THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT
Date of Notice: 10/4/2013
PUBLIC NOTICE OF A
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
IO No.: 21002569

The City of San Diego Development Services Department has prepared a draft Environmental Impact Report (EIR) for the following project and is inviting your comments regarding the adequacy of the document. The draft EIR and associated technical appendices have been placed on the City of San Diego web-site at **http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml**. **Your comments must be received by** November 19, 2013**,** to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address**: Jeffrey Szymanski, Environmental Planner, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101 or e-mail your comments to DSDEAS@sandiego.gov with the Project Name and Number in the subject line.**

General Project Information:

- Project Name: Ocean Beach Community Plan Update
- Project No. 308424 / SCH No. 2011071082
- Community Plan Area: Ocean Beach
- Council District: 2

Subject: The proposed project is an update to the Ocean Beach Community Plan. The project is designed to revise the Community Plan text with respect to organization and content for consistency with the General Plan and to adopt the Ocean Beach Public Facilities Financing Plan. The Draft Community Plan does not propose any changes to land use designations but would correct inconsistencies between existing land use designations and underlying zoning. The OBCPU would rezone 99 parcels (approximately 21 acres) from RS-1-7 to RM -1-1. The existing zone allows for single dwelling unit (du) density of 9/du per acre for a maximum build out of approximately 189 units (Figure 3-1). The proposed Community Plan Update would change the zoning to allow up to 15/du per acre and would result in the maximum build out of approximately 315 units, or a net increase of 126 dwelling units. However, based upon Land Use assumptions used to calculate the development which could be reasonably anticipated it was determined that the rezone could result in an increase of 62 units**.** Applicant: **City of San Diego Planning and Neighborhood Restoration Department.**

Recommended Finding: The draft EIR concludes that the project would result in significant environmental impacts to the following areas**: Land Use, Transportation/Circulation/Parking, Biological Resources, Historical Resources and Paleontological Resources.**

Availability in Alternative Format: To request this Notice, the draft EIR, and/or supporting documents in alternative format, call the Development Services Department at 619-446-5460 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact Jeffrey Szymanski at (619) 446-5324. The draft EIR and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Center. If you are interested in obtaining additional copies of either the Compact Disk (CD), or a hard-copy of the draft EIR, they can be purchased for an additional cost. **For information regarding public meetings/hearings on this project, contact Theresa Millette at (619) 235-5206.** This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on 10/4/13.

Cathy Winterrowd
Assistant Deputy Director
Development Services Department

City of San Diego
Development Services
Advance Planning &
Engineering Division
(619) 446-5460

DRAFT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Project No. 308424
SCH No. 2011071082

SUBJECT: **OCEAN BEACH COMMUNITY PLAN UPDATE:** GENERAL PLAN AMENDMENT, COMMUNITY PLAN UPDATE,OCEAN BEACH PUBLIC FACILITY FINANCING PLAN, REZONE, and LOCAL COASTAL PLAN AMENDMENT. The proposed project is an update to the Ocean Beach Community Plan (OBCPU). The project is designed to revise the Community Plan text with respect to organization and content for consistency with the General Plan and to adopt the Ocean Beach Public Facilities Financing Plan. The Draft Community Plan does not propose any changes to land use designations but would correct inconsistencies between existing land use designations and underlying zoning. In addition the project would amend the Local Coastal Program (LCP).

The OBCPU would rezone 99 parcels (approximately 21 acres) from RS-1-7 to RM -1-1. The existing zone allows for single dwelling unit (du) density of 9/du per acre for a maximum build out of approximately 189 units. The proposed Community Plan Update would change the zoning to allow up to 15/du per acre and would result in the maximum build out of approximately 315 units, or a net increase of 126 dwelling units. However, based upon land use assumptions used to calculate the development which could be reasonably anticipated it was determined that the rezone could result in an increase of 62 units. The Rezone would allow Ocean Beach to maintain its predominantly residential character while correcting an inconsistency between existing zoning and the land use designation. The OBCPU is not proposing to construct dwelling units as a result of the Rezone. The proposed OBCPU area is entirely within the Coastal Overlay Zone, and is therefore subject to the California Coastal Act, which is implemented by the Local Coastal Program.

Applicant: City of San Diego Planning and Neighborhood Restoration Department

CONCLUSIONS:

Based on the analysis conducted for the project described above, the City has prepared the following Program Environmental Impact Report (PEIR) in accordance with the California Environmental Quality Act (CEQA) to inform public agency decision-makers and the public of significant environmental effects that could result if the project is approved and implemented, identify possible way to minimize the significant effects, and describe reasonable alternatives to the project (State CEQA Guidelines Section 15121). The evaluation of environmental issue areas in this Program EIR concludes that the proposed project could result in significant and unavoidable direct and cumulative impacts related to **Transportation/Circulation/Parking.** Significant but mitigable direct and/or cumulative impacts to **Land Use (MHPA), Biological Resources, Historical Resources (Archaeology and Built Environment) and Paleontological Resources** would result from implementation of the proposed project.

It is further demonstrated in the attached EIR that the project would not result in a significant environmental effect in the following areas: **Visual Quality/Neighborhood Character, Agricultural and Forest Resources, Air Quality and Oder, Energy, Greenhouse Gas Emissions, Human Health and Public Safety, Hydrology and Water Quality, Land Use, Mineral Resources, Noise, Population and Housing, Public Services and Facilities, Public Utilities, and Geologic Conditions**.

MITIGATION, MONITORING AND PROGRAM:

A series of mitigation measures relative to **Land Use**, **Transportation/ Circulation/Parking, Biological Resources, Historical Resources, and Paleontological Resources** are identified within each issue area discussion in Section 5.0, of the EIR to reduce environmental impacts. The mitigation measures are also fully contained in Section 10.0, Mitigation Monitoring and Reporting Program, of the EIR.

ALTERNATIVES:

No Project (Adopted Community Plan) Alternative

Compared to the proposed OBCPU, the No Project (Adopted Community Plan) Alternative would not provide the same level of beneficial effect related to land use, air quality, neighborhood character, human health/public safety/hazardous materials, hydrology/water quality, energy use, noise, geology, public services and facilities, public utilities, population and housing and GHG emissions as compared to the proposed OBCPU. Impacts associated with transportation/circulation and parking, and paleontology would be similar to the OBCPU. With implementation of the No Project (Adopted Community Plan) Alternative only impacts to Biological Resources and Historical Resources would be lessened.

While the current plan would realize minor reduction in some issue areas due to current zoning the No Project (Adopted Community Plan) Alternative would not meet all of the proposed OBCPU's objectives. This alternative would not correct the inconsistencies between existing land uses and the Community Plan, and would not adopt the Ocean Beach Public Facilities

Financing Plan. By not adopting the elements within the OBCPU the goals and objectives the project would not be met. As discussed above most impact issue areas under the existing plan would be increased which is due to current plan's inability to take advantage of the current General Plan and proposed OBCPU.

