

TORREY PINES CITY PARK GENERAL DEVELOPMENT PLAN

DRAFT

Torrey Pines City Park
Advisory Board Meeting
February 18, 2010

City of San Diego
Park Planning
Urban Form Division
City Planning & Community Investment



HELIX Environmental
RBF Consulting
MJE Marketing Services, Inc.
Ninyo & Moore
Accessible San Diego
PCG Utility Consultants
Hunter Pacific Group
ASM Affiliates, Inc.
San Diego Natural History Museum, Paleontology
Vonn Marie May, Cultural Land Planning & Research



Acknowledgements

Torrey Pines City Park Advisory Board

- Ginny Barnes, Chair
- David Metzgar, Paragliding/San Diego Hang Gliding & Paragliding Association
- Ken Baier, Hang Gliding/Torrey Hawks Hang Gliding Club
- Edward Slater, Associated Glider Clubs of Southern California
- Michael Stepner, Park & Recreation Board Member
- Mary Coakley, Park & Recreation Board's Community Parks 1 Area
- Chris Schmidt, Sierra Club – San Diego Chapter
- Brian Thompson, Torrey Pines Association
- Ronald Brown, Torrey Pines Gulls-Radio-Controlled Soaring Society & Torrey Pines Scale Soaring Society
- Douglas Williamson, University Community Planning Group
- Ken King, Council District 1 Representative
- Michelle Abella-Shon, Board Staff Liaison

City Staff:

City Planning & Community Investment

- William Anderson, Director
- Bennur Koksuz, Deputy Director Urban Form Division
- Deborah Sharpe, Project Officer II Urban Form Division
- Michelle Abella-Shon, Project Manager Urban Form Division

Stakeholders

- Associated Glider Clubs of Southern California
- California Coastal Commission
- Current Lessee– California Air Adventures
- Torrey Pines Gulls—Radio-Controlled Soaring Society
- Torrey Pines State Park
- La Jolla Historical Society
- Save Our Heritage Organization (SOHO)
- Kumeyaay Cultural Repatriation Committee
- The San Diego County Archaeological Society
- University Community Planning Group
- La Jolla Community Planning Group
- Hang Gliding/Torrey Hawks Hang Gliding club
- Paragliding/San Diego Hang Gliding and Paragliding Association
- Salk Institute
- San Diego Park and Recreation Board
- City of San Diego Historical Resources Board
- Sierra Club
- Surfrider Foundation, San Diego Chapter
- Torrey Pines Association
- University of California, San Diego

City Offices:

- Mayor's Office of Ethics and Integrity, Disability Services
- Golf Operations, Torrey Pines
- Fire-Rescue Department
- Engineering & Capital Projects Dept. Project Implementation & Technical Services Division
- Park and Recreation

Torrey Pines City Park is a unique and remarkable place. Despite its rich history and resources, the park is today disturbed and eroded, with unchecked vehicular access, as well as continuing and costly resource degradation.

- Archeological investigations have established that the Kumeyaay people enjoyed these bluffs and the ocean’s bounty for thousands of years.
- In 1899, the City of San Diego dedicated a grand park of coastal bluffs and rare pine trees for the public use and enjoyment.
- In 1930 brave pioneers found the persistent wind blowing up these cliffs was perfect for soaring. Currently, the park’s flight community’s active aeronautic research, development and recreation are recognized world-wide.
- During WWII the site supported Camp Callan whose artillery-training base took its toll on the park’s natural resources.
- In the 1960s the City deeded adjacent properties to scientific and educational institutions, and recreational and tourism destinations.
- Together with the motorless flight and environmental communities, these facilities now represent a large, diverse constituency of stakeholders.

As a public treasure, Torrey Pines City Park, needs to be carefully rehabilitated. This General Development Plan (GDP) is designed to enhance the quality and diverse character of the park through programmed park uses and the composition of forms and natural materials. Its intentional forms trace paths drawn on the land over many years of activity. Introduced elements will support historic uses, serve the public and protect the park.

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Mission Statement by the Torrey Pines City Park Advisory Board

To protect and preserve this world renowned soaring site and the park's unique natural, historical, cultural and recreational resources.

Consistent with this mission statement the Torrey Pines City Park General Development Plan accomplishes the following as a sustainable and versatile park site which meets the needs of all stakeholders:

- Preserves and interprets the park's 44 acres of cultural resources associated with the Kumeyaay, Camp Callan and the history of wind-powered flight
- Improves emergency landing runway for fixed-wing aircraft's historic use of the park
- Improves the take off/landing area for hang glider and paraglider aircraft use
- Improves the landing area and "Pit" for radio controlled aircraft use
- Improves the flight operations center
- Improves the 2 beach access trails
- Provides 18 acres of new native vegetation planting to restore the eroded bluffs
- Improves 2 miles of trails
- Provides picnic areas and viewing opportunities
- Improves the park entrance and perimeter security
- Improves restroom facilities with 2 new comfort stations
- Improves the public parking for 565 vehicles
- Improves access for emergency vehicles



Torrey Pines City Park is a resourced-based park located on the north coast of the City of San Diego.

This General Development Plan covers 44 acres within the larger acre city-owned parcels, including Torrey Pines Municipal Golf Course and generally consists of the top of the coastal bluffs and the two existing routes to the beach below.

The park is contiguous with Torrey Pines State Preserve, Torrey Pines Municipal Golf Course, University of California San Diego, and the Salk Institute.

Earlier master plans studied the site and recommended improvements but were not processed for approval. It is a regional resource within the University Community Plan Area and the North City Local Coastal Program. Implementation of this GDP will require development permits from the City of San Diego and the California Coastal Commission.



Project boundary _____

“Indian Canyon Trail” to the State Beach _____

Parking for 565 vehicles (whole site) on unpaved buff top _____

Vehicular barriers _____

Pedestrian barriers _____

Multi-Habitat Planning Area boundary – adjustment required _____

National Historic Register Gliderport boundary _____

Radio-controlled flight area _____

Take-off and landing area _____

Flight operations center _____

Historic Runway on UCSD property _____

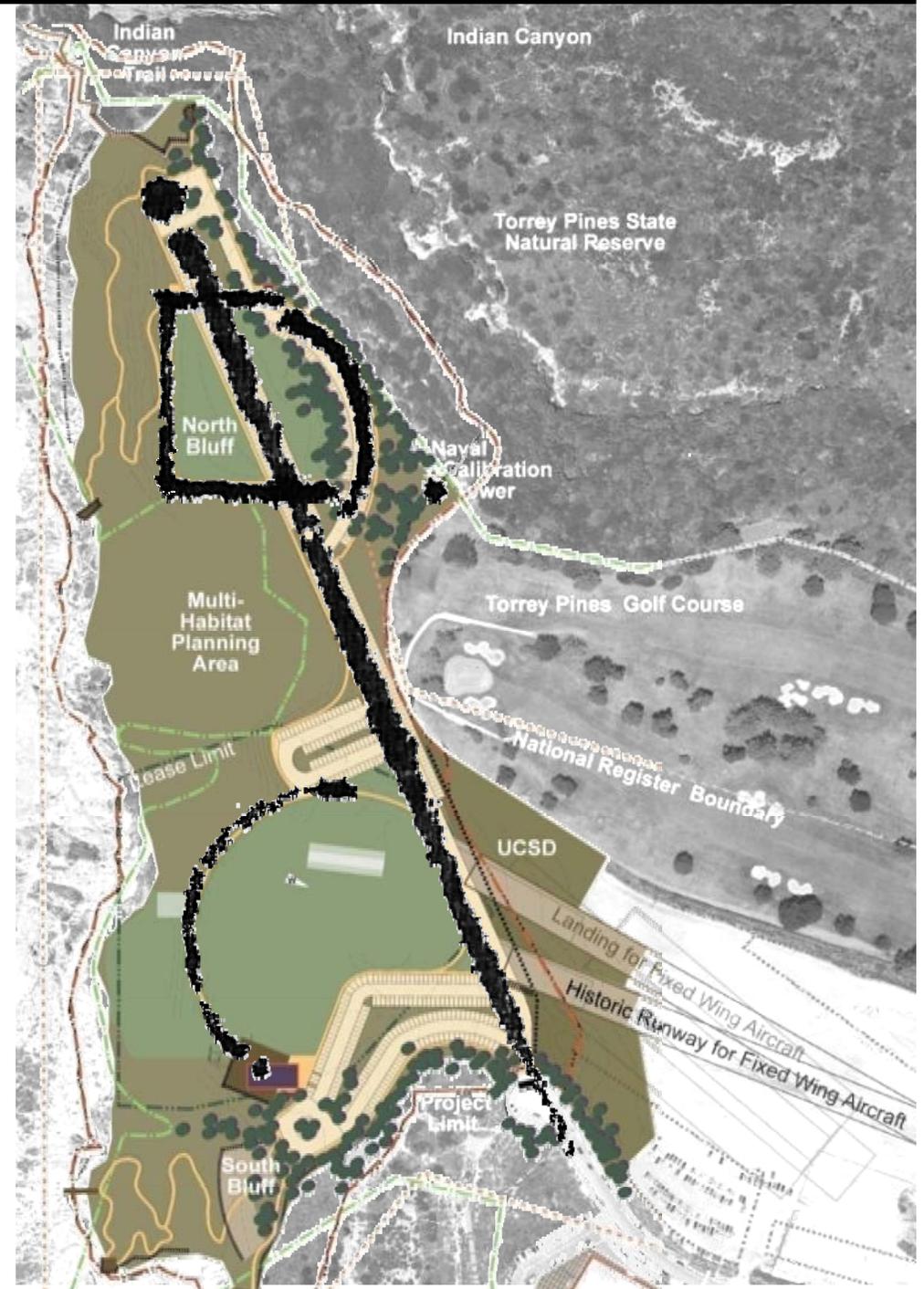
“Citizen’s Trail” to the State Beach _____

City Beach _____

There is no water, sewer or electrical service to the site.



