitions in scale are preferred.
- Extreme contrasts in color, shape and organization of architectural elements will cause new buildings to stand out in excess of their public importance. Where visually strong buildings clash with their surroundings, the character of the area will be adversely affected.
- New buildings should be designed to compliment the scale, form and proportion of older development. However, duplication should be avoided.



Foundation Types for Hillside Development

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FIGURE 30

- Larger structures should be designed to reduce actual or apparent bulk. This can be achieved by pitched roof designs, separating large surface masses through changes in exterior treatment and various other architectural techniques. Landscaping can also be used to add texture to blank walls, soften edges and provide a sense of pedestrian scale.
- Roof spaces should be made available for people activities whenever possible. The flat roofs of terraced buildings are ideal for this purpose.
- Visually distracting roof appendages such as stairway towers or ventilation equipment should be screened from public view.
- Originality and diversity in architectural design should be encouraged. However, the overall streetscape pattern should be considered.

2. Pedestrian Activity

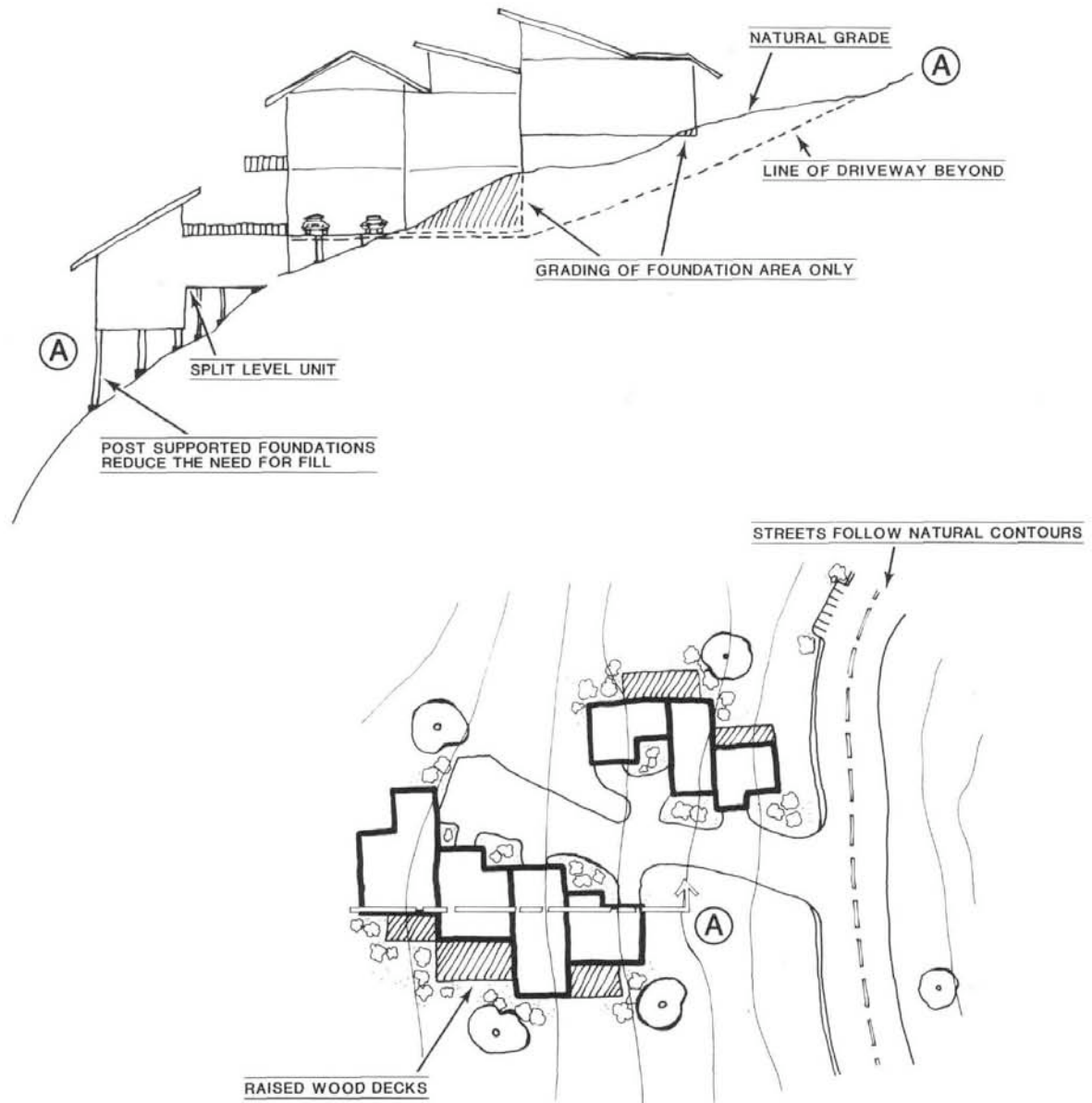
Paths

Paths are collectors of pedestrians and connectors of places.

- Streets and paths often connect the same places but the separation of the two systems should occur where possible.
- Trees, lighting bollards or sidewalk textures should be encouraged along major streets to separate pedestrian paths from traffic conflicts.
- Recreational values of paths should be increased by providing rest stops and focal points of activity. The use of interest nodes; a fountain, chain of shops, or plaza space, at reasonable walking distance can help entice pedestrian movement from one point to another.
- Pedestrian paths that provide series of views and a consistent variety of scenes should be encouraged. The discovery of interesting places along pedestrian paths contributes to the experience of serendipity and surprise.
- Storefront diversity adds to pedestrian accessibility, variety and choice along commercial paths.
- Clusters of shops around interior courtyards, or pedestrian malls extend the commercial frontage of the area and increase the diversity of the street.
- Window displays stimulate interest along paths and encourage pedestrians to stop and browse.

REDUCES CUT AND FILL REQUIREMENTS, WATERING REQUIREMENTS AND THE AREA OF IMPERVIOUS GROUND COVER. THIS RESULTS IN LESS INTERFERENCE WITH THE NATURAL DRAINAGE SYSTEM.

NOTE: POLE OR POST SUPPORTED FOUNDATIONS WILL FURTHER REDUCE THE AREA OF IMPERVIOUS GROUND COVER.



Cluster Design

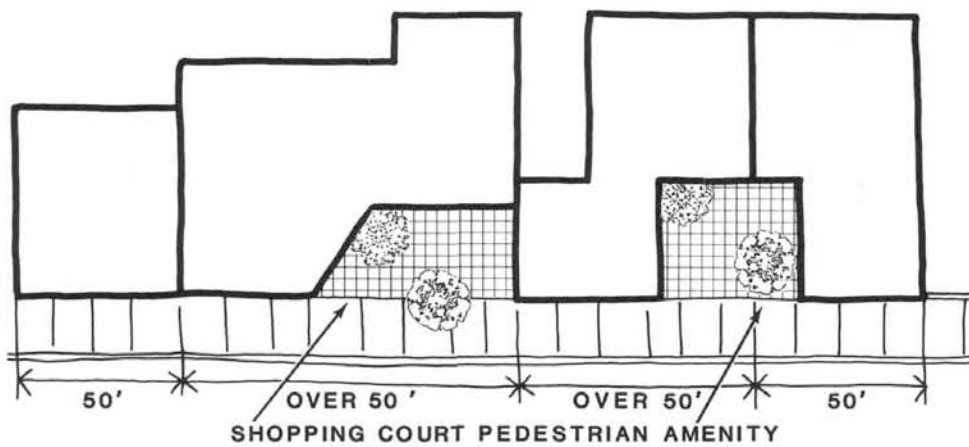
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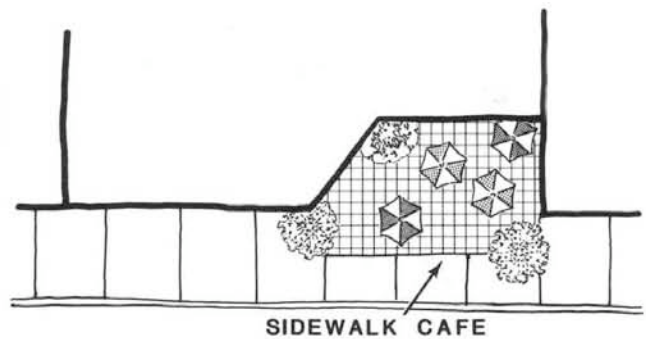
FIGURE 31



AWNINGS AND LANDSCAPING ARE BENEFICIAL TO THE PEDESTRIAN AND SERVE TO IMPROVE PEDESTRIAN ACTIVITY.



SHOPPING COURTYARDS, SIDEWALK CAFES AND DIVERSITY IN SHOPS AND FACADES CREATE A STRONG PEDESTRIAN ORIENTATION.



Pedestrian Amenities in Commercial Areas

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FIGURE 32

- Various elements of climate control improve the pathway for the pedestrian and add color, visual variety and liveliness to the streetscape. Such elements include coverings, arbors, canopies, awnings, colonnades and arcades. Street trees providing broad canopies can also be used to create a sense of pedestrian scale adjacent to large buildings.
- Richly detailed facades, windows, entrances, stairways, retaining walls and other features are appreciated by the pedestrian and impart a sense of human scale.
- Various textures and paving treatments can be used to define and separate pedestrian paths. The coarseness of surface textures should not be so great as to create difficulty in walking or wheelchair movement.
- Curb cuts and driveway access across paths create conflicts between auto and pedestrian use. Where such conflicts cannot be avoided, the visual continuity of the pedestrian path can be maintained by continuing the pavement pattern across the driveway space. On commercial property, speed bumps and stop signs should be used to reduce hazards at blind auto egress points.
- Pavement textures can also be used at street crossings to clearly mark and improve the appearance of the intersection.

Pedestrian Places

Pedestrian places are extensions of personal space. A place is formed when people establish boundaries and find recurring uses for a space. Activities are the focus of a space.

- Buildings should not dominate surrounding spaces but should step back or form enclosures in scale with pedestrians.
- Changes of level are an effective way to create interest and define pedestrian space.
 - Raised places give a sense of overlook and advantage to its occupants.
 - Lowered spaces create a sense of intimacy and enclosure.
 - Extreme changes in level impair the visual connection between the occupant and passerby, reducing interest for both.
- Spaces should have furnishings that enable multiple use by all age groups.
- The location of benches and their relationship to one another is of prime importance.
 - Benches should be arranged to promote contact and form interesting spaces to watch pedestrian activity.

- Views from fixed benches should not be obscured by walls, railing, poles, landscaping or other unnecessary obstructions.
- Alley ways are potential areas of activity and interest. The intimate scale and informality may offer a welcome contrast to the wider nearby streets.
- Planting and paving treatment in the alleys, coupled with active use in the adjacent buildings form in effect a commercial promenade.

Continuity

- Uses requiring large frontages, such as banks, office buildings, parking lots and supermarkets can disrupt the continuity of a complex of small shops. Large development should be designed to maintain this continuity by creating additional pedestrian and landscaped areas along the street, providing display windows and breaking up large facades with architectural features.
- Residential units should be encouraged on the upper floors of commercial developments. The mixing of residential and commercial facilities provides a more efficient use of parking facilities and reduces dependence on the automobile.

3. The Streetscape

Landscaping

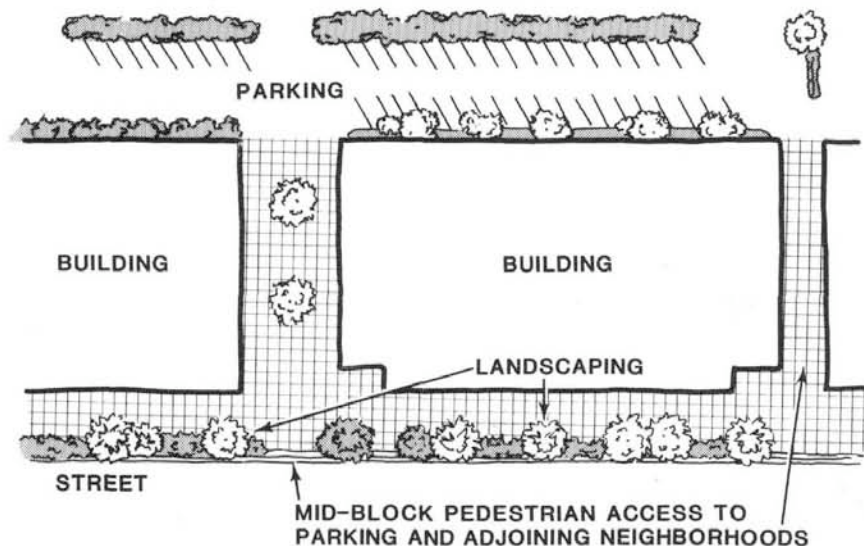
The use of appropriate landscaping materials and careful consideration of siting factors help to maintain a sense of nature in the urban environment. Landscaping exerts a major influence on the character of individual streets.

- Extensive tree plantings enhance the visual quality of public streets and provide a strong element of continuity as future development occurs.
- Landscaping themes for all major commercial streets in Peninsula should be studied and specific plans should be developed. Priority should be given to improving landscaping in the commercial areas as part of individual permit processing. Such plans should be reviewed by the community planning group before any implementing actions are taken.
- Existing street trees should be preserved. Where removal is unavoidable, replacement should be required nearby or at another appropriate location.
- Where feasible, tree massing should be carried into adjacent spaces both public and private.
- Shrub buffers should be provided and/or maintained on busy streets to protect pedestrians.
- In areas of little or no activity ground covers or lawns should be planted as an alternative to paving.

CONTINUITY AND COMPACTION ARE A CONTINUATION OF OUR CONCERN FOR PEDESTRIAN SCALE. COMPACTION IS NECESSARY IN ORDER TO PLACE THE ESSENTIAL ELEMENTS CLOSE ENOUGH TO ONE ANOTHER TO INDUCE PEDESTRIAN MOVEMENT. CONTINUITY HAS TO DO WITH THE QUALITY OF COMPACTION--THAT THERE BE A FAIRLY CONTINUOUS STREAM OF ITEMS OF PEDESTRIAN INTEREST.



THE VITALITY OF SHOPPING DISTRICTS IS DEPENDENT UPON CONTINUITY. LARGE SCALE TENANTS SUCH AS BANKS, THEATRES AND SUPERMARKETS CAN OFTEN SEVER THIS CONTINUITY BEYOND HOPE. THE CONTINUITY OF STORE WINDOWS GIVES THE PEDESTRIAN NEW THINGS TO LOOK AT EVERY FEW FEET--INSERT A BANK AND THERE IS ONE OR TWO HUNDRED FEET OF NO MERCHANDISE AND FEW PEOPLE. IT IS NOT THE "BANKNESS" OF THE BANK THAT MAKES IT INCOMPATIBLE, BUT RATHER ITS LONG EXPANSE OF INACTIVE STREET FRONTAGE.



