

ACCESS OB

A plan to reduce “Sunset Traffic” and improve car culture.

Conceptual Plan

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INTRODUCTION

Residents and visitors to Ocean Beach (OB) have long been mired with increasing traffic and congestion to a community with a single primary point of access. Colloquially known as “sunset traffic”, the increasing population of San Diego County has resulted in failing intersections exacerbated by visitors to Sunset Cliffs Natural Park, Robb Field, the pier, public beaches and the City of San Diego’s only dog beach. OB’s primary thoroughfare is congested, and north to south traffic is increasing on residential streets (Ebers) in avoidance of Sunset Cliffs Boulevard.

Potential Agency Jurisdictions and Permits:

- San Diego Planning Commission & City Council
- Parks and Recreation Department
 - Maintenance Agreement & Parks Plan Amendment
- California Coastal Commission
- US Fish and Wildlife Service
- SD Water Quality Control Board
- US Army Corps of Engineers
- California Department of Transportation (Caltrans)
- California Department of Fish and Wildlife

PROJECT HISTORY

The existing intersection was completed in 1969 when the population of San Diego County was approximately 1.3 million people (approximately 3.4 million people in 2025). California State Highway maps document the extension of CA I-80 (“Ocean Beach Freeway” subsequently Interstate 8). The absence of highway (**Figure 1**), planning efforts (**Figure 2**) and completion (**Figure 3**) are documented below from historic Caltrans maps.



FIGURE 1 - INTERSTATE 8 - 1960



FIGURE 2 - INTERSTATE 8 - 1968



FIGURE 3 - INTERSTATE 8 - 1970

Project goals are overwhelmingly supported by the 2015 Community Plan. Furthermore, discussions surrounding intersection redesign were documented on June 1st, 2019, when community members proposed restriping, adding safety features, upgrading bike lanes, adding a mobility hub (and more parking) with a trolley stop to Robb Field. (**Attachment: History of Public Input**)

In March 2024, a General Development Plan Amendment (GDP) for Robb Field was approved which added 110 parking stalls, pickleball courts, multi-use padel courts, enclosed soccer courts, community garden, additional comfort station, reconfiguration of the soccer field to accommodate sports lighting, fencing, synthetic turf, running track, reconfiguration of the baseball fields to include sports lighting and concession station, new recreation and fitness center, relocation of handball court, new children’s play area, pedestrian pathways to improve circulation along with additional pedestrian lighting and surveillance cameras. (**Figure 4**)



FIGURE 4 - APPROVED 2024 ROBB FIELD IMPROVEMENTS

The first iteration of Access OB was initiated in 2024 by the Ocean Beach Planning Board’s Transportation Committee. Earlier conceptual plan iterations included a roadway connection to Bacon Street in lieu of undergrounding a roadway.

The committee rejected the above-ground roadway connection and requested the construction of parking structures. These were changes intended to preserve soccer fields and make-up for parking elimination on SCB. The Transportation Committee held three meetings on November 25th, 2024, January 27th, 2025, May 26th, 2025, and September 16, 2025. **(Figure 5)** The Ocean Beach Community Planning Board has scheduled the item for the December 2, 2025 agenda.

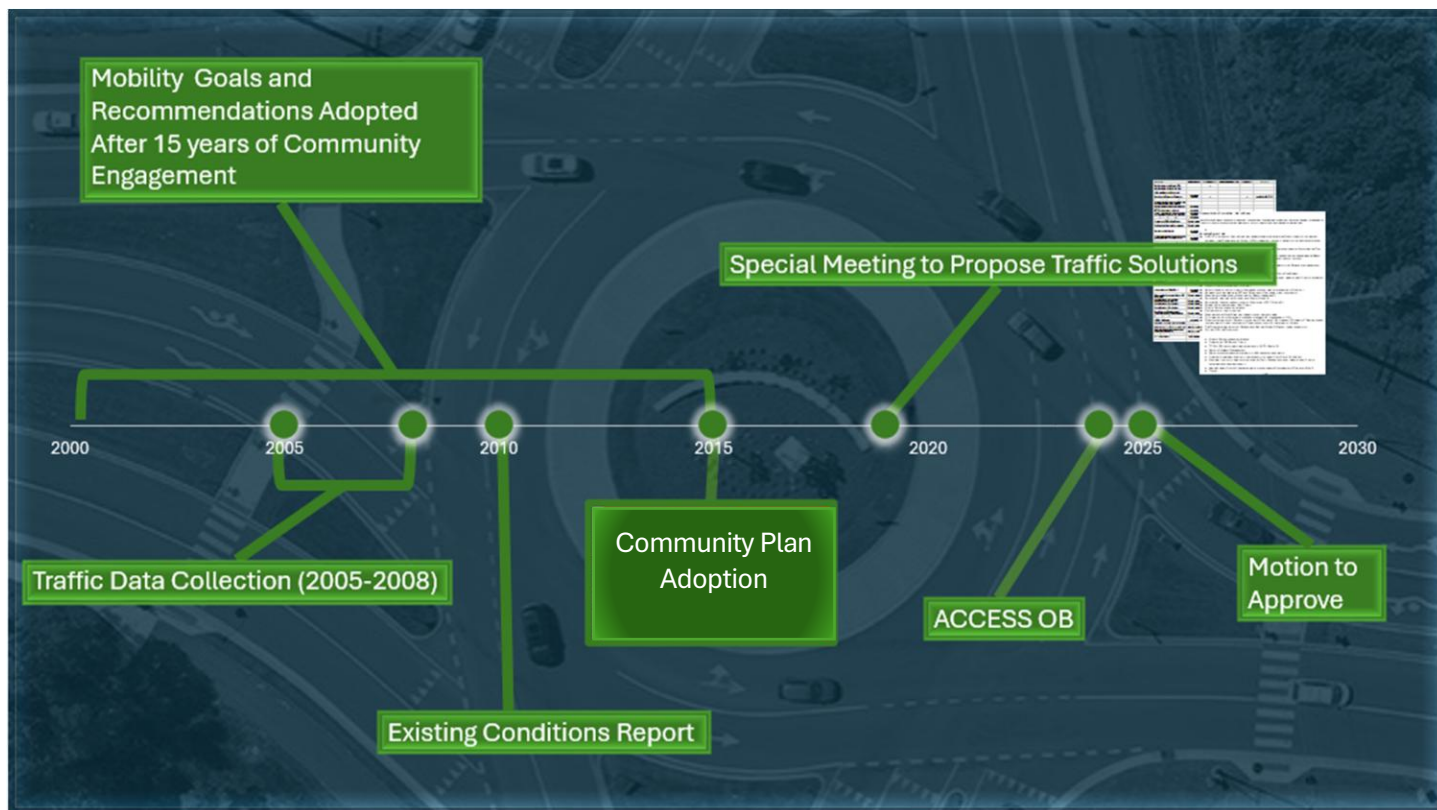


FIGURE 5 - TIMELINE OF COMMUNITY DISCUSSIONS

PROJECT GOALS

- Redesign intersections for higher capacity and increased safety.
- Provide secondary access to Robb Field by constructing roadway connections to Sunset Cliffs Boulevard.
- Construction of a visitor parking structure to encourage transitioning to “last mile” mobility options (walking, rolling, public transit etc.) and decrease traffic volume entering Ocean Beach proper.
- Increase pedestrian safety with separated sidewalks and bike lanes (Class I).
- Design a pedestrian bridge with entrance signage to connect Dusty Rhoads Park and Robb Field.
- Street upgrades include resurfacing, painting, signage, irrigation and shading (street trees).
- Prioritize landscaping including opportunities for public art and provide ongoing maintenance funding in perpetuity.
- Environmentally sensitive design that reduces greenhouse gas emissions from automobiles, provides electric vehicle charging stations, increases stormwater treatment, utilizes recycled materials, and minimizes waste.

