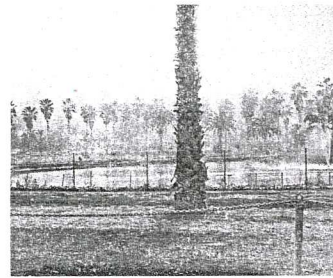
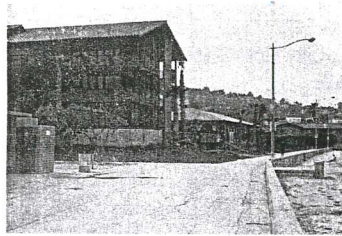
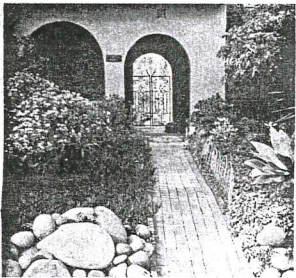
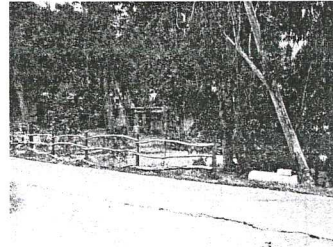
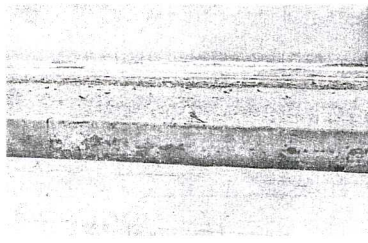
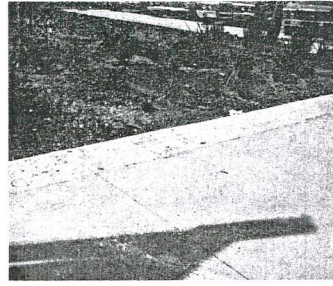
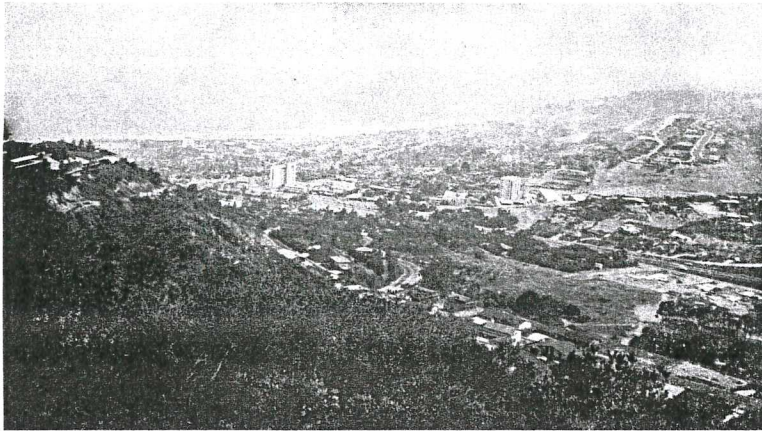


la jolla shores precise plan



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AMENDMENTS - LA JOLLA SHORES PRECISE PLAN

Following Duly authorized public hearings:

On March 11, 1976 the City Planning Commission voted to amend the Precise Plan to create Tracts G, H, and I westerly of Gilman Drive by Resolution No. 501.

On May 26, 1976 the City Council certified by Resolution No. 216055 that the information contained in Environmental Impact Report No. 75-08-09C has been completed in compliance with the California Environmental Quality Act of 1970 and State Guidelines; and

Adopted the amendments to the Precise Plan by Resolution No. 216055.

The amended LA JOLLA SHORES PRECISE PLAN is on file in the office of the City Clerk as Document No. 75590.

la jolla shores precise plan

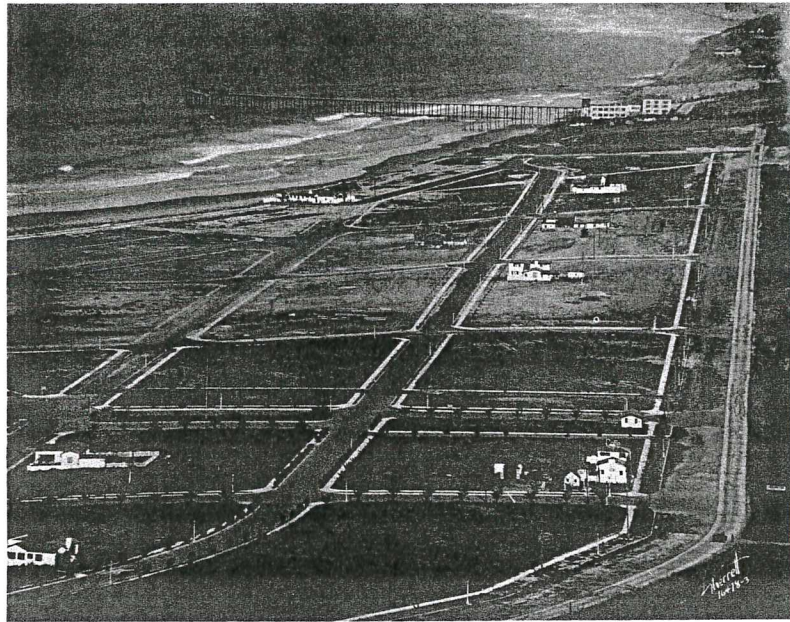
prepared by the
PRECISE PLAN COMMITTEE
of the
LA JOLLA SHORES ASSOCIATION
and
THE CITY OF SAN DIEGO

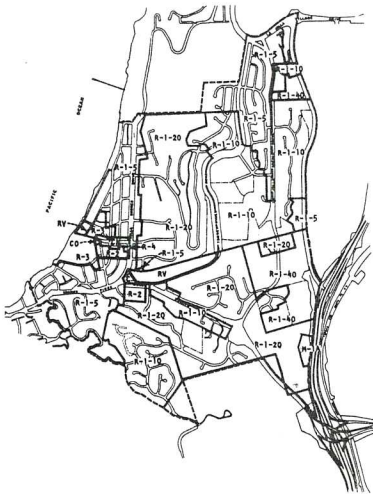
JULY 1976

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View of La Jolla Shores "flat lands"
area, 1929
Historical Collection, Title Insurance
and Trust Company, San Diego,
California



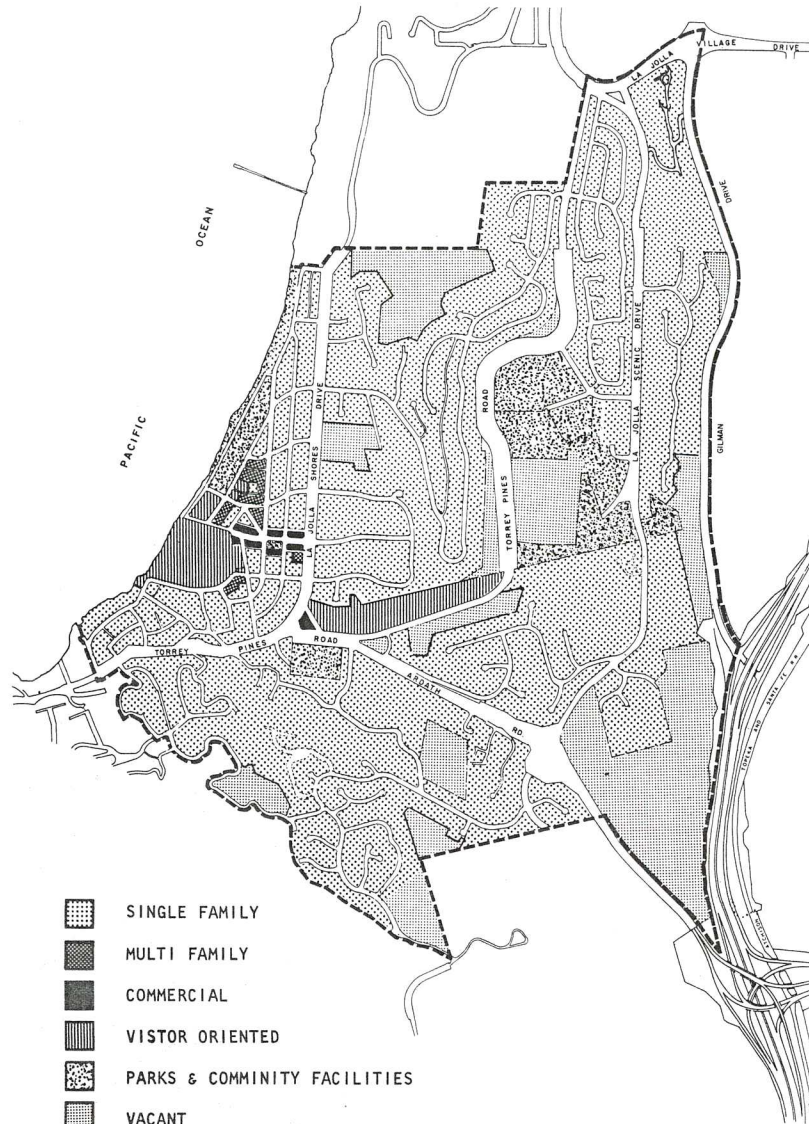



EXISTING ZONING

zoned for single-family use, about 3% multi-family and less than 1% commercial. The population of the Shores area is approximately 5300, and its age distribution is similar to that of San Diego as a whole.

Retail commercial facilities in the area are oriented to serve the existing permanent population, as well as visitors to the area. Personal and business services include six retail art galleries, two travel agencies, seven restaurants and five gift shops creating a favorable climate for the casual stroller and shopper.

The public and semi-public facilities in the area include Ellen Browning Scripps and Torrey Pines Elementary Schools, Kellogg Park, Pottery Canyon and Cliffridge Parks, the YMCA and Torrey Pines Christian Church, and a pitch-and-putt golf course, which is a part of the La Jolla Beach and Tennis Club.



-  SINGLE FAMILY
-  MULTI FAMILY
-  COMMERCIAL
-  VISITOR ORIENTED
-  PARKS & COMMUNITY FACILITIES
-  VACANT

EXISTING LAND USE

Goals

These are the general goals of this precise plan:

To protect the health, safety, and general welfare of Shores residents and visitors;

To preserve and enhance the natural beauty, ambience, and amenities of the Shores; and

To implement the La Jolla Community Plan wherever practicable.

Future decisions affecting the environment of the area will be based upon the general considerations above as well as upon the specific intentions which follow:

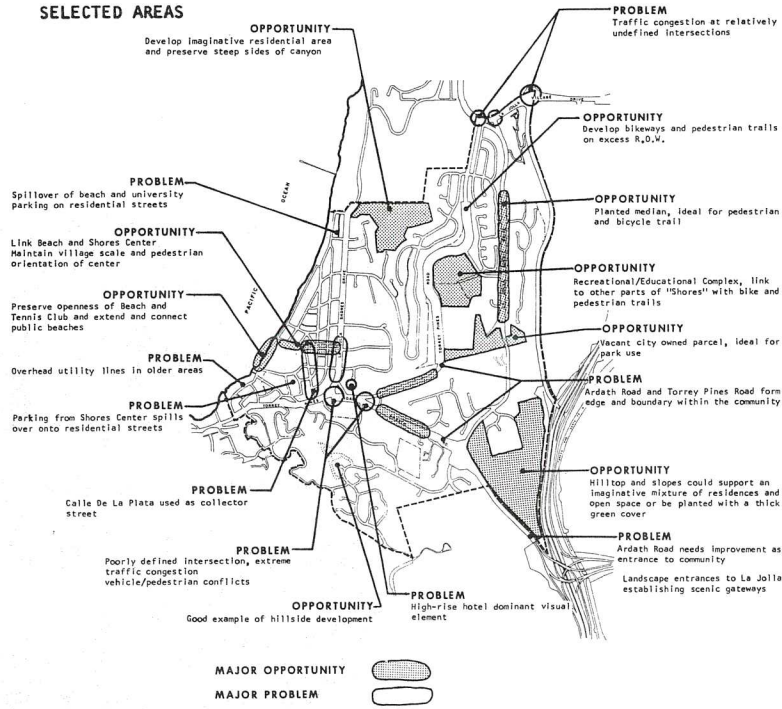
- TO PRESERVE AND ENHANCE THE RESIDENTIAL CHARACTER OF THE COMMUNITY
- TO PRESERVE SEA VIEWS AND NATURAL LAND FORMS
- TO MAKE THE AREA MORE ATTRACTIVE THROUGH ARCHITECTURAL AND LANDSCAPING CONTROLS
- TO PROVIDE FOR SAFE AND PLEASANT PEDESTRIAN MOVEMENT AND IMPROVE VEHICULAR CIRCULATION AND PARKING
- TO DEVELOP AN ATTRACTIVE "ENTRANCE TO LA JOLLA" ALONG TORREY PINES AND ARDATH ROADS
- TO LIMIT THE ULTIMATE POPULATION TO NUMBERS READILY HANDLED BY EXISTING STREETS, SCHOOLS, PUBLIC ACCOMMODATIONS AND COMMERCIAL AREAS
- TO RETAIN A DISTINCTIVE AND VIABLE PEDESTRIAN ORIENTED COMMERCIAL

AREA WITH SMALL SCALE ESTABLISHMENTS PROVIDING GOODS AND SERVICES AND DISTINCTIVE SPECIALTIES FOR RESIDENTS AND VISITORS

- TO ENCOURAGE THE DEVELOPMENT OF DISTINCTIVE LOW PROFILE MOTELS, HOTELS AND APARTMENT HOUSES IN SELECTED AREAS

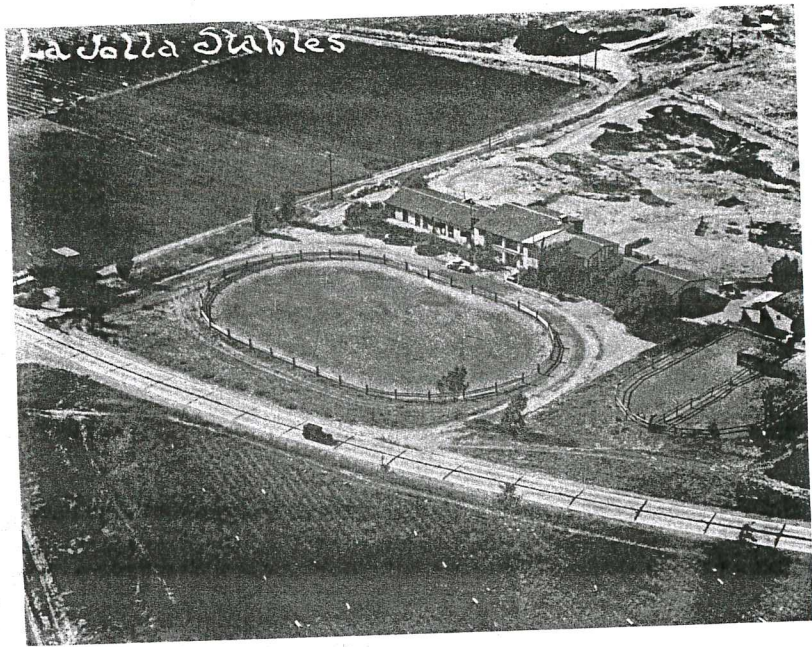
- TO DEVELOP THE REMAINING OPEN SPACES IN SUCH A WAY THAT CANYONS AND STEEP SLOPES RETAIN THEIR NATURAL TOPOGRAPHY

- TO FOSTER THE DEVELOPMENT OF A RACIALLY, ETHNICALLY, AND ECONOMICALLY BALANCED COMMUNITY.