Continuity

Peninsula Community Plan

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FIGURE 33

Pedestrian Access

Although pedestrian activity should be concentrated along the streets, mid-block pedestrian paths (across the alleys) should be provided whenever feasible to link the activity centers of the main commercial street to adjacent large development across the alley areas.

Parking

While the automobile will continue to play a role in the circulation system of Peninsula, it is necessary to ensure that primary consideration be given to the needs of the pedestrian.

- Surfaced parking lots in front of building facades or on adjacent lots are visually disruptive, especially in areas of heavy pedestrian activity. Curb cuts and drive-throughs are not appropriate on pedestrian-oriented streets, such as along Rosecrans between Emerson and Talbot.
- Wherever feasible, parking should be located at the rear of buildings with ingress and egress from the alley. Also, parking areas should be linked through various properties in order to provide better and more efficient parking areas.
- Efforts to consolidate parking through the use of common alley spaces, landscaped parking lots or parking garages should be encouraged.
- Where front parking is unavoidable, surfaced parking areas should be screened from view. This can be accomplished through the use of landscaping features appropriate to the character of the area.
- Surfaced parking areas should be broken up with landscaping islands. Pavement patterns should also be encouraged to enhance visual interest and give multiple functions to the parking lot. Multiple functions of parking lots could provide for their use as urban plazas, exhibit areas or the visual enhancement of the space.
- Where surfaced parking area is inadequate, underground parking or parking structures may provide a viable alternative. Underground parking and parking structures should be considered as viable alternatives where the required parking would result in large paved no space for landscaping amenities.

Signage

- Sign standards should be established for all commercial areas of the Peninsula community regulating the height, bulk and design of all such signs. Rooftop signs, tall freestanding signs, off-premise signs and billboards should not be permitted. All existing or new signs that do not conform to such standards should be abated within a reasonable period.

- Business signs should vary according to function and location. Dignified and well maintained signs, designed with respect for the scale and character of the street, enhance the overall quality of commercial areas.
- Low-profile ground signs, wall signs, and projecting signs in scale with pedestrians are preferred.
- Symbols and maps should be used wherever practical to identify transit routes, pathway networks, important facilities and visitor information.
- Attractive kiosks and small bulletin boards, which give current information and identify coming events, should be located and maintained at key pedestrian nodes.
- Decorative graphics can be used to enhance the appearance of blank walls, provided they are tastefully done and in harmony with the character of the street.

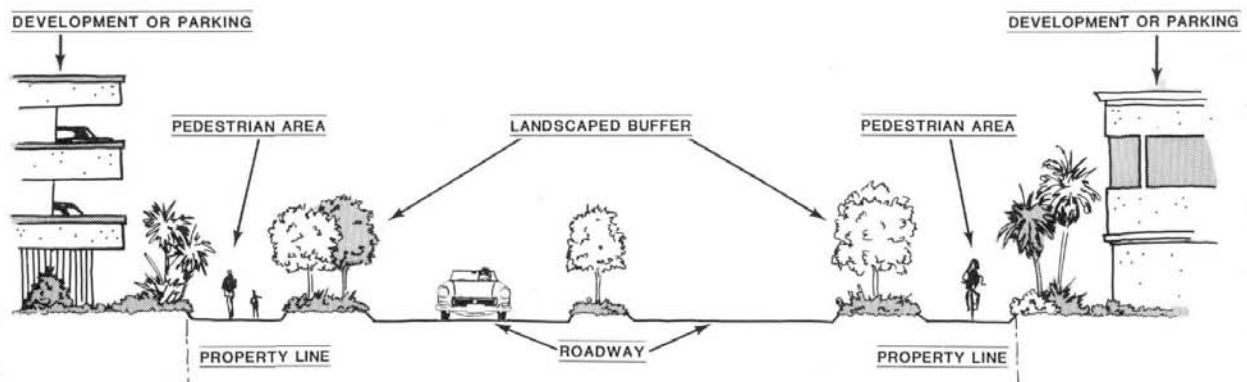
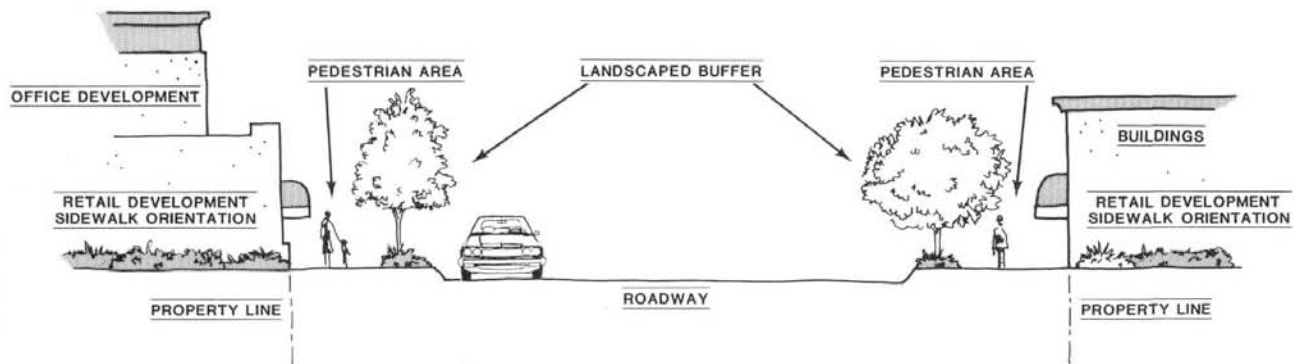
Lighting

- Light quality should be geared to the specific use of the areas, spaces, and forms to be illuminated.
- Lighting should reflect the relative importance of pedestrian spaces by degrees of illumination at night and by the repetition, and scale of lighting standards during the day.
- Lamps and standards should be for people not cars. New lamps and standards should continue the existing design.
 - The height of standards should vary between ten and fifteen feet.
 - Lamps should be placed beside walks, not above the roadway.
 - Bollard-type lighting is suited for pedestrian paths.
- Spot lighting may be used to illuminate important design elements such as trees, furniture, graphics, and public spaces, but harsh or garish lighting should be avoided.

Area-Specific Recommendations

- Redevelop NTC in a manner that is compatible with the adjacent residential community, provides public open space and recreational opportunities, respects the heritage of the base, and follows the established circulation systems. Development should occur in accordance with the NTC Precise Plan.
- The City should communicate its aesthetic and view preservation concerns to the Navy in order to maximize the visual aesthetics of the Peninsula. The Naval Training Center as viewed from Nimitz Boulevard and North Harbor Drive, is an example of an area that could benefit from landscaping and design improvements.

- Linkages connecting the Roseville district on either side of Rosecrans should be developed in order to increase continuity and pedestrian scale in this area. A design theme, emphasizing the area's marine orientation, should be established along with such features as coordinated street furniture and decorative paving (e.g., sidewalks, crosswalks).
- Redevelopment and infill development in that portion of the Roseville commercial district adjacent to Shelter Island should relate to and expand upon the nautical and South Seas architectural, signage and tropical landscaping themes of Shelter Island.
- The pedestrian character of the Roseville commercial area should be enhanced in any new development occurring in this area. This can be accomplished by locating new buildings adjacent to sidewalks and locating surface parking areas to the side or rear of buildings. Surface parking lots in front of building facades should be well buffered by landscaping.
- Canopies and arcades should be used at intervals to provide a pedestrian scale. Large frontages such as banks and office buildings should be broken up by use of vertical offset windows, changes in exterior treatment and other architectural treatments. Only low profile signs should be used in this area. Benches, kiosks and other street furniture which provide pedestrian amenities should be included on all new developments. Additional plantings of jacaranda trees on Rosecrans should be encouraged. An additional tree variety should be planted on Cannon Street and other side streets in the Roseville Commercial Core.
- City Council should consider allocating funding for development of a planned district ordinance in the Roseville commercial district. A planned district ordinance could require new or remodeled commercial developments to conform to urban design standards specifically tailored to foster compatible infill development and an enhanced commercial district environment in Roseville.
- Improvements to the Sunset Cliffs Shoreline Park and street endings in the La Playa/Kellogg Beach area should encourage the development of vista points. The Coastal Conservancy should be considered in this regard.
- Unimproved street ending should be improved as pedestrian linkages and visual corridors. Specific areas of emphasis should include the Roseville area east of Scott and the La Playa/Kellogg Beach area. Any improvements to street endings which occur on tidelands must conform to the Port Master Plan.
- Infill development in the Loma Portal and Roseville neighborhoods should be compatible with the Spanish Colonial Mediterranean revival and Modern architectural styles and pastel colors which dominate this neighborhood.



Streetscape Sections Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 34

- New development in the very low-density "wooded area" and La Playa neighborhoods should preserve all trees with a caliper of eight inches or greater and other significant vegetation other than that lying directly on the building pad of the proposed development. Where feasible trees on the building pad should be transplanted elsewhere on site.
- Nimitz Boulevard should be upgraded to provide an additional positive entryway into Peninsula. Funding could come from individual property owners along the Boulevard, civic groups and City sources if available. Landscaping the median and sides of Nimitz should be installed where adequate right-of-way exists. Bicycle and pedestrian paths should be separated from auto traffic where feasible. A community identification sign should be erected at the north end of Nimitz where it enters Peninsula.
- The following street tree plans have been developed for the Peninsula Community. Please refer to the Street Tree Districts for guidance in the particular areas throughout the community. For tree listings along major corridors, please refer to the street tree corridors chart below. For guidance on tree selections in the Roseville area, please refer to page 123.

STREET TREE DISTRICTS
(Refer to Figure 34a)

Residential Tree Districts					Tree Form	Type	Notes
A	B	C	D	E	TREE: Common Name/Botanical Name		
SMALL CANOPY TREE FORM							
	Π				Purple-leaf Plum/ <i>Prunus cerasifera</i>	D/F	2,3
	Π	Π			“St. Mary’s” Magnolia/ <i>Magnolia grandiflora</i>	E/F	
Π			Π		Gold Medallion/ <i>Cassia leptophylla</i>	E/F	2,3
			Π		Hong Kong Orchid/ <i>Bauhinia blakeana</i>	D/F	2,3
Π				Π	Bronze Loquat/ <i>Eriobotrya deflexa</i>	E/F	2,3
Π		Π			New Zealand Christmas/ <i>Metrosideros excelsus</i>	E/F	2,3
			Π		Bradford Pear/ <i>Pyrus calleryana</i>	D	2,3
	Π	Π			Coral Gum/ <i>Eucalyptus torquata</i>	E	2
LARGE CANOPY TREE FORM							
			Π	Π	Fruitless Olive/ <i>Olea europaea</i>	E	
				Π	London Plane/ <i>Platanus acerifolia</i>	D	
	Π			Π	Red Cap Gum/ <i>Eucalyptus erythrocorys</i>	E	
	Π				Chinese Flame/ <i>Koelreuteria bipinnata</i>	D/F	
			Π	Π	Red Gum/ <i>Eucalyptus ficifolia</i>	E/F	
		Π			Cape Chestnut/ <i>Calodendrum capense</i>	E	
Π	Π				Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	
Π					African Fern Pine/ <i>Podocarpus gracilior</i>	E	
				Π	Holly Oak/ <i>Quercus ilex</i>	E	
				Π	Cork Oak/ <i>Quercus suber</i>	E	
	Π	Π			Tipu Tree/ <i>Tipuana tipu</i>	D/F	
UPRIGHT CANOPY TREE FORM							
	Π		Π	Π	Canary Island Pine/ <i>Pinus canariensis</i>	E	
	Π		Π	Π	Paperbark/ <i>Melaleuca quinquenervia</i>	E	
Π		Π			Sweet Shade/ <i>Hymenosporum flavum</i>	E/F	
			Π	Π	Red Ironbark/ <i>Eucalyptus sideroxylon</i>	E	
Π		Π			Australian Willow/ <i>Geijera parvifolia</i>	E	3
	Π			Π	Brisbane Box/ <i>Tristania conferta</i>	E	
PALM TREE FORM							
Π		Π	Π	Π	Queen Palm/ <i>Syagrus romanzoffianum</i>	Feather	2
Π		Π	Π	Π	King Palm/ <i>Archontophoenix cunninghamiana</i>	Q	2
Π	Π	Π	Π	Π	Mexican Fan Palm/ <i>Washingtonia robusta</i>	M	2

STREET TREE DISTRICT KEY

Peninsula Street Tree Districts

- Roseville
- Loma Portal, Palisades, Alta
- La Playa
- Pt. Loma Highlands, Sunset Cliffs, Fleetridge
- Woodlands

Legend

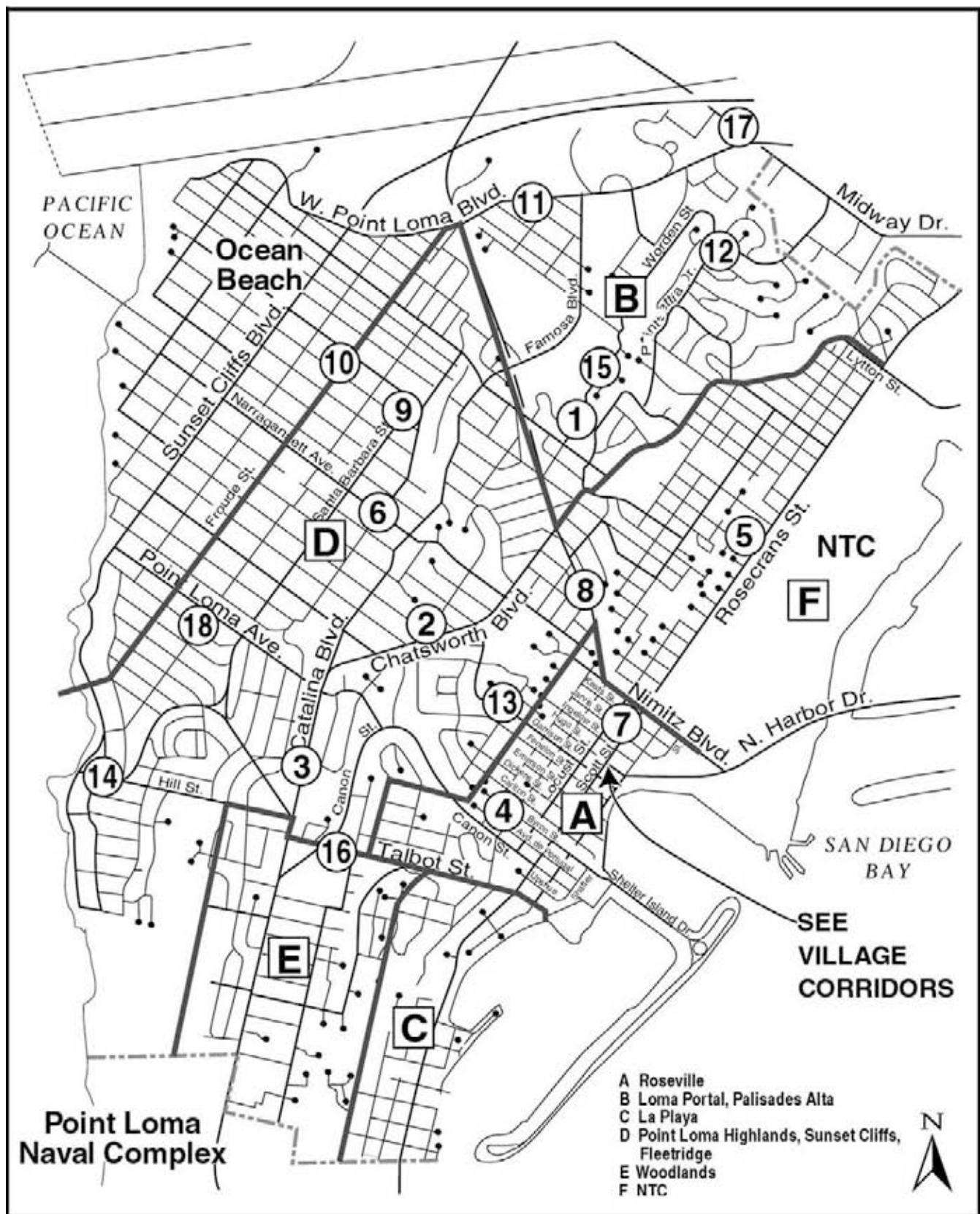
- D. Deciduous
- E. Evergreen
- F. Flowering
- Q. Feather Palm
- M. Fan Palm