SUPPORTING DATA

2010 Existing Conditions Report and 2013 Traffic Study

In anticipation of the 2015 community plan update, an existing condition report and traffic study were completed by Wilson and Company. The study was intended to prepare for an increase of nearly 10,000 Average Daily Trips (ADT) and recommended a series of mitigation measures to offset the increase in traffic (**Figure 6**).

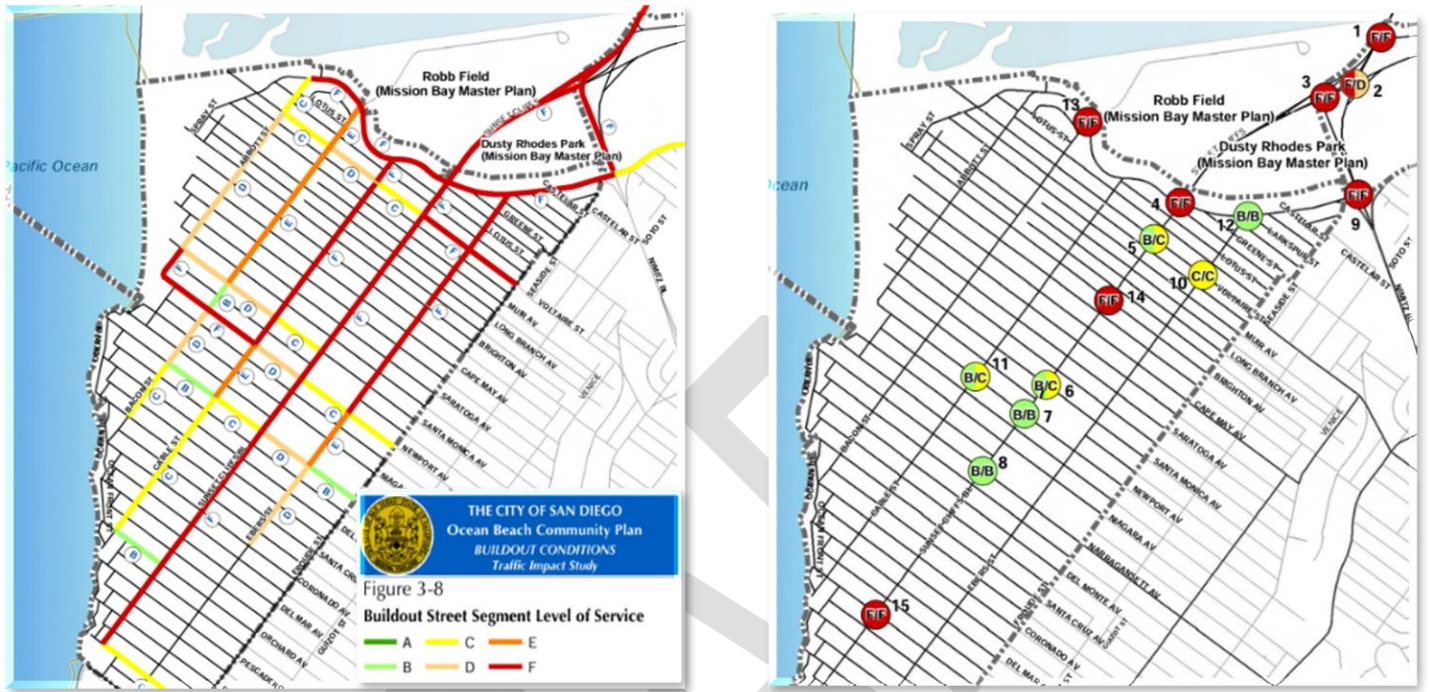


FIGURE 6 - 2010 EXISTING CONDITIONS REPORT MAPS

Interstate 8 access, both East and West, were the greatest intersection failures in Ocean Beach. The study does not mention intersection redesign, only that increased traffic will not be mitigated. An additional 9,440 ADT will continue to congest intersections until action is taken to mitigate traffic. (**Figure 7**)

The economic downturn and high gas prices of 2008 could have effected data collection. Contrary to most beach communities, winter traffic was higher than summer. The 2008 data may be greatly affected by these unusual conditions. Access OB would require a new high-level study, to be prepared at a later stage, to determine the optimal intersection redesign. A feasibility study was requested (and budgeted \$200,000) in the OB Pedestrian Plan.

Parking Elimination on Sunset Cliffs Boulevard

Improving the service level of intersections on SCB requires space for turn lanes, roundabouts, or other congestion relieving features. The 2013 report concluded that traffic would continue to worsen because of objections to “roadway widening”. (**Figure 8**)

“Proposed Plan is estimated to generate approximately 9,440 ADT more than what the community was estimated to generate in 2003”

“Transportation impacts at Sunset Cliffs Boulevard Interstate 8 (I-8) ramps will remain **significant** and **unmitigated**. The Proposed Plan’s significant impact to Sunset Cliffs Boulevard between West Point Loma Boulevard and Nimitz Boulevard would remain **significant** and **unmitigated** at this time”

FIGURE 7 - 2010 EXISTING CONDITIONS REPORT QUOTES

“All other significant traffic impacts of roadway segments are recommended to remain unmitigated since mitigations would likely require either **removal of on-street parking** or roadway widening.”

“Therefore, it is recommended that any reclassification of this portion of Sunset Cliffs Boulevard to a six-lane primary arterial or six lane major street be evaluated and considered when the Mission Bay Master Plan is updated.”

FIGURE 8 - EXISTING CONDITIONS REPORT QUOTES

Widening the roadway would be more costly and results in a loss of landscaping. Access OB preserves landscaping and eliminates parking on SCB, which is estimated at 368 spaces (about 5% of on-street parking in OB). These parking spaces are of the lowest quality in Ocean Beach due to vehicle occupants opening doors into oncoming traffic. Parking elimination on SCB should begin with a 1-year trial to monitor the success or failure of the changes by collecting community input and comparing pre-project and post-project traffic data, if possible. Parking elimination has already occurred “up to” Voltaire and parking should be preserved, where possible. **(Figure 9)** Remaining parking spaces should be limited to 30-minutes during business hours to promote turnover.

There are multiple ways to make up the loss of parking on Sunset Cliffs Boulevard. The 2023 Robb Field GPA adds 110 parking spaces to Robb Field, which will mitigate this impact. The proposed visitor parking structure in Access OB will far surpass the amount of parking eliminated on Sunset Cliffs Boulevard. Additionally, this loss in parking could be made up on the bisecting streets through roadway conversions into angled parking. This conversion is possible through “curb management” which is a program the city offers through a parking district.