PROBLEMS AND OPPORTUNITIES

A partial inventory of the problems and opportunities within the Planning Area as they relate to these Goals is shown above.

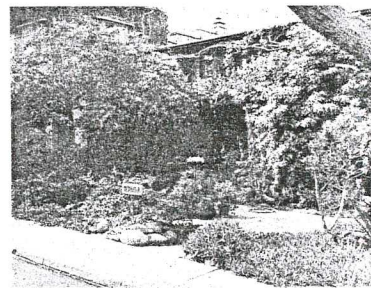
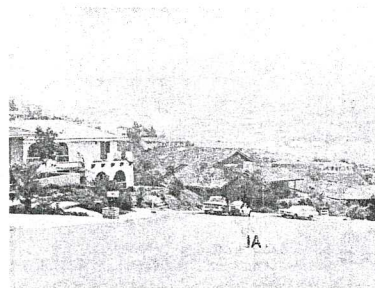
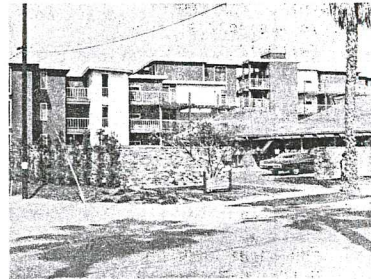


View of what is now Hotel del Charro,
1939
Historical Collection, Title Insurance
and Trust Company, San Diego,
California

Residential and Visitor Areas

General

Approximately 99% of the La Jolla Shores is zoned for residential and/or hotel-motel use. Within these existing zones, permitted densities range from one unit per acre (R-1-40 in uplands) to 108 units per acre (R-4 - two lots only, adjacent to commercial zone). Hotel-motel designations allow one dwelling unit or two guest rooms for each 1000 square feet of lot. Homes in the established residential areas of La Jolla Shores are well designed generally, and are a valuable asset to the community and to the city as a whole. These include many relatively modest homes. It is interesting to note that there are over 200 rental units, about half of which are available for less than \$120 per month. The remaining units rent for \$200 to \$300 per month. Architecturally, the Shores is characterized by low and rambling, single-family homes, most of which were designed individually. The prevalent use of natural building materials, such as wood and stone, combined with extensive and mature landscaping, creates a harmonious relationship between house and garden, hills and shoreline. Several new structures -- an office building, a large complex of condominium apartments, and two high rise buildings -- contrast sharply with the established single-family character of the neighborhood.



(1) 1970 U.S. Census of Population and Housing. Census Tract 8304.

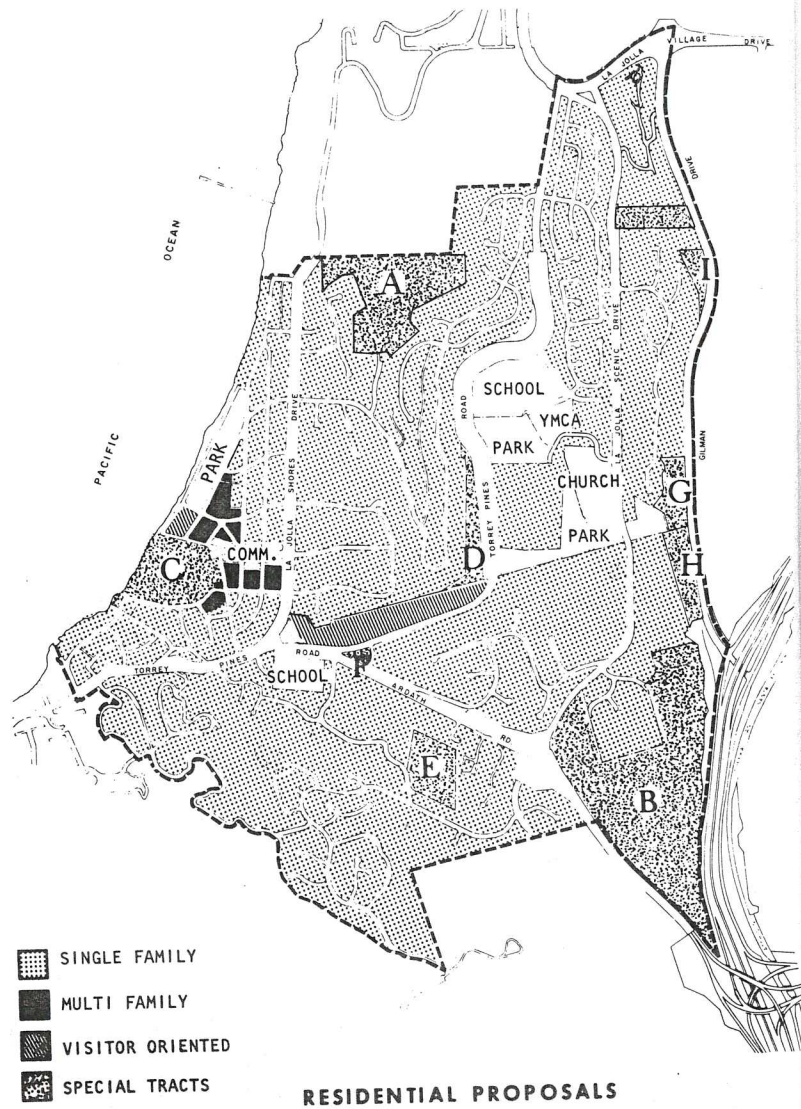
Housing types include single family, multi-family and visitor-oriented units

In the American Institute of Architecture's Guide to San Diego Architecture 1971 the following words and phrases are used to describe the architecture of La Jolla: "simple wood and shingle buildings. . . honest use of materials. . . natural redwood. . . casement multi-paned glazed doors and windows. What emerged was a truly American style of architecture fusing the purity and geometry of the Mexican-Spanish period with the simplicity of materials and details with integrated landscape design."

To achieve the community goals for future residential development, the following recommendations are made.

Recommendations

1. The currently established single family, multi-family, and visitor areas should be retained.
2. The total number of dwelling units permitted in the multi-family areas under existing zoning is excessive. The future population in multi-family areas must not be allowed to overburden existing streets, schools and other public facilities. Future developments should be medium density consistent with the La Jolla Community Plan and with the stable single family character of the area.
3. The established and designated single family areas should be retained for continued residential use at



RESIDENTIAL PROPOSALS

densities consistent with current development. These well established single family residential areas of La Jolla Shores, as shown on the adjacent map, have a long economic life ahead of them and possess a superior environment that should be preserved. Future pressures to change the density and character of these areas should be vigorously resisted. Selected areas currently designated for more dense residential development (M-F) should be redesignated in conformity with actual use where already stable single-family development has been established.

4. Architectural excellence compatible with existing development should be encouraged by the use of natural building materials, muted colors and well organized and balanced architectural elements.
5. New residential structures should be carefully sited on their respective parcels so as to cause the least disruption of views and to blend with the architecture of neighboring structures and the community as a whole.
6. Each owner or resident should be encouraged to landscape and maintain his property.
7. New residential and hotel-motel structures should be kept in scale with existing adjacent developments and in the surrounding area. To help achieve this objective it is recommended that single

family residential units be limited except where otherwise specified to 30 feet in height and multiple units, apartments and hotels-motels be limited to approximately 50 feet.

8. Adequate off-street parking for residents, guests and employees should be provided. The University of California at San Diego should provide adequate student and faculty parking so as to prevent extended on-street parking in the residential areas and along major thoroughfares.
9. The residential area should be maintained neatly and attractively. Trash, dirt, and/or building materials must not be allowed to accumulate. Boats and wheeled vehicles must not be stored on the public right-of-way, parkways, nor in front yards, but in garages or in unobtrusive side and rear yards.
10. Advertising signs should be prohibited. Where necessary, signs may be used for identification only large enough to accomplish that function.

Undeveloped Areas

The six large vacant or underdeveloped residential tracts within the community offer exceptional design and development opportunities. Each tract is quite different in size, orientation, topography and view potential. Tract A, for instance, is characterized by a steep canyon and is designated for single family use, while Tract C is designated for multiple family development and is so flat and low that drainage

of the site presents a problem. Because of these differences it is recommended that specific development standards in addition to the general recommendations contained in the previous chapter be adopted for each tract. In all areas, however, it is recommended that the following environmental amenities be provided as appropriate.

- bikeways through or within the development
- sidewalks
- landscape public lands
- underground utilities including provisions for cable TV

The concept of cluster housing suggested for some of the remaining undeveloped lands within the Shores area should reduce land development costs. Permitted overall densities are not changed significantly but a more intensive use of flat or gently sloping ground is encouraged, thereby enabling the steepest slopes and a major canyon to be preserved in their natural state. Also the use of cluster housing in place of a conventional subdivision should not be used as an excuse to increase the number of dwelling units permitted in any tract or to permit the construction of large apartment houses. In those tracts designated for single family development, in addition to 15% reduction of the total area needed for streets, approximately one unit for each 40,000 sq. ft. of land in excess of 35% slope and one unit for each 20,000 sq. ft. of land with slopes of less than 35% will be permitted.

Tract A

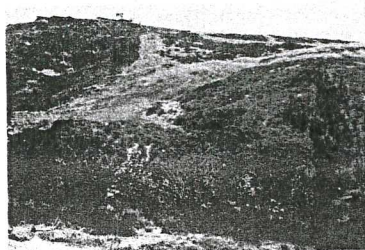
Tract A (see adjacent map) is approximately 31.53 acres in size. The northerly 21.6 acres is characterized by steep slopes and "v" shaped canyon and has been put into the "land conservation" (LC) zone because the grades exceed 35 percent. The southerly portion of the area is less steep, is adjacent to an improved street, and has excellent views of the ocean. Excessive cuts and fills to develop building sites and roadways within the canyon portion of this tract are extremely undesirable. It is therefore recommended that:

1. The area should be designed as a single entity rather than as a typical subdivision.
2. The steep canyon area in the northerly portion of the tract should be reserved as natural open space.
3. The permitted dwelling units should be clustered so as to preserve the natural slopes. No more than 8 units should be permitted on any one acre.
4. Although approximately 50 units would be permitted to be developed in this area under the existing R-1-20 zone, allowing 15 percent for roadways, only 38 units should actually be allowed to occupy this site. This unit decrease is considered reasonable inasmuch as the cluster type of development offers considerable savings in right-

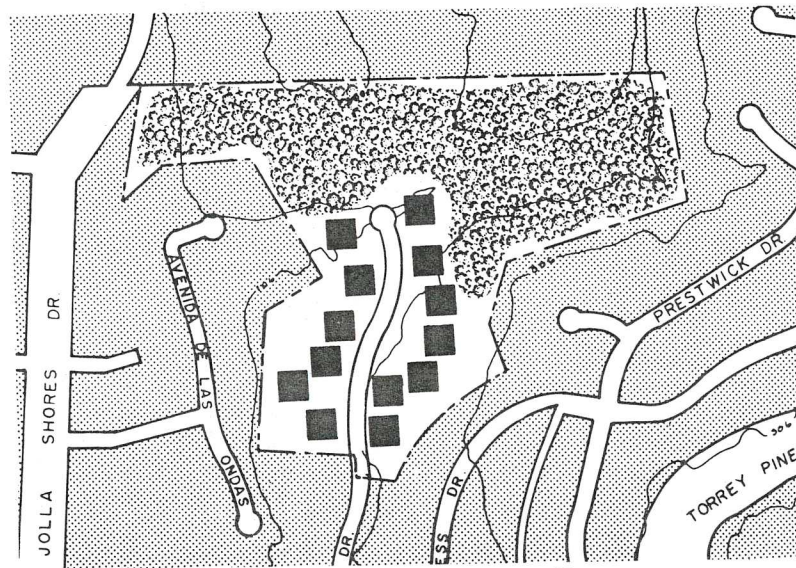
of-way, roadway, grading, and drainage costs.

5. Two parking spaces per residence should be provided. In

addition, at least one space per dwelling unit should be provided for guests and recreational uses.



Tract A Existing Conditions



Example of Possible Development Plan

Tract B

Tract B has a total area of approximately 80 acres, with 30 acres currently zoned R-1-40 and the remainder zoned R-1-20. Development under the existing zoning would theoretically permit approximately 140 units. However, if 15% of the total area was deducted for streets, and only one unit per acre was permitted in the very steep areas, then only approximately 118 units could be developed. The existing zoning, however, does not relate to the land forms in that area. The area zoned R-1-40 is generally the most usable while much of the R-1-20 zone is on land with slopes that exceed 35% and consequently has been placed in the Land Conservation Zone. Topographically the site is characterized by a gently rounded crest or ridge running north and south through the center of the tract. The land falls away steeply on the south and west to terminate at Ardath Road; it falls away to the east, terminating at Interstate 5. It is therefore recommended that to protect the environmental amenity of this Tract the following development guidelines be followed:

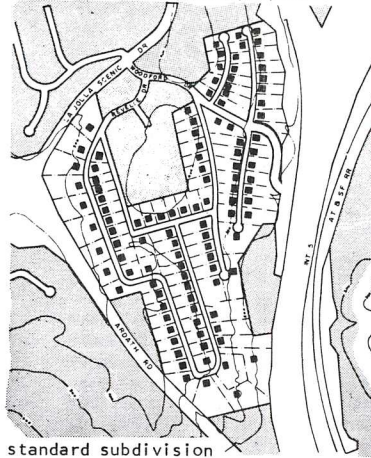
1. The area may be developed as a conventional subdivision with separate lots, each with a single dwelling, or under the cluster concept with a maximum density of 118 units.
2. No more than 8 units should be permitted on any one acre.