Reduced Project (No Rezone) Alternative

The Reduced Project (No Rezone) Alternative would not result in additional significant impacts beyond those previously disclosed for the proposed OBCPU. Impacts to Transportation/ Circulation/Parking, Air Quality, GHG emissions, Noise, Historical Resources, Public Utilities, would be incrementally less with the reduction in overall density of development.

However, The Reduced Project (No Rezone) Alternative would not meet all of the proposed CPU's objectives. This alternative would not achieve the same level of compliance with the General Plan as the proposed OBCPU because it would not correct the inconsistency between existing zoning and the land use designation. Fewer residential units could also reduce the number and size of much needed dwelling units available in the community.

PUBLIC REVIEW DISTRIBUTION:

Individuals, organizations, and agencies that received a copy or notice of the draft PEIR and were invited to comment on its accuracy and sufficiency is provided below. Copies of the draft PEIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Advanced Planning & Engineering Division, or purchased for the cost of reproduction.

RESULTS OF PUBLIC REVIEW:

( ) No comments were received during the public input period.

( ) Comments were received but did not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.

( ) Comments addressing the accuracy or completeness of the EIR were received during the public input period. The letters and responses follow.

Copies of the Draft PEIR, the Mitigation, Monitoring and Reporting Program, and any technical appendices may be reviewed in the office of the Entitlements Division, or purchased for the cost of reproduction.

Cathy Winterrowd
Interim Deputy Director
Development Services Department

9/27/2013
Date of Draft Report

Analyst: Jeff Szymanski

Date of Final Report

DISTRIBUTION:

The following individuals, organizations, and agencies received a copy or notice of the draft Program EIR and were invited to comment on its accuracy and sufficiency:

U.S. Government
- Environmental Protection Agency (19)
- Fish & Wildlife Service (23)
- Army Corps of Engineers (26)

State of California
- State Clearinghouse (46A)
- Caltrans Planning, District 11 (31)
- Department of Fish & Wildlife (32)
- Integrated Waste Management Board (35)
- CAL EPA (37A)
- Department of Toxic Substance Control (39)
- Department of Parks & Recreation (40)
- Office of Historic Preservation (41)
- Resources Agency (43)
- Regional Water Quality Control, Region 9 (44)
- Air Resources Board (49)
- Native American Heritage Commission (56)
- California Energy Commission (59)

County of San Diego
- Department of Environmental Health (75)

City of San Diego
- Mayor's Office (91)
- Councilmember Lightner, District 1 (MS 10A)
- Councilmember Faulconer, District 2 (MS 10A)
- Council President Gloria, District 3 (MS 10A)
- Councilmember Cole, District 4 (MS 10A)
- Councilmember Kersey, District 5 (MS 10A)
- Councilmember Zapf, District 6 (MS 10A)
- Councilmember Sherman, District 7 (MS 10A)
- Councilmember Alvarez, District 8 (MS 10A)
- Councilmember Emerald, District 9 (MS 10A)
- Development Services Department
  - Cathy Winterrowd (MS 501)
  - Ann Gonsalves (MS 501)
  - James Quinn (MS 501)
  - George Ghossain (MS 413)
  - Kristy Forburger (MS 413)
  - Robin Shifflet (MS 413)
  - Tony Kempton (MS 413)
  - Chris Larson (MS 501)
  - Theresa Millette (MS 413)
- Clement Brown (MS 1900)
- Lisa Wood (1102A)
- Library Department – Gov't Documents (81)
- Real Estate Assets Department (85)

Linda Marabian (MS 608)
Kerry Santoro (MS 908A)
Water Review Leonard Wilson (901)
Wastewater Review (86B)
Historical Resources Board (87)
Wetland Advisory Board (91A/MS 908A)
General Services Department (92)
Oscar Galvez III (606F)
Office of the City Attorney, Corrine Neuffer (59)
Ocean Beach Branch Library (81V)
Ruth Kolb (MS 1900)
Warren Lovell
Larry Trame (MS 604)

Other Individuals or Groups
Ocean Beach Planning Board (367)
Ocean Beach Town Council (367A)
Peninsula Community Planning Board (390)
SANDAG (108)
San Diego Transit (112)
San Diego Gas & Electric (114)
MTS (115)
San Diego Unified School District (125)
San Diego City Schools (132)
Chambers Group
Sierra Club, San Diego Chapter (165)
Neighborhood Canyon Creek & Park Groups (165A)
San Diego Natural History Museum (166)
San Diego Audubon Society (167/167A)
Environmental Health Coalition (169)
California Native Plant Society (170)
San Diego Baykeeper (173)
Citizen's Coordinate for Century III (179)
Endangered Habitats League (182/182A)
Carmen Lucas (206)
South Coastal Information Center (210)
San Diego Historical Society (211)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Louie Guassac (215A)
Clint Linton (215B)
Frank Brown (216)
San Diego County Archaeological Society (218)
Kumeyaay Cultural Heritage Preservation (223)
Kumeyaay Cultural Repatriation Committee (225)
Native American Distribution – Public Notice + Map (225A-S)
Barona Group of Capitan Grande Band of Mission Indians
Campo Band of Mission Indians
Ewiiaapaayp Tribal Office
Inaja Band of Mission Indians
Jamul Band of Mission Indians
La Posta Band of Mission Indians
Manzanita Band of Mission Indians

Sycuan Band of Mission Indians
Viejas Group of Capitan Grande Band of Mission Indians
Mesa Grande Band of Mission Indians
San Pasqual Band of Mission Indians
Santa Ysabel Band of Diegueño Indians
La Jolla Band of Mission Indians
Pala Band of Mission Indians
Pauma Band of Mission Indians
Pechanga Band of Mission Indians
Rincon Band of Luiseno Mission Indians
Los Coyotes Band of Mission Indians
Kumeyaay Cultural Heritage Preservation

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EXECUTIVE SUMMARY

This summary provides a brief synopsis of the Ocean Beach Community Plan Update (OBCPU) project description, the results of the environmental analysis, and project alternatives considered in this Program Environmental Impact Report (PEIR). The summary does not contain the extensive background and analysis contained in the PEIR. Therefore, the reader should review the entire Program EIR to fully understand the project and its environmental consequences.

This document has been prepared as a PEIR pursuant to Section 15168 of the State CEQA Guidelines, and it represents the independent judgment of the City as Lead Agency (State CEQA Guidelines Section 15050).

ES-1 PROJECT DESCRIPTION

The proposed project is an update to the Ocean Beach Community Plan. The plan is designed to revise the Community Plan text with respect to organization and content for consistency with the General Plan and to adopt the Ocean Beach Public Facilities Financing Plan (PFFP). The Draft Community Plan does not propose any changes to land use designations but would correct inconsistencies between existing land use designations and underlying zoning. In addition the project would amend the Local Coastal Program (LCP).