FIGURE 9 - SCB EXISTING PARKING DETAIL

Public Health and Safety

Between 2011 and 2021, 83% of all traffic collisions in Ocean Beach occurred on Sunset Cliffs Boulevard. Four fatalities occurred during these ten years and 64% of collisions resulted in injuries. **(Figure 10)** Rear-end collisions occur more often at external intersections while broadside collisions occur more often at internal intersections. Emergency response time has been adversely affected by roadway congestion and response time is expected to improve at project completion.

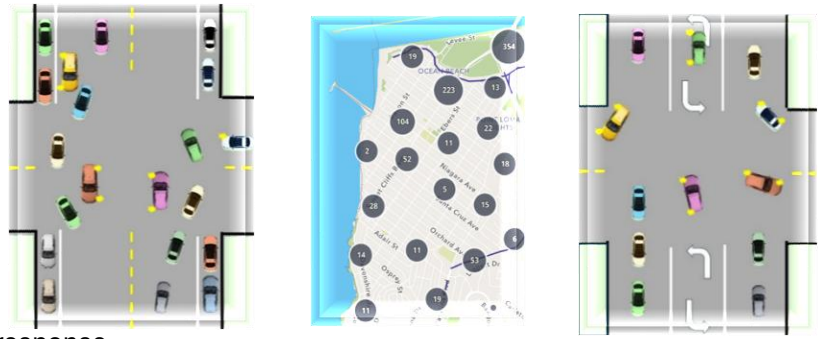


FIGURE 10 - SCB PARKING ELIMINATION CONCEPTS AND SAFETY

On December 5th, 2024, alleged street racing behavior killed a pedestrian at the intersection of Nimitz and West Point Loma. Converting traditional intersections to roundabouts results in a center median, which nearly eliminates the possibility of reckless driving and speeding.

PROJECT LOCATIONS

The proposed project is located largely within the Ocean Beach Planning Board's jurisdiction with access-related improvements proposed to Robb Field. Impacts to Robb Field will be the least impactful practical alternative to satisfy project goals. A detailed map of Robb Field potential impact areas has been provided **(Figure 11)**. This map is an attempt to provide certainty at an early stage of the project. The potential road connection, underground tunnel and pedestrian bridge are approximately placed. Any additional features added during the specific design would need to be consistent with Access OB goals. No changes to Newport Avenue are included in Access OB.



FIGURE 11 - PROJECT LOCATIONS

EXISTING CONDITIONS & PROPOSED IMPROVEMENTS

Sunset Cliffs Boulevard (SCB) is the arterial access road for Ocean Beach. It has a design speed of 25 MPH with parallel parking, and some areas have time limits. Congestion grows stronger as motorists approach freeway access. The entirety of SCB (within OB Planning Area) is impacted by Access OB.

The Sunset Cliffs Boulevard connection area of impact is of the lowest biological value in Robb Field (**Figure 12**). The lack of management and irrigation has resulted in dead trees, dead grass, litter and weeds. The City Parks and Recreation Department and police department have used this area for dumping trash, biological debris, and storage. Two shipping containers with graffiti are placed onsite with mounds of gravel, sand, sod, and debris. The storage containers are without roofs creating a risk of dumpster fires.

The multi-use pedestrian/bike bridge is intended to connect the mobility hub to Robb Field and discourage park attendees from driving into Ocean Beach altogether. Trees should be eliminated only if necessary and remaining trees should be groomed. The existing “Ocean Beach” wooden sign shall remain.

SCB Proposed Improvements:

- Higher performing intersections eliminate 5 streetlights at WPL, Voltaire, Santa Monica, Newport & Narragansett
- Street redesign and repaving, new signage, parking elimination and pedestrian improvements
- Increased stormwater treatment and “pocket” landscaping
- Secondary access to Robb Field by way of an above-grade ingress and below-grade egress to Sunset Cliffs Boulevard
- Multi-use pedestrian bridge and entrance monument

SCB Design Notes

The community will have significant input on design decisions during final engineering as several design alternatives should be presented. Medians should favor landscaping over pavement, seeking to maximize greenspace in even the smallest areas (**Figure 13**). Additional landscaping should augment, not totally eliminate, existing landscaping.



FIGURE 13 - LANDSCAPED MEDIANS - LA JOLLA BLVD BEFORE AND AFTER

The pedestrian bridge should have an identity of its own and will likely evoke the hippy-spirit of the 1960's as the Community Plan recommends for art in public spaces. The conceptual images below (**Figure 14**) demonstrate a



FIGURE 12 - SCB EXISTING CONDITIONS

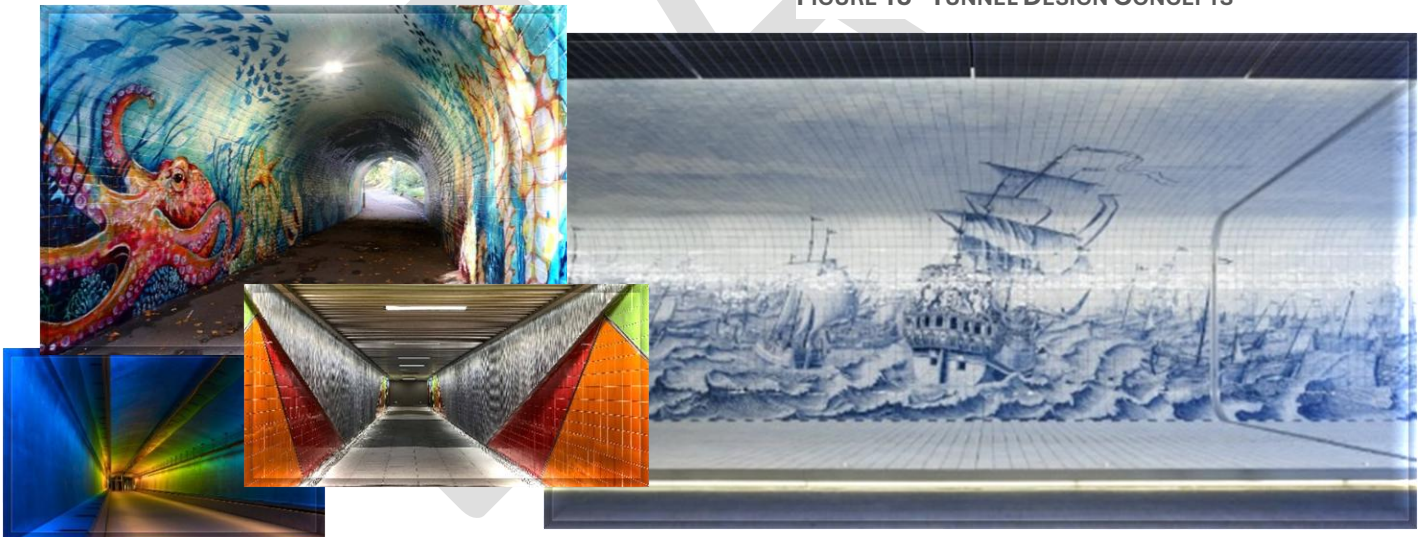
minimal design with a focus on landscaping and the “Ocean Beach” sign creates a focal point and since of arrival to the community.