Notes

1. Requires special approval.
2. Acceptable tree in public view corridor.
3. Acceptable tree under power lines.

General Criteria

- On all streets where curb to property line is less than 10 feet, street trees should typically be located on private property.
- Size of all required trees to be minimum 24-inch box. Palms to be a minimum of 8 ft. Brown Trunk Heights (B.T.H.).
- All street tree selections shall be consistent with the City of San Diego tree selection guide relative to parkway width, root barriers, overhead utility wires, special installation, etc.
- All street tree planting installations require a “No Fee Street Tree Permit,” and approval by the City of San Diego’s Urban Forester. Tree watering to establish tree is the responsibility of the property owner. Tree pruning after establishment of the tree is the responsibility of the owner.
- All plant material shall be installed per the standards of the *Landscape Technical Manual*
- Coordinate trash receptacles, benches, and planters at bus stops and along bus routes.



Street Tree Plan

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 34a

STREET TREE CORRIDORS
(Refer to Figure 34a)

CORRIDOR

Segment/Nodes	TREE: Common Name/Botanical Name	Type	Form	Note
1 VOLTAIRE STREET				
Mendocino Boulevard to Chatsworth Boulevard	Raywood Ash/ <i>Fraxinus Oxycarpa</i> Hong Kong Orchid/ <i>Bauhina Blakeana</i>	D/F D/F	LC SC	3
2 CHATSWORTH BOULEVARD/LYTTON STREET				
Rosecrans Street to Catalina Boulevard	Tabebuia/ <i>Tabebuia impetiginosa</i>	D/F	SC	
Nodes:				
Lytton Street at Rosecrans Street	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3
Chatsworth Boulevard at Voltaire Street	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3
Chatsworth Boulevard at Nimitz Boulevard	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3
Chatsworth Boulevard at Catalina Boulevard	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3
Chatsworth Boulevard at Narragansett Avenue	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3
3 CATALINA BOULEVARD/FAMOSA BOULEVARD				
Voltaire Street to Pt. Loma Avenue	Tabebuia/ <i>tabebuia impetiginosa</i>	D/F	SC	
Nodes:				
Catalina Boulevard at Chatsworth Boulevard	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3
Catalina Boulevard at Narragansett Avenue	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3
Catalina Boulevard at Pt. Loma Avenue	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3
Catalina Boulevard at Talbot Street	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	
Catalina Boulevard at Santa Barbara Street/Hill Street	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	

STREET TREE CORRIDORS (continued)
(Refer to Figure 34a)

CORRIDOR				
Segment/Nodes	TREE: Common Name/Botanical Name	Type	Form	Note
4 CANNON STREET				
Pt. Loma Avenue to Evergreen Street	London Plane Tree or Sycamore/ <i>Platanus acerifolia/racemosa</i>	D	UC	
Evergreen Street Rosecrans Street	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3
Node:				
Cannon Street at Talbot Street	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	4
5 ROSECRANS STREET				
Evergreen Street/Sellers Drive to Kellogg Street	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	
Nodes:				
Rosecrans Street at Lytton Street	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3,5
Rosecrans Street at Nimitz Boulevard	Jacaranda/ <i>Jacaranda mimosifolia</i>	E/F	SC	3
Rosecrans Street at Canon Street	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3,6
Rosecrans Street at Talbot Street	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3,4
6 NARRAGANSETT AVENUE/LOWELL STREET/MACAULAY STREET				
Froude Street to Macaulay Street	Queen Palm/ <i>Syagrus romanzoffianum</i> <i>Tabebuia/Tabebuia impetiginosa</i>	Q E/F	P SC	2
Nodes:				
Narragansett Avenue at Santa Barbara	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	
Narragansett Avenue at Catalina Boulevard	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3
Narragansett Avenue at Chatsworth Boulevard	Gold Medallion/ <i>Cassia leptophylla</i>	E/F	SC	3
7 LOCUST STREET				
Canon Street to Nimitz Boulevard	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	
Node:				
Locust Street at Canon Street	Gold Medallion/ <i>Cassia leptophylla</i>	D/F	SC	3

STREET TREE CORRIDORS (continued)
(Refer to Figure 34a)

CORRIDOR					
Segment/Nodes	TREE: Common Name/Botanical Name	Type	Form	Note	
8 NIMITZ BOULEVARD					
West Point Loma Boulevard to Harbor Drive	Jacaranda/Jacaranda mimosifolia	D/F	LC		
Nodes:					
Nimitz Boulevard at West Point Loma Boulevard	Coral Trees/Erythrina caffra	D/F	LC		
Nimitz Boulevard at Lowell Street	Gold Medallion/Cassia leptophylla	E/F	SC	3	
Nimitz Boulevard at Rosecrans Street	Gold Medallion/Cassia leptophylla	E/F	SC	3	
Nimitz Boulevard at Harbor Drive	Gold Medallion/Cassia leptophylla	E/F	SC	3	
9 SANTA BARBARA STREET					
Cape May Avenue to Catalina Boulevard	Queen Palm/Syagrus romanzoffianum	Q	P	2	
	Gold Medallion/Cassia leptophylla	E/F	SC	3	
Nodes:					
Santa Barbara Street at Narragansett Avenue	Coral Trees/Erythrina caffra	D/F	LC		
Santa Barbara Street at Catalina Boulevard/Hill Street	Gold Medallion/Cassia leptophylla	D/F	LC	3	
10 FROUDE STREET					
Sunset Cliffs Boulevard to West Point Loma Boulevard	Queen Palm/Syagrus romanzoffianum	Q	P	2	
	Gold Medallion/Cassia leptophylla	E/F	SC	3	
11 WEST POINT LOMA BOULEVARD					
Nimitz Boulevard to Midway Drive	London Plane Tree or Sycamore/Platanus acerifolia	D	LC	5	
Nodes:					
West Point Loma Boulevard at Nimitz Boulevard	Coral Trees/Erythrina caffra	D/F	LC	6	
West Point Loma Boulevard at Midway Drive	Coral Trees/Erythrina caffra	D/F	LC	5,6	
12 POINSETTIA DRIVE					
Leland Street to Alcott Street	Gold Medallion/Cassia leptophylla	E/F	SC	3	
Node:					
Poinsettia Drive at Leland Street	Jacaranda/Jacaranda mimosifolia	D/F	LC		

STREET TREE CORRIDORS (continued)
(Refer to Figure 34a)

CORRIDOR				
Segment/Nodes	TREE: Common Name/Botanical Name	Type	Form	Note
13 GARRISON STREET				
Chatsworth Boulevard to Rosecrans Street	Tabebuia/ <i>Tabebuia impetiginosa</i>	D/F	SC	
Garrison Street at Locust Street	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	
Garrison Street at Rosecrans Street	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	
14 HILL STREET				
Catalina Boulevard to Sunset Cliffs Boulevard	Queen Palm/ <i>Syagrus romanzoffianum</i> Tabebuia/ <i>Tabebuia impetiginosa</i>	Q E/F	P SC	2
Node:				
Hill Street at Santa Barbara Street and Catalina Boulevard	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	
15 WORDEN STREET				
Voltaire Street to Leland Street	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	
16 TALBOT STREET				
Catalina Boulevard to Rosecrans Street	Tabebuia/ <i>tabebuia impetiginosa</i> Queen Palm/ <i>Syagrus romanzoffianum</i>	E/F Q	LC P	
Nodes:				
Talbot Street at Catalina Boulevard	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	
Talbot Street at Cannon Street	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	
Talbot Street at Rosecrans Street	Gold Medallion/ <i>Cassia leptophylla</i>	D/F	SC	3
17 MIDWAY DRIVE				
Node:				
Midway Drive at West Point Loma Boulevard	Coral Trees/ <i>Erythrina caffra</i>	D/F	LC	5
18 POINT LOMA AVENUE				
Canon Street to Froude Street	Tabebuia/ <i>tabebuia impetiginosa</i>	D/F	SC	
Node:				
Point Loma Avenue at Catalina Boulevard	Gold Medallion/ <i>Cassis leptophylla</i>	D/F	SC	3

VILLAGE CORRIDORS					
Segment/Nodes	TREE: Common Name/Botanical Name	Type	Form	Note	
AVENIDA DE PORTUGAL					
Rosecrans Street to Bay	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	8	
CANON STREET					
Rosecrans Street to Bay	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	8	
CARLETON STREET					
Locust Street to Bay	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	8	
DICKENS STREET					
Locust Street to Bay	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	8	
Node:					
Dickens at Scott Street	Fern Pine/ <i>Podocarpus gracilior</i>	E	LC		
EMERSON STREET, FENELON STREET, GARRISON STREET, INGELOW STREET, JARVIS STREET, KEATS STREET					
Locust Street to Bay	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	7,8	
NIMITZ BOULEVARD					
Lowell Street to Rosecrans	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	6,7,8	
North side of Nimitz Boulevard. from Rosecrans Street to North Harbor Drive	Canary Island Pine/ <i>Pinus canariensis</i>	C	UC	6,7	
South side of Nimitz Boulevard. from Rosecrans Street to North Harbor Drive	Jacaranda/ <i>Jacaranda mimosifolia</i>	E/F	LC	7,8	
NORTH HARBOR DRIVE					
Rosecrans Street to Nimitz Boulevard	Existing Monterey Pines to be replaced with			6	
	King Palms /Archontophoenix	Q	P	6	
	cunninghamiana Coral Tree/ <i>erythrina corraloides</i> in Median	E/F	LC	6	
ROSECRANS STREET					
Nimitz Boulevard to Talbot Street	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	7	
SCOTT STREET					
Talbot Street to Emerson Street and Dickens Street to Nimitz Boulevard	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	7,8	
Emerson Street to Dickens Street	Fern Pine/ <i>Podocarpus gracilior</i>	E	LC	1,6,7	
Node:					
Scott Street at Dickens Street	Fern Pine/ <i>Podocarpus gracilior</i>	E	LC	1,6,7	

VILLAGE CORRIDORS (continued)

Segment/Nodes	TREE: Common Name/Botanical Name	Type	Form	Note
SHAFTER STREET				
Upshur Street to Carleton Street	Jacaranda/ <i>Jacaranda mimosifolia</i>	D	LC	7,8
SHELTER ISLAND				
Rosecrans Street to Anchorage Lane	Queen Palm/ <i>Syagrus romanzoffianum</i>			
TALBOT STREET				
Rosecrans Street to Anchorage Lane	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	7,8
UPSHUR STREET				
Rosecrans Street to Shafter Street	Jacaranda/ <i>Jacaranda mimosifolia</i>	D/F	LC	7, 8

STREET TREE CORRIDOR KEY

Types

D Deciduous
 E Evergreen
 F Flowering
 M Fan Palms
 Q Feather Palms
 C Conifer

Form

SC Small Canopy
 LC Large Canopy
 UC Upright Canopy
 P Palm Species

Notes

1. Requires special approval.
2. Acceptable tree in public view corridor.
3. Acceptable tree under power lines.
4. Refer to the Village Corridors.
5. Refer to the Midway Community Plan.
6. Established Street Tree.
7. Root Pruning required on New Trees.
8. Where Jacaranda cannot be planted, use Gold Medallion.

General Criteria

- On all streets where existing curb to property line is less than ten feet, street trees should typically be located on private property.
- Size of all required trees to be minimum 24-inch box. Palms to be a minimum of eight ft. Brown Trunk Height (B.T.H.).
- All street tree selections shall be consistent with the City of San Diego tree selection guide relative to parkway width, root barriers, overhead utility wires, special installation, etc.
- All street tree planting installations require a "No Fee Street Tree Permit," and approval by the City of San Diego's Urban Forester. Tree watering to establish tree is the responsibility of the property owner. Tree pruning after establishment of the tree is the responsibility of the City.
- All plant material shall be installed per the standards of the *Landscape Technical Manual*.
- Coordinate trash receptacles, benches, and above-grade planters at bus stops and along bus routes.
- Special landscape treatment areas occur at nodes encompassing major intersections, important civic and commercial locations and entryways.

Voltaire Street CPIOZ Guidelines

The Voltaire Street commercial district is characterized by small-scale development that is in need of façade, landscape and parking improvements. Residential development interrupts and surrounds the commercial area, which consists of retail stores built up to the property line and automobile oriented commercial uses (fast food restaurants, food markets, gas station and car wash) surrounded by parking lots and driveways. There are also a few professional office buildings. Despite the regular stream of traffic that moves along Voltaire Street, existing single-story shops provide a pedestrian orientation on some blocks and help to enhance the identity of the street.

The commercially-designated land along Voltaire Street is shown on **Figure 35a** and extends west from Chatsworth Boulevard to the area surrounding the intersection of Mendocino Boulevard, Voltaire Street and Venice Street. The CPIOZ, Type B, shall be applied to this commercial corridor. The purpose of this overlay zone is to enhance the quality of development and strengthen the identity of Voltaire Street by providing additional guidelines not specified by the underlying, predominantly CC, zoning. As described below, the issues to be addressed for the required CPIOZ Type B permit include signage, building placement, pedestrian and neighborhood orientation, landscaping, streetscape improvements, exterior building materials, vehicular access and parking.