The OBCPU would rezone 99 parcels (approximately 21 acres) from RS-1-7 to RM -1-1. The existing zone allows for single dwelling unit (du) density of 9/du per acre for a maximum build out of approximately 189 units (Figure 1-1). The proposed Community Plan Update would change the zoning to allow up to 15/du per acre and would result in the maximum build out of approximately 315 units, or a net increase of 126 dwelling units. However, based upon land use assumptions used to calculate the development which could be reasonably anticipated it was determined that the rezone could result in an increase of 62 units.

The Rezone would allow Ocean Beach to maintain its predominantly residential character while correcting an inconsistency between existing zoning and the land use designation. The OBCPU is not proposing to construct dwelling units as a result of the Rezone and the redevelopment of within these areas is not anticipated at this time because the existing areas are currently developed.

In summary the draft Community Plan sets out a long-range vision and comprehensive policy framework for how the community of Ocean Beach could develop and maintain the qualities that define Ocean Beach over the next 20 to 30 years. The draft Plan provides policy direction for future development and has been guided by the City of Villages growth strategy and citywide policy direction contained within the City of San Diego's General Plan (2008).

ES-2 ENVIRONMENTAL ANALYSIS

The PEIR contains an environmental analysis of the potential impacts associated with implementation of the proposed OBCPU. The issues that are addressed in detail in the PEIR are Land Use, Transportation/Circulation and Parking, Biological Resources, Historical Resources, Air Quality, Noise, Paleontological Resources, Geologic Conditions, Visual Effects and Oder, Neighborhood Character, Public Utilities, Public Services and Facilities, Greenhouse Gasses, and Human Health/Public Safety/Hazardous Materials. The analysis concluded that significant, direct and/or cumulative impacts could occur to Land Use, Transportation/Circulation and Parking, Biological Resources, Historica Resources and Paleontological Resources. All potentially significant impacts are expected to be reduced to below a level of significance by proposed mitigation measures with the exception of Transportation/Circulation and Parking.

Based on initial environmental review of the OBCPU, the City has determined that the proposed project would not have the potential to cause significant adverse effects in the following areas: Agricultural and Forest Resources, Mineral Resources and Population and Housing.

Table ES-1, Project Impacts and Proposed Mitigation, at the end of this section summarizes the OBCPU's potentially significant environmental impacts and proposed mitigation measures by issue, as analyzed in Sections 4.0, Environmental Impact Analysis, and 7.0, Cumulative Effects, of this Program EIR. The last column of this table indicates whether the impact is expected to be reduced to below a level of significance after implementation of proposed mitigation measures.

ES-3 PROJECT ALTERNATIVES

Alternatives to the proposed OBCPU Update are evaluated in Section 9.0, Alternatives, of this Program EIR in terms of their ability to meet most of the objectives of the proposed project, and eliminate or further reduce significant environmental effects of the project. In addition, the California Environmental Quality Act (CEQA) requires the inclusion of a No Project Alternative. The alternatives considered in this PEIR include the following and are briefly summarized below:

No Project (Adopted Community Plan) Alternative

Reduced Project (No Rezone) Alternative

No Project (Adopted Community Plan) Alternative

The No Project (Adopted Community Plan) Alternative would retain the 1975 Precise Plan that currently exists and would not implement the rezone of 99 parcels (approximately 21 acres) as discussed in Section 3. The OB Precise Plan was originally established as a program for preserving and enhancing the community of Ocean Beach. However, the No Project (Adopted Community Plan) Alternative would not implement the City of Villages concept of the General Plan and Strategic Framework Element to the same extent as the OBCPU and would only reduce impacts to Biological Resources and Historical Resources. Impacts would be greater in the following categories; Land Use; Air Quality and Oder; Noise; Geologic Conditions; Hydrology and Water Quality; Visual Effects and Neighborhood Character; Public Services and Facilities; Greenhouse Gases and Human Health and Public Safety. Impacts to Transportation/Circulation and Parking would remain significant and unmitigated.

Although the No Project (Adopted Community Plan) Alternative would not conflict with adopted land use plans, policies, or ordinances, it would not provide the same level of land use benefits as the proposed OBCPU. Implementation of this alternative would not achieve the goals of the City of Villages strategy to the same extent as the OBCPU.

Reduced Project (No Rezone) Alternative

The Reduced Project (No Rezone) Alternative would not result in additional significant impacts beyond those previously disclosed for the OBCPU. Impacts to Transportation/Circulation/Parking, Air Quality, GHG emissions, Noise, Historical Resources, Public Utilities, would be incrementally less with the reduction in overall density of development.

However, The Reduced Project (No Rezone) Alternative would not meet all of the proposed OBCPU's objectives. This alternative would not achieve the same level of compliance with the General Plan as the proposed OBCPU because it would not correct the inconsistency between existing zoning and the land use designation. Fewer residential units could also reduce the number and size of much needed dwelling units available in the community.

ES-4 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The City prepared a Notice of Preparation (NOP), dated July 26, 2011, and distributed it to the public including all responsible and trustee agencies, members of the general public and governmental agencies, including the State Clearinghouse. Comment letters received on the NOP are in Appendix A of this Program EIR along with copies of the NOP, City of San Diego

scoping letter, and NOP distribution list. In addition, a scoping meeting was held on August 9, 2011 to inform the public about the project and collect written comments.

Input and comments received on the content of this PEIR during the scoping meeting include concerns regarding increased traffic and density, impacts upon public infrastructure; and concern that development would be allowed to exceed the 30 foot height restriction. It should be noted that the OBCPU would not allow any increase to the 30 foot height restriction. Oral and written comments received by the City during the scoping process have been taken into consideration during preparation of this PEIR.

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
Land Use		
Would the proposed project conflict with the environmental goals, objectives or guidelines of a General Plan or Community Plan or other applicable land use plans?	**LU-1**: For all projects adjacent to the MHPA, the development shall conform to all applicable MHPA Land Use Adjacency Guidelines of the MSCP Subarea Plan. In particular, lighting, drainage, landscaping, grading, access, and noise must not adversely affect the MHPA. • Lighting should be directed away from the MHPA and shielded, if necessary; and a note shall be included on the plans to the satisfaction of the Environmental Review Manager (ERM). • Drainage should be directed away from the MHPA; or, if that is not possible, it must not drain directly into the MHPA. Instead, runoff should flow into sedimentation basins, grassy swales, or mechanical trapping devices prior to draining into the MHPA. Drainage shall be shown on the site plan and reviewed to the satisfaction of the City Engineer. • The landscape plan shall be reviewed and approved by the ERM to ensure that no invasive non-native plant species shall be planted in or adjacent to the MHPA. • All manufactured slopes must be included within the development footprint for projects within or adjacent to the MHPA. • All brush management areas shall be shown on the site plan, reviewed, and approved by the ERM. Zone 1-brush management areas must be included	Less than significant (direct and cumulative)