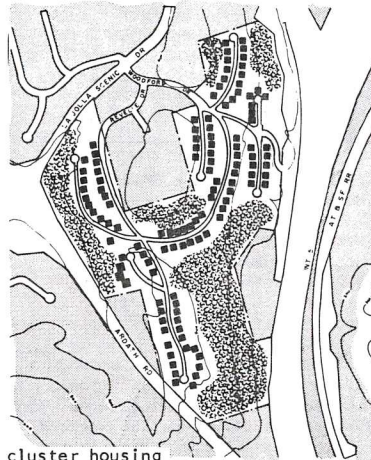
Example of clustering of units on Mount Soledad

3. A second access from the service road adjacent to Gilman Drive should be developed.
4. To help preserve the natural environment of this Tract earth movement should be kept to a minimum by limiting grading to the roadways, parking areas, recreation areas, trails and/or so called "padding out" of building sites should be prohibited.
5. A minimum of two enclosed parking spaces per residence should be provided if the area is developed as a typical subdivision. If the area is developed under the "cluster concept" then a minimum of one additional space per unit should be provided for guest and recreational parking.

Tract B
Alternate development proposals



standard subdivision



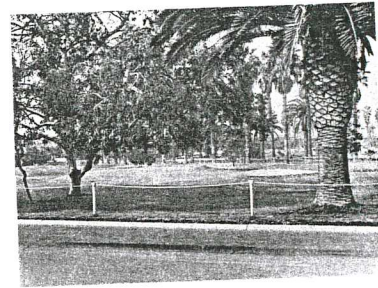
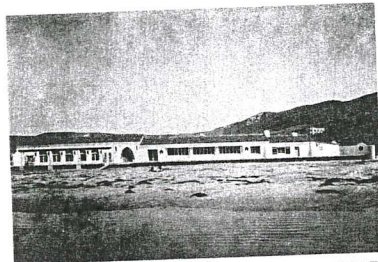
cluster housing

Tract C

Tract C contains a total of approximately 20 acres and is occupied by the La Jolla Beach and Tennis Club, a private club and visitor oriented hotel and apartments. This vacation-residential complex contains a total of 79 units with various ancillary or support facilities. The area not occupied by buildings is artfully landscaped and developed with tennis courts, a small golf course (open to the public), duck pond, swimming pool and an excellent ocean beach. The total tract is made up of several separate parcels. The largest parcel, approximately 18 acres, is a portion of Pueblo Lots 1281 and 1286 and is zoned R-3. The tract also contains a small portion, approximately .83 acres of Pueblo Lot 1285, also zoned R-3. Adjacent to Calle de la Plata there are 5 lots of approximately .75 total acres that are zoned R-2. In addition to the above contiguous parcels, a .60 acre site in Pueblo Lot 1285 across Spindrift Drive in the R-1-5 zone is being used for additional automobile parking.

Over the years the Beach and Tennis Club has become a local institution. The owners in effect have provided the community with a beautifully landscaped, park-like open space. Many residents have availed themselves of its facilities as a place to entertain friends and visitors.

Under the existing zoning over 800 dwelling units could be built on this tract. This is almost equal to all of the existing housing west of La Jolla Shores Drive and north of Torrey Pines Road. The impact of



La Jolla Beach and Tennis Club, 1927
Historical Collection, Title Insurance
and Trust Company, San Diego,
California



La Jolla Beach and Tennis Club

this many new families on the schools and the circulation system could be disastrous. If the traffic congestion within this small area is doubled, the private automobile must give way to other means for moving people and goods.

The desirability of maintaining the Beach and Tennis Club as a visual focal point on the Shores basin is difficult to overemphasize.

It is hoped that the owners of this property will find it possible to keep the entire Beach and Tennis Club in its current condition, or nearly so, for the indefinite future. If extensive development of the property is contemplated in the future, it is recommended that discussions between owners and community take place in an effort to preserve the Beach and Tennis Club as an attractive park-like open space.

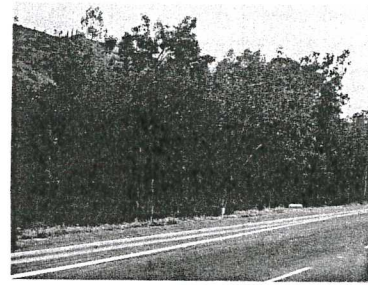
If the area is extensively developed or redeveloped, then it is recommended that the total number of units on the approximately twenty acres should be less than 400. The exact number is to come from discussions between the developer, the Community and the City.

Tract D

Tract D is a narrow strip of very steep privately owned Pueblo Land located between Torrey Pines Road and Prestwick Estates Unit No. 1. The tract contains approximately 9.11 acres and is zoned R-1-20. Because of the steepness of the terrain - exceeding 35% grade - all but 1.7 acres in the very southerly portion of the tract has been put in the Land Conservation (LC) zone. Torrey Pines Road, adjacent to the area, has a right-of-way width of 250 feet and in addition to the traveled roadway contains an emergency parking strip, a large grove of eucalyptus and an improved pedestrian path. Just north of Pottery Canyon and opposite this grove the city has reserved approximately 8 acres of the steep hillside for open space. In this particular tract no deduction in the number of permitted units was made for roadway purposes because the area already has over 1500 feet of frontage on Torrey Pines Road.

The following recommendations should govern the development of this parcel:

1. The number of single family dwellings permitted to occupy the area should not exceed 12 units.
2. These units should be clustered in the very southerly portion of the tract preserving the very steep natural slopes and native vegetation.
3. A height limit of approximately



Tract D

50 feet may be observed in this area. The intent of the relaxation of the normal 30 foot height limit applicable to the single family residential area is to permit the development of the property without the removal of a significant number of trees and to minimize the cutting of slopes.

4. Because of the limited on-street parking along Torrey Pines Road, three spaces of attractively situated and landscaped off-street parking per dwelling unit should be provided. Two of these spaces should be private parking for the residents and the remaining spaces combined in clusters to serve guests.

Tract E

Tract E, a ten acre parcel, is located south of Ardath Road in Pueblo Lot 1288. The tract is generally square in shape and slopes upward gently to the south where it abuts Hidden Valley Road. Under the current R-1-20 zone, approximately 19 units could be developed on the property allowing for access streets. The lots in the general vicinity vary from approximately 20,000 square feet to over one acre. In 1971 the tract was deeded to the Boy Scouts of America for recreational and/or for camping purposes. This use is consistent with the desires of the community provided such uses do not infringe unduly on the privacy or daily living of adjacent land owners or nearby residents. Development undertaken by the Boy Scouts of America should be consistent with its setting in a single family residential area. If the Boy Scouts of America disposes of the parcel, then it is recommended that the tract be developed residentially under the following guidelines:

1. The area may be subdivided and the lots sold individually or in total.
2. A total of nineteen single family detached units should be allowed to occupy this tract.
3. Grading of the tract should be kept to a minimum. Initially only the areas necessary for each residence should be done only as part of the individual lot development and should not be "mass graded" or "padded out."

4. A minimum of two enclosed parking spaces per resident should be provided.

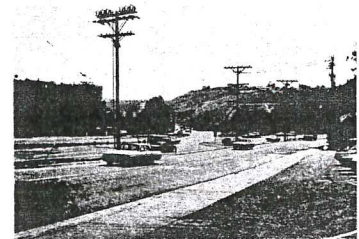
Tract F

Tract F is a partially developed triangular parcel formed by the intersection of Torrey Pines and Ardath Roads. The third side of this 1.15 acre parcel fronts on Ardath Lane. Previous efforts to have this area rezoned from R-1-10, which permits one single family dwelling for each 10,000 sq. ft. of lot area, to a commercial zone have failed. This area is not particularly suited for the usual single family development primarily because of the adjacent traffic and noise. Neither is it well located for commercial development - particularly the drive-in types of uses. The auto congestion at this intersection is already monumental - see chapter on circulation. Although a redesign of this intersection has not been undertaken, it is very probable that additional right-of-way will be needed to accommodate future traffic. In light of this it is recommended that the City of San Diego acquire this parcel by purchase or trade. In the event that acquisition is unfeasible the development of this property should be governed by the following guidelines:

1. That access to the tract be from Ardath Lane.
2. That a maximum of twelve units be developed within the total area which is equal to ten units per gross acre.



Tract E



Tract F

3. That the units be allowed to be clustered so that there will be area available for extensive landscaping between the buildings and the roadways.
4. That a height limit of 32 feet plus a roof is recommended to permit the construction of three-story buildings. This will allow greater flexibility in meeting the off-street parking requirements.

Tract G

Tract G is located westerly of Gilman Drive and is 7.25 acres in size. It adjoins a dedicated park (Pottery Canyon Park) and is overlooked by low density residential development to the west. In addition, Cliffridge Park, the YMCA and Torrey Pines Elementary School are located further to the west. The average density of developed parcels within 300 feet of Tract G is approximately 2½ units per acre. Approximately one-half of the site has been graded level with Gilman Drive, the westerly portion having 65% graded slopes. Vertical elevations of the graded slopes range from 80 to 130 feet above Gilman Drive. These slopes are planted with ice plant. Because of existing speed limits and projected traffic volumes, a substantial level of noise will be generated by passing vehicles on Gilman. Due to the fact that the site is isolated, currently graded and unrelated to nearby single family development; and also recognizing the noise and safety problems created by Gilman Drive, the development of Tract G should be governed by the following guidelines:

1. The maximum density permitted should be 8.7 dwelling units per net acre.
2. A minimum of 900 square feet of usable open space should be provided for each dwelling unit and should be composed of moderately level land.
3. Parking under a "cluster" concept should be provided at

a ratio of two on-site parking spaces and one communal or public space for each unit with three or more bedrooms; 1.6 on-site spaces and one communal or public space for each two bedroom unit; and 1.2 on site spaces and one communal or public space for each one bedroom unit.

4. Extensive landscaping, including trees and an irrigation system, should be provided along Gilman Drive and on the existing graded slopes.
5. A 6-foot high masonry wall and/or earth berm should be constructed along Gilman Drive. A masonry wall should be aligned no closer than 5 feet from the right-of-way.
6. Vehicular access to the subject parcel should be minimized. Adequate provisions should be made for any proposed left turns onto the site from Gilman Drive. Multiple curb cuts should be prohibited.
7. Pedestrian access should be provided from the southwestern edge of the site to Pottery Canyon Park located to the west.
8. Continuity should be provided with any future bikeway along Gilman Drive.

Tract H

Tract H is 6.28 acres in size and adjoins the previously described site to the south. It also adjoins

Pottery Canyon Park and Gilman Drive. The site has a natural slope of 25% and could not support a large number of dwelling units without extensive grading being required, including the removal of existing trees. It is recommended that this tract be developed according to the following guidelines:

1. This tract may be developed at a maximum residential density of one dwelling unit for every 20,000 square feet of land area and/or with a private recreational facilities.
2. Parking for any residential development under a "cluster" concept should be provided at a ratio of two on site parking spaces and one common or public parking space for each unit with three or more bedrooms; 1.6 on site spaces and one communal or public space for each two bedroom units; and 1.2 on-site spaces and one communal or public space for each one bedroom unit. Parking for any tennis facility should be provided at a ratio of four parking spaces for each tennis court.
3. Extensive landscaping, including trees, should be provided along Gilman Drive. Existing trees should be preserved where possible.
4. To reduce traffic hazards, vehicular access from Gilman should be minimized.
5. Continuity with any future bikeway along Gilman should be provided.

Tract I

Tract I adjoins Gilman Drive and is approximately 3 acres in size. The site is comprised of slopes of 25% or greater and cannot support many dwelling units without extensive grading. It is recommended that this tract be developed as follows:

1. There should be a maximum of one dwelling unit for every 20,000 square feet of land area.
2. Parking under a "cluster" concept should be provided at a ratio of two onsite parking spaces and one communal or public space for each unit with three or more bedrooms; 1.6 on-site spaces and one communal or public space for each two bedroom unit; and 1.2 on-site spaces and one communal or public space for each one bedroom unit.
3. Extensive landscaping, including trees, should be provided along Gilman.
4. Vehicular access to the parcel should be minimized.
5. Continuity should be provided with future bikeways.

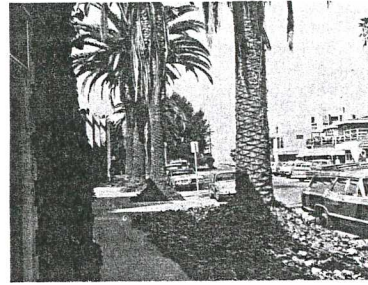
Shores Center and Other Commercial Development

La Jolla Shores Shopping Center is a well defined, compact area of approximately five acres extending along both sides of Avenida de la Playa from La Jolla Shores Drive westerly to Camino del Sol. Whereas the area primarily serves as a neighborhood convenience center it also contains many specialty shops and professional offices including architects, attorneys and engineers. The total floor area within the center, excluding the residential units, is approximately 115,000 square feet and is divided almost equally between the retail commercial uses serving the community's daily needs and the office uses serving a much wider regional clientele. One recently completed office building itself contains approximately fifty percent of the floor area of the entire center. Unlike most of the older commercial centers in the City of San Diego, the Shores Center was originally planned as a small neighborhood facility. Its location off the main traffic artery helped to prevent early proliferation of drive-in auto oriented uses typical of so many strip commercial developments. The 25x80 foot lots gave flexibility to developers by allowing them to build small shops or assemble parcels for larger buildings. Most builders choose to develop on small parcels helping to maintain the neighborhood scale of the Center.

The La Jolla Shores Center was first zoned for commercial use in 1931. It was not until 1949 that the city made any attempt to differentiate between the various kinds of commercial areas. At this time the Shores Center was zoned Restrict-

ed Commercial (RC), a classification which rather successfully controlled the permitted land uses operating hours, thereby optimizing the Center's compatibility with adjacent residences. In 1971, the Neighborhood Commercial zone (CN), adopted by the City Council, automatically became effective in the Shores Center even though it did not apply to the existing development. The CN zone was written to be applied city wide. Its application to new auto oriented developments is particularly appropriate, however, in the Shores Center the specific regulations do not apply. Generally the new CN zone provides for a minimum lot size of 10,000 square feet, a minimum street frontage of 100 feet, a ten foot wide front yard, side yards, an off-street parking requirement of one space for every 200 square feet of floor area and sign controls. Based on the new CN zone provisions, all of the shops, stores, offices and dwelling units within the Shores Center are non-conforming in almost all of these respects. Most of the buildings are located on the front property line, there are very few side yards and almost no off-street parking. However, the small shops on small lots, varied building lines and the unobtrusiveness of the automobile are some of the features which give the Shores Center its unique and pleasing character which must be preserved. This would be seriously altered if the area were redeveloped to the existing CN regulations.