Signage

Signs are important elements of the streetscape and should convey a sense of permanence to symbolize each merchant's commitment to the community. Therefore, the use of plastic materials on signage for the Voltaire CPIOZ area shall be restricted to interior mechanisms. The utilization of plastic facing on signage shall be prohibited. The use of free standing and pole signs shall not be allowed except where it is demonstrated that such signs will enhance the identity of the commercial area (i.e., by being integrated into a project's overall design concept). In addition, the sign regulations of the coastal zone shall be adhered to throughout the Voltaire commercial area.

Building Placement and Pedestrian Orientation

Buildings shall be oriented to the street, where physically feasible, in order to promote pedestrian accessibility and activity. The building walls facing streets should have a minimum continuous height of 13 feet. Single-story structures should not exceed 18 feet in height, two-story development should be limited to 24 feet, and three-story development must observe the 30-foot statutory height limit mandated by Proposition D. It is required that new developments provide at least one pedestrian entrance into or through the structure from each street frontage. A minimum of 40 percent of the area of all first-story commercial street walls facing Voltaire Street shall be transparent with visibility into a commercial use area. Non-reflective windows and openings shall be utilized. Building facades should be articulated with expression lines between floors, punched windows, window awnings and use of high quality, long-lasting materials such as stone, masonry or wood on the ground floor. Building walls adjacent to the residential development shall be in scale with the surrounding development.

On larger lots, new development should incorporate courtyards or street plaza spaces. A five-foot setback from the property line is recommended for all new development within the CC zone to allow for larger pedestrian spaces and landscaping along Voltaire Street. Special street lights such as the “double acorn” style historic light should be incorporated along the street (see illustration). All refuse storage facilities and rooftop mechanical equipment shall be concealed and screened from public view.

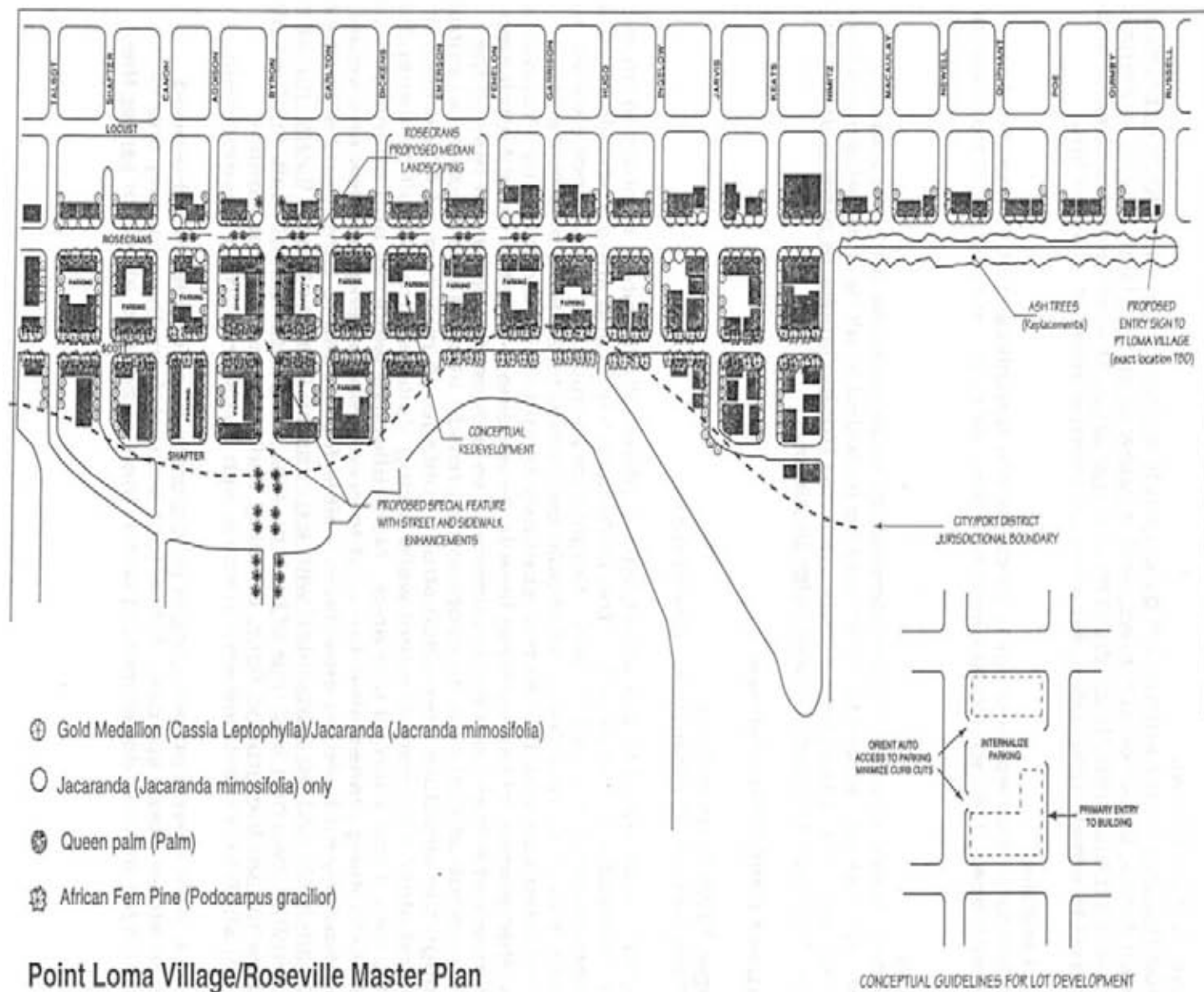
Landscape and Streetscape Improvements

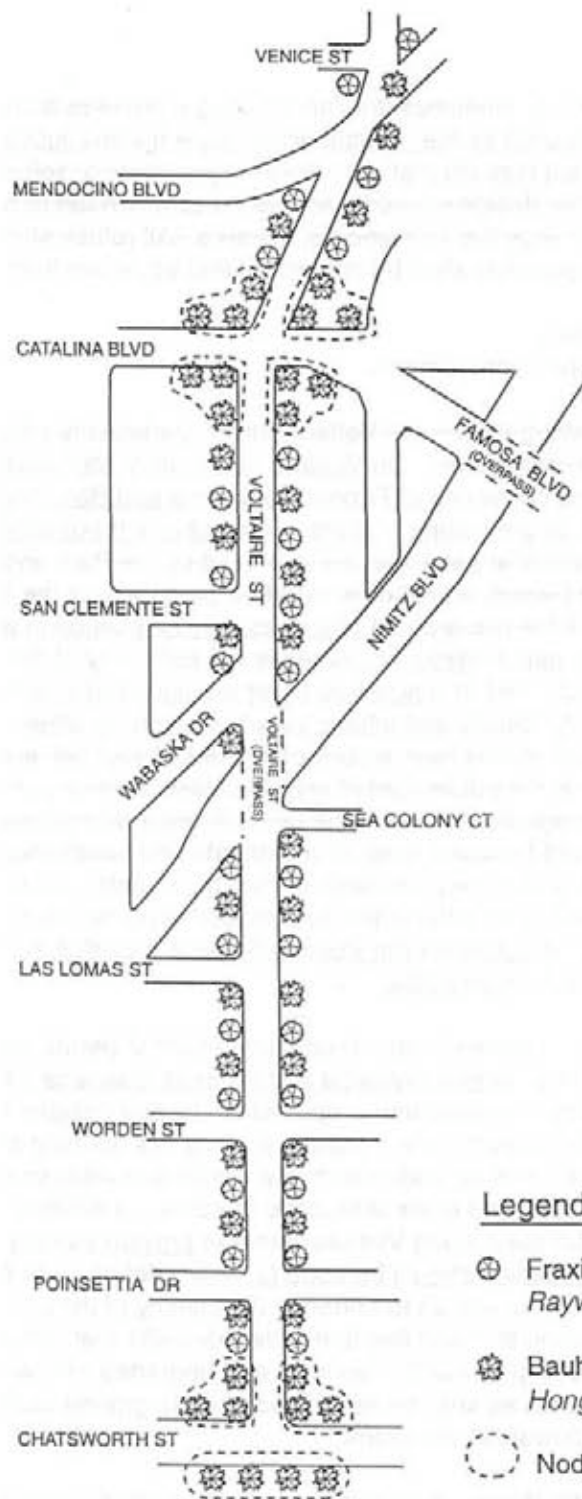
On Voltaire Street, from Mendocino eastward to Chatsworth, a tree theme consisting of *Fraxinus oxycarpa* and *Bauhinia blakeana* is proposed for the commercial area along Voltaire in the public right-of-way. Palm trees may be planted in addition to the *Fraxinus oxycarpa* and *Blauhina blakeana* to increase the continuity of the street and the connection to Ocean Beach. The new tree types are intended to establish a greater sense of community identity and differentiate Voltaire from other neighborhoods. These trees should be considered as a separate and supplemental requirement beyond the standard requirements of the City’s landscape ordinance. As such they shall not be used to fulfill the landscape requirements set forth in that ordinance. The street tree program for the Voltaire Street is included in the community-wide program. Please refer to **Figure 35a**.

For any new development or redevelopment requiring a CPIOZ permit, existing trees that are compatible with the *Faxinus oxycarpa* and *Bauhinia blakeana* should be preserved and incorporated into proposed landscape designs to enhance the character of the street. As redevelopment occurs, parking lots abutting streets and sidewalks shall be screened and upgraded with low, decorative walls or berms that are accompanied by trees, shrubs and other landscape features. In addition, street furniture shall be used along Voltaire Street to provide seating at bus stops and for pedestrians. Landscaping should be used to clearly define store front entrance areas and pedestrian paths, as well as to enhance the identity of the commercial corridor. Many of the existing four- and five-foot wide sidewalks that are cluttered with telephone poles and street signs shall be replaced and upgraded with wider sidewalks where possible. Public agencies shall be requested to underground utility lines and eliminate unnecessary sidewalk obstructions.

In addition to giving the streetscape a unified character through the landscaping, the street furniture should also be coordinated. Street furniture should be organized along the street to complement the activities and pedestrian flows and should not be obstructive to pedestrian paths. Street furniture should be grouped between street trees and not hinder the rhythm of tree planting. Well placed, these elements complement the overall character. Benches should be located parallel to the street, along the curb, facing the shops. The placement of benches should leave a clear path for the pedestrians along the sidewalk. Benches should be designed to be aesthetically compatible with the character of Voltaire Street and should not have advertising on them (see illustration).

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

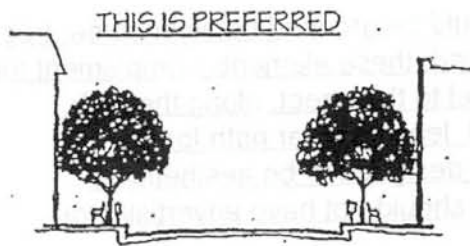




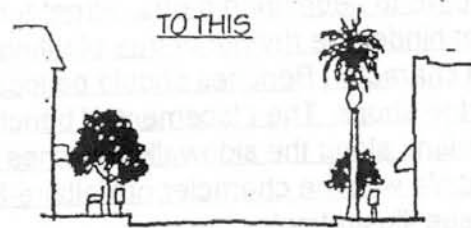
Voltaire Street Tree Plan

North Bay Revitalization

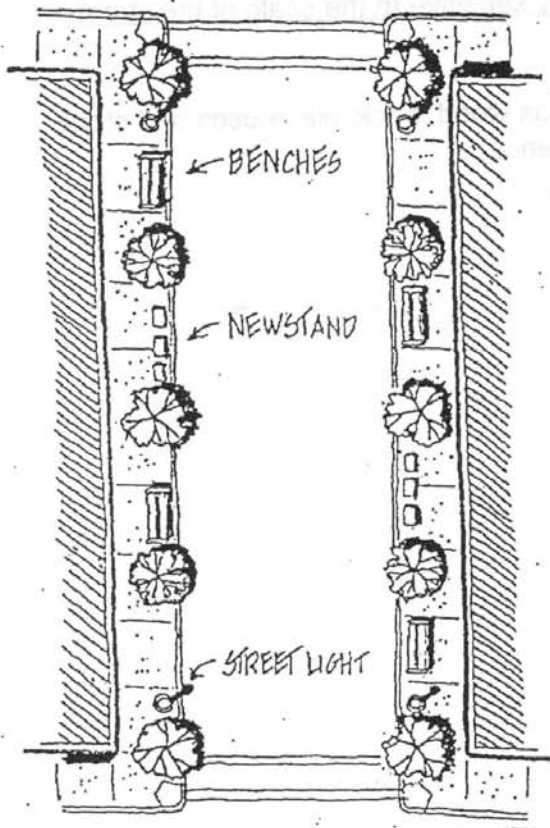
CITY OF SAN DIEGO PLANNING DEPARTMENT



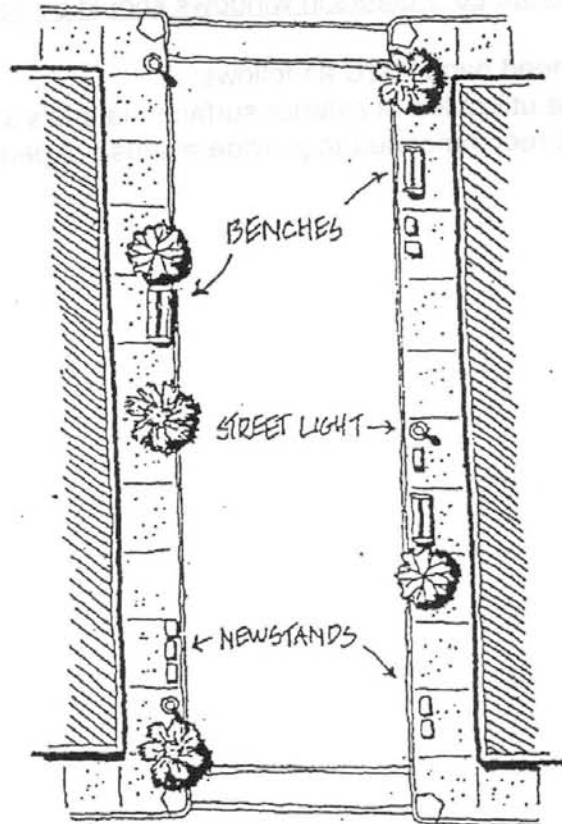
STREET TREES WITH WIDE CANOPY
PROVIDE SHADING AND FRAME THE STREET



RANDOMLY PLACED LANDSCAPING AND STREET
FURNITURE ADDS TO A CHAOTIC IMAGE



UNIFORM LANDSCAPING PROVIDES RHYTHM



NON-UNIFORM LANDSCAPING BREAKS RHYTHM



Building Materials For Exterior Surfaces

The utilization of exterior surface materials such as wood, brick, and stone are recommended to provide a sense of permanence, traditionalism and quality for all projects along Voltaire Street. New or remodeled commercial buildings should be compatible with the overall architecture and color scheme or surrounding development. Use of predominantly glass construction on exterior building walls is not appropriate for the area east of Worden Street, which is within proximity to the Colonial Revival style buildings such as the Presbyterian Church on the corner of Udall Street and Poinsettia Drive.