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	within the development footprint and outside the MHPA. Brush management Zone 2 may be permitted within the MHPA (considered impact-neutral) but cannot be used as mitigation. Any vegetation clearing will be done to minimize impacts to covered species and will follow the City standards. • Access to the MHPA, if any, should be directed to minimize impacts; and, if necessary, barriers will be used to direct access to appropriate locations and shall be shown on the site plan and reviewed and approved by the ERM. • Construction noise as it effects sensitive avian species: the construction of projects will be scheduled to avoid impacts to wildlife (e.g., avoid the breeding season for sensitive species) to the extent practicable. If avoidance of construction during the breeding season is not feasible, project-specific review shall define specific mitigation measures, such as berms and sound walls, which would reduce construction and operational noise impacts".	
Transportation/Circulation and Parking		
Would the proposed OBCPU increase the number of intersections, road, or freeway segments at LOS E or F on the planned transportation network?	**Trans-1:** Add a 2nd South Bound Right Turn lane by widening and removing approximately 5 parking spaces along the north side of W Point Loma Blvd. **Trans-2:** Install a 2nd East Bound and West Bound left turn lane by widening the south side of W Point Loma Blvd. **Trans-3:** Signalize the intersection Bacon St @ W Point Loma Blvd. **Trans-4:** Reclassify and widen to a 6-lane primary arterial, from Sunset Cliffs Blvd to W Point Loma Blvd.	Potentially Significant (direct and cumulative)

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
Biological Resources		
A substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?	**BIO-1:** To reduce potentially significant impacts that would cause a reduction in the number of unique, rare, endangered, sensitive, or fully protected species of plants or animals, if present all future projects with the OBCPA shall be analyzed in accordance with the CEQA Significance Thresholds, which require that site-specific biological resources surveys be conducted in accordance with City of San Diego Biology Guidelines. The locations of any sensitive plant species, including listed, rare, and narrow endemic species, as well as the potential for occurrence of any listed or rare wildlife species shall be recorded and presented in a biological resources report. Based upon the habitat focused presence/absence surveys shall be conducted in accordance with the biology guidelines and applicable resource agency survey protocols to determine the potential for impacts resulting from the project on these species. Engineering design specifications based on project-level grading and site plans shall be incorporated into the project design to minimize or eliminate direct impacts on sensitive plant and wildlife species consistent with the	Less than significant (direct and cumulative)