FIGURE 14 - PEDESTRIAN BRIDGE & COMMUNITY SIGN

Tunneling under Sunset Cliffs Boulevard will provide vehicle access to Robb Field and the mobility hub. The tunnel is necessary to avoid triggering an additional intersection on Sunset Cliffs Boulevard. Google data suggests this area is approximately 30 feet above sea-level which makes site engineering feasible, yet potentially challenging. Because tunnels can seem like dark dungeons, aesthetics should be improved with lighting and public art. (**Figure 15**). The tunnel and parking structure should be gated nightly for security.

FIGURE 15 - TUNNEL DESIGN CONCEPTS



Interstate 8 (E/W) Terminus has a design speed of 70 MPH. Medians are often filled with debris, garbage and weeds as management programs are sporadic. Some areas have established landscaping with the most successful flora being low water demand as no irrigation exists. Ice plant and palms are established between the I8 interstate in low-lying areas with high water. When exiting Ocean Beach, the one-lane access road to Interstate 8 East may be the primary cause of congestion, especially when visitors to Sunset Cliffs Natural Park are leaving Ocean Beach. This “bottleneck” is highlighted with a green circle in **Figure 16** below.

Interstate 8 Proposed Improvements:

- Higher performing turbo-roundabouts and intersection redesign
 - Eliminate Interstate 8 East “Bottleneck” (circled in green, below)
- Increased stormwater treatment, landscaping and irrigation



FIGURE 16 – INTERSTATE 8 EAST BOTTLENECK

Interstate 8 Design Notes

Center medians should be landscaped instead of installing large sections of concrete which are less attractive and contribute to “heat island” effect. All bike paths and sidewalks should be separated from roadways.



FIGURE 17 - INTERSTATE 8 DESIGN CONCEPTS

“Slow it down - but keep it moving!”

Nimitz Boulevard has a design speed of 30 MPH, no parking and a Class II bike lane. The surrounding medians are of low biological value with dead trees, dead grass, and litter. The established landscaping highlighted in yellow (**Figure 18**) should be preserved and pavement expansion should sprawl to the North. The elimination of all pedestrian crossings should be an upmost priority to improve pedestrian safety and traffic congestion.

Nimitz Proposed Improvements:

- Higher performing intersection
- Upgrade to a separated (Class I) bike lane
- Pedestrian bridge at WPL Intersection
- Dog Park (Dusty) access road resurfacing & increase parking

Nimitz Design Notes

The design aesthetic of the Nimitz Boulevard redevelopment should be complimentary to Sunset Cliffs Boulevard but should evoke its own since of place and individuality. The pedestrian bridge may be required to provide four-way connectivity, which suggests a “box” or “X” shape as depicted in **Figure 18**.

Visitor Parking Structure

The visitor parking structure hub was placed in the proposed location as it will be least impactful to any public or private west-facing view. The structure will likely need to comply with the 30-foot height limit, making parking supply heavily dependent on horizontal expansion. The exact size and scale of the structure will be determined during final engineering which makes a parking calculation difficult to predict. The structure shall integrate with existing roadways.



FIGURE 18 - NIMITZ BOULEVARD DESIGN CONCEPTS

Figure 19 suggests bulk and scale of a parking structure located in the proposed locations (red). Assuming a single parking space is 350 square feet, this area (red) could provide up to 285 additional parking spaces per floor. Assuming the structure is three stories tall, there could be up to 855 additional parking spaces in the SCB mobility hub and 425 spaces to the Nimitz visitor parking structure. Robb Fields’ current parking supply is approximately 350 spaces, allowing for the possibility to triple or quadruple the number of parking spaces. Final bulk and scale will be decided during final engineering. A phased development plan should be explored to build out the parking structure to meet demand expectations.



FIGURE 19 - VISITOR PARKING STRUCTURES PROPOSED LOCATIONS

Visitor Parking Structure Proposed Improvements:

- Parking structure with rooftop space (& restrooms)
- EV charging stalls & solar panels
- “Last mile” service integration
 - Curbside pick-up/drop-off area, pedicabs, daily car & bike rental
 - Park & ride (carpooling)
 - Bus Stop
- Storage, maintenance & security
- Planned trolley connection
- Landscaping



Visitor Parking Structure Design Notes

Parking structures are typically shielded from public view as they are notoriously unsightly when no attention is paid to design. Modern parking structures utilize screening techniques to improve aesthetics and prevent graffiti. Access OB proposes landscaping-based screening techniques as exemplified below in **Figure 20**. Torrey Pines should be considered to shield the structure from view as well as vertical “lattice” for vines. The 2025 Land Development Code Update includes a requirement to completely screen parking structures.



FIGURE 20 – VISITOR PARKING STRUCTURES DESIGN CONCEPTS

Community members will have significant involvement in the design process including the selection of design alternatives. Each alternative should make design references to the 1924 Bacon St. rail station which was built in an Egyptian style (Figure 21). The west-facing top floor of the parking structure should be utilized for public enjoyment, which may be as simple as a view-deck and seating.



FIGURE 21 - HISTORICAL ARCHITECTURAL REFERENCES

TABLE 1 - BUDGET PROJECTION

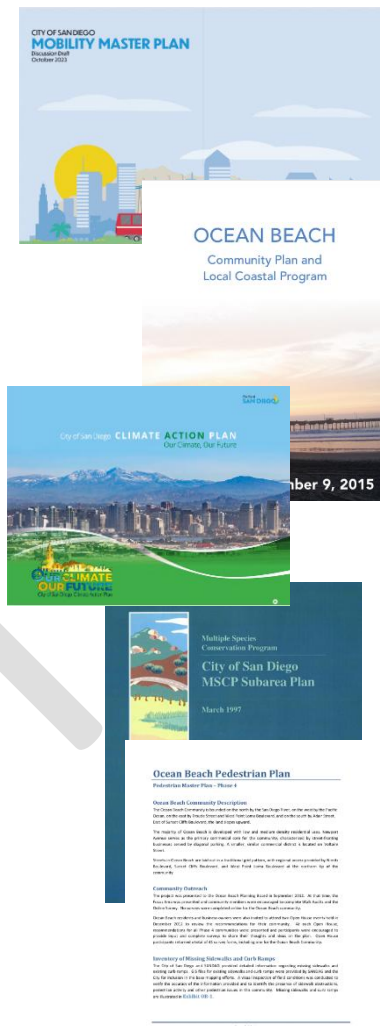
	Phasing Example	Streets	Planning Cost	Construction Cost
SCB Street improvements	Phase 1	SCB, NIMITZ	250,000	4 MM
Robb Field Access Improvements	Phase 2	SCB	500,000	5 MM
Bike Lane (Class 1)	Phase 3	SCB, NIMITZ	250,000	2 MM
Pedestrian Bridges (2) / Entrance Monument	Phase 4	SCB, NIMITZ	500,000	6 MM
High-capacity intersection <ul style="list-style-type: none"> Turbo-Roundabout & connections Stormwater infrastructure Street, sidewalk improvements Landscaping & management programs 	Phase 5	SCB, NIMITZ, I- 8	2 MM	20 MM
			3.5 MM	37 MM

Pershing Drive
Comparison Cost
\$14MM

PLAN CONSISTENCY

TABLE 2 - PLAN CONSISTENCY AT A GLANCE

Plan Consistency at a Glance	
Ocean Beach Community Plan	
Parks Master Plan / Robb Field	
Kumeyaay Regional Transit Corridor (I8) Plan Consistency	
San Diego River Park Foundation	
Climate Action Plan	
Mobility Master Plan	
Pedestrian Master Plan / OB Pedestrian Plan	
Bicycle Master Plan	
LEGEND	
Satisfies most project goals and text is directly supportive	
Satisfies one project goal and text is indirectly supportive	
Conflicts with project goals and text is not supportive	



Ocean Beach Community Plan (2015)

Goal: Encourage smart growth development that is transit, pedestrian, and bike friendly.