Parking And Vehicular Access

For projects abutting an alley, parking facilities should access the alley in order to reduce pedestrian/automobile conflicts along Voltaire Street. Various traffic engineering techniques described in applicable city regulations should be used where appropriate to reduce pedestrian/auto conflicts. Where feasible, existing driveways shall be closed and relocated to side streets and alleys in order to reduce the number of curb cuts and promote smooth traffic flow along Voltaire Street. Where site constraints are such that parking can only be accessed from Voltaire Street, the parking areas shall be buffered and screened by landscaping. On the few remaining large parcels within the CPIOZ area, enclosed parking is recommended as an alternative to surface parking when redevelopment occurs.

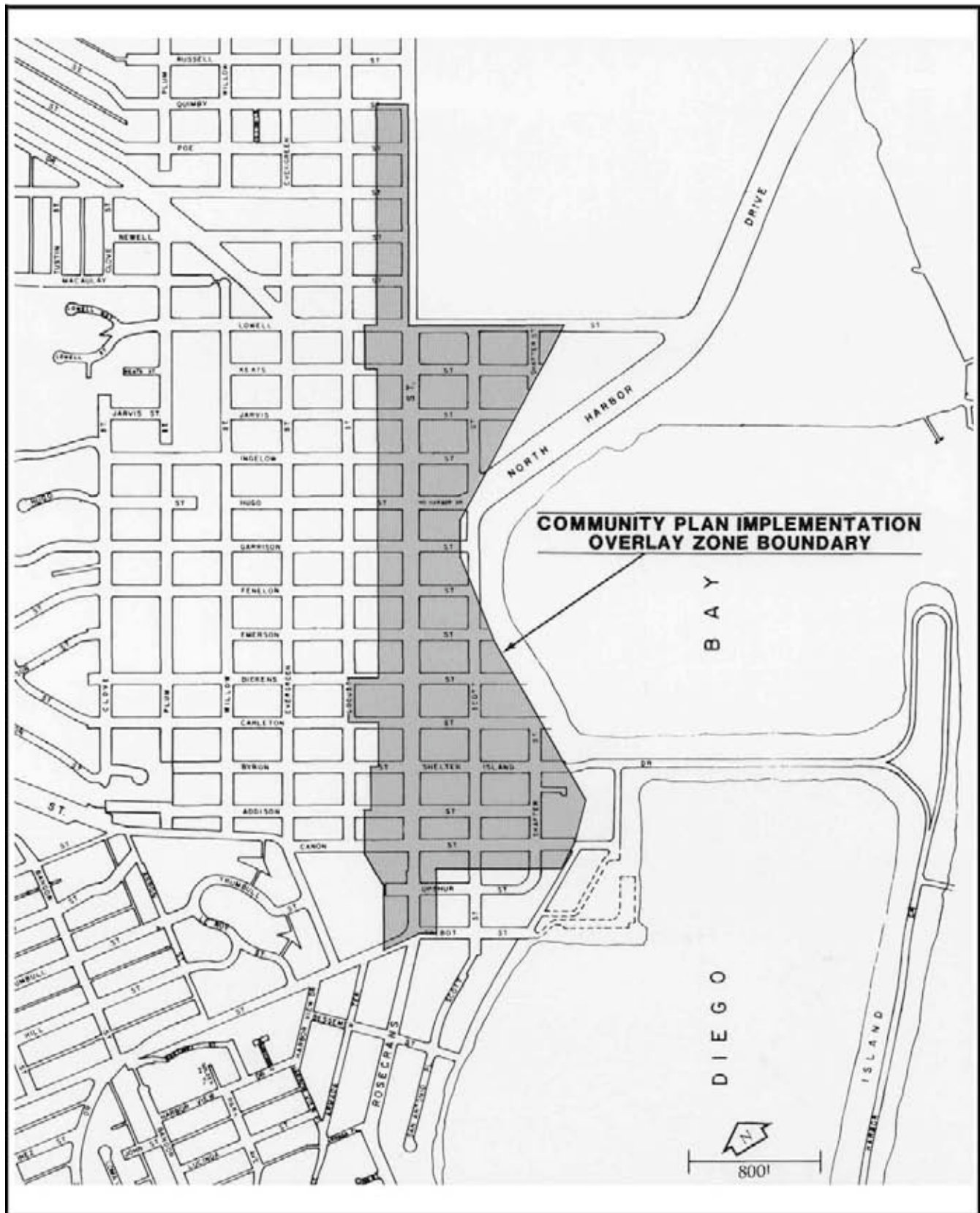
Roseville CPIOZ Guidelines

The Roseville commercial district, which encompasses all commercially-zoned land within City jurisdiction in the area bounded by Quimby, Locust and Talbot Streets and San Diego Bay, has a unique location, character and history. This area has served as a center for the whaling, fishing, and hide industries in the past and today has become a major yachting, boat building, and sports fishing center. Architecture and urban design in Roseville has been influenced by its location adjacent to San Diego Bay and Shelter Island as well as the ethnic background of the early Portuguese settlers. Shelter Island, which is under the jurisdiction of the San Diego Port District, has a distinct character dominated by South Seas style architecture, landscaping and signage.

In order to foster new development compatible with the historical development pattern in Roseville and to enhance the character and atmosphere of the commercial district, discretionary review of development is necessary. The CPIOZ, Type B, should be applied to the district. The boundaries for the Roseville CPIOZ are identified in **Figure 35**. As detailed below, the issues to be addressed for a Type B permit should include signage, building placement and pedestrian orientation, architectural features and landscaping.

Signage

The sign regulations in effect within the coastal zone should be adhered to throughout the area.



**Roseville Commercial Area Community Plan
Implementation Overlay Zone (CPIOZ) Boundaries**
Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 35

Building Placement and Pedestrian Orientation

The intent of the following guidelines regarding building placement and pedestrian orientation is to achieve the basic objectives stated above. Where physical conditions dictate that strict compliance is not practical, alternative proposals which achieve the basic objectives may be considered. In addition, variations from these guidelines may be considered if superior solutions can be achieved.

Placement of buildings should serve to enhance pedestrian activity. Parking should be located at the rear or side of residential and commercial buildings. Parking in front of building facades or visible from the public right-of-way should be buffered and deemphasized by landscaping pursuant to the Citywide Landscape Ordinance. (Temporary, at-grade parking during construction is exempted.) All above-grade parking structures visible from the public right-of-way should be architecturally screened and enclose some provisions for landscaping.

Primary vehicular access should be from side streets rather than principal streets. Curb cuts should be kept to a minimum.

At least 40 percent of the area of all new or redeveloped first-story street walls in commercial buildings should be devoted to pedestrian entrances, display windows or windows affording views into retail, office, gallery or lobby space. This percentage for buildings having four street walls may, however, be reduced to an average of 30 percent of the total area of first-story street walls. The building wall subject to these transparency guidelines should include the portion between three feet and eight feet above the sidewalk.

Building facades should be articulated by a variety of measures to include expression lines between floors, punched windows, and window awnings. High quality materials should be used on buildings throughout the village area. Corner lots should have an average setback of two feet from the property line and interior lots should have average setback of three feet from the property line. The setback should be the greater of the above standards or of the requirements of the underlying zone.

Architectural Features

Use of architectural themes incorporating elements reminiscent of the nautical, maritime, fishing, Portuguese heritage, or pertinent historical heritage are desired. Use of canopies, canvas elements, nautical flag systems, bollards and nautical sculpture is encouraged. Use of wood is encouraged. Colors should be sympathetic to and harmonious with the architectural theme selected. Tilt-up concrete curtain wall and prefab structures are discouraged.

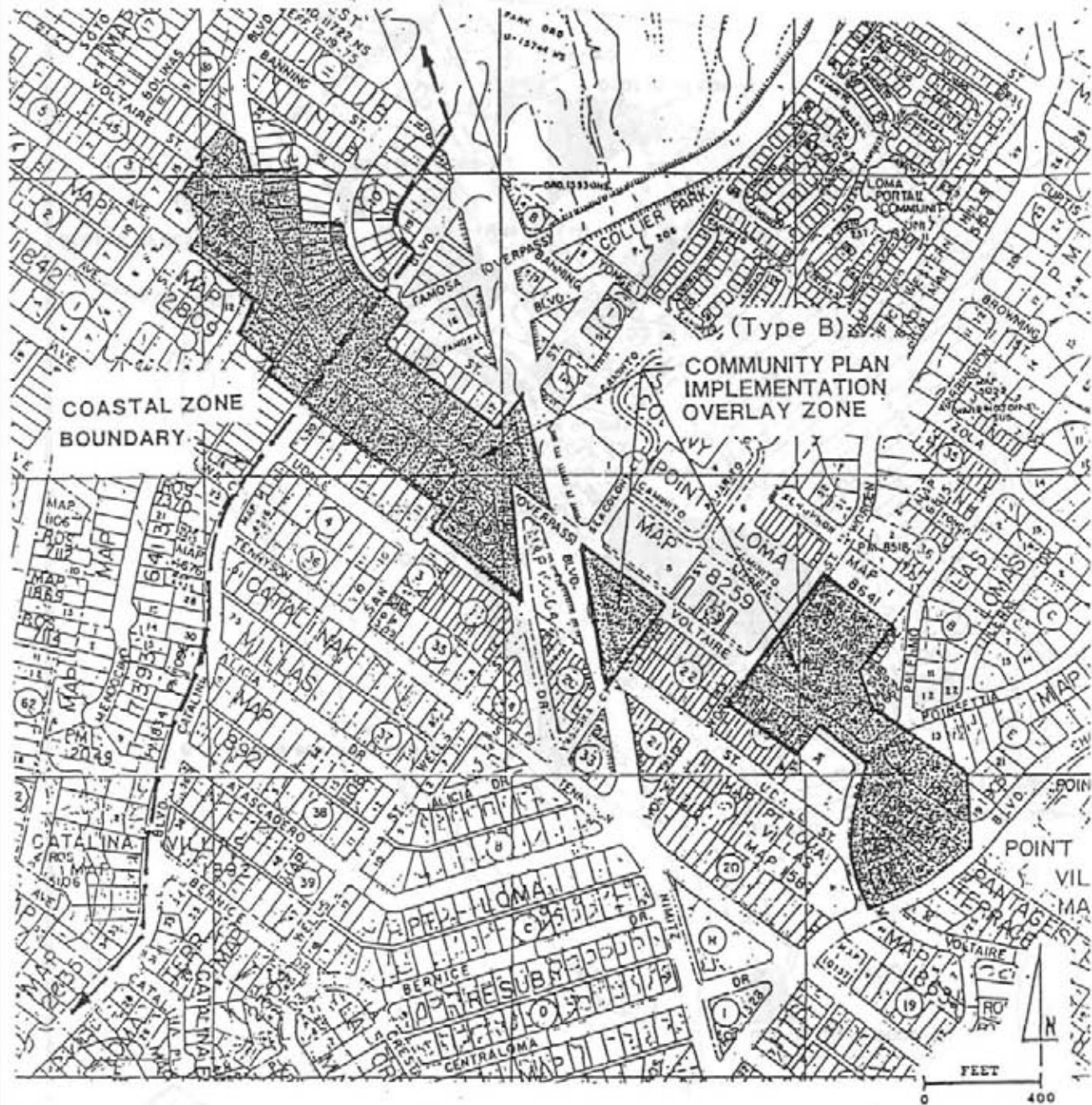
Projects should include amenities such as outdoor patios, street furniture (benches, kiosks, outdoor clocks, sculpture, fountains, etc.), flags, canvas awnings and boat related features.

Landscaping

Improvements should conform to the community design theme and existing City regulations. Appropriate street trees should be included in all new development and major remodeling. The street tree program for the Roseville/village area is included in the community-wide program. Please refer to page 122.



CITY OF SAN DIEGO · PLANNING DEPARTMENT
PENINSULA COMMUNITY PLAN



Voltaire Street CPIOZ Boundaries
Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 35a

CULTURAL AND HERITAGE RESOURCES

Existing Conditions

The Peninsula's rich and diverse past is reflected in a number of historical features and archaeological sites. Recorded historic sites and structures in the Peninsula date to 1542 when Juan Rodriguez Cabrillo landed at Ballast Point. The historic and cultural resources include sites of military installations, architecturally significant homes, homes of well-known citizens, gardens and trees. **Table 2** lists those sites and structures designated by the City Historical Site Board. A few of these are California landmarks or are listed on the National Register of Historic Places. Other potentially significant historic resources are listed on **Table 3**. Archaeological sites containing remains of ancient Indian tribes which lived in the San Diego area from 2,000 to 12,000 years ago are scattered around the Peninsula. A majority of these sites have been altered or destroyed in historic times.