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	ESA, MBTA, Bald and Golden Eagle Protection Act, CESA, MSCP Subarea Plan, and ESL Regulations. **BIO 2:** Prior to the issuance of any authorization to proceed, the City of San Diego (or appointed designee) shall verify that the MHPA boundaries and the following project requirements regarding the coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher are shown on the grading and building permit plans: No clearing, grubbing, grading or other construction activities shall occur between March 1 and August 15, the breeding season of the coastal California gnatcatcher; between March 15 and September 15, the breeding season of the least Bell's vireo; and between May 1 and September 1, the breeding season of the southwestern willow flycatcher, until the following requirements have been met to the satisfaction of the City of San Diego. A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit) shall survey habitat areas (only within the MHPA for gnatcatchers) that would be subject to the construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the coastal California gnatcatcher, least Bell's vireo, and the southwestern willow flycatcher. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the USFWS within the breeding season priorto the commencement	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	of construction. If the coastal California gnatcatchers, least Bell's vireo, and/or the southwestern willow flycatcher are present, then the following conditions must be met: a. Between March 1 and August 15 for occupied gnatcatcher habitat, between March 15 and August 15 for occupied least Bell's vireo habitat, and between May 1 and September 1 for occupied southwestern willow flycatcher habitat, no clearing, grubbing, or grading of occupied habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; AND b. Between March 1 and August 15 for occupied gnatcatcher habitat, between March 15 and August 15 for occupied least Bell's vireo habitat, and between May 1 and September 1 for occupied southwestern willow flycatcher habitat, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of the occupied habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing a current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City of San Diego at least two weeks prior to the commencement of construction activities;	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	OR c. At least two weeks prior to the commencement of clearing, grubbing, grading and/or any construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the aforementioned avian species. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the appropriate breeding season. Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	The City of San Diego, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment. If the aforementioned avian species are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ERM and applicable resource agencies which demonstrate whether or not mitigation measures such as noise walls are necessary during the applicable breeding seasons of March 1 and August 15, March 15 and September 15, and May 1 and September 1, as follows: 1. If this evidence indicates the potential is high for the aforementioned avian species to be present based on historical records or site conditions, then Condition 1-b or 1-c shall be adhered to as specified above. 2. If this evidence concludes that no impacts to the species are anticipated, no new mitigation measures are necessary. If the City begins construction prior to the completion of the protocol avian surveys, then the Development Services Department shall assume that the appropriate avian species arepresent and all necessary protection and mitigation measures shall be required as describedin Conditions1 a, b, and c, above. **BIO-3:** In areas where development that could potentially impact sensitive avian species through grading and clearing activities the following mitigation measure shall be implemented:	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	• If project grading is proposed during the raptor breeding season (Feb. 1-Sept. 15), the project biologist shall conduct a pre-grading survey for active raptor nests within 300 feet of the development area and submit a letter report to MMC prior to the preconstruction meeting. If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, monitoring schedules, etc.) to the satisfaction of the City's ERM. Mitigation requirements determined by the project biologist and the ERM shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report. If no nesting raptors are detected during the pre-grading survey, no mitigation is required. **BIO-4:** The following mitigation measure shall be implemented for development within or adjacent to the Famosa Slough Wildlife Refuge or any potential habitat for the federally endangered Light Footed Clapper Rail, California Least Tern, and Western snowy plover. • Prior to the issuance of any authorization to proceed, the City's ERM (or appointed designee), A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit) shall survey habitat areas that would be subject to the construction noise levels exceeding 60 decibels	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	[dB(A)] hourly average for the presence of Light Footed Clapper Rail, California Least Tern, and Western snowy plover. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the USFWS within the breeding season prior to the commencement of construction. 1. If the aforementioned avian species are detected during the protocol survey, the applicant shall obtain take authorization through the USFWS and provide evidence that permitting has been issued to the ERM prior to commencement of construction related activities. 2. If the aforementioned avian species are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ERM and USFWS that species are not present in a proposed project area.	
A substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines	**BIO-5:** The following measure is currently applied to projects that affect biological resources. As future projects are reviewed under CEQA, additional specificity may be required with respect to mitigation measures identified below. These measures may be updated periodically in response to changes in federal and state laws and new/improved scientific methods. • Development projects shall be designed to minimize or eliminate impacts to natural habitats and known sensitive resources consistent with the City's	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS?	Biology Guidelines, MSCP Subarea Plan, and the ESL ordinance. • Biological mitigation for upland impacts shall be in accordance with the City's Biology Guidelines, Table 3.3.4 as illustrated in Table 4.3-7. Prior to the commencement of any construction-related activity onsite (including earthwork and fencing) and/or the preconstruction meeting, mitigation for direct impacts to Tier I, Tier II, Tier IIIA, and Tier IIIB shall be assured to the satisfaction of the Development Services Department Environmental Review Manager (ERM) through preservation of upland habitats in conformance with the City's Biology Guidelines, MSCP, and ESL Regulations. Mitigation for upland habitats may include onsite preservation, onsite enhancement/restoration; payment into the Habitat Acquisition Fund; acquisition/dedication of habitat inside or outside the MHPA; or other mitigation as approved by the ERM, MSCP staff, and the City's Parks and Recreation Department. • Development projects shall provide for continued wildlife movement through wildlife corridors as identified in the MSCP Subarea Plan or as identified through project-level analysis. Mitigation may include, but is not limited to, provision of appropriately-sized bridges, culverts, or other openings to allow wildlife movement." For all Tier I impacts, the mitigation could (1) occur within the MHPA portion of Tier I (in Tier) or (2) occur outside the MHPA within the affected habitat type (in-	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	kind). For impacts to Tier II, IIIA, and IIIB habitats, the mitigation could (1) occur within the MHPA portion of Tiers I through III (out-of-kind) or (2) occur outside the MHPA within the affected habitat type (in-kind)	
A substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?	**BIO-6:** As part of the project-specific environmental review pursuant, all unavoidable wetlands impacts (both temporary and permanent) would need to be analyzed; and mitigation would be required in accordance with Table 2a of the Biology Guidelines (June 2012), see Table 4.3-8 below. Proposed mitigation shall be based on the impacted type of wetland habitat and must prevent any net loss of wetland functions and values of the impacted wetland. The following provides operational definitions of the four types of activities that constitute wetland mitigation under the ESL regulations: Wetland Creation, Wetland Restoration, Wetland Enhancement, and Wetland Acquisition. Wetland creation is an activity that results in the formation of new wetlands in an upland area. An example is excavation of uplands adjacent to existing wetlands and the establishment of native wetland vegetation. Wetland restoration is an activity that re-establishes the habitat functions of a former wetland. An example is the excavation of agricultural fill from historic wetlands and the re-establishment of native wetland vegetation.	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	Wetland enhancement is an activity that improves the self-sustaining habitat functions of an existing wetland. An example is removal of exotic species from existing riparian habitat. Wetland acquisition is an activity resulting in wetland habitat being bought or obtained through the purchase of offsite credits and may be considered in combination with any of the three mitigation activities above. Wetland enhancement and wetland acquisition focus on the preservation or the improvement of existing wetland habitat and function and do not result in an increase in wetland area; therefore, a net loss of wetland may result. As such, acquisition and/or enhancement of existing wetlands may be considered as partial mitigation only for any balance of the remaining mitigation requirement after restoration or creation if wetland acreage is provided at a minimum of a 1:1 ratio. For permanent wetland, impacts that are unavoidable and minimized to the maximum extent feasible, mitigation must consist of creation of new, in-kind habitat to the fullest extent possible and at the appropriate ratios. In addition, unavoidable impacts to wetlands located within the Coastal Overlay Zone must be mitigated onsite, if feasible. If onsite mitigation is not feasible, then at least a portion of the mitigation must occur within the same watershed. All mitigation for unavoidable wetland impacts within the Coastal Overlay Zone must occur within the Coastal Overlay Zone.	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	The City's Biology Guidelines and MSCP Subarea Plan require that impacts to wetlands, including vernal pools, shall be avoided and that a sufficient wetland buffer shall be maintained, as appropriate, to protect resource functions/values. For vernal pools, this includes avoidance of the watershed necessary for the continued viability of the ponding area. Where wetland impacts are unavoidable, (determined case-by-case), they shall be minimized to the maximum extent practicable and fully mitigated for per the Biology Guidelines. The biology report shall include an analysis of onsite wetlands (including City, state, and federal jurisdiction analysis) and, if present, include project alternatives that fully/substantially avoid wetland impacts. Detailed evidence supporting why there is no feasible, less environmentally damaging location or alternative to avoid any impacts must be provided for City staff review, as well as a mitigation plan that specifically identifies how the project is to compensate for any unavoidable impacts. A conceptual mitigation program (which includes identification of the mitigation site) must be approved by the City staff prior to the release of the draft environmental document. Avoidance is the first requirement; mitigation can only be used for impacts clearly demonstrated to be unavoidable. Disturbance to native vegetation shall be limited to the extent practicable, revegetation with native plants shall occur where appropriate, and construction staging areas shall be located in previously disturbed areas. **BIO-7:** Prior to the commencement of any construction-related activities on site	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	for projects impacting wetland habitat (including earthwork and fencing) the applicant shall provide evidence of the following to the ADD ED prior to any construction activity: Compliance with USACE Section 404 nationwide permit; Compliance with the RWQCB Section 401 Water Quality Certification; and Compliance with the CDFG Section 1601/1603 Streambed Alteration Agreement.	
HISTORICAL RESOURCES		
Would implementation of the proposed OBCPU result in adverse physical or aesthetic effects to prehistoric, historic, or architecturally significant buildings, structures, objects, or sites?	***Hist-1*:** Prior to issuance of any permit that could directly affect an archaeological resource or resources associated with prehistoric Native American activities, the City shall require the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources that may be impacted by a development activity. **Initial Determination**: The environmental analyst shall determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the California Historical Resources Inventory System) and conducting a site visit. If there is any evidence that the site contains archaeological resources, then an evaluation consistent with the City of San Diego's Historical Resources Guidelines shall be required. All individuals conducting any phase of the archaeological evaluation program must meet	Less than significant (direct and cumulative)