- The historic runway is set into the prevailing winds.
- The emergency runway makes use of the landform and hosts parking on non-flight days.
- The North Bluff is squared to the cardinal navigation points. It is designed to accommodate a variety of permitted events.
- A pedestrian path encircles the mound connecting the radio controlled area to the flight center.
- Parking and vehicular circulation is disciplined to increase park use and native habitat restoration.



PROJECT SCHEDULE

	June, 2009	July	August	September	October	November	December	January, 2010	February	March	April	May	June	July	August	September	October	November	
1 Project Inventory Analysis and Outreach																			
1.1	■																		
1.2	▼ □	PAB June 18, NR&C June 24																	
1.3																			
1.4																			
1.5																			
1.6																			
1.7		■																	
1.8		▼	PAB July 16																
2 Site & Facilities Evaluation																			
2.1																			
2.2																			
2.3																			
2.4				▼	PAB August 20														
2.5			■																
3 Preliminary General Development Plan Recommendations																			
3.1																			
3.2																			
3.3																			
3.4				■	▼ □	PAB October 15 NR&C October 28													
3.5																			
3.6							▼	PAB November 19											
3.7							■												
4 General Development Plan																			
4.1							□	NR&C December 9											
4.2							■												
4.3								▼	PAB February 18, 2010										
5 Environmental Review																			
5.1									■										
5.2																			
5.3																			
5.4																			
5.5																			
5.6																			
5.7																			
6 Approval Process																			
6.1																			
6.2																			
6.3																			
6.4																			
6.5																			

■ Meeting with City project management
 ▼ Torrey Pines City Park Advisory Board Meeting
 □ City Council Natural Resources & Culture Committee
 ● Other Committees or City Council presentations

■ June 18, July 16, August 20, October 15, November 19, February 18
 ▼ June 24, October 28, December 9,

Torrey Pines City Park is important to the City of San Diego and the region for its history, unique recreational opportunities, and natural and cultural resources. The intent of this planning and design effort is to develop a sustainable park that meets the needs of all existing and future park users.

The park program and goals were assembled through a public process consisting of public meetings and stakeholder questionnaires and interviews, consistent with the Mission Statement. The meetings were facilitated by the Torrey Pines City Park Advisory Board. The Advisory Board was created to consider and provide input through the GDP process. It included representatives from many user groups. A schedule of evening meetings were advertised and open to the public for a period of over nine months.

To protect and preserve this world renowned soaring site and the park's unique natural, historical, cultural and recreational resources.

Mission Statement by the Torrey Pines City Park Advisory Board



Illustrative summary of public desires for the park

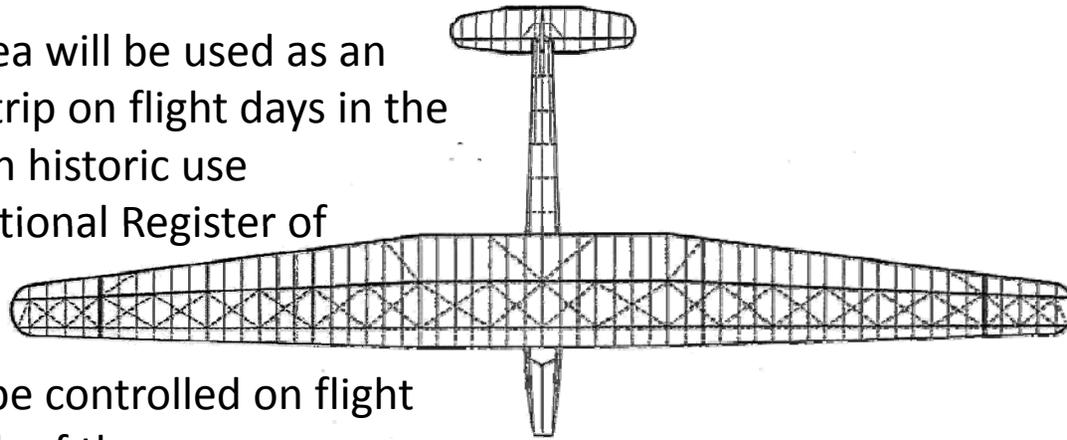
The following park program lists elements recommended for implementation. The park GDP illustrates the location of the elements. Many of the elements are interrelated, overlapping in their function and value.

Park Program	Existing	Proposed	Notes
Flight <i>Goal: to provide access to wind-powered soaring</i>			
Take-off/landing set-up area, hang glider tie downs	2 acres	2 acres	Airfield planted with native grasses-no permanent irrigation
Flight operations building, inc: retail, classroom, storage	2,250 SF	3,000 SF - 5,000 SF	located to minimize flight/wind disturbance, access to all, meet codes, shelter, inspire and educate. If feasible the building may be enlarged
Exterior Storage	1,070	1,200 SF	integrated in flight operations center
Radio Control Flight Pit	2,400 SF	3,200 SF	sheltered work area, launch landing area
Radio Control Landing Area	1,250 SF	10,000 SF	50' x 200' smooth surface
Observation Deck	345 SF	7,600 SF	seating at deck perimeter, movable chairs and tables
Dedicated pilot parking	30 vehicles	30	30 spaces daily, with up to 50 for special events
Emergency landing strip for fixed-wing aircraft			75' clear width
Web camera			integrated into flight operations center
Weather station			integrated into flight operations center
Beach Access <i>Goal: to provide a physical link from the bluff to the beach & ocean</i>			
North Bluff Pedestrian path/stair	1,000 LF	1,000 LF	minimal wood steps and rail as needed, retreat with erosion
South Bluff Pedestrian path/stair	1,500 LF	1,500 LF	minimal wood steps and rail as needed, retreat with erosion
City/UCSD ADA program access via Blackgold Road			Confirm & Coordinate with City / UCSD for ADA access
Conservation <i>Goal: to preserve and enhance the natural and cultural resources</i>			
Enhance the historical functions of the site			modifications are required to be consistent with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties, in particular the Standards for Rehabilitation
Preserve archaeological resources			integrated use of imported gap-graded structural soil for stormwater detention - Lithwick
Minimize disturbance of soil and plants			limit excavation, fill to achieve needed grade
Plant habitat restoration	18 acres	36 acres	Including Southern Coastal Bluff Scrub, Scrub Oak Chaparral, Diegan Coastal Sage Scrub
Fencing			to protect cultural resources and for vegetation establishment
Irrigation			temporary - to establish native vegetation, above ground with safeguards & monitoring
Stormwater detention-reuse			accommodate 100 year/24 hour event

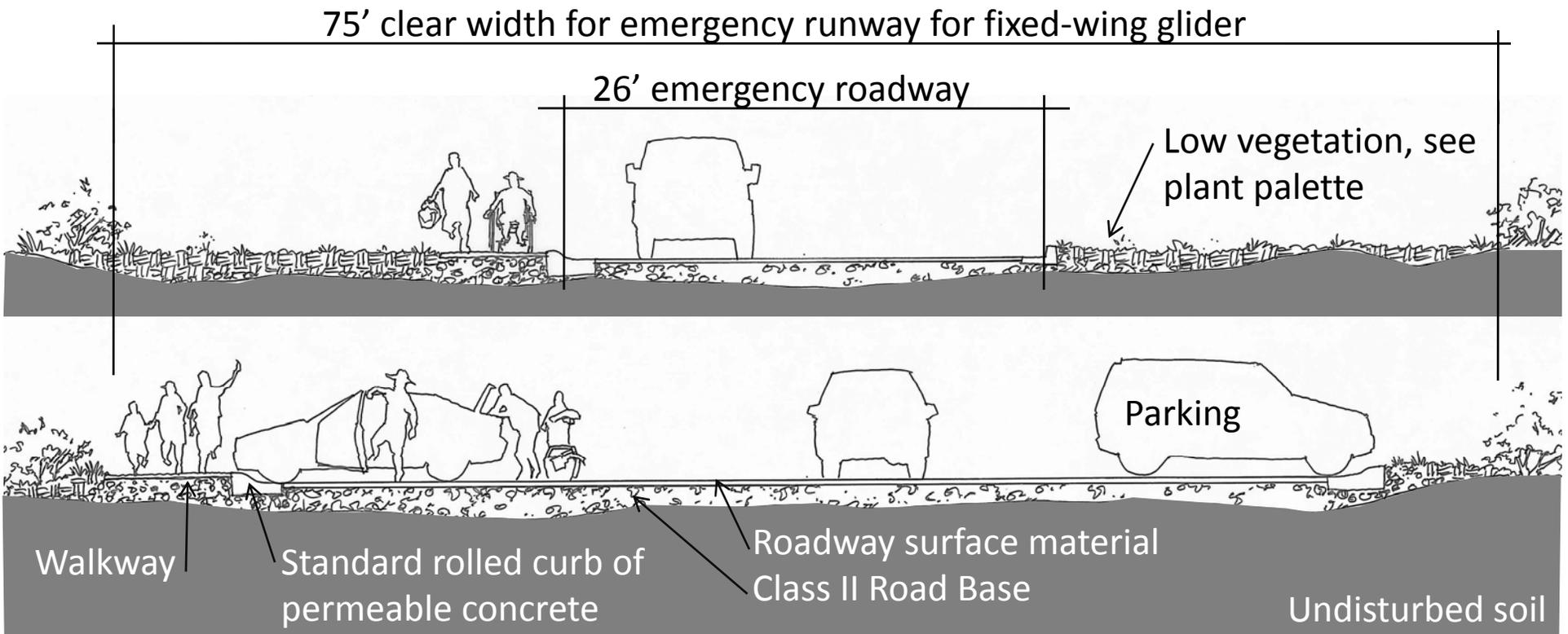
Park Program	Existing	Proposed	Notes
Education			<i>Goal: to provide interpretation of resources – natural & cultural</i>
Interpretive Program and Signage			Integrated program for orientation, regulatory and interpretive for soaring, cultural & natural resources
Park Ranger			when approved by the City of San Diego
Museum (not an independent building)			integrate interpretive and displays within the flight operation center and throughout park site
Gathering areas for programs, schools			open grass areas of the north and or south bluffs
Website for Torrey Pines City Park			City of San Diego
Passive Recreation			<i>Goal: to provide for the enjoyment of natural open space</i>
Nature trails		2 miles	ADA accessible
Seating			as appropriate, out of flight zones
Picnic tables			as appropriate, out of flight zones
Observation decks			various sizes to accommodate (flight operations deck is largest)
Multiple places to host a variety of gatherings			north bluff native grass area
Fire ring			when approved by the City of San Diego, clear of MHPA
Support Facilities			<i>Goal: to provide components to be shared by all users</i>
Parking	565	565	including ADA spaces, and pilot's spaces
Bicycle racks	4 bikes	36 bikes	at north and south parking areas
Restrooms		2	2 units each structure, pre-manufactured with storage vault, located for truck access and regular maintenance (no sewer or water service). If feasible water and sewer may be introduced to the park.
Food service – café	465 SF	500 SF - 1000 SF	if feasible, the area may be enlarged and be connected to water and sewer service
Life Guard Observation Platform "Perch"	9 SF	18 SF	for summer season use, allow public use in off-season
Emergency lighting			solar powered, integrated into the buildings (Flight Operations, restrooms, etc.)
Emergency vehicle access			meets City of San Diego Fire Dept. standards