Mobility Goals:

- Improve inbound and outbound traffic flow and reduce traffic congestion along major thoroughfares.
- Reduce vehicular demand placed on the street network by encouraging the use of alternative modes of transportation, including public transit, bicycles, and walking.
- Enhance transportation corridors to improve community image and identification.
- Implement a network of bicycle facilities to connect the neighborhoods and major activity centers and attractions within and outside the community.

Recommendations:

- 3.1.1** Implement pedestrian improvements, including, but not limited to, missing sidewalks and curb ramps, bulb outs, traffic signals timed for pedestrians, alternative crosswalk striping patterns and raised crosswalks aimed at improving safety, accessibility, connectivity, walkability as identified and recommended in the City's Pedestrian Master Plan Effort.
- 3.1.4** Improve pedestrian connections within the parks and along the beaches, to/from transit stops and with other communities.
- 3.3.2** Implement traffic calming measures at the intersections of Bacon Street with West Point Loma Boulevard, Brighton

Avenue with Sunset Cliffs Boulevard, and Orchard Ave with Sunset Cliffs Boulevard. Facilities should accommodate all users of roads, including motorists, cyclists, and pedestrians.

3.3.3 Implement traffic congestion and safety measures at the intersections of West Point Loma Boulevard with Sunset Cliffs Boulevard and West Point Loma Boulevard with Nimitz Boulevard. These measures should accommodate users of all roads, and may include, but are not limited to, additional dedicated turn lanes for motorists, and pedestrian and bicycle facility improved and safety measures.

3.3.4 Support improving Nimitz Boulevard between Sunset Cliffs Boulevard to West Point Loma Boulevard to improve multi-modal function.

3.4.1 Implement bicycle facilities shown on Figure 3-6 to develop a rich bicycle network that connects destination areas within and outside the community.

3.4.2 Expand the City's bike share program and provide bike stations at convenient and visible locations that effectively serve the commercial core, the beach, the recreation center, and the library.

4.3.3 Provide parking in conjunction with a bike station within the northeast corner of Robb Field and establish a Park and Bike facility.

3.4.4 Provide short-term bicycle parking including bike racks, bike corrals, and bike lockers in high-activity areas.

3.4.5 Implement and expand upon the bicycle strategy specified in the San Diego Bicycle Master Plan by creating an intra-community bikeway network.

3.5.2 Evaluate the roadway access to Robb Field to implement additional parking spaces.

3.5.3 Evaluate parking lots located at the northwest side of the community near Robb Field and Bacon Street for additional off-street parking spaces.

3.5.5 Encourage pedicab operators to provide transportation between Robb Field parking lot and the community's beach and commercial areas especially in summertime.

3.5.6 Evaluate visitor-oriented parking opportunities within the community.

3.5.8 Apply water quality protection measures to mobility projects in conformance with the City's Storm Water Standards Manual.

3.5.9 Encourage transit use by visitors and residents to relieve demand for parking.

3.5.11 Encourage the installation of electric-vehicle charging stations and parking areas for car-share vehicles in high-activity areas of the community.

4.5.1 Use public art as functional elements of site and building design, such as streetscape furniture, façade treatments, and murals.

4.5.2 Consider public art murals on institutional buildings such as recreation centers, libraries, fire stations, and schools.

4.5.3 Continue working with local artists to improve the esthetics of utility boxes and other infrastructure elements.

4.5.5 Encourage private developments to incorporate art into the design of an urbanized coastal community.

5.1.1 Continue to fund infrastructure improvements that allow police, fire and lifeguard services to continue meeting the needs of the community.

5.2.1 Upgrade infrastructure for water, wastewater, and storm water facilities and institute a program to clean the storm drain system prior to the rainy season. Ensure new facilities are sites and designed to minimize impacts from sea level rise, and, where feasible, avoid construction of new storm outfalls in areas that could be impacted by sea level rise.

5.2.2 Install low impact development infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching the Pacific Ocean and San Diego River.

5.2.3 Identify and implement Best Management Practices as part of projects that repair, replace, and extend or otherwise affect the storm water conveyance system, and include design consideration or maintenance and inspection.

5.2.4 Encourage the use of innovative Best Management Practices that provide opportunities for enhances stormwater management in public works projects, transportation facilities and private developments.

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Kumeyaay Regional Transit Corridor (I-8) Plan (2024)

Goal #3: Reduced vehicular congestion and improved safety along arterials and freeways.

Goal #4: Resilient infrastructure that can adapt to emergencies and climate change.

Strategies:

- Redesign interface between freeway ramps and streets
- Address barriers in the active transportation network
- Develop a network of separate bike facilities
- Improve intersection crossings for pedestrians
- Freeway ramp reorganization including elevation and floodproofing
- Increase tree canopy, drainage capacity and/or green infrastructure
- Mobility hubs and flexible fleets

Parks Master Plan (2021) Equity

E8: Strive to improve regional air quality by planting drought resilient and native trees to sequester carbon and reduce the urban heat island effect. E9: Establish an air quality monitoring program by installing monitoring stations within parks. Use this data to establish Citywide programs to improve air quality and report the data annually

Access

A1: All residents should have access to a park within a safe and enjoyable 10-minute walk or roll. Investments should not only focus on providing new access, but improvements that increase the overall safety of an area so that the access has true purpose - prioritize these investments in Communities of Concern. Additionally, focus park and mobility investments to ensure 10-20-30-40-minute park access, meaning in addition to a 10-minute walk or roll, ensure that additional recreational resources can be reached with a 20 minute bike ride and 30-minute transit ride to ensure greater access to a diverse range of recreational opportunities throughout the system. Parks being accessed should have sufficient recreational space and activity to be enjoyed for at least 40 minutes.

A2: Maintain an integrated Citywide network of trails and open spaces, natural areas, and scenic views that serves all residents and visitors, while conforming to resource values and access/use limitations. POLICIES: 14th Street Promenade

A3: Support walking/rolling, biking, and transit improvements that increase safe access to local, as well as regional parks.

A6: Support the creation of parkland through freeway lids, parkland acquisition, joint-use agreements, and private/public partnerships in communities of concern.

AV1: Enhance safety and enjoyability in parks by incorporating the strategies of Crime Prevention through Environmental Design during the design process. See Appendix F of the Consultant's Guide to Park Design and Development.