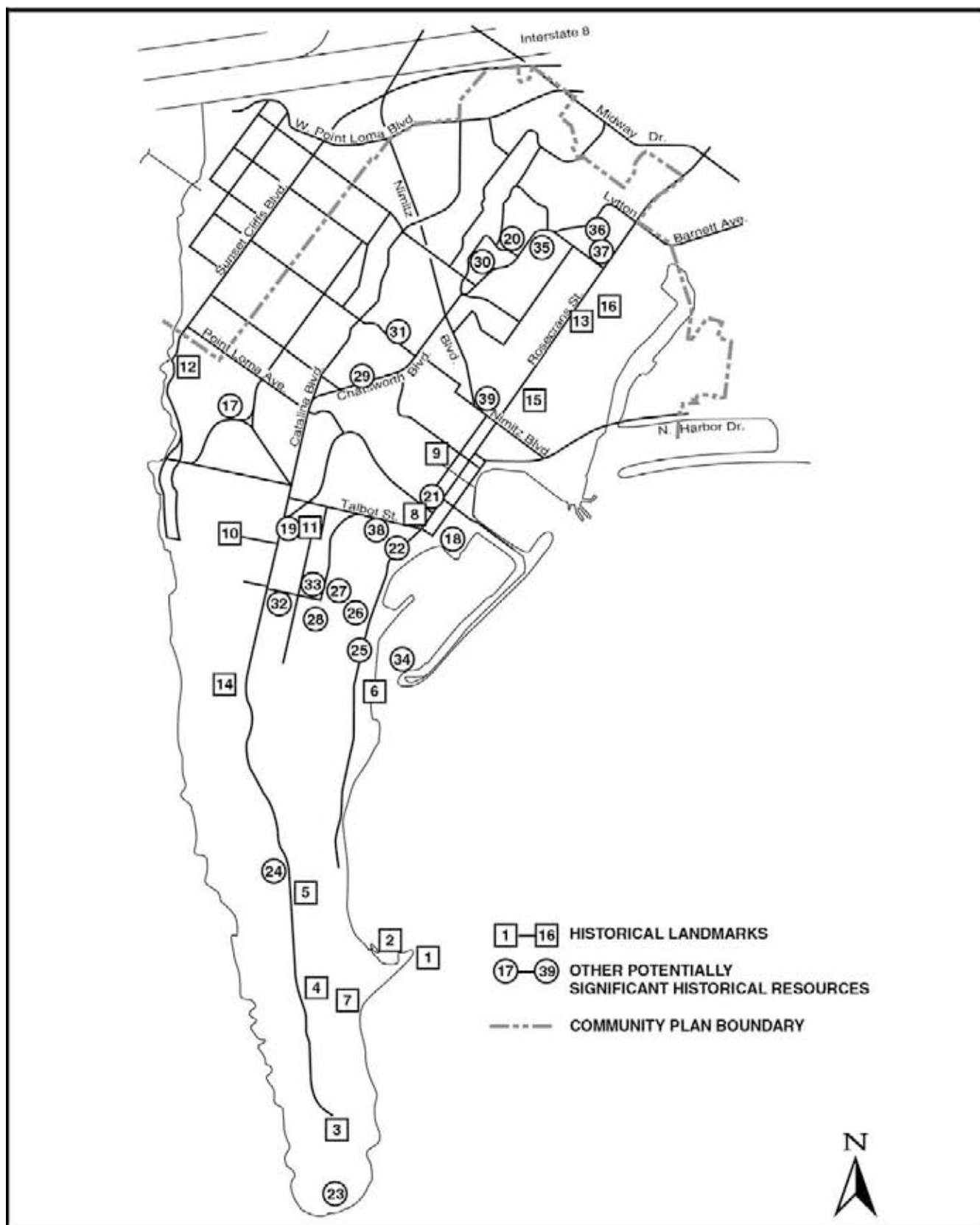
Although many of the oldest historical sites and best preserved archeological sites are on federal properties, and inaccessible to the general public, they are nevertheless valuable and should be recognized for their contribution to the heritage of the community.

Objectives

- Archeological and Historical resources in the Peninsula community which have been designated by appropriate authorities as being significant and worthy of preservation should be protected and enhanced.

Recommendations

- All significant historical, archaeological and paleontological resources of the community which have been designated by the City Historical Site Board should be preserved.
- Potentially significant historical and architectural resources listed in **Table 3** should be further surveyed and researched by the Historical Site Board. Those found to be significant should be designated by the City Historical Site Board and nominated to the National Register of Historic Places for possible designation.
- Development guidelines should be established for projects which would affect the significant historical sites and structures or remaining archaeological sites in Peninsula. These guidelines should set design criteria, height and setback requirements, sign controls, development incentives or bonuses designed to maintain the original structures.
- Historical sites and other heritage resources should be marked with informational signs or plaques. Local community and neighborhood groups should be encouraged to participate in a program of increasing the public awareness of and accessibility to heritage resources.



Historical Landmarks and Points of Interest Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 36

TABLE 2
DESIGNATED HISTORICAL LANDMARKS IN PENINSULA COMMUNITY

- | | |
|-----|--|
| 1. | Tip of Ballast Point – site where Juan Cabrillo first set foot on California in 1542. First beacon on Pacific Coast. Stones from here used on trip back to Boston as ballast and as cobblestones on Boston streets. |
| 2. | Ballast Point Whaling Station Site – Whaling operations here peaked in 1850s California Landmark. |
| 3. | Lighthouse in 1854 – One of the first eight lighthouses built by United States on West Coast. Abandoned in 1891 because it was too high and often obscured by fog. Listed on the National Register of Historic Places. |
| 4. | Fort Rosecrans Site – Fort established by United States Congress in 1852 became monument after second World War. |
| 5. | Fort Rosecrans National Cemetery – established shortly after founding of fort in 1852. |
| 6. | Old La Playa Site – site of trading station and storage depot. Hides stored here from 1829 – 1850. |
| 7. | Fort Guajarras – Spanish fort established in 1795. It was not completed until 1880. Manned by Presidio soldiers. |
| 8. | Jennings House – 1018 Rosecrans, built in 1886, Austere simple frame house. Remnant of early Roseville boom in 1880s. |
| 9. | Roseville – early Peninsula settlement. Real estate development of Louis Rose. |
| 10. | Theosophical Institute – 3900 Loma Land Drive, site of Theosophical Institute, International Headquarters for the Universal Brotherhood from 1897-1942. Now occupied by Point Loma Nazarene College. |
| 11. | Tingley House – 430 Silvergate Avenue, vernacular Victorian architecture of style used at Theosophical Institute. Tingley was leader of Theosophical Institute. |
| 12. | Cliff Mansion – 1203 Sunset Cliffs Boulevard, built 1926-1928. Mediterranean style interior has fine pieces from throughout the world. Built by John Mills. |
| 13. | Rosecrans Street – Originally the Old Indiana La Playa Trail. |
| 14. | Quarantine Station and Hide Park – Foreign ships checked for contagion and early hide processing. Hide storage depot for Pacific Coast. This was also the location where the American flag was first unofficially raised in California. |
| 15. | U.S.S. Recruit |
| 16. | Naval Training Center Buildings |
-

- Projects located within or adjacent to an historical, archaeological or paleontological site should be evaluated in terms of their impact upon and/or compatibility with the resource. An Environmental Impact Report may be required for such projects, addressing in detail the nature of the resource, potential impacts and proposed mitigation measures. A person qualified in analyzing the resource should prepare the report. Such resources should be preserved in a manner which would not degrade the resource or impair its educational value. To the extent feasible, the resource should be preserved on-site in its present or original use, or an adaptive use which enhances the community's character and historical heritage should be sought.
- Incentives should be provided to stimulate private conservation of historical, archaeological and paleontological sites and encourage their use as an educational attraction. Resources determined not to be worthy of preservation should be completely recorded prior to destruction.

TABLE 3
OTHER POTENTIALLY SIGNIFICANT HISTORIC RESOURCE

17.	Thursday Club	1224 Santa Barbara
18.	Portuguese Chapel and Hall	Addison, East of Scott Street
19.	Old Canon Street House	S/E Corner of Talbot and Canon
20.	Bridges Estate	Chatsworth Boulevard
21.	Old Torrey Pine Tree	Rosecrans/Shelter Island Dr.
22.	Bessemer Street	Site of a proposed steel mill (1891)
23.	"New" lighthouse (1891)	
24.	Old Mormon Coal Mine (1847)	
25.	Residence (C. 1870)	462 Rosecrans
26.	Residence (C. 1920)	579 San Elijo Street
27.	Residence (1907)	3402 Gage Place
28.	Residence	562 Gage Road
29.	Residence (1898)	3838 Dixon Place
30.	Residence (1914)	2422 Alcott Court
31.	Residence	3850 Narragansett Avenue
32.	Residence (1919)	3725 Pio Pico Street
33.	Residence (1901)	3636 Du Pont Street
34.	Bell of Friendship	Shelter Island
35.	Residence (1910)	3202 Elliott Street
36.	Residence (1912)	3729 Homer Street
37.	Residence (1912)	3120 Goldsmith
38.	Residence (1914)	2704 Evergreen Street
39.	Residence (1952)	3360 Harbor View Drive

JURISDICTIONAL INTERFACE

The Peninsula community is somewhat unique in that it contains three relatively large autonomous areas which are important to the function and character of the community. As discussed in this plan, the federal government controls the Naval Training Center and Anti-Submarine Warfare Center located east of Rosecrans, as well as the Point Loma Naval Complex and Cabrillo National Monument which occupy the southern one-third of the Peninsula. In addition, the Shelter Island area and corresponding tidelands fall under the jurisdiction of the San Diego Unified Port District. The San Diego Unified Port District Master Plan, certified by the Coastal Commission in 1980, is herein included by reference. The Port Master Plan is the controlling planning document for Port District tidelands. Master plans have also been adopted for the Naval Training Center and Point Loma Naval Complex. These plans are the controlling planning documents for the Navy lands.

Since the Naval and Port District areas are not controlled by the City of San Diego, their planning programs may not necessarily reflect City goals and policies. Therefore, it is important to emphasize the need for interjurisdictional cooperation in all planning efforts to ensure that externalities from one area do not adversely affect, but rather contribute to the quality of life in adjacent areas.

This community plan has been designed to consider the special needs and interests of the areas controlled by the federal government and Port District. Importantly, many of the recommendations express the need and desire to establish coordination between the City, community groups, federal government and Port District.

Specific impacts on the community related to these adjacent jurisdictions involve primarily visual and circulation concerns. Rather than attempt to significantly change or alter the development trend in these adjoining areas, this plan attempts to reduce existing and potential impacts to acceptable community standards through increased coordination, thereby enhancing the important resources which make the Peninsula unique to the San Diego region. It is important to stress that all of these areas are a part of the Peninsula community, and that events in one area can, and often do, affect events in another portion of the community.

LOCAL COASTAL PROGRAM

The following is a detailed description of the coastal issues affecting the Peninsula with a brief summary of the recommendations contained within this land use plan:

A. PUBLIC ACCESS

1. Issue: The Sunset Cliffs shoreline area is parkland and will remain free of development. The area should be studied for better parking and access. Improvement/development plans for Sunset Cliffs Park and Ladera Street Park need study.

Recommendation: In order to improve access throughout the Sunset Cliffs, the park and recreation, parking and public access components of the plan recommend that access be provided, if consistent with public safety concerns, to the shoreline in the area of "No Surf Beach" and the southern portion of the Sunset Cliffs Shoreline Park. The Plan recommends that the Sunset Cliffs Shoreline Park be developed in a manner compatible with resource protection and aesthetic concerns, similar to Torrey Pines State Park. Also, the Geologic Hazards and Environmental Impact Element proposes the establishment of a comprehensive shoreline protection project.

2. Issue: The bay shoreline area is impacted by parking and traffic circulation problems. Access to the water at street ends should be increased. Increased physical access is desirable, encouraged and should be implemented as soon as possible in those areas where it can be easily accomplished consistent with Section 30212. However, any increase in physical access must also be accompanied by study of the traffic and circulation situations that would serve or be affected by increased physical access. As the Port District will be encouraging uses which provide public access on their adjacent lands (per Chapter 3), the City should assess the impacts of those land uses on the City's support facilities and systems.

Recommendation: Under the public access component, the plan recommends that access (physical and visual) to the bayside beaches, generally south of Talbot Street, be encouraged through coordinated efforts with the Port District. Under the Circulation and Parking Elements, relating to public access are primarily discussed in the Public Access and Visual Resource elements of the Plan.

The Sunset Cliffs and La Playa areas are encouraged for increased physical access, while visual access is suggested from most major public roadways and within the Point Loma Naval complex. It is recognized that in cases where physical access is not considered desirable, either due to safety or security concerns, an attempt should be made to provide visual access wherever feasible. The Plan specifically notes that the Point Loma Naval complex is an area where such concerns may restrict physical access proposals.

B. RECREATION AND VISITOR SERVING FACILITIES

1. Issue: Future needs for expansion of visitor-commercial development should be re-evaluated. The expansion of any commercial activities should be accompanied by adequate support facilities. Preference should be given to visitor-serving and recreational development as opposed to general commercial activity.

Recommendation: The **Commercial Element** of the Plan recommends that Roseville/Shelter Island be maintained as the commercial and visitor-serving focus of the Peninsula. In addition, the Plan suggests establishing separate zones which distinguish between community and recreation-commercial uses to ensure that adequate area is available for each use, with sufficient facilities to serve them.

2. Issue: Public safety is an issue in the Sunset Cliffs area due to geologic instability.

Recommendation: The Geologic Hazards and Environmental Impact, Public Access and Park and Recreation Elements of the Plan acknowledge the hazardous conditions present in the Sunset Cliffs. It is proposed that the Plan suggests traffic engineering techniques and parking consolidation in order to improve circulation problems in this area. Importantly, the commercial component of the plan recognizes that the Roseville/Shelter Island area will remain as the community and recreational commercial focus of the Peninsula.

3. Issue: Federal land uses are heavy traffic generators and have a considerable impact on the community.

Recommendation: The Industrial Element of the plan reviews impacts of Naval uses and operations in terms of their effect on public access throughout the Peninsula. Recommendations for increased coordination with the federal government regarding visual access and mitigation of traffic impacts are included in this section, and also under the Public and Para-Transit, Public Access and Visual Resources Elements.

4. Issue: Planning should be done to coordinate a Bicycle Circulation Element with the Port District's plans.

Recommendation: A bicycle network is recognized as an important element of the plan. Under Bicycle Circulation, the plan recommends an improved bikeway system serving all major destination points of the community, including improved coordination with the Port District and federal government.

5. Issue: One of the requirements of Section 30500 of the Coastal Act is the preparation of a specific public access component as part of the LCP. This public access component may be a separate plan element or may be comprised of various plan components, coordinated with an accompanying text. The public access component shall set forth, in detail, the kinds and intensity of uses, the reservation of public service capacities and specific geographic areas proposed for direct physical access. In this public access component, the City can assess the impacts of Port District and federal land uses and study increased physical access, especially on federal lands.

Recommendation: Throughout the plan, the uniqueness of the Peninsula community in terms of its recreational and natural resources are considered, with substantial discussion devoted to improving both physical, and visual access to such resources. It is recommended that a comprehensive shoreline protection program, extending from the San Diego River Channel to the tip of Point Loma, be examined in conjunction with increased access in this area. Improvements to the Sunset Cliffs Shoreline Park are recommended in order to minimize human impacts in this sensitive and vital resource area.

C. HOUSING

1. Issue: There are no site specific proposals for providing low- and moderate-cost housing in the community plan, although preservation of the existing housing stock is recommended. Use of various city, state, and federal programs which provide bonuses or subsidies for low- and moderate- income and elderly housing is encouraged.

Recommendation: The **Residential Element** of the Plan recommends areas of the Peninsula, within the coastal zone where affordable housing should be encouraged through appropriate incentives. In addition, both existing and proposed City-initiated housing projects for low- and moderate-income families are detailed.

2. Issue: Some moderate cost visitor and recreational facilities do exist. Lodging facilities located in Roseville offer accommodations in all price ranges. Policy assurances and methods of encouraging and preserving this wide range of lower cost facilities will be required in the Land Use Plan.