Bowlus Sailplane #18 Model A

The north parking area will be used as an emergency landing strip on flight days in the early spring. This is a historic use recognized by the National Register of Historic Places.



Vehicular traffic will be controlled on flight days at the gate south of the runway.



Radio Control pilot parking

Path from parking

Restored native vegetation

Radio Control Landing Strip

Fixed-wing winch site

RC Flight Pit

Hanglider, & Paraglider
Launch & Landing Airfield

Dedicated Pilot Parking

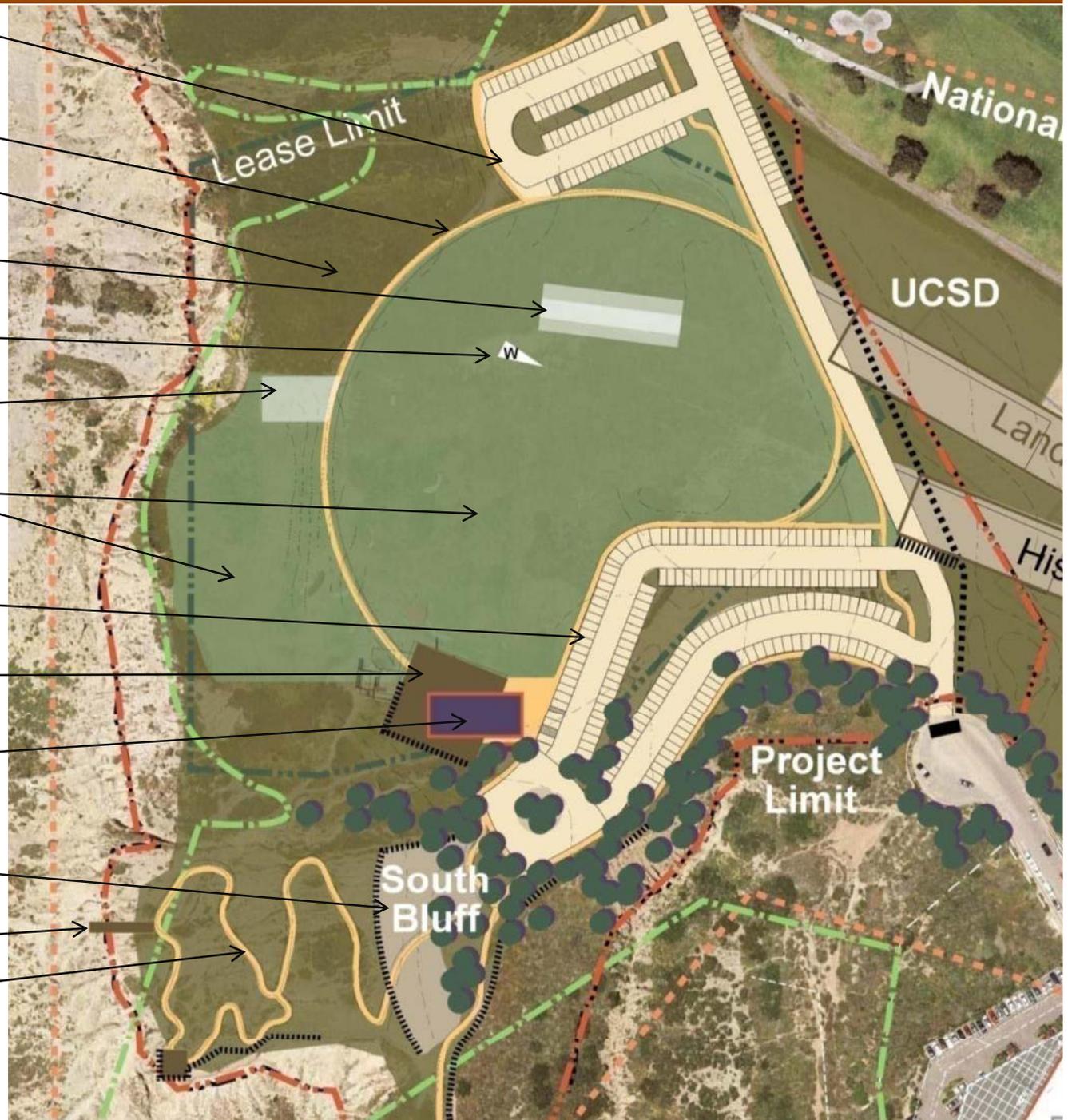
Observation Deck

Flight Operations Building
(new location to assist flight)

South Bluff picnic area

Lifeguard Perch

Trails



Radio Control Landing Strip
Surface material should be a soft artificial fabric, permeable to water.