AV3: Where appropriate, accommodate and design for temporary or permanent concessions in parks to increase public use of the park's space. Examples of appropriate concessions in parks may include, but are not limited to, restaurants and cafés, food trucks, carts and kiosks, youth-oriented active recreation facilities, bike rental and repair shops, museums, cultural centers, and other park related and compatible uses. Approved use must contribute to the recreational enjoyment of the park.

AV4: Unless otherwise reviewed by the Parks and Recreation Board and approved by the Parks and Recreation Department Director, concessions on City property in parks shall be limited to uses operated by the City, another government agency, or a non-profit or community-based organization, and the revenue generated from the concessions shall be used to provide maintenance, programming, or other investments in City parks.

AV5: Provide and enhance wayfinding, brand identity, and marketing within parks to overcome the lack of public awareness of recreation programs and facilities and improve user experiences.

Co-benefits

CO2: Encourage investments in walking and bicycling facilities that provide an enjoyable recreational experience and encourage residents and visitors to walk, bike, and take transit.

CO3: Encourage investments in recreational trails that provide critical connections between communities and parks consistent with Policy PP10, CSR 16 and CSR 25. CO4: Design stormwater management facilities that enhance a park's recreational value and aesthetics and provide co-beneficial uses, such as flood control, limiting runoff, sedimentation and erosion, infiltration, and water quality.

CO5: Plant drought tolerant resilient trees that are not on the California Invasive Plant Council (CAL-IPC) list of invasives for southern California and native trees in parks and incorporate living walls in new buildings in parks to provide carbon sequestration, shade benefits, expand the urban tree canopy, urban heat island relief, air quality benefits, ecological value, and green spaces to support Climate Action Plan and Climate Resilient SD goals. Manage resource and open space parks for their contributions to ameliorate climate change effects.

Community Building

CB7: Provide opportunities for community members to engage with park planning, preservation, maintenance, and enhancement. Encourage long-term community stewardship through park and canyon 'Friends' groups, environmental education, citizen science, research and restoration projects.

Mobility as Recreation

MR1: Encourage investments in active recreational links that connect communities and parks. Examples of active recreational links can include trails, bikeways, green streets, multi-use paths, and other active transportation facilities. See Policies CO2, CO3 and CST22-25.

MR2: Develop a Safe Routes to Parks program to promote safe, active, and engaging ways to access parks.

MR3: Develop a publicly accessible Citywide trail geographic information system (GIS) data set to promote sustainable use of the City's trails, consistent with policies PP10, CO3, and CO10.

MR4: Repurpose appropriate rights-of-way to serve as active transportation connections with integrated recreational amenities, shade, and features that encourage walking and biking. See Policy PP1.

Art and Culture

AC1: Integrate unique and locally relevant features, such as artwork, cultural infrastructure, design elements, and interpretive elements into the design or renovation of parks as a means to express the diversity, history, and character of a community to create authentic park experiences.

AC2: Expand opportunities for culturally specific experiences to engage diverse communities existing and future recreation needs.

AC3: Coordinate with the Commission for Arts and Culture during the pre-design, design phases, or development agreements for new and renovated parks.

AC4: Ensure public art within City parks is sensitive to evolving community standards of equity and responsible representation.

AC5: Ensure the Implementation of the Public Art Master Plan within parks.

AC6: Ensure local Kumeyaay Tribes are engaged early in the design process of recreational facilities, parks, and open space when the land below the facilities are known to be of significant importance to the Tribes.

AC7: Consider using the Kumeyaay language and culturally appropriate images or symbols when naming and renaming recreation facilities, parks, and open space.

AC8: Consider the Kumeyaay historic use of plants and traditional plant names when developing habitat revegetation and restoration plant palettes and interpretive signage along public trails and pathways.

AC10: Consider the Kumeyaay cultural connection to the land and surrounding environment when developing recreational facilities, parks and open space.

AC11: Create artful and effective wayfinding and branding designs at parks that will increase community use and educate users on natural resources.

AC12: Encourage the use of parks, recreation centers and other Parks and Recreation Department assets for arts and culture public outreach and education Active Transportation Fault Whisper by Living Lenses (Po Shu Wang & Louise Bertelsen), 2015 AC13: Coordinate with Historical Resources Board staff during the pre-design or design phases for new and renovated parks to ensure protection and appropriate treatment of historical resources.

AC14: Develop and implement a historical and cultural resource maintenance and enhancement program for City parks containing historical and cultural resources and provide training for parks staff on the implementation of the program in order to ensure maintenance and enhancement activities are consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

Conservation, Sustainability & Resilience

CSR1: Collaborate with agencies that manage public lands, conservation stakeholders, and community advocates to protect sensitive natural and cultural resources, while providing compatible recreational access and outdoor opportunities.

CSR2: Improve the quality of habitat in City parks through best practices that support native threatened and endangered species and habitats and consider climate change impacts on species habitat range/ location.

CSR3: Expand and maintain a healthy drought tolerant tree canopy of species not on the CAL-IPC and include other shade features in all parks. Incorporate living walls into new buildings in parks where feasible.

CSR4: In coordination with the City Forester, study the canopy and shade cover within the City's parks system. Use this data to develop a shade cover standard for parks.

CSR6: Incorporate best practices in the design of parks and selection of plant materials to reduce environmental impacts and promote native, drought-tolerant, resilient landscapes. Prohibit planting species on the California Invasive Plant Council's list of invasive plants for southern California in parks.

CSR7: Increase opportunities for people to interact regularly with green spaces, water, and other natural environments – especially in higher density areas.

CSR8: Incorporate effective interpretive signage, wayfinding signage and exhibits to connect visitors to nature and highlight the sustainability and conservation value of the site.

CSR9: Encourage the development of demonstration gardens and native restoration plantings to increase awareness of resiliency, water conservation, stormwater management, Monarch butterfly-friendly, native pollinator, and energy conservation best practices.

CSR10: Where appropriate, include biodiverse and native habitat plantings that support Monarch butterflies and other native pollinators – both nectar plants and host plants. Plantings should incorporate the primary larval host California

native milkweed species, native milkweed, narrow leaf milkweed, along with showy, nectar-rich plants that attract adult Monarch butterflies and other pollinators. Where feasible, incorporate signage to interpret Monarch butterfly enhancement.

CSR11: Develop consistent strategies to minimize irrigation water use and expand gray water applications, while ensuring the health and long-term sustainability of the parks system.

CSR12: Develop sustainable infrastructure, including green streets, solar panels, and living shorelines, within parks focused on energy, water, and land management.

CSR14: Design and retrofit parks to respond to regional climate change projections to build resilience and increase adaptive capacity of parks against wildfires, flooding, heat, species migration, and sea level rise.

CSR15: Support zero emission vehicle (ZEV) travel to and from parks through the installation of ZEV charging infrastructure, prioritization of parking for ZEVs, replacement of City vehicles operating in parks with ZEVs, and other supportive ZEV amenities and programs.

CSR17: The role of parks in sequestering carbon and mitigating the harmful effects of toxic pollutants should be promoted through urban forestry goals.

CSR 23: Fund and develop trails, trail alignments, and trail maintenance programs that expand the City's active transportation network, encourage connections between neighborhoods and access to nature through San Diego's unique topography, watersheds, and natural features, consistent with policies PP10, CO3, CO10, MR1, CSR22, and CSR25.