The merchants and owners of establishments in the Shores Center have by their attention to design, display and maintenance created a



congenial area. The low roof lines and plantings blend well with surrounding homes helping to maintain the much desired human scale and residential feeling. The area has been provided with street trees and in many instances the merchants have provided potted plants and small planting beds for additional greenery. Wood and other natural building materials are prevalent with earth colors predominant.

Some consideration has been given to the development of a mall within the Shores Center. In California the legal mechanism for the creation of a mall has been well established. However, before even a partial mall can become a reality, considerable physical and economic planning is required. There must be strong local support from both city government and private business and civic groups. The Shores Center is particularly well situated for mall development in that the area is dependent on the pedestrian shopper; drive-in commercial uses do not exist and are not recommended. However, the only commercial street, Avenida de la Playa, is an important link in the existing circulation system. Closing this street to vehicular traffic will impose an additional load on surrounding residential streets, particularly, Calle de la Plata and Vallecitos. Accordingly, any plan for a mall development along Avenida de la Playa must include measures to accommodate the traffic which will be denied access to this street.

Malls fall into three categories. A limited or semi-mall may involve

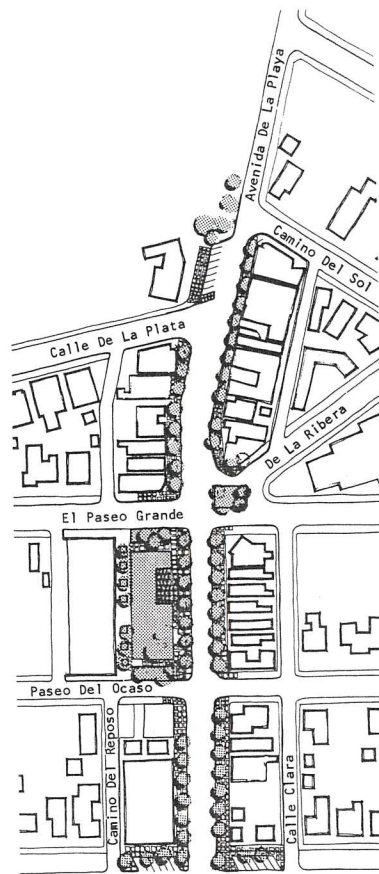
only the widening of sidewalks, limited landscaping and street furniture. A partial mall may limit the street to vehicular traffic and transforming it into a pedestrian promenade. In each case, new parking facilities must be provided and a new auto circulation and access system developed.

Sketches indicating the various alternatives available to the merchants and property owners are shown.

Parking

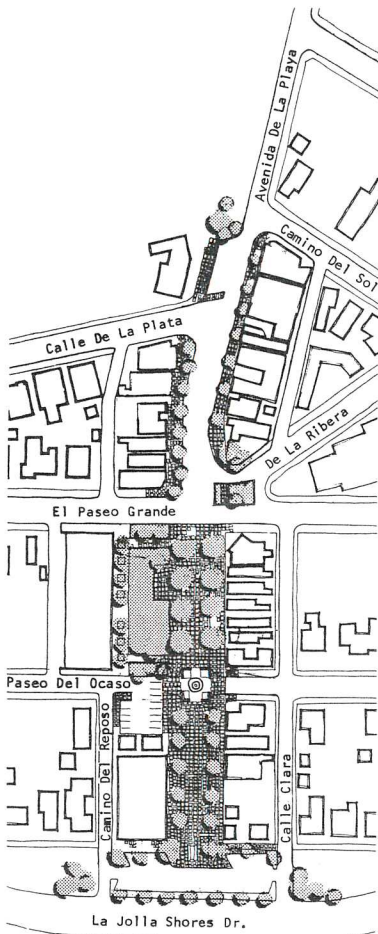
The property owners and merchants within the Shores Center generally agree that the parking requirement of the CN zone (one space for every 200 square foot of floor area) is much higher than necessary because of the particular kinds of uses found within the center, the large number of walk-in customers from neighboring high density residential areas and the availability of curb parking. To help determine what the current and future parking requirements actually are the committee and staff conducted a thorough license plate parking survey of the parked cars within the Shores Center area. The conclusions of this survey are:

1. The employees and owners were responsible for approximately 65 percent of the on-street parking and only 10 percent of the cars in the area were owned by the shoppers. The remaining 25 percent of the cars were owned by residents or were there for other reasons.

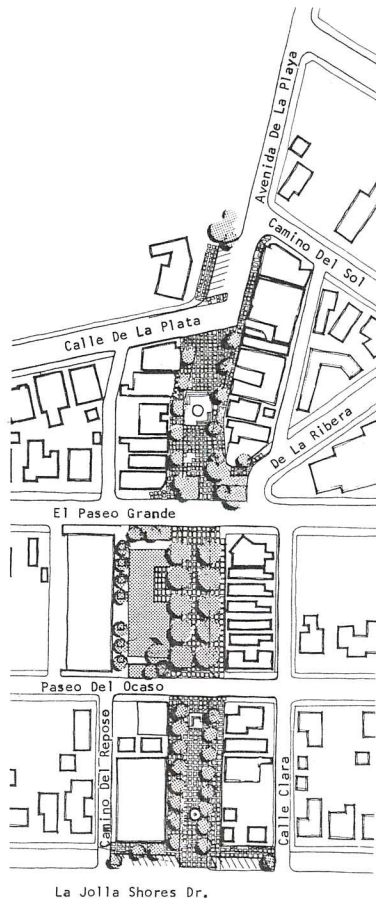


La Jolla Shores Dr.

LIMITED OR SEMI-MALL



PARTIAL MALL



La Jolla Shores Dr.

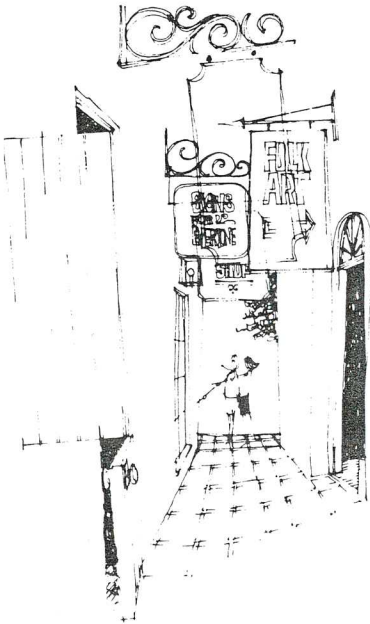
FULL MALL

2. The on-street parking occupied not only the curb spaces adjacent to the commercial area, but spaces one block away from the center.
3. The off-street parking requirement of one space for every 200 square feet of business floor area should be reduced to one space for every 500 square feet.
4. The on-street parking adjacent to the commercial uses should be reserved for customer parking.
5. Merchants and property owners within the center should consider the formation of a parking district.

The following additional recommendations are made relative to preserving and enhancing the environmental and economic quality of the Shores Center.

1. Except for "drive-in" businesses which would be excluded, the land uses of the existing CN zone should generally continue to be permitted in the Shores Center.
2. Ground floor store frontages should be reserved for retail goods and services and not for parking. Residential uses should be restricted to the upper floors.
3. Building heights should be limited to 32 feet plus a roof.

4. New buildings should be compatible in scale to existing smaller developments, not to exceed 6000 square feet of ground floor space.
5. The design or architecture of the front facade of new buildings should be modified or altered and staggered so that no facade runs more than 50 feet.
6. Consistent with Fire Zone 2 of the Municipal Code and the Uniform Building Code, only



natural building materials should be used, with a strong emphasis on naturally finished wood. Except as a color accent on doors, fascias and trim, colors should be limited to earth tones such as muted greens, browns, white, beige and sand colors.

7. Buildings should be allowed to cover 100% of the lot area.
8. The painted traffic island at the street intersection of El Paseo Grande and Avenue de la Playa should be replaced with curbs and the area landscaped.

9. Lighting geared to the pedestrian orientation of the Shores Center should be provided. The lighting must be human in scale and closely spaced. Light standards must be attractive to look at during the day when they will add another element to the street scene.
10. The development of a full or partial mall within the Shores Center should be considered by the property owners and merchants within the area.
11. Mata Park should become a visual and physical amenity of the whole area.



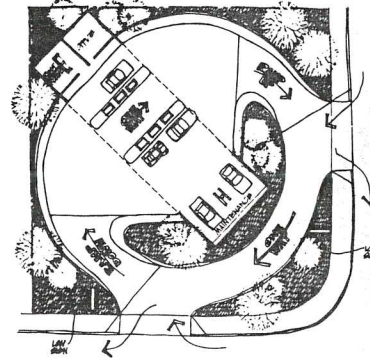
12. Signs permitted in the Shores Center shall generally conform to the existing CN zone regulations except that the aggregate area of all signs at a single premises shall not exceed 25 square feet.

In addition to the Shores Center, there is a .64 acre commercially developed triangular parcel at the intersection of two heavily traveled roads - Torrey Pines Road and La Jolla Shores Drive. Extending easterly, approximately 2700 feet along the northerly side of Torrey Pines Road, are located most of the Shores area hotel-motel facilities. Also adjacent on the northeasterly side of this parcel is a short section of Ardath Road. This 66 foot dedicated right-of-way is not improved as a public street but instead provides access, parking and landscaped area for the abutting property.

Portions of La Jolla Shores Drive are also being used by the abutting property owners for parking. In the future it may be necessary to use portions or all of these rights of way for roadway, bikeway, pedestrian and/or transit facilities. Also, the underlying fee title to these rights of way does not lie with the owners of abutting property. Therefore, closed portions of these streets would not simply add land to the abutting parcels but would revert to the initial owner as substandard lots. For these reasons, it is recommended that these rights of way remain as dedicated streets.

This commercially zoned parcel is currently occupied by the Colony Kitchen Restaurant and a Standard Oil Company Service Station. It is appropriate that this fully developed parcel, completely surrounded by roadways, continue to serve the community's auto-visitor oriented commercial needs. Because the owners of this parcel will enjoy a rather favored position relative to the uses permitted for this location, it is also appropriate that these owners and/or lessees conform in every way to the goals and intent of the La Jolla Shores Precise Plan. It is therefore recommended that:

1. In addition to the existing service station and restaurant this parcel should be permitted to be redeveloped for apartments or hotel-motel uses. The density (number of units permitted) height, bulk, design and landscaping should be consistent with the residential visitor sections of this Plan.



One solution for improving service station design



2. The service station should be remodeled or rebuilt consistent with the recommendations contained within this Plan. The access to the station from Torrey Pines Road should be limited because of traffic congestion in this area. More landscaping particularly along Torrey Pines Road should be provided.
3. The blank easterly wall of the restaurant should be landscaped and the planting along La Jolla Shores Drive should be increased to better screen the parking.



CHEWING THE CUD AT THE LA JOLLA BEACH AND TENNIS CLUB
This remarkable picture of Mr. Holliday's cattle was taken in March, 1906. The beach was called "Long Beach" at that time.

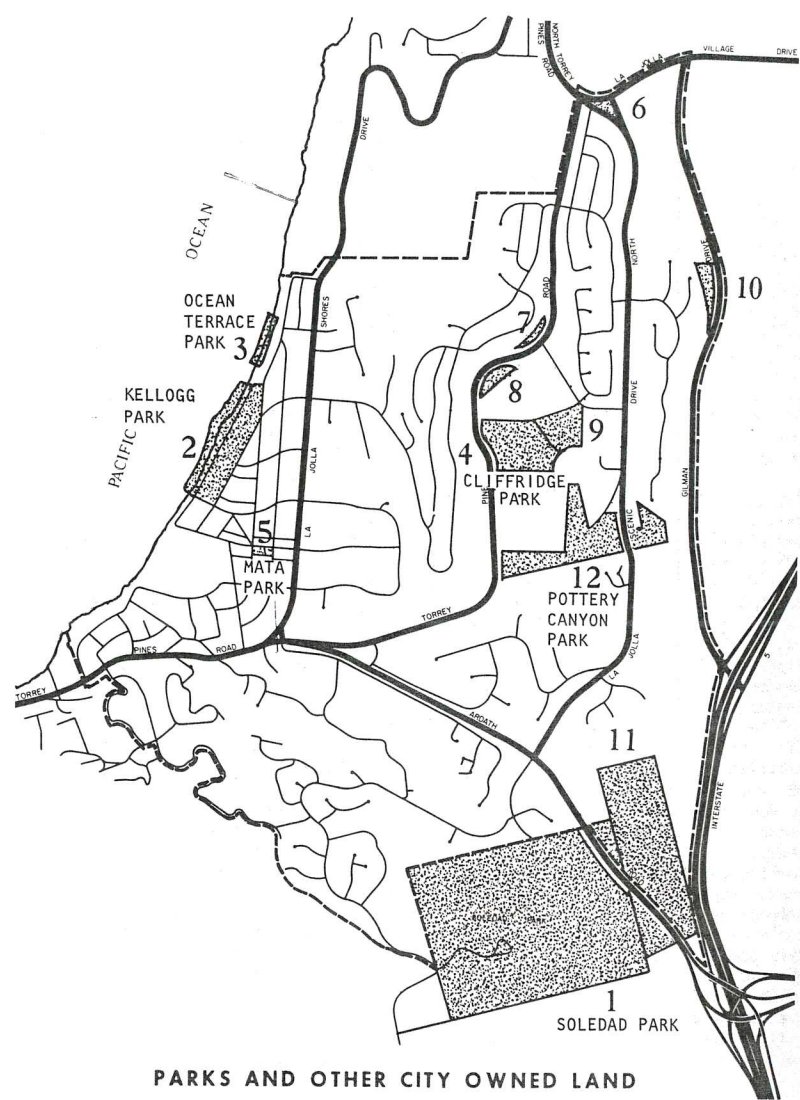
MR. HERBERT R. FITCH

Parks and Other City Owned Land

There are twelve parcels of city owned property within the La Jolla Shores study area ranging from excess land acquired as right of way to Pueblo Lands dedicated for park purposes. Five of the parcels (1-5), as shown on the map opposite are dedicated parks and may not be disposed of or used for other than park purposes without a two-thirds approval of the electorate. In addition, the portions of the parks that were acquired by gift or through the subdivision process will revert to the original owner in the event they are abandoned by the city as parks. Six of the parcels (6-11) are owned outright by the city and may be disposed of or used as the City Council deems appropriate. Parcel twelve has been designated for park purposes.