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	professional qualifications in accordance with the City's Historical Resources Guidelines. **Step 1**: Based on the results of the Initial Determination, if there is evidence that the site contains archeological resources, preparation of an evaluation report is required. The evaluation report could generally include background research, field survey, archeological testing, and analysis. Before actual field reconnaissance would occur, background research is required that includes a record search at the South Coastal Information Center (SCIC) at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections shall also be obtained from the San Diego Archaeological Center and any tribal repositories or museums. Once the background research is complete a field reconnaissance must be conducted by individuals whose qualifications meet City standards. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance must be	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	performed by a qualified archaeologist. **Step 2**: Once a resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative, which could result in a combination of project redesign to avoid and/or preserve significant resources, as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required that includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies including surface and subsurface investigations can be found in the City of San Diego's Historical Resources Guidelines. The results from the testing program will be evaluated against the Significance Thresholds found in the Historical Resources Guidelines and in accordance with the provisions outlined in Section 15064.5 of the State CEQA Guidelines. If significant historical resources are identified within a project's Area of Potential Effect (APE), the site may be eligible for local designation. At this time, the final	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required. **Step 3**: Preferred mitigation for archeological resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program (RDDRP) is required or is required to follow alternate treatment recommendations by the Most Likely Descendant (MLD), which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2. If the archaeological site is an historical resource, then the limits on mitigation provided under Section 21083.2 shall not apply, and treatment in accordance with Guidelines Section 15162.4 and	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	21084.1 is required. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring shall be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation. A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground disturbing activities whenever a Native American Traditional Cultural Property (TCP) or any archaeological site located on City property, or within the APE of a City project, would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of PRC Section 5097 must be followed. These provisions would be outlined in the Mitigation Monitoring and Reporting Program included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored. **Step 4**: Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation (OHP) "Archaeological Resource Management Reports (ARMR): Recommended	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	Contents and Format" (see Appendix C of the Historical Resources Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover), along with historical resource reports for archaeological sites and TCPs, containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects that result in a substantial collection of artifacts, which must address the management and research goals of the project, the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City of San Diego. Appendix D (Historical Resources Report Form) shall be used when no archaeological resources were identified within the project boundaries. **Step 5**: For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historical deposit is encountered during construction monitoring, a Collections Management Plan	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	would be required in accordance with the project MMRP. The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 and California Native American Graves Protection and Repatriation Act [NAGPRA]) and federal (i.e., federal NAGPRA) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation. Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collections (dated May 7, 1993) and, if federal funding is involved, Part 36, Section 79 of the Code of Federal Regulations. Additional information regarding curation is provided in Section II of the Historical Resources Guidelines. Prior to issuance of any permit for a future development project implemented in accordance with the OBCPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines. Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to: a. Preparing a historic resource management plan; b. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); c. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; d. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; e. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; and f. Removing industrial pollution at the source of production. Specific types of historical resource reports, outlined in Section III of the HRG,	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance. If required, mitigation programs can also be included in the report.	
Would implementation of the OBCPU result in impacts to existing religious, sacred uses within the city disturbance of any human remains, including those interred outside formal cemeteries?	Refer to ***Hist-1***.	Less than significant (direct and cumulative)
PALEONTOLOGICAL RESOURCES		
Would the proposed OBCPU allow development to occur that could significantly impact a unique paleontological resource or a geologic	**Paleo-1:** Prior to approval of development projects the City shall determine, based on review of the project application, that future projects are sited and designed to minimize impacts on paleontological resources in accordance with the City Paleontological Resources 2011 Significance Thresholds and 2002 Paleontological Resources Guidelines. Monitoring for paleontological resources required during	Less than significant (direct and cumulative)

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
formation possessing a medium to high fossil bearing potential?	construction activities would be implemented at the project level and would provide mitigation for the loss of important fossil remains with future discretionary projects that are subject to environmental review. Future design of projects as noted below in accordance with the City's Paleontological Resources 2011 Significance Thresholds and City 2002 Paleontology Guidelines shall be based on the recommendations of a project-level analysis of potential impacts on paleontological resources completed in accordance with the steps presented below. **I. Prior to Project Approval** A. The environmental analyst shall complete a project level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would: • Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit. • Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit. • Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.	

Table ES-2 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	**MITIGATION MEASURES**	**ANALYSIS OF SIGNIFICANCE AFTER MITIGATION**
	B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required. • Monitoring is always required when grading on a fossil recovery site or a known fossil location. • Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum). • Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface. • Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities .	

Ocean Beach Community Plan Update
Draft Program Environmental Impact Report (DPEIR)

COVER SHEET

ES.0 EXECUTIVE SUMMARY ES-1

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APPENDICES

1. Introduction

The PEIR for the OBCPU has been prepared by the City of San Diego (City) in compliance with the California Environmental Quality Act (CEQA), CEQA Guidelines (Public Resources Code, Section 21000 et seq. and California Code of Regulations, Title 14, Section 15000, et seq.) and in accordance with the City's *Environmental Impact Report Guidelines* (EIR Guidelines; City of San Diego 2005) and Development Services Department's *California Environmental Quality Act Significance Determination Thresholds* (Significance Determination Thresholds, City of San Diego 2011).

The update of the Ocean Beach Community Plan is designed to revise the Plan text with respect to organization and content for consistency with the General Plan (2008) and to correct inconsistencies between existing land use designations and underlying zoning in the Community Plan. The update includes three appendices; an implementation matrix; a street tree guide; and the historical context statement. The update is accompanied by the Ocean Beach Public Facilities Financing Plan. The Draft Community Plan sets out a long-range vision and comprehensive policy framework for the development of the Ocean Beach community, its public services, and for the maintenance of the qualities that would define Ocean Beach over the next 20 to 30 years. The Draft Community Plan does not propose any changes to land use designations but would correct inconsistencies between existing land use designations and underlying zoning.

The Draft Community Plan is comprised of an Introduction and the following eight elements: Land Use and Community Planning; Mobility; Urban Design & Community Identity; Public Facilities, Services & Safety; Recreation; Conservation; Noise; and Historic Preservation. The Draft Community Plan also includes an implementation chapter.

1.1 Approvals Required to Implement the Project

The Adoption of the Draft Community Plan requires that the City of San Diego City Council approve and certify the Program EIR through a noticed public hearing (a Process 5 decision). Prior to the City Council hearing, the adoption process also requires that the Planning Commission hold a noticed public hearing. Based on the outcome of the hearing, the Planning Commission is required to forward a written recommendation to the City Council addressing the adoption of the Community Plan and certification of the Program EIR.

1.2 Legal Authority, Purpose, and Intended Use of the Program EIR

The City is the Lead Agency for the OBCPU as identified pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The Lead Agency, as defined by CEQA Guidelines Section 15367, is the public agency which has the principal responsibility and authority for

carrying out or approving a project. As Lead Agency, the City's Development Services Department, Environmental Analysis Section conducted a preliminary review of the proposed OBCPU and determined that an PEIR was required, and has thus caused this document to be prepared. The analysis and findings in this document reflect the independent, impartial conclusions of the City.

The Draft Community Plan Project is a comprehensive update of the Ocean Beach Community Plan and thus meets the criteria for environmental review through a Program EIR. A Program EIR, as defined by the California Environmental Quality Act (CEQA) 15168, is:

> "an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either geographically, as logical parts in the chain of contemplated actions, in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effect which can be mitigated in similar ways."

The major purposes of this Program EIR are:

To identify current and projected environmental conditions which may affect or be affected by the Draft Community Plan;

To disclose the potential environmental impacts of the Draft Community Plan to the public and decision makers;

To inform the public and to foster public participation in the planning process for the Draft Community Plan;

To identify a mitigation framework which could eliminate or reduce potentially significant environmental impacts of the Draft Community Plan; and

To evaluate alternatives that might be environmentally superior to the Draft Community Plan.

The intent of the analysis in the Program EIR is to determine whether implementation of the Draft Community Plan will have a significant effect on the environment. A significant effect on the environment is defined as a substantial adverse change in the physical conditions that exist in the area affected by the Draft Community Plan. If a significant effect is identified, the Program

EIR identifies measures or alternatives that would generally be considered to substantially reduce that effect.

The Draft Community PEIR, in accordance with CEQA, outlines the environmental setting for the Draft Community Plan and identifies potential environmental impacts, the significance of the potential impacts, and mitigation measures to avoid or reduce impacts, growth-inducing impacts, effects found not to be significant, irreversible environmental effects, and alternatives.