CSR 24: Provide sustainable access to the City's canyons and watersheds as a source of recreation, education, and research in ways that improve human understanding of nature and an opportunity to provide trail linkages between communities, while preserving the natural resources within these areas except where this conflicts with existing Natural Resource Management Plans and MSCP guidelines.

CSR 27: Maximize opportunities to restore native habitat and enhance biodiversity in parks and open space lands

CSR 28: Consider a holistic and synergistic approach to developing -nature-based enhancements such as green infrastructure. Prioritize watersheds as a basis for optimizing nature-compatible features.

CSR 29: Build synergistic connections across City parks and other recreation facilities in the San Diego region

CSR 30: Promote the awareness and value of wetlands, waterways, and restored landscapes in developed parks as well as open spaces.

CSR 31: Ensure that shade is provided in parks by trees to the maximum extent possible. Use of artificial shade structures should not substitute for natural shade from trees in parks wherever feasible. Small parks should prioritize space for incorporation of canopy shade trees.

Partnerships

P1: Strengthen partnerships with other agencies, non-profit groups, community partners, and the private sector to expand opportunities for joint use of space and facilities, recreational programming, equitable access, and overall parks system well-being.

P3: Streamline internal processes to encourage partnerships with other agencies, volunteer groups, and non-profit groups.

Operations and Maintenance

OM1: Reduce water and energy costs through the efficient design and operation of parks and supporting infrastructure. Develop long-term water and energy reduction goals.

OM3: Develop maintenance schedules that are commensurate with the needs and use of individual parks. Strive for all parks to achieve the same quality of maintenance.

OM4: Reinvest in existing parks and recreation facilities to extend their useful lives, improve operating efficiencies, and enhance the quality of service.

OM5: Partner with outside organizations to increase equitable park programming opportunities and result in safe and enjoyable park spaces for residents.

OM6: Use smart park and irrigation technologies and asset management strategies to reduce maintenance and operation costs.

OM11: Pursue alternative maintenance and operation funding mechanisms such as a bond measure to address deferred and ongoing maintenance

Regional Parks

RP3: Identify trails within developed regional parks that can be used as bicycling and walking connections between communities and other attractions. Trails in open space and natural lands should be in accordance with the trail's standards identified in Appendix E of the City of San Diego's Consultant's Guide to Park Design and Development, and with MSCP guidelines.

RP7: Prioritize funding to recently designated regional parks that ensures an equitable level of service throughout the regional park system.

Funding

F2: Identify opportunities for Design-Build Finance-Operate and other public-private funding approaches.

F3: Expand use of negotiated joint use agreements and easements with other agencies and private entities to expand access to parks.

F5: Expand revenue opportunities for park operations, maintenance, and programming that is compatible to park uses through concessions and lease opportunities, user fees, naming rights, sponsorships, and parking fees.

F7: Actively pursue government, private, conservancy, and foundation grants.

F11: Explore opportunities for bond measures and other funding mechanisms to fund deferred maintenance, park operations, land acquisition, and park investments.

F15: Develop a funding strategy to supplement existing community development impact fee accounts enabling the city to deliver previously planned parks sooner and to transition to a Citywide Park Development Impact Fee to enable the City to deploy funding to more parks throughout the City, with prioritized investments in the areas with the greatest needs. Annually monitor the implementation of this funding strategy and include the use of the funds in the City's annual Development Impact Fee report pursuant to the Mitigation Fee Act.

San Diego River Park Foundation Master Plan (2013)

Reclaim the valley as a common, a synergy of water, wildlife and people.

- Restore and maintain a healthy river system.
- Unify fragmented lands and habitats.
- Create a connected continuum, with a sequence of unique places and experiences
- Reveal the river valley history.
- Reorient development toward the river to create value and opportunities for people to embrace the river.

G. Adopt Programs to Reduce/Remove Non-Point Source Loads Including Litter and Solid Waste

Preventing pollution at its source is the best and most cost-effective approach to improve the water quality of the San Diego River. During wet weather events. The first flush of contaminants from most urban and suburban surfaces is transported directly into the river via storm drain systems. Ongoing low flow in these systems continues to trickle contaminants into the river. Although the City has a relatively advanced program to identify pollutants and to educate citizens in this area. A significant quantity of pollutants continues to enter the river via storm drains.

H. Future Development Projects should incorporate Hydrology and Water Quality Considerations in all Future Planning and Guidance Documents and Monitor Water Quality Following Implementation of the Project.

Future planning and design efforts within the San Diego River watershed should address potential impacts on the river and consider means of benefitting the river and its corridor, by treating storm water before it reaches the river and preventing litter. Improvement measures should be mentioned to evaluate their effectiveness, to identify lessons that can be applied elsewhere, and to celebrate successful outcomes.

C. Eliminate Invasive Plant Species and Reintroduce Native Species

Floodways restored with natural vegetation offer great promise in improving ecological function. Invasive, non-native plant species distract the balance and function of natural ecosystems, often choking native species. The City of San Diego should coordinate with other public agencies, community groups and landowners to develop and implement vegetation management programs to remove exotic species and plant native riparian vegetation.

E. Use Biological Systems to Treat All Storm Water before it enters the river

Biological Treatment systems (constructed wetlands) provide water quality buffering that mimics natural processes while maintaining the character of the river corridor and should be considered if long term financing and maintenance is available (constructed wetlands typically have a ten-year life span). These systems provide a vegetative substrate for micro-organisms that break down pollutants. These systems are only effective when planned on a comprehensive scale and provided with regular maintenance. This method of water filtering aligns with the United States Bureau of Reclamation Storm Water Treatment Program goals. The San Diego River Park should also be the location of these Biological Systems visible and provide education interpretation of these systems for the public.

- Create a continuous multi-use San Diego River Park pathway from the Pacific Ocean to the City of Santee
- Create Overlooks at Unique Places
- Upgrade and Link Existing Parks into the San Diego River Park System
- Integrate Art into the identity and Experience of the San Diego River Park

3.2.1 ESTUARY REACH

Extending from the Pacific Ocean to the western boundary of Mission Valley Preserve, the Estuary Reach is a unique habitat where the ocean waters converge with the fresh waters from upstream. The estuarine ecosystem at the mouth of the San Diego River is remarkably healthy, but significantly smaller than its original extent. The Derby Dike, built on the river's southern edge in 1852 by the United States Army to eliminate flooding into downtown, and the construction of the floodway channel and berm on the north side of the river is responsible for this reduction in scale, separating the river from its delta that historically (and alternately) included both Mission Bay and San Diego Bay. This constructed river channel has also restricted and concentrated pedestrian and vehicle circulation, resulting in heavy containment of boundaries to the river channel.

The Estuary Reach of the San Diego River Park must balance two primary needs: human interaction at an educational and experiential level, and the protection and maintenance of sensitive habitat. Careful design can accommodate both elements in a manner that benefits the system as a whole. Greater understanding of the ecosystem through interpretation will instill a sense of ownership and stewardship for this delicate part of the river valley. Overlooks should be provided along the San Diego River Pathway to interpret the Southern Wildlife Preserve.