Radio Control Pit

Raised berm to block wind for aircraft set-up

Pin-board

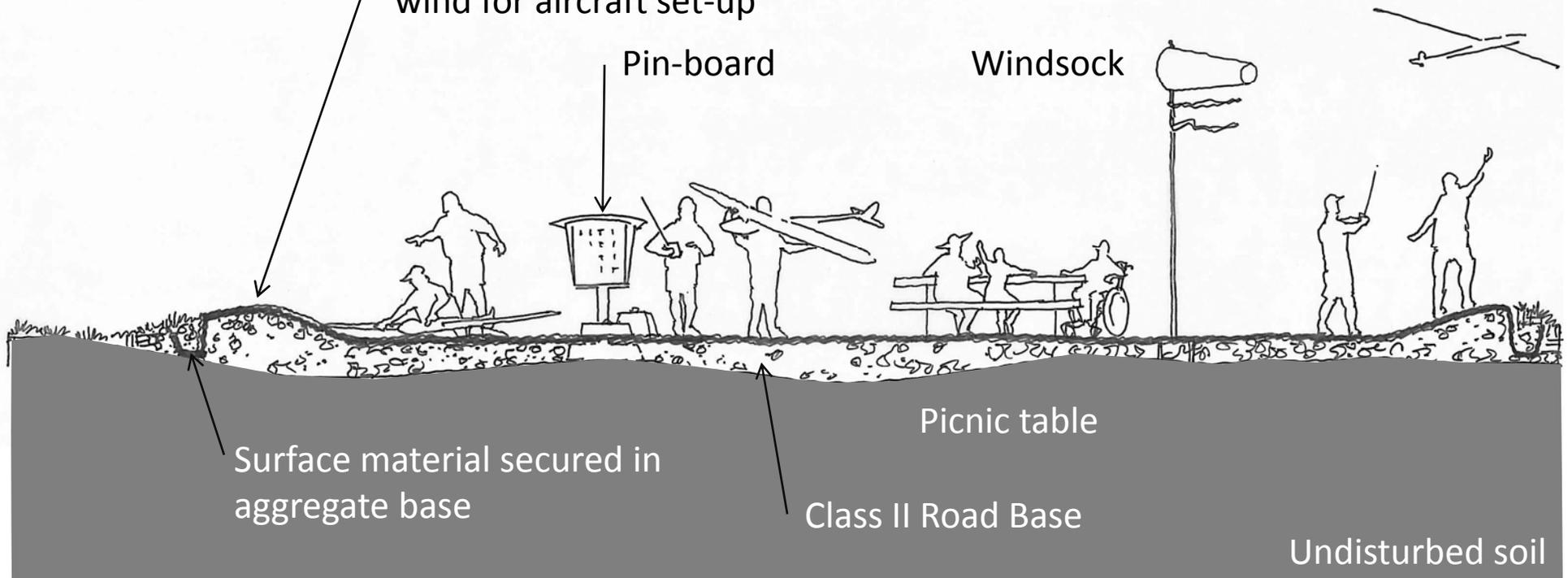
Windsock

Picnic table

Surface material secured in aggregate base

Class II Road Base

Undisturbed soil



Trees to be trimmed to reduce hazard

Tie downs area for Hang Gliders

Takeoff-landing area: native, drought tolerant low growing grasses

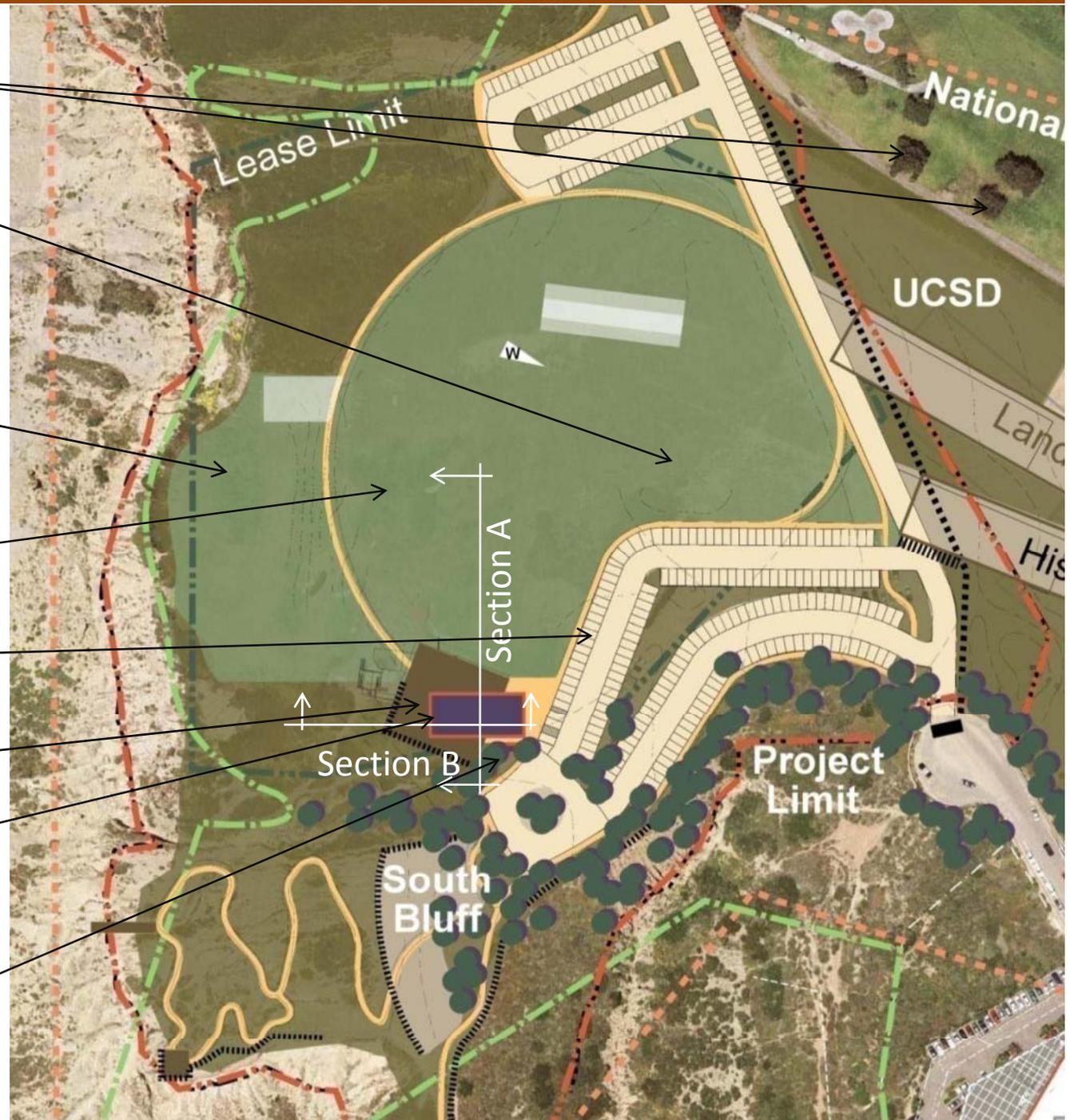
Set up area for paragliders

Pilot parking (30-50 of the 180 available spaces)

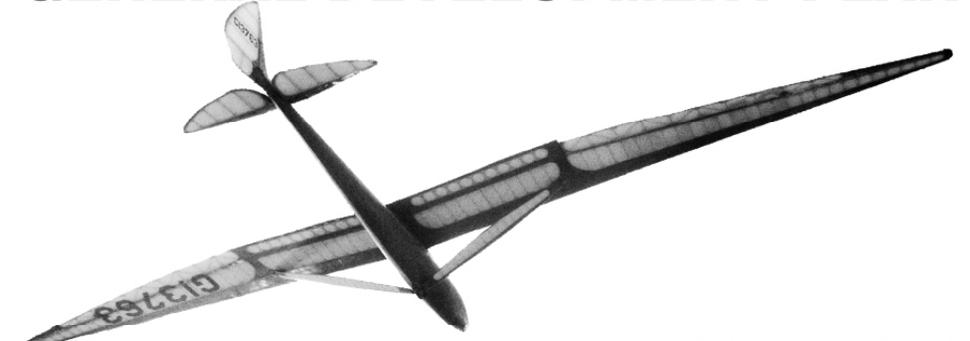
Observation Deck

Flight Operations Center (new facility location)
Diagrammatic configuration

Restroom building



TORREY PINES CITY PARK GENERAL DEVELOPMENT PLAN



GLIDERPORT



Flight Operations Center

Program for New Building:

(slight expansion of existing facility)

3,000 sf Administration, Retail, Meeting room (class, club meeting)

500 sf Food Service

1,200 sf Storage

100 sf Lifeguard Storage
Observation Deck

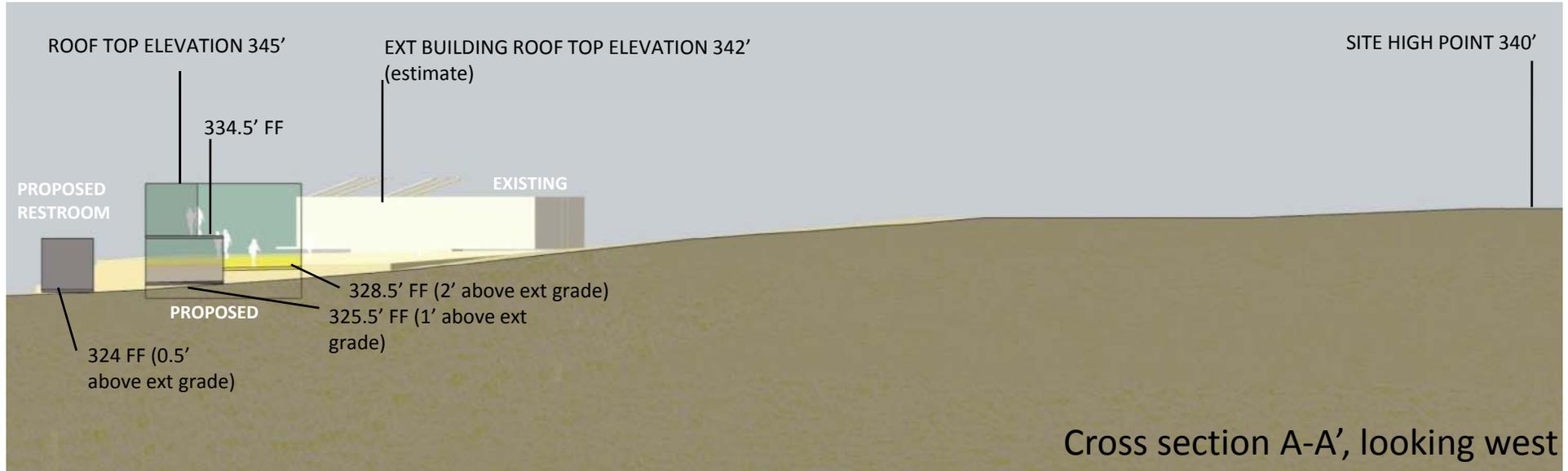
Requirements

- Minimize wind disturbance to the airfield
- Limit excavation – protect cultural resources and minimize geological impact
- Solar powered- electrical system, including emergency lighting
- No water, sewer or electric service
- Incorporate interpretive & educational displays
- Incorporate the multiple official site monuments

If feasible, the building may be up to 5,000 SF and/or introduce water, sewer service.