Recommendations

Parcel 1 The city acquired title to all of Pueblo Lot 1265 by U.S. Patents in 1850. In 1871 the northerly 40 acres of the P.L. were sold. The southerly 120 acres of the same Pueblo Lot which ". . . occupies the highest point in said City of San Diego commanding a view of the ocean, mountains and of the entire city," was set aside and dedicated as a public park in 1916 by Ordinance No. 6670. The park is designated as a resource based park in the Progress Guide and General Plan. As a result of later surveys (R.S. 6050) there remains a small narrow parcel of city owned Pueblo Land between the Azure Coast Unit No. 4, Subdivision Map No. 6662 and Soledad Park. It is recommended that this parcel, containing approximately



PARKS AND OTHER CITY OWNED LAND

three acres, be dedicated as Soledad Park. It is further recommended that the easterly boundary of the Park be modified to the extent that the area easterly of Ardath Road be deleted from the Park and a portion of the city owned land westerly of Ardath Road and southerly to the south line of P.L. 1266 be added to the park. These two adjustments to the park boundary would in effect increase the park area by a total of approximately $5\frac{1}{2}$ acres and maintain the park in one large easily managed parcel. For recommendations relative to the use of the city owned land easterly of Ardath Road see Parcel No. 11.

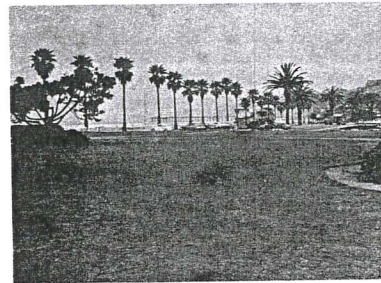
Parcel 2 Kellogg Park, although only 15.5 acres in size, is one of San Diego's most heavily used beach parks. City lifeguard service records show that the use of La Jolla Shores Beach is exceeded only slightly by Mission Beach which has three times more beach area. Parking is difficult on summer weekends, but is otherwise adequate. Additional parking facilities at the beach would only aggravate traffic problems. Some of the crunch experienced at the Shores Beach, as compared to other beach areas, is due to the high quality of the beach and support facilities and indirectly because of an automobile parking charge at Torrey Pines State Beach. It is felt that the attendance at these two beaches could be more evenly spread if this parking charge were eliminated. Therefore it is recommended that means be found to distribute more evenly beach use throughout metropolitan San Diego through a more uniform level of development and

service. It is recommended further that efforts should continue to acquire and provide public access and parking to all of the shoreline of San Diego.

Parcel 3 Ocean Terrace Park, approximately one acre in size, was acquired as a dedicated park through the subdivision process. Although this section of beach lacks support facilities, particularly parking, it is a valuable adjunct to Kellogg Park. The fifty foot wide private beach lying between the park and the sea wall should be dedicated as public beach.

Parcel 4 Cliffridge Park, dedicated in 1962 as a "population based park" is ". . . intended to serve the recreational needs of the immediately surrounding residential population."¹² This 11 acre park is located adjacent to the Torrey Pines Elementary School, YMCA and Pottery Canyon. Approximately 4 acres along the westerly edge of the park and adjacent to Torrey Pines Road is not usable for park or recreational uses but will provide for additional open space along this major arterial. Approximately 5 acres of the upland or level area has been leased to La Jolla Youth Inc. and has been developed with three ball fields. Torrey Pines Elementary School, which is immediately adjacent to this tract, has at least another two ball fields. Approximately two acres of Cliffridge Park

(2) Progress Guide and General Plan for the City of San Diego



Kellogg Park Parcel 2



Ocean Terrace Park Parcel 3



Cliffridge Park Parcel 4

remain undeveloped. It is recommended that a comprehensive balance recreation and park plan be developed for this general area that would include: School, YMCA, La Jolla Youth Inc. lease, Cliffridge Park and Pottery Canyon.

Parcel 5 is in two sections --Mata Park, the northerly most, is approximately .19 acres in size and was dedicated as a park in 1926 as a part of the La Jolla Shores Subdivision Unit #1. The southerly section of Parcel 5 is a portion of Camino del Reposo that has been closed to automobiles. These two areas have been developed as a landscaped plaza.

Parcel 6 is a small, city owned triangular parcel (Pueblo Lot 1299) at the intersection of La Jolla Scenic and La Jolla Village Drives. This parcel, together with the adjacent unused street rights of way, should be landscaped.

Parcel 7 consists of a portion of Pueblo Lots 1296 and 1297 and is approximately 1.84 acres in size. This area was reserved initially for widening Torrey Pines Road. Although it now seems evident that this roadway will not be widened or realigned in the near future it is recommended that the city retain ownership of this parcel. It is recommended further that the area be more intensively landscaped using natural and "native" materials. Adjacent property owners upon request should be given encroachment permits to plant in an area subject to an

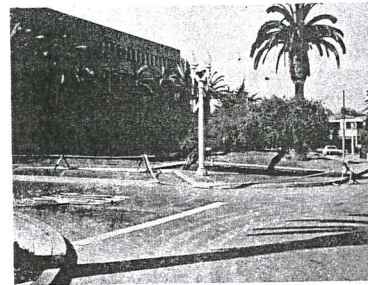
approved planting plan. A master landscape plan for Torrey Pines Road should be developed and maintained by the Park Division of the Parks and Public Buildings Department.

Parcel 8 is bounded by Torrey Pines Elementary School and Torrey Pines Road. This 2.85 acre parcel should be absorbed by the school district and maintained as open space. It should be landscaped consistent with Parcel 7 and the Torrey Pines Road planting plan.

Parcel 9 contains approximately 5.3 acres and is located immediately adjacent to Cliffridge Park. The area was leased for fifty years in 1964 to the YMCA and a building has since been erected on the site.

This development is a part of a cluster of public facilities including park, school and church. These facilities are well located and should continue indefinitely.

Parcel 10 There is conflicting evidence relative to the ownership of this particular parcel. The area was initially subdivided in 1885. In 1919, by Resolution 24996 the Common Council of the City of San Diego vacated the streets within the area. A Superior Court Order in 1927 vacated Block 1 which was one of the blocks that was later bisected by Pacific Highway U.S. 101. Later it was believed that the city acquired the area probably as tax delinquent property. It is recommended that a title search be made to verify the city's ownership of this parcel



Mata Park Parcel 5



La Jolla YMCA Parcel 9

and that the easterly portion of the area be retained as landscaped open space along this entrance to the University of California. The westerly portion of the parcel should be offered, if possible, for sale to the abutting property owners.

Parcel 11 A portion of this parcel was ratified by the electorate for conveyance to the State

of California for Interstate Highway 5. It is recommended that the remaining portion of this parcel be combined with the small section of Soledad Park easterly of Ardath Road. The use of Parcel II to meet the future needs of San Diego for parks and open spaces should be considered by the Western Area Park and Recreation Board. If Parcel II cannot fill such a need, then the area should be ratified for future sales and development consistent with the recommendations of this plan.

Parcel 12 known as Pottery Canyon, is approximately 18 acres in size and has been designated (but not as yet dedicated) as a park by the City Council. This action was generally consistent with the La Jolla Plan which recommended that "... Pottery Canyon be dedicated as a resource based park."

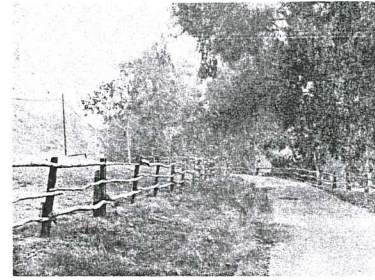
To complete the process, however, it is now recommended that a plan for this park be adopted and the park dedicated. In addition to the area originally designated for park purposes, Pottery Canyon Road, a short section of unused road right-of-way adjacent to La Jolla Scenic Drive, should be closed and the land included in the final park dedication.

A cluster of small wood frame and stucco buildings partly on private property in Pueblo Lot 1289 but also partly on land designated for Pottery Canyon Park (Pueblo Lot 1280) and in Torrey Pines Road right of way have occupied this site since the early 1930's. In 1936 the city entered into a year-to-year lease for the use of the portion of the city owned Pueblo Lot 1280 upon which several of the structures were located. The

leased parcel has a 100 foot frontage on Torrey Pines Road and 300 foot depth along the southerly line of Pueblo Lot 1280 and was for the purpose of "conducting a clay products business." In 1951 the lease expired and attempts to move the operation from this site were resisted by residents of the La Jolla community. It was felt that the limited manufacture and sale of clay products in this location added color and interest and was a part of the La Jolla folklore. Consequently, the year-to-year lease arrangement has continued. Although the original lease has continued in force, the concept and operation of these facilities has substantially changed. The operation today resembles a contractor's yard more than the quaint pottery manufacturing and sales facility that was originally envisioned.

After the park is dedicated and a plan for its development adopted, then it is recommended that all of the structures be removed from the street right-of-way and the park. This non-conforming use will be allowed to continue on private property if the operation follows the original concept limited to Mexican pottery manufacturing and retail sales. The architecture of future developments should conform to the original concept.

In addition to the "clay products" encroachment into the park area, a second lease for "...grazing horses and for no other purpose" has been entered into with an abutting owner. After the park is dedicated and a plan for its development adopted, it is recommended that this lease be terminated and the fences and structures removed.



Pottery Canyon Parcel 12

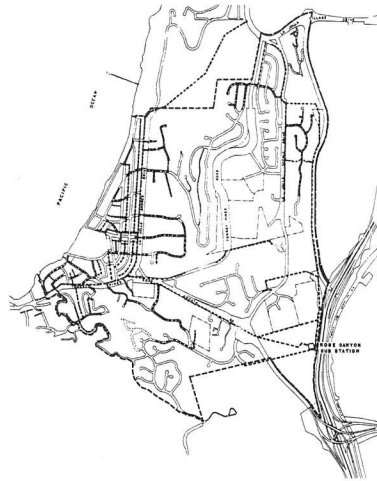


Street Environment

Utilities

The overhead lines for street lights, traffic signals, telephone and electric distribution within the community are unsightly. They predate the city's current policy to underground utility lines in all new subdivisions. According to the San Diego Gas & Electric Company, it is not yet economically feasible to underground high voltage (69 KV or greater) transmission lines, but that it is technically and economically feasible to underground those neighborhood distribution lines which generally deliver electric power to individual businesses and residences. It is, therefore, recommended that all of the latter overhead lines be placed underground and the unsightly poles removed.

To some extent this undergrounding program can be accomplished by monies allocated by the utility companies. They have recently been required to budget annually for systematically undergrounding distribution lines along major streets or high pedestrian activity areas. The overhead lines along Ardath Road, Torrey Pines Road, La Jolla Shores Drive, Gilman Drive and La Jolla Scenic Drive all fall into this category. Undergrounding of city street light circuits in conjunction with private utility undergrounding of electric and telephone lines along Torrey Pines Road and Ardath Road, a major entrance-way to La Jolla, is scheduled in the 1972-73 Capital Improvements Program and is currently underway. La Jolla Shores Drive, a portion of the San Diego 52-mile scenic drive, is a major route to Kellogg



**POWER AND TELEPHONE LINES
TO BE UNDERGROUNDED**

Park and the University of California and should be given second priority for undergrounding. The third major street where overhead utility lines should be removed is La Jolla Scenic Drive. Gilman Drive should receive fourth priority.

For undergrounding the remaining lines, citizens may establish assessment districts to spread the cost of the improvement to the benefitting property owners over an extended period of time. Utilities have already been undergrounded utilizing the 1911 Act in the Chateau Ville area along Via Capri, and assessment districts are currently proposed for undergrounding utility lines along

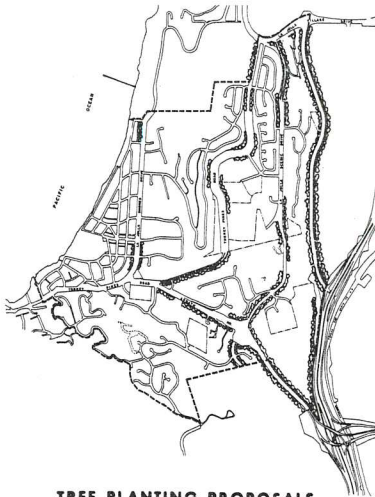
Avenida de las Ondas, Calle Chiquita and a major portion of Calle del Cielo. Overhead lines located in street rights of way are more visually deleterious than overhead lines located in alley rights of way or along property lines. Neighborhoods with overhead lines in the street rights of way should be given the greatest encouragement by the La Jolla Shores Association for forming an assessment district.

Ornamental Street Lighting

Most of the streets west of La Jolla Shores Drive between Calle de la Plata and Camino del Collado have distinctive ornamental lighting suitable to a pedestrian oriented residential area. It is recommended that appropriately designed ornamental street lighting be extended throughout La Jolla Shores Area to improve aesthetics, nighttime pedestrian safety, and to increase the area's identity, particularly along the San Diego 52-mile scenic drive. Such lighting must recognize the nature of the street and the concomitant vehicular and pedestrian traffic in terms of brightness, color, spacing, height, and scale. The establishment of an ornamental lighting district should be coordinated with the undergrounding of utilities where applicable.