As mentioned above the City of San Diego is the lead agency for preparation and adoption of the Draft Community Plan PEIR. This PEIR is intended for use by City of San Diego decision makers, other responsible or interested agencies and the general public in evaluating the potential environmental impacts that may result from the implementation of the Draft Community Plan.

State law requires that all EIRs be reviewed by Responsible and Trustee Agencies. A Responsible Agency, defined pursuant to State CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency which have discretionary approval power over the proposed CPU. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California. A Responsible Agency is defined as public agencies that may have discretionary approval authority for a project. There are no known responsible agencies for this Draft Community Plan PEIR and no federal funds are be used for its preparation; however, a brief description of some of the primary responsible or trustee agencies that may have an interest in the proposed CPU is provided below.

U.S. Army Corps of Engineers (USACE): The USACE has jurisdiction over development in or affecting the navigable Waters of the U.S., pursuant to two federal laws: The Rivers and Harbors Act of 1889 and the Clean Water Act, as amended. Navigable water is generally defined by a blue line as plotted on a United States Geological Survey (USGS) quadrangle map. Projects that include potential dredge or fill impacts to Waters of the U.S. are subject to Section 404 of the Clean Water Act. Aggregate impacts to Waters of the U.S. (defined as direct fill or indirect effects of fill) greater than one-half acre require a permit. All permits issued by the USACE are subject to consultation and/or review by the U.S. Fish and Wildlife Service and the Environmental Protection Agency (EPA). No permits from USACE are required at this time; however, development projects under the proposed OBCPU may require review and/or a permit in the future.

California Department of Transportation (Caltrans): The OBCPU area is adjacent to I-8 freeway. No permits from Caltrans are required at this time; however, Caltrans approval would be required for any encroachments, or construction of facilities, in a Caltrans right-of-way by future projects.

California Coastal Commission (CCC): The Coastal Act grants the CCC authority to review and approve plans and projects located within the Coastal Zone. In the case of community plans (such as the proposed OBCPU) which have lands within the Coastal Zone, the community plans must include a Local Coastal Plan (LCP). A city with a certified LCP is able to issue Coastal Development Permits for projects in conformance with the adopted LCP. The CCC retains authority over some portions of the Coastal Zone (including deferred certification areas) and is responsible for certification of updated LCPs.

California Department of Fish and Wildlife (CDFW): CDFW has the authority to reach an Agreement Regarding Proposed Stream or Lake Alteration (Streambed Alternation Agreement) with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/stream, pursuant to Section 1600 et. seq. of the State Fish and Game Code. The purpose of code Sections 1600-1616 is to protect and conserve fish and wildlife resources that could be substantially adversely affected by a substantial diversion or obstruction of natural flow of, or substantial change or use of material from the bed, bank, or channel of, any river, stream, or lake. CDFW generally evaluates information gathered during preparation of the environmental documentation, and attempts to satisfy their permit concerns in these documents. No permits from CDFW are required at this time; however, development projects under the OBCPUmay require review and/or a permit in the future.

San Diego County Air Pollution Control District (APCD): The County Board of Supervisors sits as the Board of the APCD, which is an agency that regulates sources of air pollution within the county. This is accomplished through an integrated monitoring, engineering, and compliance operation, each of which is a separate division within the APCD, and each is designed to protect the public from the adverse impacts of polluted air. The APCD would be responsible for issuing permits for construction and operation of future projects.

San Diego Regional Water Quality Control Board (RWQCB): The RWQCB regulates water quality through the Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES) Permit No. CA 0108758, which consists of wastewater discharge requirements. No permits from RWQCB are required at this time; however, development projects under the proposed OBCPU may require review and/or a permit in the future.

San Diego County Regional Airport Authority (Airport Authority): The Airport Authority operates the airports and plans for the region's air transportation needs. The Airport Authority also serves as San Diego County's Airport Land Use Commission, and is responsible for land use planning concerning public safety surrounding airports. As a responsible agency, the Airport Authority would review future development proposals within the OBCPU area and make "consistency determinations" with the provisions and policies set forth in the Airport Land Use Compatibility Plan (ALUCP) for 16 public use and military airports, including the ALUCP for

San Diego International Airport (SDIA). No permits from the Airport Authority are required at this time; however, future development projects within the OBCPU would be subject to the Federal Aviation Administration (FAA) Noticing Area for SDIA.

1.3 PEIR Scope and Content

The scope of analysis for this PEIR was determined by the City as a result of initial project review and consideration of comments received in response to the Notice of Preparation (NOP) circulated July 26, 2011, and a scoping meeting held on August 9, 2011, at 4726 Santa Monica Avenue San Diego, CA 92109. The NOP for analysis of the proposed OBCPU and associated land use plan, related letters received, and comments made during the scoping meeting are included as Appendix A of this PEIR. Through these scoping activities, the OBCPU was determined to have the potential to result in the following significant environmental impacts:

- Land Use
- Transportation/Circulation and Parking
- Air Quality
- Noise
- Cultural/Historic Resources
- Visual Effects and Neighborhood Character
- Human Health, Public Safety, Hazardous Materials
- Hydrology/Water Quality/Drainage
- Public Utilities (Water Supply, Energy)
- Public Services and Facilities
- Geology and Soils
- Paleontological Resources
- Biological Resources
- Greenhouse Gas Emissions

The intent of this PEIR is to determine whether implementation of the proposed OBCPU would have a significant effect on the environment through analysis of all of the issues identified during the scoping process. Each environmental issue area includes a description of the existing conditions and regulations relevant to each environmental topic; presentation of threshold(s) of significance for the particular issue area under evaluation based on the City's Significance Determination Thresholds; identification of an issue statement; an assessment of any impacts associated with implementation of the proposed CPU; a summary of the significance of any project impacts; and recommendations for mitigation measures and mitigation monitoring and reporting, as appropriate, for each significant issue area. Pursuant to CEQA Guidelines Section 15126, all phases of the proposed CPU are considered in this PEIR when evaluating its potential impacts on the environment, including the construction of future development and operational

phases. Impacts are identified as direct or indirect, short-term or long-term, and assessed on a plan-to-ground basis. The plan-to-ground analysis addresses the changes or impacts that would result from implementation of the proposed CPU compared to existing ground conditions and development in accordance to the current approved plan.