Building Considerations

Flight Operations Center should be set to reduce wind disturbance of the take-off/landing mound



and back from the coastal bluff

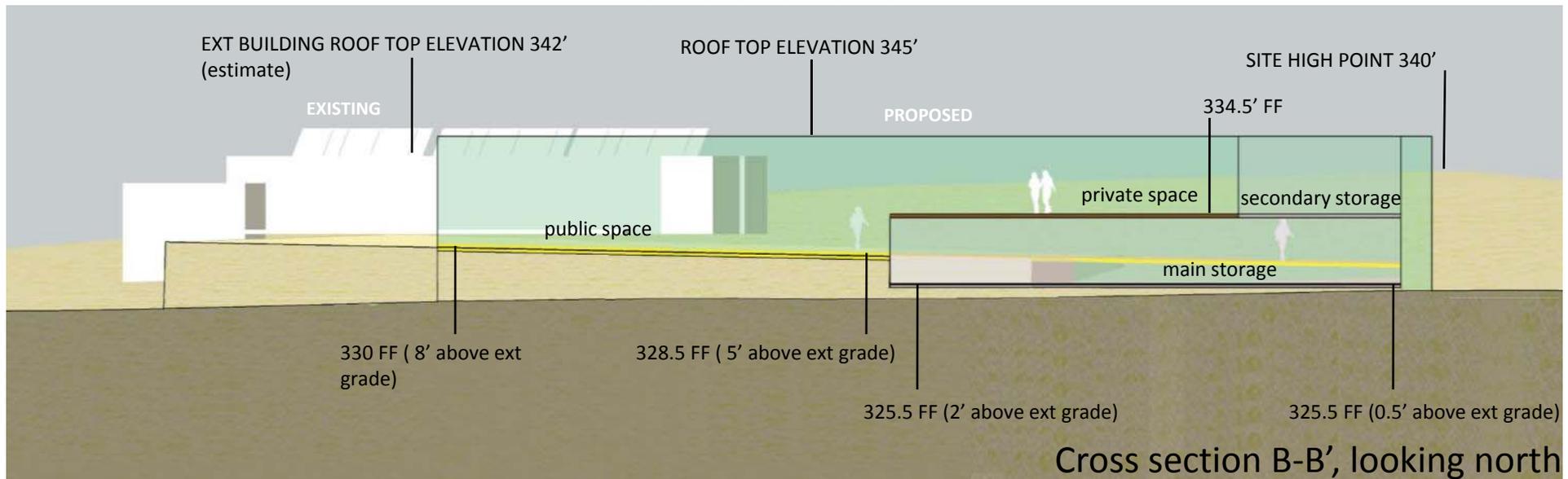
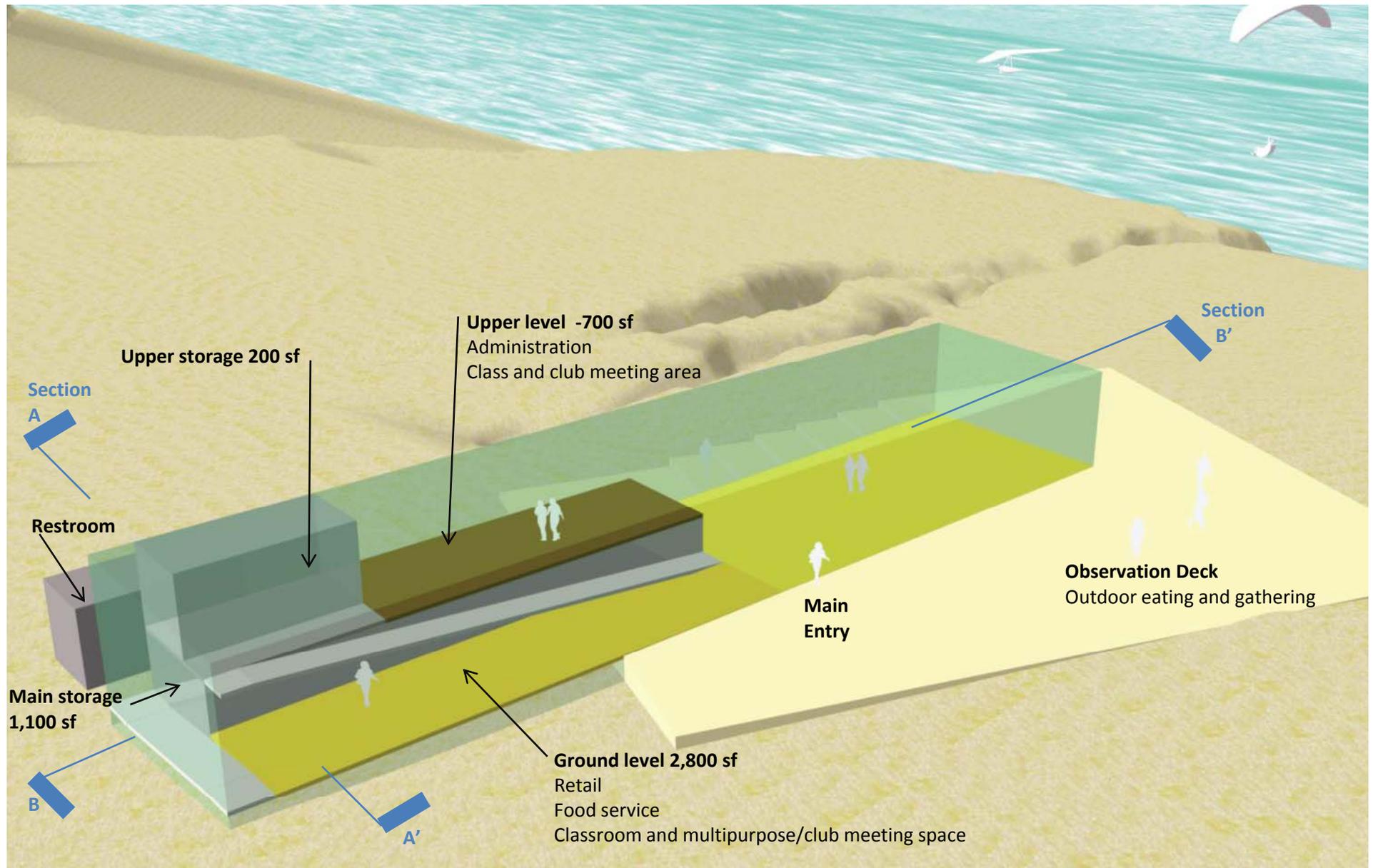
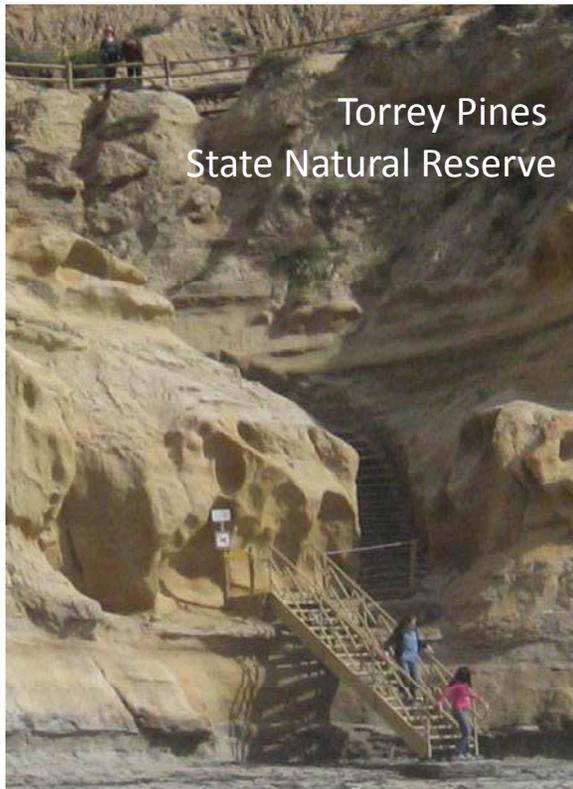


Diagram of building spaces illustrates one alternative configuration. The design of the public building should consider the contextual architectural styles of the original Salk Institute as well as materials used in wind-powered aircraft.



Indian Canyon Trail to the beach following the existing route — improved with segments of wooden steps and handrails.

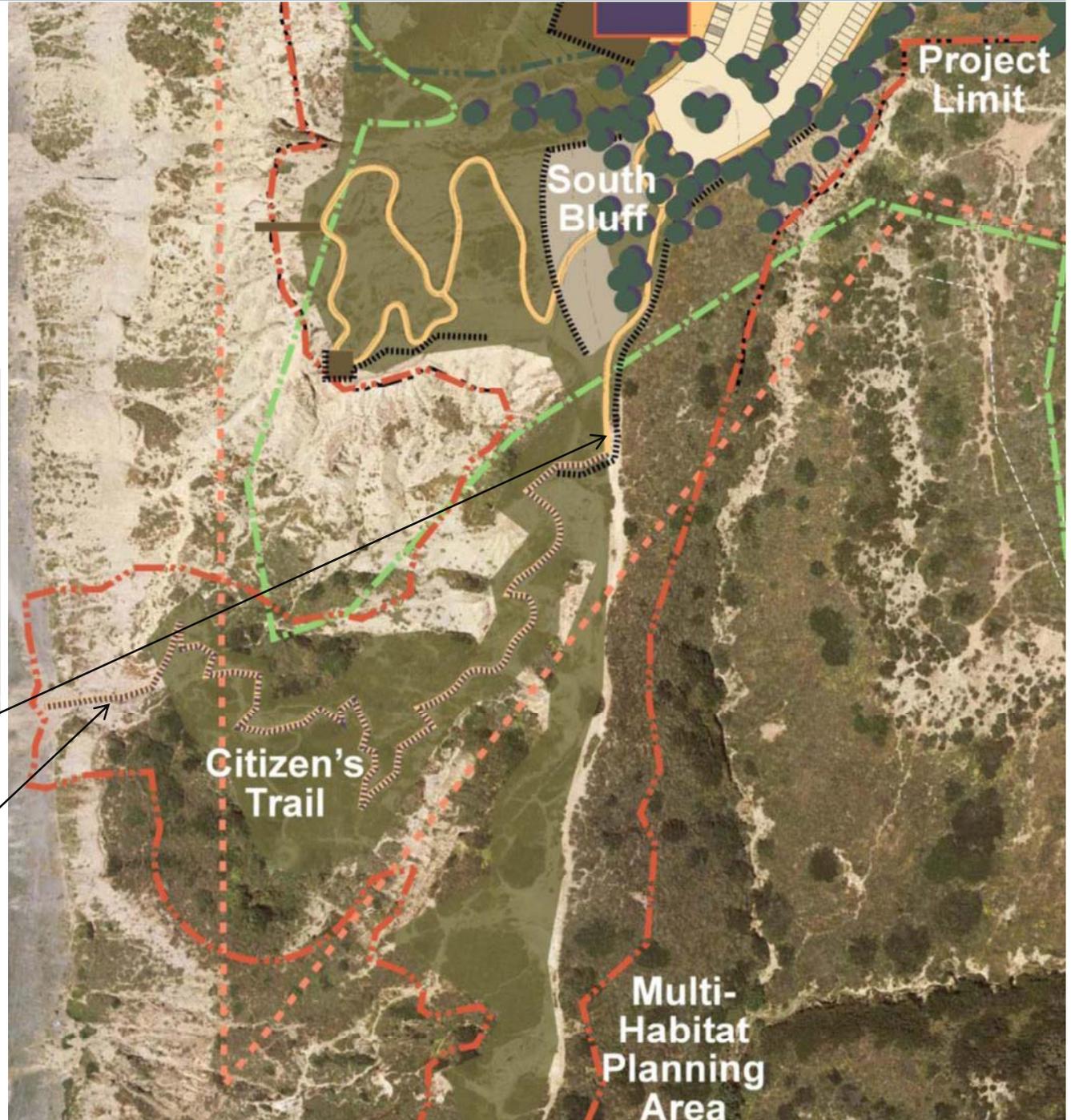
Signage at the top and base of the trail