Street Trees and Landscaping

Street trees and complementary landscaping are important environmental assets. Extensive planting along major streets serve to screen and buffer residential uses from high traffic noise and fumes. In

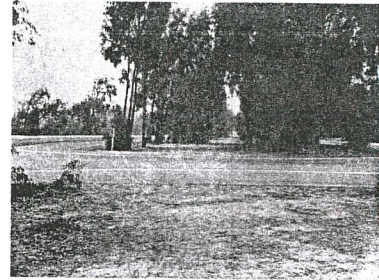


TREE PLANTING PROPOSALS

In addition, species, size, and degree of formality of tree planting may define special activity areas, such as the Shores Center. Therefore it is recommended that a street tree planting and landscaping program be extended along all major streets and in high pedestrian activity areas. In recognition of that portion of San Diego's proposed 52-mile Scenic Drive within the study area a tree planting and irrigation system should be instituted. Also Ardath Road, a major entranceway to La Jolla, should be extensively landscaped with trees and plants which are compatible with the steep adjacent slopes. To complement the magnificent center island trees along La Jolla Scenic Drive North, center island landscaping should be extended northward and landscaping along the north

and south ends of La Jolla Scenic Drive should be encouraged. Gilman Drive is in need of landscaping along its entire length. Although Council Policy 200-5 (Planting of Trees on City Streets) outlines situations wherein adjacent property owners must assume major responsibility for tree plantings, and several situations wherein the city may accept the responsibility, for the sake of expediency, it is recommended that one or more civic organizations in conjunction with the city, undertake a comprehensive tree planting program throughout the La Jolla Shores area. Also, it is recommended that existing trees be removed only with permission and with the requirement that replacements be provided. A list of acceptable street trees include the following:

- Agonis Flexuosa (Peppermint tree)
- Callistemon viminalis (Bottle-bush)
- Ceratonia silicua (Carob-mole)
- Cupanis anacardioides (Akee or carrotwood)
- Liquidambar styraciflua (Sweet-gum)
- Seaforthia elegans (King Palm)
- Washingtonia rostrata (Mexican fan palm)
- Pinus pinea (Italian stone pine)



La Jolla Scenic Drive



Torrey Pines Road

Circulation

Introduction

One of the main obstacles to the realization of the goals of this precise plan is the rapid increase in automobile traffic through, into and within the area. Bisecting the planning area is the Ardath Road - Torrey Pines Road complex, a major entrance to all of La Jolla. Large numbers of employees, employers, shoppers and visitors traverse and visit the area daily, contributing to the noise, air pollution, and hazards to pedestrian traffic in this predominantly residential community. Several major collector streets feed Ardath and Torrey Pines Roads, particularly La Jolla Shores Drive, La Jolla Scenic Drive, Hidden Valley Road and Hillside Drive. Pedestrian accommodations on many of these streets are deficient, making them extremely dangerous for walking.

The excellent beaches attract tourists and vacationers in large numbers during the summer months and on weekends at all times of the year. Parking problems and congestion are frequently severe.

In the middle of the planning area is the intersection of Ardath Road, Torrey Pines Road and La Jolla Shores Drive. This intersection is not well designed for smooth traffic flow, nor is it well situated with respect to the pedestrian traffic created by the adjacent school and nearby beaches. There has been a concerted citizen effort over a period of years to devise and implement methods for relieving some of these problems. While some improvements

EXISTING TRAFFIC CONDITIONS

Street	Type of Street	Lanes	Volume Vehicles/Day	Accident Rate Per Million Vehicle Miles
Ardath Road	Prime Arterial	4	25,000	2.6
La Jolla Village Dr.	Prime Arterial	4	12,200	6.2
West Torrey Pines Rd.	Prime Arterial	4	37,000	3.9
Torrey Pines east of Ardath Road	Major St.	4	12,000	2.1
La Jolla Shores Dr.	Collector St.	2	13,200	20.7
Hidden Valley Rd.	Collector St.	2	3,900	2.8
Hillside Dr.	Collector St.	2	4,000	-
La Jolla Scenic Dr.	Collector St.	2	4,600	1.4
Ave. de la Playa	Collector St.	2	4,000	-

in walkways, traffic signs and signals, bicycle lanes, and traffic flow have occurred, significant problems remain that must be recognized and solved in the future.

Analysis of Current Conditions

An appreciation of the traffic problems in the planning area can be gained by examining the traffic volumes shown above.

Most of the streets in the La Jolla Shores area have accident rates below comparable city-wide averages. The one notable exception is La Jolla Shores Drive between Torrey Pines Road and Avenida de la Playa, where the accident rate is nearly 21 per million vehicle miles, about $2\frac{1}{2}$ times the

city-wide average of 8.8 for collector streets. Most of the accidents occur at or near the intersection with Torrey Pines Road and are reflections of the fact that both streets carry traffic volumes considerably above their design capacities. The desirable maximum capacity for La Jolla Shores Drive is 5,000 vehicles per day, much less than its present usage of 13,000 vehicles per day. The 37,000 vehicle per day usage of Torrey Pines Road is well above the design capacity of 25,000.

Vehicles on La Jolla Shores Drive, waiting to enter Torrey Pines Road, are frequently backed up to Avenida de la Playa, making access to the latter street difficult and hazardous. Another factor which aggravates the congestion on La Jolla Shores Drive is that at peak hours

more than 40% of the southbound traffic turns left onto Torrey Pines Road and about 25% of the northbound traffic turns left at Avenida de la Playa. Left turn facilities are not adequate.

On Torrey Pines Road, various traffic operational improvements such as left turn pockets at La Jolla Shores Drive and Calle de la Plata, and the traffic signal installed in December 1969 at Ardath Road, have helped reduce the accident potential, and to some extent have aided the flow of traffic on the street. Yet, even if a low level of service is deemed acceptable (e.g. motorists tolerating long delays at signalized intersections) the intersection capacity on Torrey Pines Road at La Jolla Shores Drive of 1350 to 1500 vehicles per hour is exceeded up to four hours per day in one or both directions. The congestion experienced, especially by eastbound traffic, is aggravated by the large number of (up to 35% of the total traffic) making left turns near La Jolla Shores Drive.

The volume, speed and constant spacing of oncoming traffic on Torrey Pines Road presents a problem to motorists attempting to make a left turn onto or from other intersecting side streets. The recently instituted continuous left turn lane on Torrey Pines Road has relieved the congestion formerly associated with this problem, but

has not otherwise facilitated the desired turns. The displacement of traffic towards the edge of the road has lowered seriously the visibility from Hillside Drive, thereby augmenting the danger already present at that intersection.

Also contributing to the congestion of the La Jolla Shores Drive - Torrey Pines Road intersection, are some 4,000 vehicles a day entering the intersection from the frontage road, an extension of Hidden Valley Road. The signal time necessary to accommodate these cars impedes the flow on the more heavily traveled streets.

A few other streets in the area are also carrying volumes in excess of their design volumes. Calle de la Plata, for instance, is designed as a local street with a maximum desirable capacity of less than 1500 vehicles per day, but traffic volumes exceed 3,000 vehicles per day. Through the use of traffic control devices, such as stop signs on cross streets, and parking and turn prohibitions, congestion and accidents have been kept to a minimum on this and similar streets.

Parking

The amount of parking space available in La Jolla Shores generally exceeds the demand. There are three problem areas, however; one near UCSD occurs all year, one near the beach occurs during the summer



Overflow parking
from Scripps Institute



La Jolla Shores Drive,
Torrey Pines Road Intersection



Beach Parking

months, particularly on weekends, and the third was discussed earlier under the Shores Center chapter.

On weekdays throughout the year, students and personnel from UCSD park up to ten hours a day on the residential streets near Scripps Institution of Oceanography and near the main campus. This occurs because the University charges a yearly parking fee for use of its lots and because many of the free, on-street spaces are closer to the University buildings than the provided lots, especially at Scripps. The University lots are approximately 80% occupied at present. Illegal parking (such as next to fire hydrants) is negligible, and the parked cars have not contributed appreciably to accidents in the area. However, the presence of so many parked cars frequently makes passage of moving traffic difficult. For example, on the 30 foot wide streets prevalent near Scripps Institution, cars parked opposite one another prevent moving vehicles going in opposite directions from passing each other at speeds of more than five or ten miles per hour.

The other parking problem in La Jolla Shores occurs in the summer months, May through September, primarily on the weekends when the use of Kellogg Park and ocean beaches is at its highest level. There are 405 free, off-street spaces at Kellogg Park on weekends. Scripps Institution of Oceanography offers approximately 155 more spaces near the beach to the public for a fee of 40 cents per day. Since demand greatly exceeds this available off-street parking on

summer weekends and holidays, many motorists park in front of homes and businesses, and walk to the beach. Parking in such cases fills both sides of the narrow streets west of La Jolla Shores Drive, both sides of La Jolla Shores Drive, and spills into streets to the east, thus contributing to the accident potential and congestion on La Jolla Shores Drive. In contrast to the usually legal on-street parking by University personnel, motorists who wish to park near the beach often park illegally: next to fire hydrants, blocking driveways, straddling crosswalks, etc. Also, the weekend "spillover" parking from the beach sometimes occurs on streets affected by the weekday on-street parking near Scripps, thus adding to the inconvenience and irritation to residents.

Pedestrian Facilities

Pedestrian facilities in La Jolla Shores are spotty. In many areas sidewalks are provided which adequately separate pedestrians from moving traffic. However, some streets, both near the beach and on Soledad Mountain, have no sidewalks or pathways. On these streets pedestrians are forced onto the lawns of the residences or out into the street in the face of moving vehicles. This is a particularly hazardous situation on some of the hillside streets because of increasing vehicular traffic and pedestrian demand, coupled with blind curves. Parents of Scripps school children frequently drive their children very short distances to school to prevent exposing them to the dangers of these streets.

Most of the streets with the high volumes and speed limits have incomplete sidewalks: Torrey Pines Road, La Jolla Shores Drive, La Jolla Scenic Drive, Ardath Road, and North Torrey Pines Road. There are two pedestrian cross-walks on Torrey Pines Road between La Jolla Shores Drive and Prospect Street, and because of the high vehicle-pedestrian conflict potential, there are not widely used. There are no formal crossing facilities on La Jolla Shores Drive between Scripps Institution of Oceanography and Torrey Pines Road. The poor location of Scripps Elementary School relative to the Torrey Pines Road, La Jolla Shores Drive and Ardath Road intersections has been previously mentioned. The lack of adequate pedestrian facilities tends to discourage pedestrian movement; the resultant use of cars for even short trips contributes to the already serious congestion and pollution.

Public Transportation

Bus service in San Diego is provided by the San Diego Transit Corporation. Buses run approximately every 30 minutes along Torrey Pines Road and La Jolla Shores Drive and offer direct service to downtown La Jolla, UCSD, and Scripps Hospital, with transfer service to other parts of San Diego. Taxi cab service is provided by several companies but is expensive.

Analysis of Future Conditions

It is clear from the review of the current traffic and pedestrian situation in the study area that many potential improvements can

already be pinpointed. However, specific recommendations for action must also consider an estimate of future traffic conditions. A "travel forecast" has been made using a computerized traffic model of this section of San Diego with data obtained from the:

- La Jolla Community Plan
- University Community Plan
- State Division of Highways
- Local citizen groups, particularly the Ad-hoc Traffic Committee, affiliated with both the La Jolla Shores Association and the Family-Faculty Club of Scripps Elementary School.

The results of this forecast are summarized below.

Traffic Patterns

La Jolla Village Drive will become increasingly important as an entrance to northern La Jolla and to UCSD. Special measures such as left turn lanes will be required to service the area immediately east of Gilman Drive, an area which is just outside the jurisdiction of this precise plan. To relieve the anticipated congestion on La Jolla Village Drive, it will probably be necessary to provide additional streets between Interstate 5 and Gilman Drive, such as Nobel Drive, La Jolla Village Drive and Governor Drive.

Torrey Pines Road, east and north of Ardath Road, is expected to remain adequate with parking and

access modified as needed. West of Ardath Road, however, significant improvements will eventually be necessary. Improved left turn lanes, restricted access and/or exit, additional traffic lights and signs, and restricted parking are devices that can be used to improve traffic flow.

Other alternatives are outlined in the section on Public Transportation.

THE INTERSECTION OF ARDATH ROAD, TORREY PINES ROAD, AND LA JOLLA SHORES DRIVE SHOULD BE REDESIGNED TO IMPROVE THE TRAFFIC FLOW AND REDUCE PEDESTRIAN-AUTOMOBILE CONFLICTS. THIS IS A COMMUNITY GOAL OF MAJOR IMPORTANCE.

Improvement in the La Jolla Scenic Drive between La Jolla Village Drive and Ardath Road will eventually be necessary including an interchange at Ardath. Contingent on up-dated traffic studies, it may be desirable to extend La Jolla Scenic Drive southward to connect with the southern portion of this roadway. This extension could provide an alternate means of travel to motorists who are now forced to use Hidden Valley Road and traverse the intersection in front of Scripps Elementary School to reach their destination. This extension will have the following additional benefits:

- Provide a more convenient access to the residential and park areas on Mt. Soledad, particularly to people coming from the north and/or east.
- Provide a more convenient access to Interstate 5, Route 52 and UCSD to people living on Mt. Soledad and southern La Jolla.

- Provide an alternate means of travel to motorists who are now forced to use Hidden Valley Road and Torrey Pines Road to reach Ardath Road, thus helping to relieve congestion at the intersection in front of the school.

It may be possible to retain La Jolla Shores Drive as a two-lane collector street throughout its length. However, improvements such as limited parking and a traffic light at Avenida de la Playa may be necessary to reduce the high accident rate. Because of the presence of such aesthetically pleasing elements as wide landscaped parkways and palm trees on both sides of La Jolla Shores Drive, great care should be taken in accomplishing improvements.

Most other streets in the area will remain adequate, or nearly so, for the foreseeable future. Narrow streets such as Calle de la Plata can be made to handle the anticipated traffic volumes through the use of spot improvements such as parking and turn prohibitions.

Parking

Although in general parking in the Shores is expected to remain adequate in the future, the three problems previously noted may worsen. The first problem involves excessive on-street parking by UCSD students and staff. The most effective solution to this problem, the removal of all University parking fees, would have to be accomplished by legislative action, an unlikely eventuality. However, UCSD should be required to provide adequate, convenient, and inexpensive off-

street parking for its personnel, and attempts should be made to persuade more students and staff to make use of the space provided. If these measures are not effective, parking restrictions such as time-limited parking or permit parking may have to be instituted in the surrounding residential areas.

The parking problem associated with Kellogg Park and the adjacent beaches during the summer weekends is, of course, a direct result of the excellence of these beaches. The La Jolla Shores Beach is the only beach in San Diego which consistently exceeds its capacity. Additional parking facilities are not the answer; they would only further aggravate the circulation and congestion problem. There are other approaches which would alleviate this problem.