Opportunities to explore the expansion of the estuary should be sought, where possible, to further diversify the wildlife habitat. The potential to do so may exist at Famosa Slough and at Mission Bay Park. Planning efforts should also acknowledge that the entire corridor within the Estuary Reach, as proposed for the San Diego River Park, is within the boundaries of Mission Bay Park.

The river park must support planning efforts in Mission Bay Park to provide a river and estuary interpretive center, which could include educational opportunities, public art, and scenic overlooks. The facility should be oriented toward the river and buffer the river edge with native vegetation.

RECOMMENDATIONS

A. Create a San Diego River Park Pathway kiosk at Dog Beach identifying the western entrance of the San Diego River Park.

B. Support the goals of Mission Bay Park Master Plan (including Dog Beach, Robb Field, and Southern Wildlife Preserve), the Famosa Slough Enhancement Plan, and the Mission Valley Preserve. Support the replacement and construction of the West Mission Bay Bridge that will contain class I bike lanes on both sides.

C. Improve pathway and trail connections to Mission Bay Park, Famosa Slough, Tecolote Canyon, Southern Wildlife Preserve and other open spaces from the San Diego River Pathway.

D. Create a kiosk at Robb Field identifying the entrance to the San Diego River Pathway and re-landscape the area adjacent to the river with natives that relate to the estuary and river edge.

E. Investigate options through a feasibility study to provide a river and estuary outdoor interpretive center along the north side of the river.

F. Create estuary overlook platforms along the San Diego River Park Pathway that could include interpretive signs on the hydrology and habitat of the Southern Wildlife Preserve.

H. Provide interpretive signage along the San Diego River Pathway about the rich history of the estuary including the development of Old Town, the construction of Derby Dike and the creation of Mission Bay Park.

I. Coordinate with Caltrans to establish a 'Green Gateway' at the intersection of Interstate 5 and the river valley by revegetating the interstate rights-of-way with native vegetation.

City of San Diego Climate Action Plan (2022)

Goal: net zero greenhouse gas (GHG) emissions by 2035.

Strategy 1: Decarbonization of the Built Environment

Decarbonization means to remove carbon from a system, with a focus on the source with the greatest potential for reduction: natural gas or methane.

Strategy 2: Access to Clean and Renewable Energy

The Zero Emissions Vehicle (ZEV) Strategy will include a suite of programs and policies to help achieve the electric vehicle adoption goals envisioned by the CAP. Central to the success of the ZEV strategy will be the partnership, collaboration and coordination with local, regional and state entities already working to electrify transportation and to address equity needs of residents who do not have access to an EV or at-home vehicle charging.

Measure 2.3 – Increase Electric Vehicle Adoption

- Set a goal for installation of public EV charging stations on City property.

Strategy 3: Mobility and Land Use

Vehicles are the single largest source of GHG emissions in San Diego and more than two-thirds of smog-forming emissions in San Diego County are generated from mobile sources. Air pollutants emitted from cars, diesel-powered trucks, buses and other heavy-duty equipment include oxides of nitrogen (NOx) as well as diesel particulate matter (PM). These mobile sources of emissions from residents, passenger and freight transportation, employees and visitors account for greater than 50% of all local GHG emissions.

Measure 3.1: Safe and Enjoyable Routes for Pedestrians and Cyclists

- Where roadway widenings are otherwise planned, identify opportunities to repurpose the use of the right-of-way for walking, rolling, biking, and transit modes of travel.
- Incorporate trees and additional cooling features such as innovative shade designs, and cooling centers at parks.
- Implement the City's San Diego River Park Master Plan to increase mobility through enhancement of the river trail.

Measure 3.2: Increase Safe, Convenient, and Enjoyable Transit Use

- Partner with MTS for priority right of way for buses and trolley in roadway corridors and at intersection.

Measure 3.4: Reduce Traffic Congestion to Improve Air Quality

- Support MTS, SANDAG and Caltrans in the creation of transit right of way for regional transit connections.
- Work with communities to implement comprehensive solutions for the curb space, including implementation of timed parking, establishment of parking districts, and programming of the curb space for deliveries, ADA access and other passenger loading, and micro-mobility

Strategy 4: Circular Economy and Clean Communities

Measure 5.2: Tree Canopy

- Support expansion of urban tree canopy in parks and along active transportation network.
- Support the creation of new urban green space along freeways and city right of way.
- Ensure the diversification of tree species, including using native trees and shrub species and/or species that are adapted to higher temperatures and require less water.

Strategy 5: Resilient Infrastructure and Healthy Ecosystems

5.3 Local Water Supply

- Implement Waterways Restoration projects.
- Increase opportunities for stormwater harvesting by evaluating new harvesting methodology to determine viability.

Mobility Master Plan (2023)

Goal 1: Increase opportunities for access to safe modes of transportation for all users.

Objective 1.1 Increase the proportion of mobility improvements implemented in underserved areas with the greatest needs across the city to create additional opportunities for San Diegans to choose from mobility options that make their journeys more efficient, sustainable, or complete.

Objective 1.4 Implement transportation projects, programs, and grants that reduce transportation costs.

Goal 4: Create a safe, connected, and convenient network for cyclists and micromobility users.

Objective 4.2 Increase the rate of implementation of projects identified in the City's Bicycle Master Plan and Community Plan bicycle networks, with a focus on projects that create a physical barrier between motorists and bicyclists in the roadway.

Objective 4.5 Strengthen and increase partnerships with shared mobility device operators to optimize the number and locations of devices available for first/last mile trips and seamless transfer between modes.

Objective 4.6 Increase the availability of charging locations for e-bikes and scooters, prioritizing solutions that facilitate first/last mile trips and transfer between modes.

Goal 5: Improve access to the public transit system and provide corridors that offer safe, convenient, and reliable transit service and connections.

Objective 5.3 Improve the reach of transit by implementing infrastructure improvements that grow transit routes, enhance the user experience, and integrate connections to first/last mile modes and services through docking/parking stations, charging services, circulators, and user amenities.

OTHER APPLICABLE PLANNING DOCUMENTS

- Bicycle Master Plan (Not yet adopted)
- San Diego River Watershed Urban Runoff Management Plan (2015)
- 2026 Land Development Code Update (pending)

RESULTS SUMMARY & PROJECT ACCOUNTABILITY

- At project completion a traffic study, including VMT and safety statistics, should be conducted to measure project success.
- Newly built secondary access roads should be measured for ADT to estimate displaced traffic from the SCB/WPL intersection.
- A task list, or “punch-list”, should be coordinated before construction is deemed complete.
- Additional landscaping and ongoing repairs to be funded by endowment or similar programs.
- Reporting of GHG reduction and stormwater quality improvements.
- Gauge community response during public meetings and written communications to the board.

SIGNATURE AND AUTHORIZATION

By:

Andrea Schlageter
Chair, Ocean Beach Planning Board

By:

Tyler Martin
Chair, Transportation Committee

Approved by the Ocean Beach Planning Board on _____ with a vote of _____.

Attachments

2010 Traffic Study
History of Public Input
Ease The Traffic Congestion in OB – Letter of Support
December 2nd, 2025 OBPB Meeting Minutes