Signage at the top of the trail

Citizen's Trail to the beach—improved with segments of wooden steps and handrails following existing route



ADA Access Alternatives Considered

Beach Access	Goal: to provide a physical link from the bluff to the beach & ocean	Unassisted Accessible Use	Length, approximate feet	Construction Cost	Operation & Maintenance Cost	Volume of Users	Non-city property required	Soaring	Aesthetics	Biological Resources	Cultural Resources	Geology and Soils	Hydrology and Water Quality	Recreation	Community Benefit	Transportation	Utility and Service Systems	Value Added	notes	
																				+ positive, o neutral, - negative
1 No change		-		o	o	-		o	o	o	o	o	o	o	o	o	o	o	o	No ADA access to the beach below Torrey Pines City Park
2 Ramp		+	4,620	\$\$\$	\$\$	1.00	-	o	-	-	-	-	-	+	-	-	o	+	steps carved into the bluffs	
3 Gondola, northern alignment		o	900	\$\$\$	\$\$\$	0.30	-	-	-	-	-	-	-	+	-	+	-	+	Electrical powered, mechanical cab on cables, towers (concrete footing) spaced 350' on center. Terminal (32' x 120') platforms at base and summit.	
4 Gondola, southern alignment to city beach		o	2,300	\$\$\$	\$\$\$	0.30	+	-	-	-	-	-	-	+	-	+	-	+	Electrical powered, mechanical cab on cables, towers (concrete footing) spaced 350' on center. Terminal (32' x 120') platforms at base and summit. Does not cross state land.	
5 Funicular on the west face of the		o	750	\$\$\$	\$\$\$	0.30	-	o	-	-	-	-	-	+	-	+	-	+	Electrical powered mechanical platform on rails attached to the cliff. Terminal platform at base and summit.	
6 City/UCSD ADA paratransit program access via Blackgold Road		o		\$	\$	0.50	-	o	o	o	o	o	o	+	+	+	o	+	Extension of UCSD Shuttle route. Beach power chairs are provided at the beach	
7 City/UCSD ADA paratransit program access via Blackgold Road		o		\$	\$	0.50	-	o	o	o	o	o	o	+	+	+	o	+	Scheduled service	
8 City/UCSD ADA paratransit program access via Blackgold Road		o		\$	\$	0.25	-	o	o	o	o	o	o	+	+	+	o	+	Call on demand	
9 UCSD's private road access to authorized private vehicles		+		\$	\$	1.00	-	o	o	o	o	o	o	+	+	+	o	+	Improvements to road and parking/turn around required	

Assumptions:

- The City will endeavor to provide ADA access to the beach below Torrey Pines City Park
- The existing two beach paths are designated, improved and managed primitive trails
- Volume of Users is shown as an estimated percentage of 100% usage; i.e., a ramp would provide access for all interested parties so this would be a 1.0. Other solutions would provide less than optimum access, perhaps 25% - 50% of a ramp

A public recreation program between City/UCSD to access the beach via Blackgold Road (public) and UCSD's private route:

- Would offer a lift-equipped vehicle.
- The existing paved area at the beach would serve as a firm surface for an accessible staging area.
- Beach mats and/or power beach chairs would provide access to the beach and ocean from the staging area.



July 12, 1993 the Gliderport was listed on the **National Register of Historic Places** under Criterion A: Property is associated with events that have made a significant contribution to the broad patterns of our history.

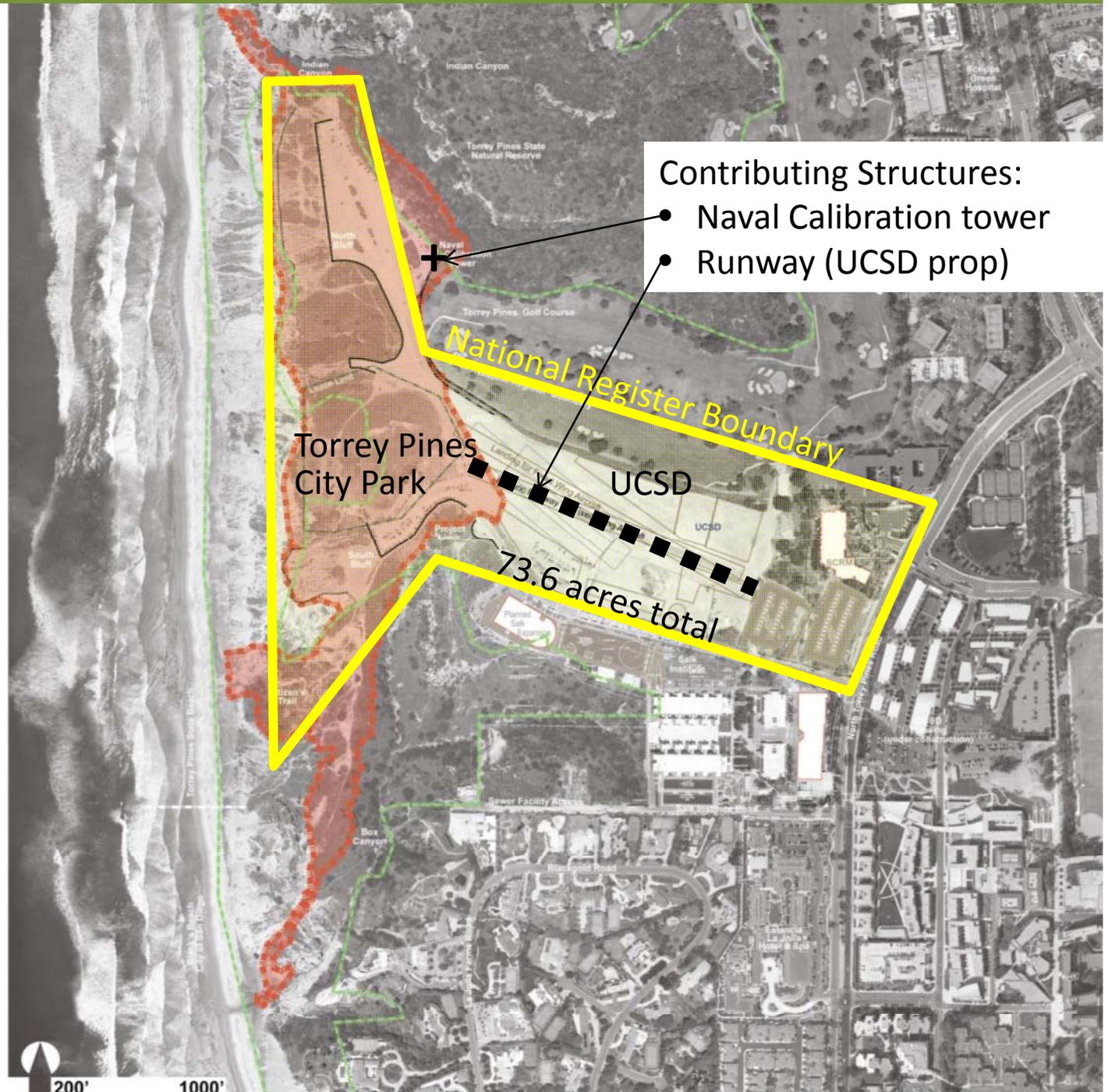
Historical functions:

- recreation & culture
- education
- transportation, and
- landscape

Historical significance:

- Associated with Southern California's history and aviation industry
- Used for advancement of aviation technology and recreation since the 1930s

Period of Significance is from 1928 to 1942.