1. The development of the beaches north of Scripps pier to Torrey Pines State Park by the provision of access roads, parking, and facilities. This should relieve some of the excessive pressures on the Shores beach and parking facilities.
2. The removal of parking fees from Torrey Pines State Park to encourage more use of that under-utilized area.
3. If the businessmen and property owners in the area, with the cooperation of the City of San Diego and other governmental agencies form, in the future, a vehicular parking district to provide additional off-street

parking for the commercial area, as mentioned in the Shores Center chapter, this space could, if strategically located, accommodate some of the parking demand for weekend beach users. Realization of this end, however, will require the acquisition of land in the near future. Because the existing available beach parking, both off and on-street, already allows overcrowding of the beach, any new off-street parking facilities may require that limitations be placed on on-street parking.

Public Transportation

Consideration is also being given at this time by various agencies and individuals to improvement of mass transit service to nearby communities. Perhaps the most feasible suggestion is that made by Transit Corporation officials that "express bus service" be supplied by a new bus line, beginning in the vicinity of Scripps Institution of Oceanography, which would make use of I-5 with connections to downtown San Diego and other nearby communities to the south and east.

The improvements to be made in bus service by San Diego Transit Corporation will perhaps be adequate to meet normal (off season) demand for publicly operated mass transit in La Jolla Shores area. However, a questionnaire circulated among residents in the fall of 1971 indicated a very strong resident interest in an internal continuously circulating minibuss system connecting

UCSD, the residential areas, the beach, the shopping area, the YMCA, Scripps Institution of Oceanography and the village centre. Fares of up to 25¢ and waits of up to 15 minutes would apparently be tolerated. Further study will be required to determine whether such a system would be economically feasible. Any additional service, to be provided by private enterprise, such as taxicab service, a local minibuss system etc. should concentrate upon supplying "internal" transportation (for example, between Scripps Institution of Oceanography and the central campus of the University of California) and will have its greatest value if it is integrated with any system, public or otherwise, that supplies service to communities outside the immediate La Jolla Shores area.

Another method of integrating "internal-external" transportation systems for La Jolla Shores and solving some of the area's parking problems, might be location of a large parking facility at a major entrance to the community. Such a facility could serve as "satellite" parking, to permit motorists coming from "remote" areas to drive along I-5 and Route 52, leave the freeway and park in the new parking facility, and then use a shuttle bus or other internal transit system (such as the "elephant train" being considered by the University of California) to travel to such destinations as downtown La Jolla, the UCSD campus, or the Scripps Institution of Oceanography.

Proposals and Recommendations

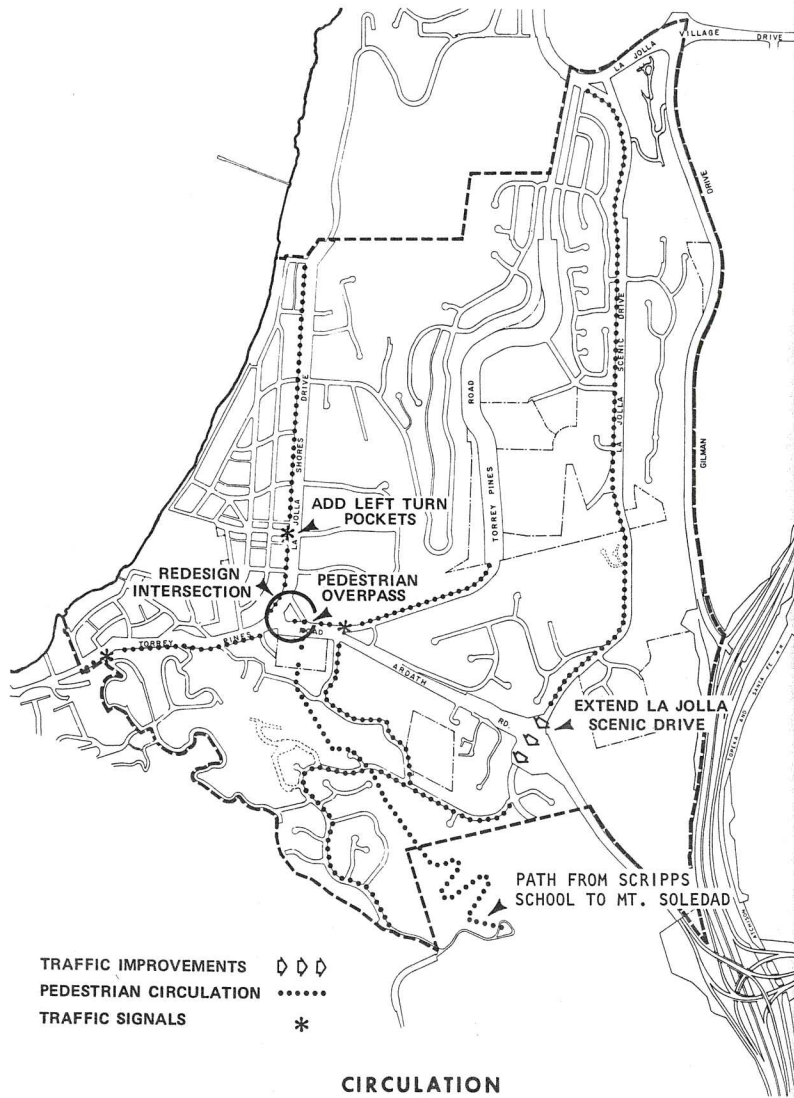
Based on the foregoing review of existing and projected conditions, the following proposals and recommendations are made to meet the traffic and circulation demands in La Jolla Shores.

Traffic Circulation

- Improve La Jolla Shores Drive by providing left turn packets in conjunction with parking restrictions between Torrey Pines Road and Avenida de la Playa by 1975. Install a street light on the westerly side of La Jolla Shore Drive near Paseo Dorado.
- Construct an overpass and interchange at the intersection of La Jolla Scenic Drive and Ardath Road by 1975.
- One-way streets should be considered as a device to alleviate congestion in the areas near the beach.
- Prepare new designs for the Ardath Road, Torrey Pines Road, La Jolla Shores Drive intersection by 1974; implement the construction of a new intersection by 1977.
- Install a traffic light at the corner of Hillside Drive and Torrey Pines Road.
- Install a stop sign at Vallecitos and El Paseo Grande.

Parking

- Urge UCSD and Scripps Institution of Oceanography officials



to provide additional on-campus parking for students, faculty and staff, and by reducing fees or other inducements persuade more students and staff to use such parking facilities. Any new buildings should provide adequate near-by parking.

- Urge the State of California to provide more parking at no cost to users of Torrey Pines State Park.
- Urge the City, County and State to develop the beach areas north of Scripps Pier.
- If community groups establish, with local and state assistance, a parking district encompassing the commercial center, its use as a week-end parking facility for the beach could be encouraged. On-street parking should be reduced accordingly.
- As new development or redevelopment occurs, the developers must provide off-street parking appropriate to the land use.

Pedestrian Facilities

- The City should work together with the community to provide sidewalks or paths on Hidden Valley Road, the south side of Torrey Pines Road west of La Jolla Shores Drive, along the north side of Torrey Pines Road east of La Jolla Shores Drive, both sides of La Jolla Scenic Drive, and

both sides of La Jolla Shores Drive. The sidewalks should be clearly separated from moving vehicular traffic.

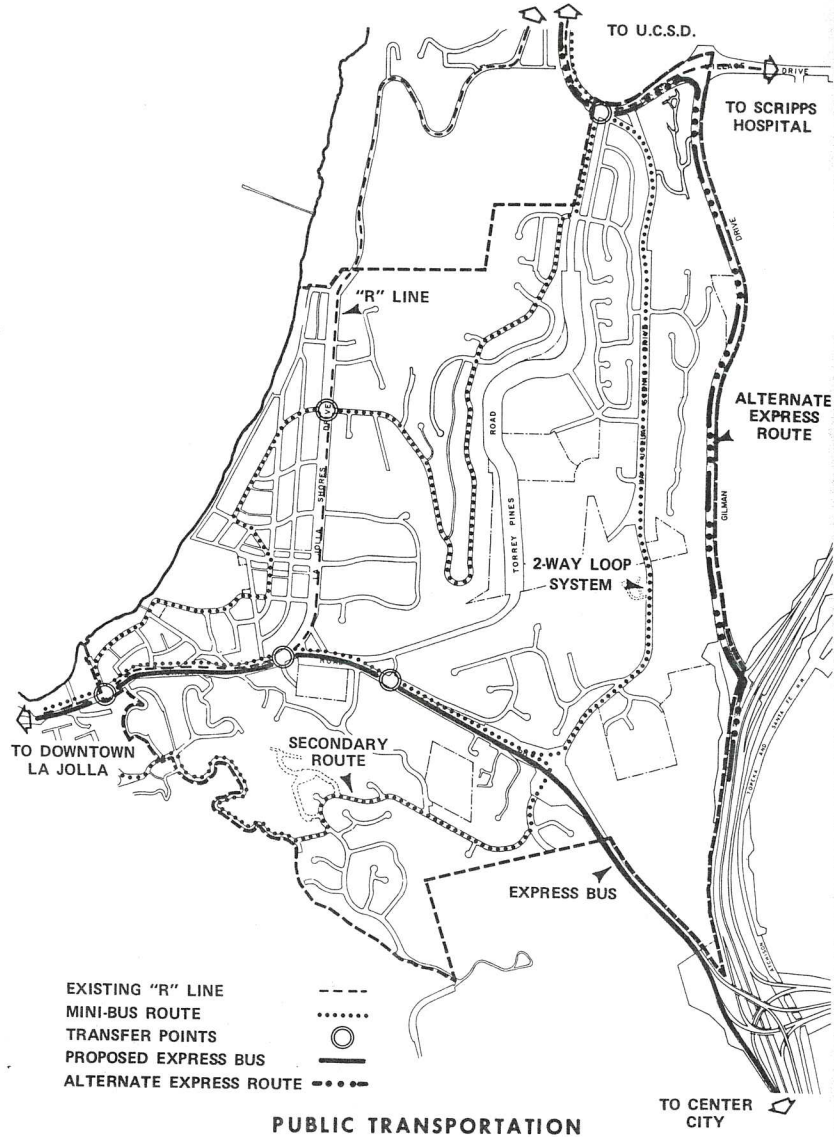
- Plans and cost estimates should be developed for a pedestrian overpass over Torrey Pines Road in front of Scripps Elementary School.
- Provide a crosswalk across Avenida de la Playa near Calle de la Plata.
- Provide a pedestrian light for crossing Torrey Pines Road near the Del Charro Motel.
- Investigate the possibility of a landscaped walk or path from the top of Mt. Soledad to Torrey Pines Road near Scripps Elementary School roughly paralleling Via Capri and Hidden Valley Road, but separate from those streets.

Public Transportation

- Provide for an express bus route from Centre City to downtown La Jolla, via Interstate 5, Ardath Road, Torrey Pines Road and Pearl Street, with local service within La Jolla from La Jolla Shores Drive to Pearl Street and La Jolla Boulevard as shown on the attached map.
- Develop a minibus loop system to provide convenient local service and feeder service to express bus lines and to connect downtown

La Jolla, La Jolla Shores and University of California.

- The Comprehensive Planning Organization is considering the feasibility of an interurban rapid transit facility connecting San Diego to Los Angeles and/or an international airport at Palmdale. One possible alignment of this proposed interurban system would be through Rose Canyon and across the University of California campus. The University Community Plan adopted by the City Council in 1971 proposed a terminal facility linking the Torrey Pines Mesa area with this interurban system. In the event such a system is realized and as an alternate to the express bus route proposed above, the minibus route proposed to connect downtown La Jolla, La Jolla Shores and the University should be extended to include a connection to this terminal.
- The existing "R" bus route through Pacific Beach to downtown La Jolla, La Jolla Shores and the University of California should be continued on the present route but with more frequent service. The San Diego Transit Company is considering express service on this line from Pacific Beach to Centre City.



In appropriate locations, bikeways should be constructed as an integral part of all roadway improvements.

Route 1

This route would parallel the shoreline along La Vereda from Calle Opima south to Avenida de la Playa. Approximate length: $\frac{1}{2}$ mile.

Route 2

This route would run from downtown La Jolla to Scripps Institution of Oceanography and the University of California campus. It would follow Torrey Pines Road to La Jolla Shores Drive and back to Torrey Pines Road on the UCSD campus. Along both Torrey Pines Road and La Jolla Shores Drive the bikeway would utilize existing right-of-way from El Paseo Grande to the UCSD campus the route would follow marked lanes within the existing R.O.W. Approximate length through study area: 1.5 miles.

Route 3

This route follows Torrey Pines Road from its intersection with Ardath Road, north to the campus of the University of California at San Diego. Along the east-west section of the route, portions of the existing R.O.W. would be preempted for use as a bikeway. From Pottery Canyon, northerly to Glenbrook Way, the bikeway would follow an abandoned roadbed on the west side of Torrey Pines Road. North from Glenbrook Way to UCSD the bikeway would proceed in marked lanes along the shoulder

of the road. Approximate length: 2.1 miles.

Route 4

This route would parallel Pottery Canyon Road from Torrey Pines Road to its termination point approximately 1000 feet east. From that point, a path would be constructed north to Cliffridge Park. This path would follow the existing topography, requiring some walking. At Cliffridge Park, the bikeway would branch into two trails, one east along Scenic Place to La Jolla Scenic Drive, and one north and west along a specially constructed path back to Torrey Pines Road. Approximate length: one mile.

Route 5

This route would run from the intersection of La Jolla Scenic Drive and Ardath Road north along La Jolla Scenic Drive to the UCSD campus. The southern portion of this route would use a specially marked lane along the existing roadway and would require walking on some of the steeper grades. From the Rancho con Vistas subdivision, this route would be within the landscaped center median until its junction with Route 3 at Torrey Pines Road, where it would turn east along La Jolla Village Drive to University City. Along this portion of the route, the bikeway would be on a special land utilizing portions of the existing R.O.W. A special land would be constructed on the Interstate 5 overpass. Approximate length within study area: 2.7 miles.