Recommendation: The commercial component recommends the provision and maintenance of lodging facilities for all income levels in the Roseville/Shelter Island area. The Plan states that incentives should be developed which would preserve low- and moderate-income lodging facilities, while City-owned properties are suggested as possible locations for moderate cost visitor accommodations such as hostels and campgrounds.

D. WATER AND MARINE RESOURCES

1. Issue: The marine resources of the Sunset Cliffs area include kelp beds and both fish and shellfish species. The Point Loma tidepools should be preserved.

Recommendation: Under the Resource Conservation Element, the plan recognizes the importance of the tidepools and kelp beds along Sunset Cliffs as important resources of the Peninsula. As such, the Plan recommends that efforts be taken to protect and preserve them. In addition, limited access, in the form of educational tours, is encouraged to be maintained to the tidepools through coordinated efforts with the National Park Service.

2. Issue: A decision should be made regarding the technique to be used to control erosion in the Sunset Cliffs area.

Recommendation: The Geologic Hazards and Environmental Impact Element discusses a comprehensive erosion control program in conjunction with increased public access and resource conservation for the length of the Sunset Cliffs.

E. DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES

1. Issue: Dredging of the San Diego Bay should be addressed. Dredging projects include new mooring areas and sewer trenches to the Point Loma Treatment Plan. The turning basins and mooring areas are controlled by the Port District and U.S. Navy. Coordination with these agencies is necessary. A more precise statement of the issue would be that beach erosion, dredging, and shoreline structures have multiple impacts and that these impacts must be studied and effective solutions implemented. For example, the effects of dredging could be determined through coordination with the Port District with dredging spoils used for beach replenishment in adjacent areas or elsewhere. A statement regarding City policy on the issues of policy group should be included in the Land Use Plan.

Recommendation: The Plan recognizes the importance and sensitive nature of San Diego Bay. In response, the Industrial and Geologic Hazards and Environmental Impact Elements recommend coordinative efforts between the City, Port District and federal government to ensure that impacts from dredging or public utility projects do not adversely affect, but rather enhance the bay environment. In this regard, dredging spoils are considered as a potential sand replenishment supply.

F. COMMERCIAL FISHING AND RECREATIONAL BOATING

1. Issue: Facilities outside of Port Tidelands which serve the commercial fishing fleet and the recreational boating facilities, including all private clubs and public marinas, should be reviewed. Docking facilities should not be allowed to expand beyond the pierhead line. Public launching facilities should be increased to serve the expanding boating fleet. Additional parking should be provided to serve new commercial development.

Recommendation: The Industrial, Park and Recreation and Public Access Elements of the plan consider the limited area available in the Peninsula for public and private use of the marine resources. Therefore, it is recommended that, in coordination with the Port District, only coastal dependent industrial uses be encouraged and private clubs be reviewed in terms of their effect on public access. In addition, public access (physical and/or visual) is recommended to be included in any expansion or redevelopment of industrial or private recreational facilities. Also, water-oriented programs and facilities are to be coordinated with the Port District. Finally, the Commercial and Parking Elements discuss the need to provide consolidated parking facilities in order to meet parking demand.

G. ENVIRONMENTALLY SENSITIVE HABITAT AREAS

1. Issue: Land development and erosion control in the vicinity of the Point Loma Tidepools and the Famosa Slough should be carefully monitored to protect these resources.

Recommendation: The resource conservation component proposes that the Famosa Slough be designated for open space, dedicated as a park, and restored as a wetland

habitat. In the event that this privately owned resource is not purchased by an agency for protection as a sensitive resource, limited development may be permitted in certain areas if the remainder of the slough is dedicated as a wetland park and specific developmental guidelines followed. The Point Loma Tidepools are also recognized as a sensitive resource and are to be protected in coordination with the National Park Service.

H. AGRICULTURE

No issues identified.

I. HAZARD AREAS

1. Issue: Erosion control and cliff stabilization is a problem in the Sunset Cliffs area. A resolution of this problem is necessary. The City and Army Corps of Engineers have developed several alternative proposals for erosion control in this area. An alternative that is consistent with the policies of the Coastal Act must be selected and implemented. The questions of consistency would include Chapter 3 requirements regarding circumstances under which new shoreline structures are allowable, an evaluation of alternatives, scenic and visual impacts and all possible environmental effects.

Recommendation: In addition to recommending a comprehensive erosion control/cliff stabilization program, the Geologic Hazards and Environmental Impact Element proposes a public education program which details the proper use and potential hazards of the Sunset Cliffs.

2. Issue: Earthquake and liquefaction hazards should be reviewed.

Recommendation: Also under Geologic Hazards and Environmental Impacts, the plan delineates potentially geologically hazardous areas and recommends that development in these areas be carefully reviewed in terms of risk to life and property.

J. FORESTRY AND SOIL RESOURCES

No issues identified.

K. LOCATING AND PLANNING NEW DEVELOPMENT

1. Issue: A minor increase in density is expected to occur especially within the R-1,000 zoned areas. This may increase accessibility to the coast for a greater number of residents. However, traffic congestion is a major problem, and even a minor increase in density will impact traffic levels. Existing and proposed zoning should be examined to determine if rezonings are desirable to decrease traffic and congestion. A City study assessing impacts of existing and future development should be prepared, including mitigation measures necessary to assure adequate access.

Recommendation: The residential component of the plan designates key areas of the Peninsula capable of accommodating increased development without significant impacts to adjacent land uses or traffic movement. These areas are generally characterized by good access to public transportation and also to both recreational and commercial services.

2. Issue: Improved transit service will be necessary to reduce congestion. The use of shuttle busses should be explored.

Recommendation: The **Transportation Element** of the Plan suggests increasing the availability and use of transportation modes other than the automobile. The Plan stresses that improvements in public transportation service should be considered in all new development and street improvement plans. A priority is the establishment of an east-west bus service which connects the residential, commercial and recreational areas of the Peninsula planning area. Disincentives to the use of the auto, such as increased parking fees and shorter parking meter time limits, are to be explored. Also, a shuttle system serving the Naval operations and the Roseville/Shelter Island area is suggested in order to reduce congestion.

L. VISUAL RESOURCES AND SPECIAL COMMUNITIES

1. Issue: Future development in the area should not detract from the special characteristics of the community. Residential development should be compatible with existing housing styles and price ranges.

Recommendation: The Plan's community character component discusses the factors which make the Peninsula community unique to the San Diego region. The Plan proposes guidelines for new development which are designed to protect significant natural and man-made (heritage) resources of the community. Also stressed is the need to ensure that new development is consistent with regard to overall design to adjacent properties.

2. Issue: The Peninsula plan proposes the removal of overhead power lines, billboards, and other visual clutter. Planting of vegetation and landscaping along streets lacking these amenities is also recommended. The Land Use Plan should propose zoning changes and an effective abatement program. Effective measures (including controls on building and vegetation) must be taken to ensure the preservation of lines of sight to the bay and ocean.

Recommendation: The Plan contains a visual resources component which addresses, in detail, proposals to enhance aesthetics of the community. Specifically, sign standards are recommended for all of the commercial areas in order to reduce the visual clutter present in these locations. The Plan recommends that billboards be eliminated and utilities, wherever feasible, be undergrounded. In conjunction with the public access component, the visual resources component also identifies significant vistas throughout the community and encourages their preservation.

M. PUBLIC WORKS

1. Issue: The local street system is congested in several areas during peak periods. Street widenings and parking removal will be required. Public works projects to be considered should include the designation of the scenic route to the tip of Point Loma.

Recommendation: Circulation throughout the Peninsula is often impacted by peak traffic flows. The **Circulation Element** proposes a number of improvements to major and other heavily utilized streets in order to reduce traffic congestion. Importantly, the Plan states that circulation improvements must consider effects on the natural environment, adjacent neighborhoods and increased use of public transportation.

2. Issue: Increased visitor-oriented parking should be provided at the entrance to Shelter Island. An appropriate balance between visitor-oriented parking and visitor-serving commercial use should be determined so that adequate parking is provided for existing and new development.

Recommendation: The Plan contains a parking section which examines parking facilities throughout the Peninsula. In addition to suggesting the maintenance of existing parking facilities, the Plan proposes consolidated parking facilities throughout the Roseville/Shelter Island district in order to more efficiently accommodate parking demand. Specific parking ratios are also outlined.

3. Issue: The coastal resource impacts of the Metropolitan Sewage Treatment Facility and any expansion thereof should be evaluated.

Recommendation: Under the **Industrial Element**, the Plan discusses the existing Metropolitan Sewage Treatment Facility. In the event of expansion or modification to this facility, the plan states that environmental impacts to the surrounding natural and man-made environment must be considered. This concern is also expressed under Geologic Hazards and Environmental Impacts.

N. INDUSTRIAL AND ENERGY FACILITIES

1. Issue: The industrial make-up of the Naval activities at the Naval Oceans Systems Center and the Submarine Support Facility (Submarine Pier) should be closely examined. The expansion of marine activities at the expense of local residents and visitors should be closely examined. The coastal dependency of all uses should be explored.

Recommendation: The plan's Industrial Element realizes the importance of the Peninsula to the Navy in terms of their current operations. However, in order to prevent undesirable impacts between the military and civilian uses, increased coordination of planning effort is encouraged between the federal government and both the City and community groups. The Plan also suggests that noncoastal dependent military uses should not be located within the Peninsula planning area.

IMPLEMENTATION

Realization of the goals, objectives and specific recommendations outlined in this plan will require a comprehensive program of implementation actions. Major elements of an implementation program are as follows:

1. Zoning modifications - The basic implementation tools to achieve the desired land use pattern are rezonings and zoning code revisions. Rezonings should affect all portions of the community where existing zoning is inconsistent with the land use recommendations in the plan. Modifications to the language of the zoning ordinance which will affect Peninsula have already been made as part of the third phase of the Local Coastal Program as established by the California Coastal Act of 1976. The C-l zone, which is recommended for a large portion of the Roseville commercial district, has been modified to implement the recommendations of this Plan. The rezonings recommended for the portion of Peninsula within the coastal zone were conceptually approved by City Council in 1983. The proposed zoning changes necessary to implement the recommendations in this Plan are shown on **Figures 37a** and **37b**.
2. Application of the Hillside Review Overlay Zone - The recommendation in this plan that the Hillside Review Overlay Zone (HR Zone) be applied to those residential areas of Peninsula which meet adopted City guidelines for inclusion in this Overlay Zone should be implemented by applying the HR Zone to the areas shown on **Figure 26**. Areas recommended for HR Zone application in portions of Peninsula within the coastal zone were conceptually approved by City Council in 1983.
3. Application of the Institutional Overlay Zone - The recommendation in this plan that the Institutional Overlay Zone be applied to publicly-owned school, library, and fire station sites within the Peninsula community should be implemented by applying the Institutional Overlay Zone to the areas shown on **Figure 38**.
4. Application of the Open Space Zone - The recommendation in this plan that the Open Space Zone be applied to City-owned park and recreation sites within the Peninsula community should be implemented by applying the Open Space Zone to the City-owned park sites.
5. Urban design and environmental guidelines for new development - The guidelines in the plan regarding urban design and sensitive treatment of the environment will be implemented through processing of individual permits for those projects which require discretionary review by the Planning Department.
6. Commercial district revitalization - Some of the recommendations regarding upgrading commercial districts can be implemented through discretionary review of individual permit requests. Other recommendations can be implemented only through the formation of strong business improvement districts and cooperative efforts by property owners and merchants.

7. Roseville commercial district revitalization - The recommended upgrading of the Roseville commercial district can be implemented through application of the Community Overlay Zone (CPIOZ, Type B) and through use of the CPIOZ development guidelines included in this plan.
8. Roseville parking improvements - Necessary prerequisites to implementing a program of parking improvements in Roseville include cooperation and coordination with the San Diego Port District and a study of the parking problem and potential solutions. Implementing a solution will require creation of a parking district and establishing a mechanism for funding the improvements.
9. Public improvements - Certain public improvements such as library expansions, park development and road improvements may be implemented and maintained as part of the City's capital improvement program.
10. Implementation by other agencies - Responsibility for implementing certain plan recommendations will fall to other agencies. For example, the Housing Commission and Authority will have significant responsibility for providing low- and moderate- income housing and the Metropolitan Transit Development Board has primary responsibility for implementing transit improvements. Cooperation by the San Diego Port District and United States Navy will be crucial in implementing many plan recommendations. The Port District will have primary responsibility for addressing and mitigating the noise impacts from airport operations and will share responsibility for solution to the Roseville/Shelter Island parking problem.
11. Precise Plan for the Naval Training Center - A precise plan has been prepared to guide the reuse and redevelopment of the former Naval Training Center. Application of new zones should occur at the time of precise plan approval.

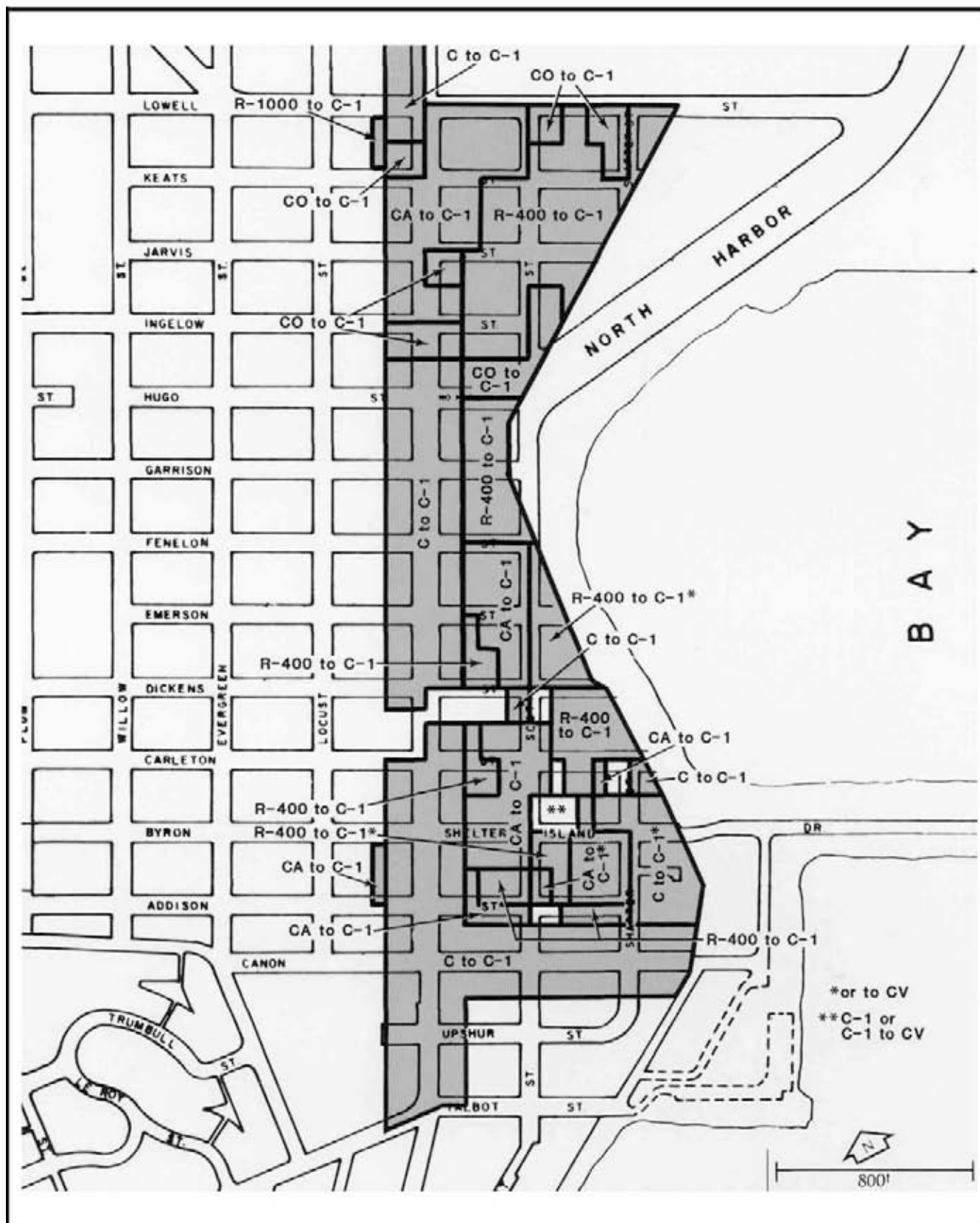
The following is a summary table of major plan proposals contained in the Peninsula Community Plan and Local Coastal Plan. For each item the table provides a brief description of the proposal, timing, proposed implementation measure, and responsibility.