Modifications to historical features within the National Register boundary would be:

- Improvement of the emergency landing strip
- Improved access to the gliderport
- Improved beach access
- Restoration of 18 acres of native vegetation
- New pedestrian trails, picnic areas and observation areas
- Interpretive program

These modifications are required to be consistent with the Secretary of the Interior’s Standards and Guidelines for the Treatment of Historic Properties, in particular the Standards for Rehabilitation.

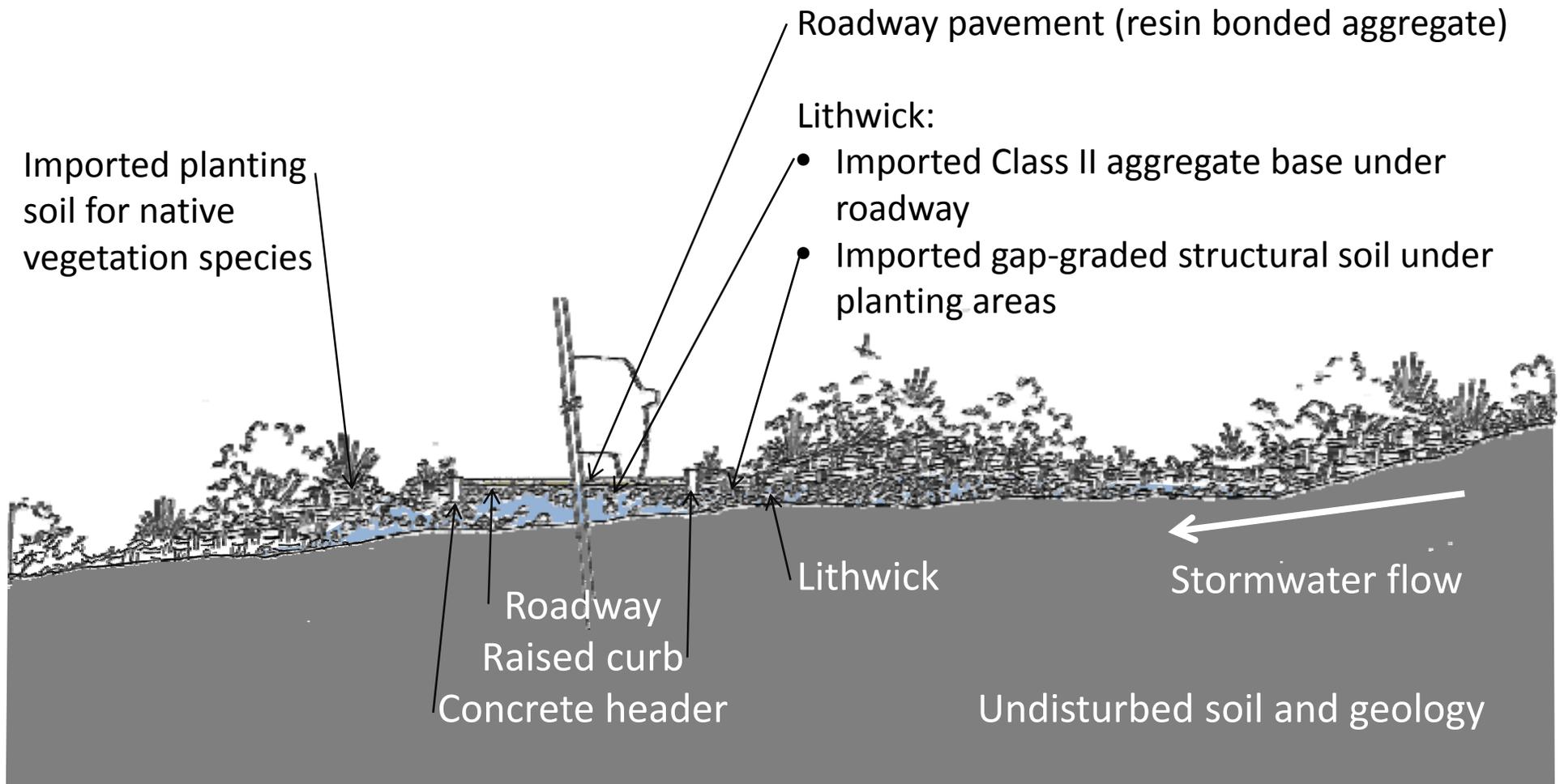
The City of San Diego’s list of historic resources should be amended to include significant archaeological resources.

All future development requires Native American consultation related to impacts and mitigation to archaeologically and culturally significant resources and values.



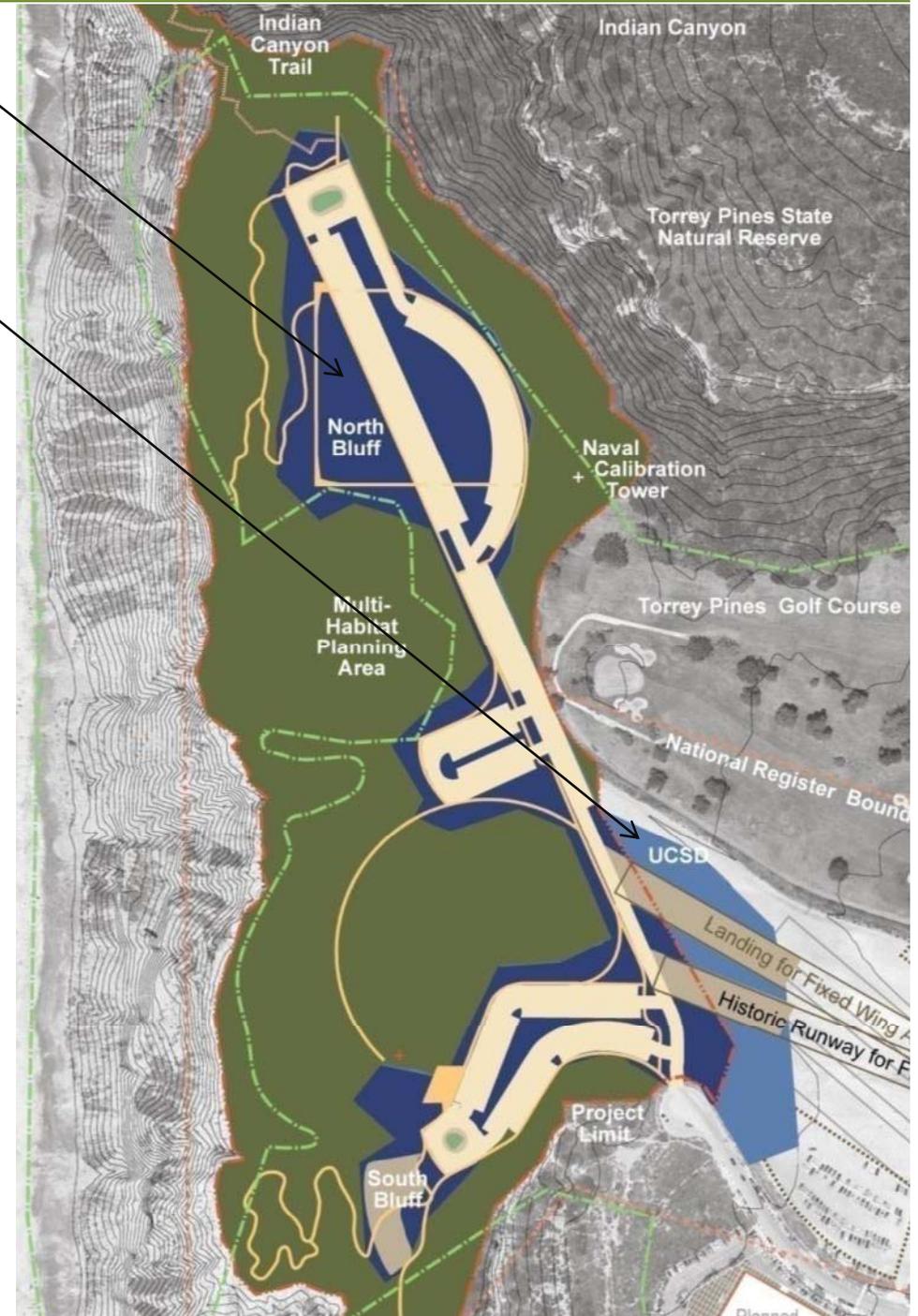
Add new soil horizons to preserve the potential cultural resources, geological structure and to detain stormwater runoff and direct it to the establishment and long term viability of native vegetation.

Stormwater will be captured in new planting areas. Excess water (calculated to accommodate a 100-year storm event) will be detained in the 'lithwick' and slowly dispersed through planting.



Area of lithwick - fill and planting required within city property to accommodate stormwater.

A significant amount of stormwater in the southern portion of park drains off UCSD property. UCSD could contribute to the character of the park entry and eastern boundary as well as mitigate the problems of erosion by extending the lithwick of stormwater detaining fill, raising the grade to smooth out the fixed-wing runway and planting.