Route 6

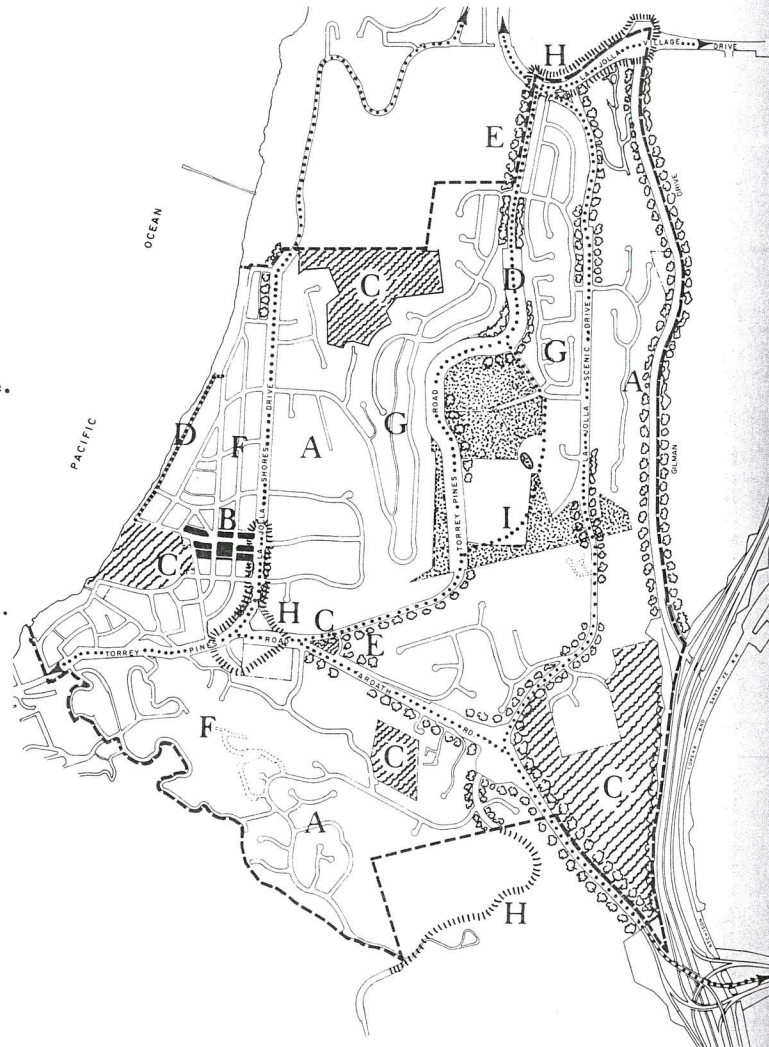
This route would run from San Clemente Canyon Park to the La Jolla Village Center along Ardath and Torrey Pines Roads. Approximate length through study area: 1.8 miles.

Because of heavy traffic along the proposed route, separate lanes would be considered through acquisition of portions of the existing R.O.W., the bridge over Interstate 5 would be modified to allow the passage of bicycles.

Improvement

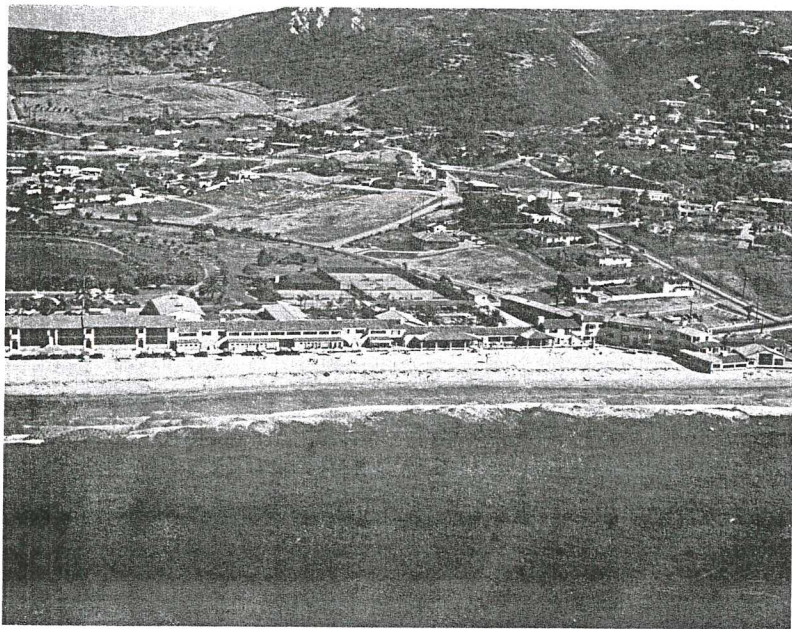
GENERAL RECOMMENDATIONS

- A** Maintain the existing residential character of La Jolla.
- B** Maintain and preserve the village character of the Shores Center.
- C** Special development criteria is needed to establish an imaginative mixture of residences and open space.
- D** Develop a system of bikeways and pedestrian paths throughout La Jolla Shores.
- E** Provide street trees
- F** Underground utilities.
- G** Provide ornamental lighting in new subdivisions and along major streets.
- H** Make traffic improvements.
- I** Dedicate Pottery Canyon as public park and link to Torrey Pines elementary school, Cliffridge Park and the YMCA.



IMPROVEMENT PLAN

View of La Jolla Shores, 1951
Historical Collection, Title
Insurance and Trust Company, San
Diego, California



Implementation

The foregoing text covering goals, and recommendations, together with the illustrations, constitute the La Jolla Shores Precise Plan. It is intended as a development guide for public and private improvement programs in La Jolla Shores area for the next fifteen years. The plan should remain flexible, be reviewed periodically and amended when necessary in light of new trends and conditions.

The Plan alone will not change or preserve the character and values of the community nor will it solve problems. It does, however, establish a firm basis for making both public and private decisions within a comprehensive framework. The implementation or action oriented programs must proceed upon adoption of the Plan. Some of these programs may proceed rapidly, while others will require additional work before definitive actions or results are possible.

City Council policy 600-6 recognizes that planning is a continuing process. It is imperative, therefore, that there be sustained community and City support, and toward that end, it is recommended that the La Jolla Shores Association provide the continuity and community involvement necessary to implement the precise plan and keep it vital.

The following are summaries of existing legislation and policies that may be used to implement many of the recommendations contained in the Plan.

In addition to the existing policies and regulations "Planned District Legislation" should be drafted to

carry out elements of the plan that cannot otherwise be accomplished.

Private covenants and agreements regulating property use and development should, where possible, be consistent with the goals and objectives of this Plan.

Existing Legislative Tools

Parking and Improvement District Procedural Ordinance No. 1

The 1965 San Diego Parking and Improvement District Procedural Ordinance No. 1 was adopted to establish one method by which public parking places and adjacent improvements might be acquired, constructed and operated in areas of the City through the creation of a special assessment district or districts. The ordinance incorporates the Vehicle Parking District Law of 1943 and the 1965 Law this ordinance authorizes the improvement of areas of ingress to, and egress from, the parking places, including but not limited to landscaping and the installation of functional or ornamental lighting facilities. It also authorizes the acquisition of lands, properties, and rights-of-way necessary or convenient for the construction of malls adjacent to the parking places. The assessment levied to pay the cost of the acquisition and improvement shall not exceed 100% of the assessed valuation of all land and improvements in the district. The Council may initiate proceedings under this ordinance for the formation of a vehicle parking district by adopting a resolution of intention to

create the district in the form and following the procedures described.

Improvement Act of 1911

This is by far the most frequently used act in California for the accomplishment of a wide variety of public improvements. Examples of authorized projects include streets, sidewalks, street trees, bridges, culverts, sewers, gas and water lines, lighting and storm drain facilities and transportation systems. The act provides the complete machinery for the levy of a special assessment lien against property. It also provides a legal procedure for the issuance of bonds to represent those assessments which remain unpaid. The City is not required to pay for any part of the improvements out of the general fund, since the costs of the work, incidental expenses, and administration of the bonds (when issued) are met by means of special assessments which become liens against benefiting property owners.

The California Pedestrian Mall Law of 1960

The California Pedestrian Mall Law of 1960 enables the separation of pedestrian travel from vehicular traffic with a pedestrian mall. Any city may create a special district and authorize the financing and construction of improvements of any kind necessary to the operation of the mall along streets included in the district. These improvements may include, but are not limited to: paving; sidewalks; curbs; gutters; sewers; drainage works; vehicular parking areas; retaining walls, rest rooms; facilities for fire and flood

protection; water distribution; public assembly and street lighting; landscaping; tree planting; statuary; fountains, benches; and decorative structures. Reconstruction or relocation of existing City-owned works, improvements, or facilities on such city streets may also be financed under this law.

Municipal Act of 1913

The Municipal Improvement Act of 1913, and the Improvement Act of 1911 are the two most widely used acts in California as procedures for creating special assessment liens which enable the acquisition of a wide range of public improvements. The acts establish fundamentally different theories of procedure, giving the 1913 Act a wider procedural scope than the 1911 Act because (1) it may be used to acquire public improvements, and (2) any improvement of a local nature may be acquired or constructed, whereas the 1911 Act is basically a construction act, and only rights-of-way can be acquired by its use. However, until 1963 when extensive amendments were made to the 1913 Act, the 1911 Act provided the most complete and easily workable procedure, and allowed the widest variety of improvements. For these reasons, cities have used and tested the 1911 Act more than the alternative 1913 Act. (See also "Improvement Act of 1911")

Open Space Land Maintenance Districts

The California Open Space Main-

tenance Act was approved in 1965 to provide a means whereby any local agency may form maintenance districts within which property may be assessed to pay the costs of improving and maintaining open spaces which the local agency has acquired. The district may plan, maintain, improve, protect and limit the future use of, or otherwise conserve, open space areas within the local agency. The Act also authorizes the district to reduce the hazards of fire, erosion, and flooding by removal of dry grass, brush, litter, etc., and by acquiring, constructing, and maintaining works (not otherwise regularly provided by the local agency) for fire prevention. Finally, the district may destroy weeds, plant and maintain trees, shrubs, lawns and other vegetation appropriate to the improvement of the open space area.

Park District Procedural Ordinance of 1969

Ordinance 9976 as amended was adopted by the City Council in 1969. This legislation provides for acquisition, improvement, and maintenance of open space lands for park and recreational purposes. The most significant element of this act is the provision for the use of condemnation in the acquisition of "open space lands." To qualify the areas must be designated as "open space lands" in the Progress Guide and General Plan or on an officially adopted community or specific plan.

Existing Council Policy

Planting of Trees on City Streets

To encourage beautification of the City as a whole, the City Council adopted Council Policy 200 which regulates the planting of trees on City streets with City assistance.

Underground Conversion of Utility Lines at Company Expense

Council Policy 600-8, adopted July 23, 1968, gives the City the rights to require utility company conversion of utility lines when the interests of public health, safety and welfare are at stake.

Assessment Proceedings for Park Districts

Citizen groups, under Council Policy 700-15, have the right to develop parks using private funds through the establishment of assessment districts under the Park and Playground Act of 1909, the 1911 Act or the 1913 Act proceedings.

Policy of Dedication of Park Lands

To dedicate parks to the City Charter under Council Policy 700-17, acquisition of land must meet the following requirements: the site is in accordance with an area development plan approved by the Planning Commission and City Council; a site development plan has been prepared; site is scheduled for development with the 6-year CIP; there are no foreseeable circumstances whereby

the City may change the site location.

Off-Street Vehicle Parking Districts

Council Policy 700-16 establishes the broad framework within which off-street parking districts may be formed wherein City personnel assistance is permitted.

Establishment of Parking Time Limit Zones in Residential Districts

Council Policy 700-27 formulates criteria for use in establishing parking time limit zones in residential areas and assures complete and equitable treatment of all requests for same.

Assessment Proceedings

Council Policy 800-3 provides detailed information on the steps to be followed in the establishment of an assessment district.

Pedestrian Mall Act of 1960

Streets and Highways Code, Division 13, provides the legislative body of a city with the power to establish pedestrian malls, to prohibit, in whole or in part, vehicular traffic on a pedestrian mall, to pay from general funds of the city, or from proceeds of, assessments levied on lands benefited by the establishment of a pedestrian mall; the damages allowed or awarded to any property owner by reason of the establishment of a mall; and to construct improvements on city streets.

Open Space

The improvement and maintenance of open space lands for park and recreation purposes is provided for in City Ordinance 9976.

Parking and Business Improvement Area Law of 1965

The purpose of this part is to authorize cities to impose a tax on businesses within a parking and business improvement area which is in addition to the general business license tax, if any, in the city and to use such proceeds for specific purposes stated in the ordinance.

Bicycle Paths

The National Trails System Act, through State Legislation and City Council Resolution 204888, provides funding for and the establishment of bicycle paths throughout the State.

The costs as shown on the table on the following page are tentative and may be modified as more detailed engineering studies are made.

PROJECTS	CAPITAL COSTS present to 1975	FINANCE ALTERNATIVES
<u>Street Environment</u>		
Utilities	*	SDG&E/AD
Ornamental Street Lighting	*	AD
Street Trees and Landscaping	*	AD
<u>Circulation</u>		
1. Traffic		
a. left turn pockets (paint only) La Jolla Shores Dr.	250.00	CIP
b. street light La Jolla Shores Dr.	1,000.00	CIP
c. La Jolla Scenic Dr./Ardath Rd. interchange	321,000.00	Gas Tax 90,000/AD 231,000
d. redesign Ardath Rd., Torrey Pines, La Jolla Shores Dr. intersection	**	CIP plus such Fed. and/or State fund as may be available
e. traffic light - Hillside Dr. and Torrey Pines Rd.	30,000.00	CIP
f. stop sign - Vallecitos and El Paseo Grande	1,300.00	CIP
2. Pedestrian Facilities		
a. sidewalks	*	AD
b. pedestrian overpass (cost estimates and plans)	*	CIP
c. crosswalk at Avenida de la Playa near Calle de la Playa	150.00	CIP
d. pedestrian light - Torrey Pines Rd. near Del Charro	15,000.00	CIP
3. Public Transportation		
a. express bus route Center City to downtown La Jolla	*	Transit Corp.
b. mini-bus loop system	*	Transit Corp.
4. Bikeways		
a. route #1	3,500.00	(1)CIP/Fed. 50% reimbursement
b. route #2	25,400.00	CIP
c. route #3	800.00	CIP
d. route #4	10,000.00	CIP
e. route #5	2,320.00	CIP/Fed. 50% reimbursement
f. route #6	30,600.00	(1)CIP/Fed. 50% reimbursement
* Cost to be determined with the design of the project		(1)with the following:
** Redesign to be completed by 1975 - construction and funding to be scheduled		<ul style="list-style-type: none"> ● application to Dept. of Interior ● if bikeway connects regional parks ● require 100% City financing ● 50% reimbursement when funds are available
Note: Cost statistic and projected fund application obtained from: Traffic Eng., Transportation Planning, and Tentative Capital Improvements Program		

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