Zoning Changes Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

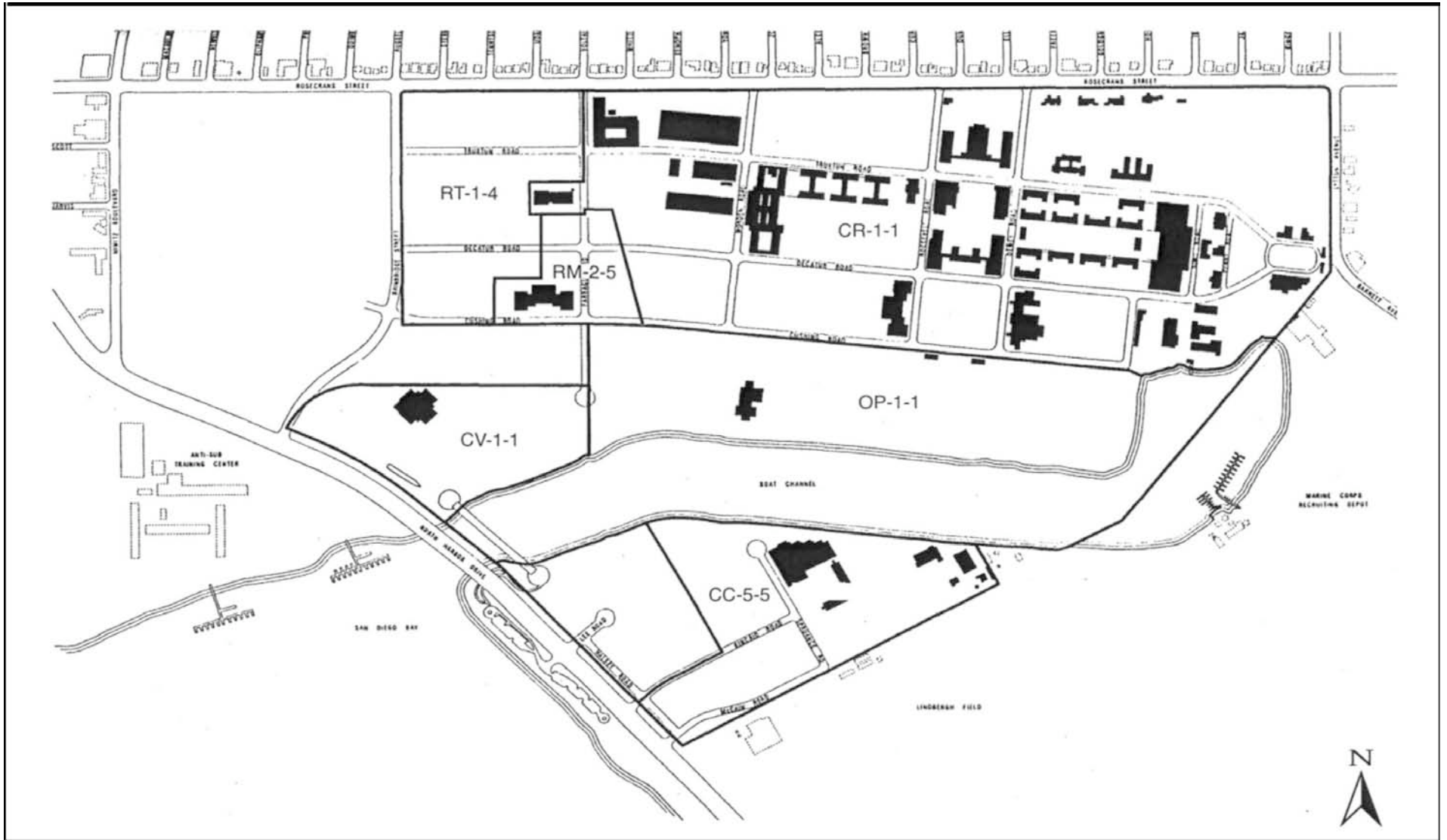
FIGURE 37a



Zoning Changes - Roseville Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

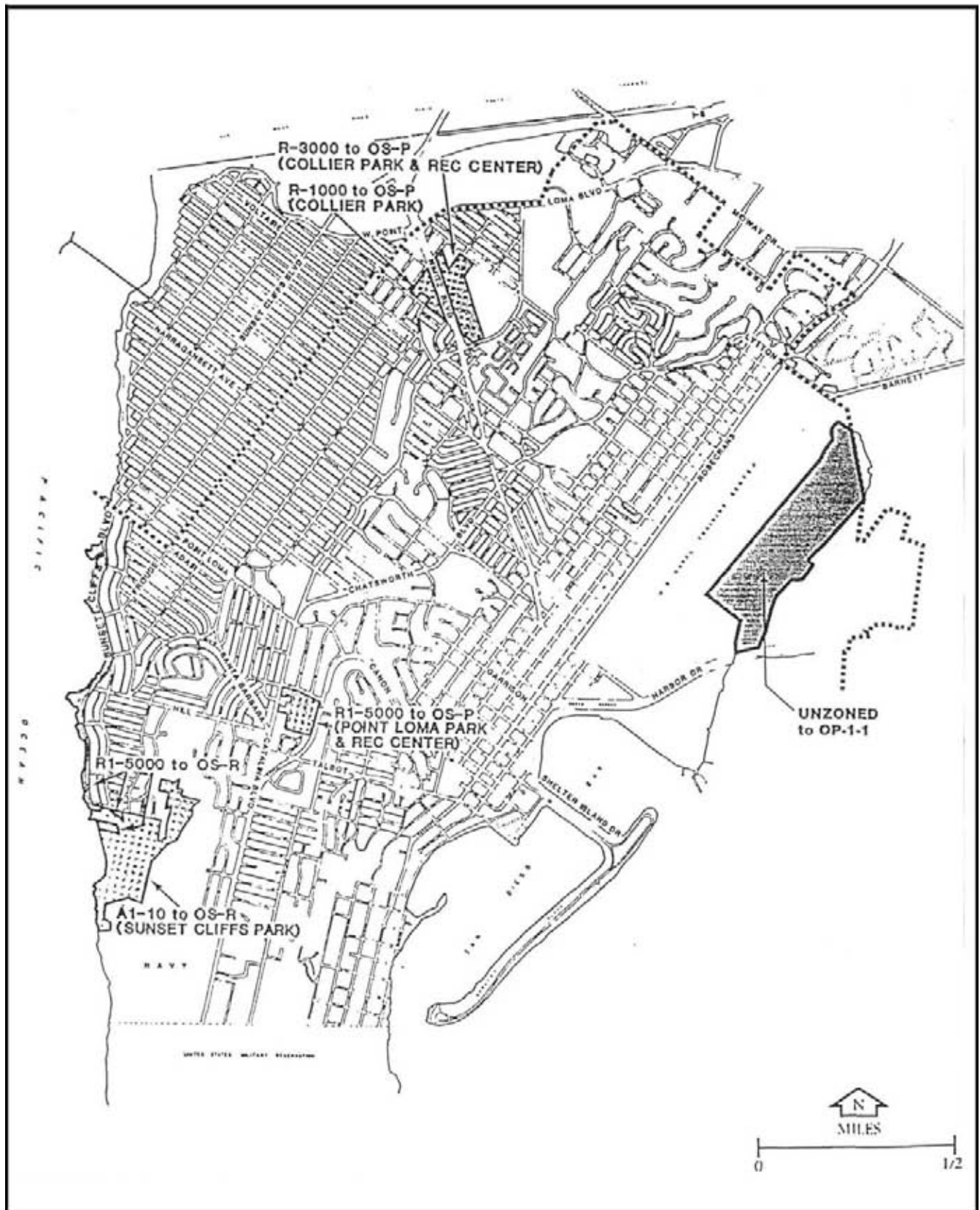
FIGURE 37b



Zoning Changes - NTC Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 37c



Boundaries for Application of Open Space Zone Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 39

IMPLEMENTATION PROGRAM

RESIDENTIAL ELEMENT

Proposal	Implementation Measure	Timing	Responsibility
Preserve character of large lot areas	Rezone large lot areas in Loma Portal, Fleetridge and La Playa from R 1-5,000 to R 1-10,000	Concurrent with Plan adoption	Planning Commission and City Council
Prohibit expansion of commercial areas into existing residential areas	Deny requests for rezonings or CUPs for commercial uses in residentially designated areas	Continuing	Planning Department
Reduce permitted density in Loma Alta neighborhood	Rezone Loma Alta from R-600 to R-1,000 (higher density to be considered with PRO)	Concurrent with Plan adoption	Planning Commission and City Council
Encourage sensitive placement of structures in steeply sloped residential areas	Application of the Hillside Review Overlay Zone in areas which meet HR guidelines	Concurrent with Plan adoption	Planning Commission and City Council
Encourage development of low- and moderate- income and elderly housing in areas with good access to transit and services	Use of City density bonus programs for elderly housing and low moderate income housing. Use of federal (HUD) subsidy programs	Continuing	Housing Commission Planning Department H.U.D

COMMERCIAL ELEMENT

Proposal	Implementation Measure	Timing	Responsibility
Encourage development of mixed use commercial/ residential district in Roseville	Rezone majority of area to C-1	Concurrent with Plan adoption	Planning Commission and City Council
Encourage development of visitor commercial uses in two corridors leading to Shelter Island and in western portion of Loma Palisades commercial district	Rezone to CV or C-1	Concurrent with Plan adoption	Planning Commission and City Council
Encourage development of community commercial uses in Voltaire commercial district	Rezone majority of area to CC	Concurrent with Plan adoption	Planning Commission and City Council
Encourage infill in commercial areas to be sensitive to existing scale, development pattern and architectural style of surrounding areas	Private individuals following community plan design guidelines	Continuing	Private Action, Planning Department

IMPLEMENTATION PROGRAM (continued)

COMMUNITY FACILITIES AND PARK AND RECREATION ELEMENTS

Proposal	Implementation Measure	Timing	Responsibility
Assure that any redevelopment on abandoned public school sites does not exceed density of surrounding neighborhoods	Rezone school sites in single-family neighborhoods to R1-5,000 except for Dana School site which should be rezoned R1-10,000	Concurrent with Plan adoption	Planning Commission and City Council
Obtain all or a portion of the Dana Junior High School site for public uses	Conduct feasibility study of potential public uses; explore alternative funding sources to obtain school property	1987-1990	City Manager's office, Park and Recreation, City Council
Expand Point Loma branch library	Design and construct library expansion	1987-1990	Library Department
Encourage community use of facilities during non-school hours	Work with School District to permit joint use of school facilities	Continuing	Park and Recreation department, San Diego Unified School District
Development of additional neighborhoods parks and mini-parks is recommended in Roseville, Ocean Beach, Highlands and Loma Portal	Conduct studies to identify additional park sites	1987-1995	Park and Recreation department
Assure community participation in decisions on future use of City-owned property	Apply the Institutional Overlay Zone to public school, fire station, and library sites. Apply the Open Space Zone to City-owned park sites.	1987	Planning Commission and City Council

TRANSPORTATION ELEMENT

Proposal	Implementation Measure	Timing	Responsibility
Implement the vehicular circulation improvements shown in the 1995 Vehicular Circulation Element	Major improvements should be scheduled in the Capital Improvement Program as funds become available	1987-2000	Engineering and Development Department
Implement express transit service from Peninsula to downtown	Add express or limited bus stop service to downtown	1987-1990	MTDB
Study feasibility of light rail connection from Roseville to downtown	Conduct feasibility study of a light rail connection from Roseville to downtown	1990-2000	MTDB
Develop community bikeway system coordinated with City and regional system	Follow through by implementing approved bikeway system	1987-1995	Engineering and Development Department

IMPLEMENTATION PROGRAM (continued)

CONSERVATION AND ENVIRONMENTAL QUALITY ELEMENT

Proposal	Implementation Measure	Timing	Responsibility
Obtain Famosa Slough site as a wetland park	Explore alternative funding sources to obtain and maintain Famosa Slough	1987-1990	City Manager's Office, City Council, state of California Coastal Conservancy
Encourage development of a residential/school acoustical insulation program for area impacted by Lindbergh Field noise	Fund program to implement acoustical insulation program	1987-1995	F.A.A., Port District
Reduce residential area impacted by severe noise from Lindbergh Field	Conduct feasibility study of converting residential areas impacted by CNEL of 75 or greater to non-residential uses	est. 1991	Planning Department

URBAN DESIGN ELEMENT

Proposal	Implementation Measure	Timing	Responsibility
Infill projects should be sensitive to scale and design of existing development	Follow guidelines in Urban Design Element of Plan	Continuing	Private Action, Planning Department
Upgrade Roseville commercial district	Apply the Community plan Implementation Overlay Zone (Type B) to Roseville commercial district and establish guidelines for new development in this area	1987	Planning Commission and City Council