Existing (18 acres) native vegetation of varied quality hosts:

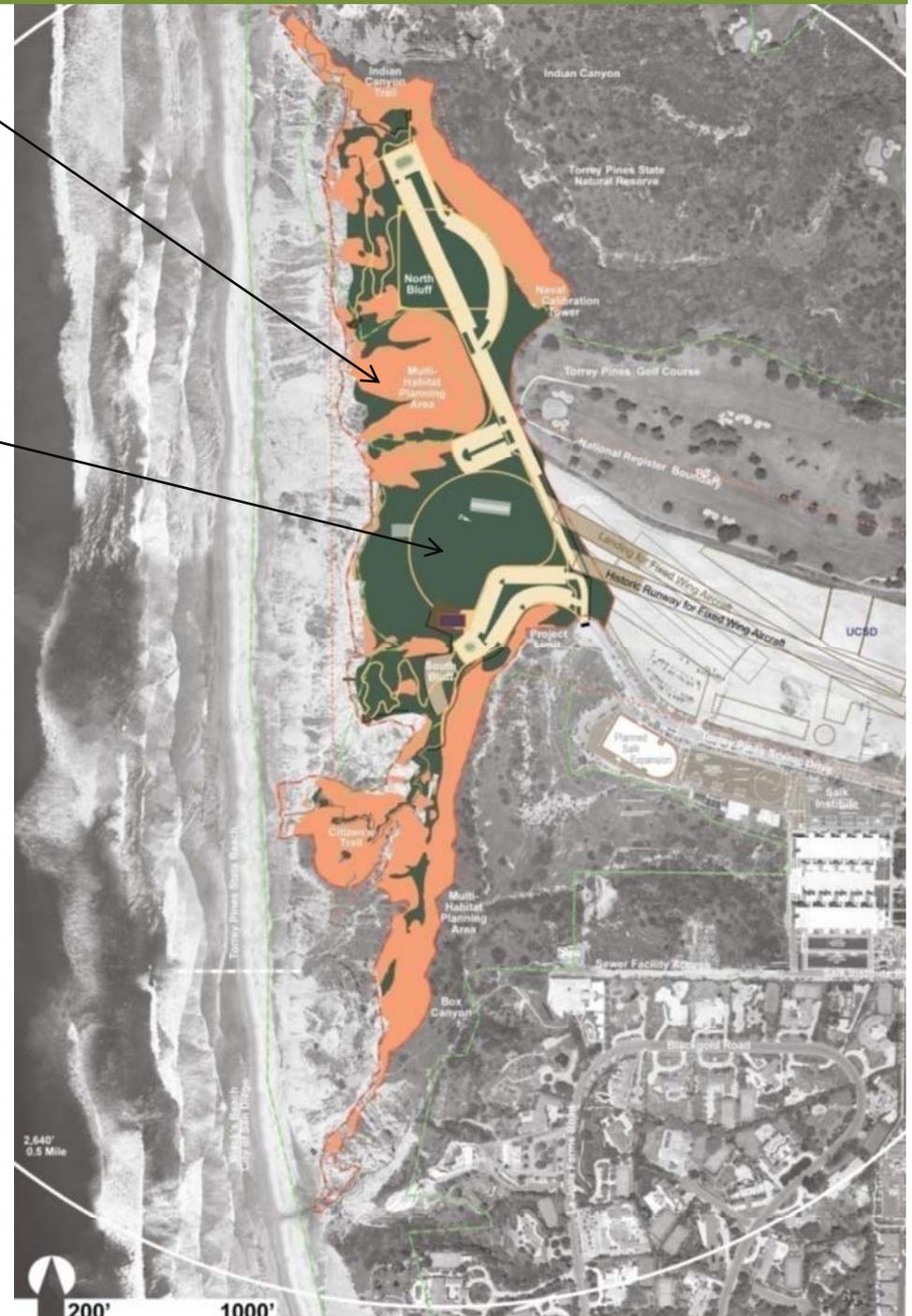
- Coastal California Gnatcatcher *Poliioptila californica californica*)
- Peregrine Falcon (*Falco peregrinus*)

18 Acres of NEW native vegetation planting including:

- Southern Coastal Bluff Scrub;
- Scrub Oak Chaparral;
- Diegan Coastal Sage Scrub;
- Native grasses on the Airfield and North Bluff

The most commonly used definition of a native plant is one that is considered to have been present in a specific region of the country prior to European settlement.

United States Department of Agriculture
 Natural Resources Conservation Service
 Jamie L. Whitten, Plant Materials Center



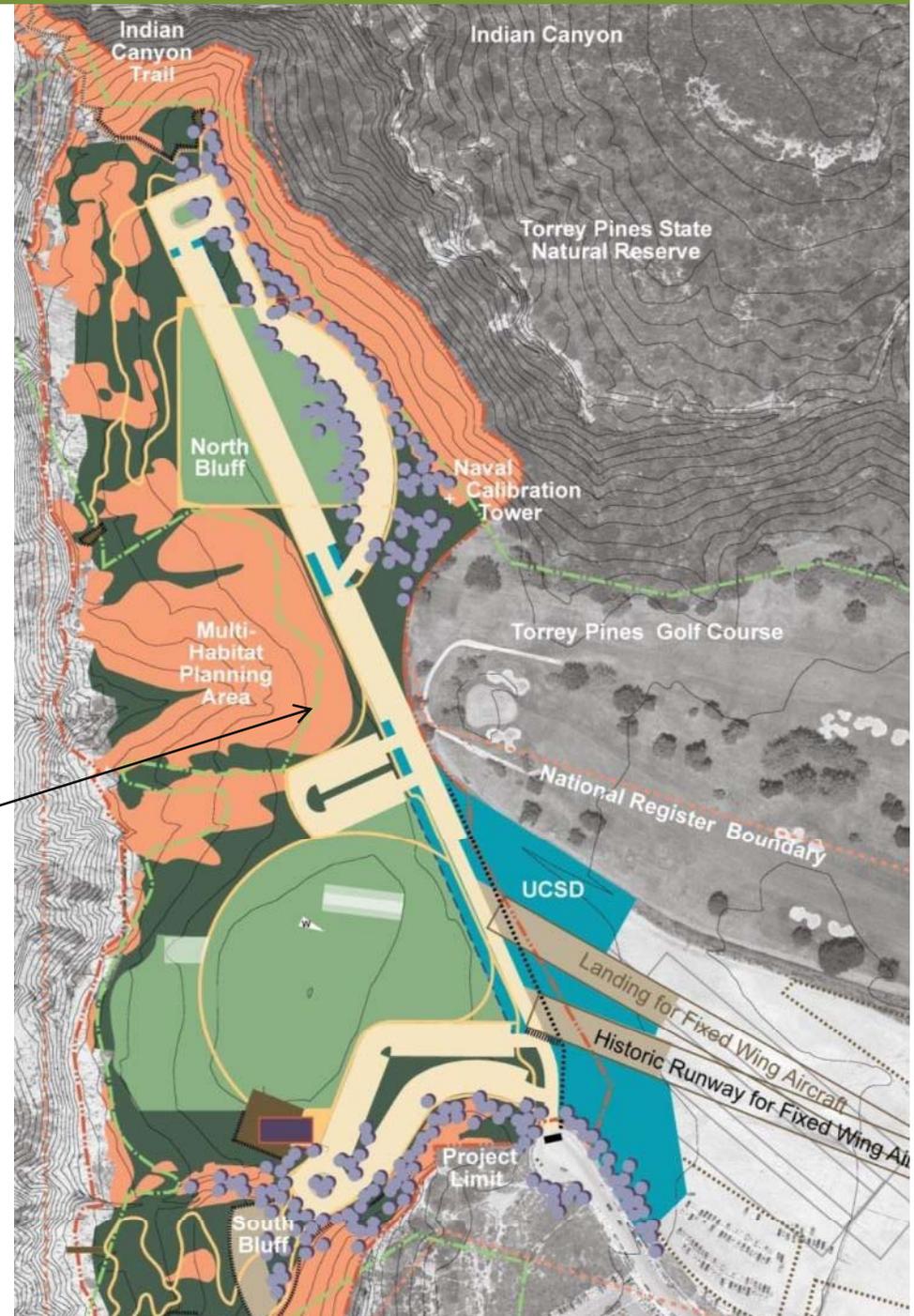
Vegetation Criteria

- Water-efficient: temporary, above ground irrigation for establishment, dry-season irrigation by hand (minimizes erosion and slope stability concerns)
- Native to region
- Adapted to site conditions (wind, salt spray, coastal fog)
- Minimal maintenance needs
- Compatible with naturally occurring vegetation
- Interpretive opportunities: cultural and biological resources
- Appropriate for the use, i.e. no trees in the flight path

Adjust the Multi-Habitat Planning Area Boundary (corrected version is shown)

Legend:

	Active-use groundcover
	Restoration plantings
	Accent & transition plantings
	Meadow
	Existing native vegetation to be protected



Vegetation Criteria

Active Use Groundcover:

- Airfield takeoff & landing area
- North Bluff area

Characteristics:

- Drought-tolerant (occasional hand irrigation)
- Primarily grasses and sedges
- Non-invasive
- Durable (for foot traffic)
- Low spreading growth form

Restoration:

- Revegetation in eroded and degraded areas
- Focus on native scrub plant communities

Characteristics:

- Compatible with MHPA (Multi-Habitat Planning Area) where applicable
- Prevent further erosion
- Restored areas supplement existing scrub habitats: Diegan Coastal Sage Scrub, Maritime Succulent Scrub, and Coastal Bluff Scrub

Accent & Transition:

- Vegetation associated with structures and non-soaring activity areas
- Provides transition between activity areas and natural habitat

Characteristics:

- Palette has variety to accommodate different functions: screening, backdrop planting, shade, frame views, provide focal point, define gathering areas

Meadow:

- Areas to minimize risk of damage to fixed-wing gliders near runways
- To help retain and treat stormwater
- Associated with areas that generate relatively large runoff volumes (parking lots, rooftops, other impervious areas)

Characteristics:

- Low-growing grasses and forbs
- Good for erosion control
- Occasional color for seasonal interest
- Tolerates pollutants of concern that may be found in stormwater
- Compatible with gap-graded structural soil and any underdrains