1.4 PEIR Format and Organization

The format and order of contents of this PEIR follow the direction in the EIR Guidelines. A brief overview of the various sections of this PEIR is provided below:

- **Executive Summary.** Provides a summary of the PEIR, a brief description of the proposed CPU, identification of areas of controversy, and inclusion of a summary table identifying significant impacts, proposed mitigation measures, and impact rating after mitigation. A summary of the additional project alternatives and comparison of the potential impacts of the alternatives with those of the two proposed CPU land use scenarios is also provided.
- **Section 1.0, Introduction.** Contains an overview of the legal authority, purpose, and intended uses of the PEIR, as well as its scope and content. It also provides a discussion of the CEQA environmental review process, including public involvement.
- **Section 2.0, Environmental Setting.** Provides a description of the proposed CPU's regional context, location, and existing physical characteristics and land use within the proposed CPU area. Available public infrastructure and services, as well as relationship to relevant plans, is also provided in this section.
- **Section 3.0, Project Description.** Provides a detailed discussion of the proposed OBCPU, including background, objectives, key features, and environmental design considerations. The discretionary actions required to implement the proposed OBCPU, and a chronicle of project changes, are also included.
- **Section 4.0, Environmental Analysis.** Provides a detailed evaluation of potential environmental impacts associated with the project. In accordance with the City's EIR Guidelines, Section 4.0 begins with the issue of land use, followed by the remaining issues included in order of significance. The analysis of each issue begins with a discussion of the existing conditions, a statement of specific thresholds used to determine significance of impacts, followed by an evaluation of potential impacts and identification of specific mitigation measures to avoid or reduce any significant impacts. Where mitigation measures are required, a statement regarding the significance of the impact after mitigation is additionally provided.
- **Section 5.0, Significant Unavoidable Environmental Effects/Significant Irreversible Environmental Changes.** Discusses any significant unavoidable cumulative impacts of the proposed OBCPU, including significant direct project impacts that can be reduced to below a level of significance through implementation of the recommended mitigation

measures, those that can be mitigated but not reduced to below a level of significance and those which would remain significant and unavoidable even after project mitigation. This section also describes the potentially significant irreversible changes that may be expected with development of the proposed OBCPU and addresses the use of nonrenewable resources during its construction and operational life.

- **Section 6.0, Growth Inducement.** Evaluates the potential influence the proposed OBCPU may have on economic or population growth within the OBCPU area as well as the region, either directly or indirectly.
- **Section 7.0, Cumulative Impacts.** Identifies the impact of the proposed in combination with other planned and future development in the region.
- **Section 8.0, Effects Found Not to Be Significant.** Identifies all of the issues determined in the scoping and preliminary environmental review process to be not significant for and briefly summarizes the basis for these determinations.
- **Section 9.0, Alternatives.** Provides a description and evaluation of alternatives to the proposed project. This section addresses the mandatory "no project" alternative, as well as alternatives that would reduce or avoid the proposed project's significant impacts. Due to the programmatic nature of the OBCPU.
- **Section 10.0, Mitigation Monitoring and Reporting Program.** Documents all the mitigation measures identified in the PEIR as part of the proposed OBCPU.
- **Section 11.0, References Cited.** Lists all of the reference materials cited in the PEIR.
- **Section 12.0, Individuals and Agencies Consulted.** Identifies all of the individuals and agencies contacted during preparation of the PEIR.
- **Section 13.0, Certification Page.** Identifies all of the agencies, organizations, and individuals responsible for the preparation of the PEIR.

Technical reports, used as a basis for much of the environmental analysis in the PEIR, have been summarized and are included as appendices to this PEIR. The technical reports prepared for the project and their location in the PEIR are listed in the table of contents.
These documents are included in Section 11.0, References Cited, and are hereby incorporated by reference, and are available for review at the City of San Diego's Planning and Neighborhood Restoration Department, located at 1222 First Ave, Fourth Floor, San Diego, California 92101.

- City of San Diego General Plan (City of San Diego 2008a)
- City of San Diego Program Environmental Impact Report for the General Plan (Final PEIR) (City of San Diego 2007b)
- City of San Diego General Plan Housing Element 2013-2020 (City of San Diego, 2013)
- City of San Diego Municipal Code including: the LDC (Chapters 11-15)

1.5 PEIR Process

The City, as Lead Agency, is responsible for the preparation and review of this PEIR. The PEIR review process occurs in two basic stages. The first stage is the Draft PEIR, which offers the public the opportunity to comment on the document, while the second stage is the Final PEIR.
The Draft PEIR is distributed for review to the public and interested and affected agencies for a review period for the purpose of providing comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided and mitigated" (Section 15204, CEQA Guidelines). In accordance with Sections 15085 and 15087 (a) (1) of the CEQA Guidelines, upon completion of the Draft PEIR a Notice of Completion is filed with the State Office of Planning and Research and notice of availability of the Draft PEIR is issued in a newspaper of general circulation in the area.

Copies of the Draft PEIR are also available at the public libraries in the city, as listed in Table 1-1.

TABLE 1-1
LIST OF LIBRARIES FOR DISTRIBUTION OF DRAFT PEIR

Branch Name	Location
Central Library	33 Park Boulevard
Ocean Beach Branch Library	4801 Santa Monica Boulevard

Following the end of the public review period, the City, as Lead Agency, will provide written responses to comments received on the Draft PEIR per CEQA Guidelines Section 15088 and will consider all comments in making its decision. Specifically, comments addressing the scope and adequacy of the environmental analysis will be solicited. Detailed responses to the comments received during public review, a Mitigation Monitoring and Reporting Program (MMRP), Findings of Fact, and a Statement of Overriding Considerations for impacts identified in the Draft PEIR as significant and unmitigable will be prepared and compiled as part of the PEIR finalization process. The culmination of this process is a public hearing where the City Council will determine whether to certify the Final PEIR as being complete and in accordance with CEQA. The Final PEIR will be available for public review at least 14 days before the public hearing in order to provide commenters the opportunity to review the written responses to their comment letters.

1.6 Environmental Review for Subsequent Projects

Plan implementation would require subsequent approval of public or private development proposals (referred to as "future development" in this PEIR) to carry out the land use plan and policies in the OBCPU. The proposed process for accomplishing environmental review for individual future development projects would include preparation of a initial study through a checklist for property-specific historical records, land use, and proposed development (i.e., use type, FAR, building design, etc.) to screen for consistency with the LCP and proposed CPU and to determine whether the potential impacts of the development were anticipated in the Community Plan PEIR analysis. Depending on the conclusions of the study, a determination would be made on whether the project is consistent and can rely on the PEIR or if a Negative Declaration, Mitigated Negative Declaration; or Addendum, Supplemental or Focused EIR would be required for the project.

Pursuant to State CEQA Guidelines Section 15168(c), the certified Program EIR would satisfy CEQA requirements for subsequent activities if the following conditions can be met:

- Pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required (Section 15168(c)(2)); and
- All feasible mitigation measures or alternatives identified in the Program EIR will be incorporated (Section 15168(c)(3)).

Section 15162(a) of the State CEQA Guidelines allows a previous EIR to be used in approving a subsequent activity addressed in the previous EIR, as long as none of the following conditions apply:

- Substantial changes are proposed to the project which will require major revisions to the EIR due to the involvement of new significant impacts or a substantial increase in the severity of previously identified significant impacts (Section 15162(a)(1));
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions to the previous EIR due to the involvement of new significant impacts or a substantial increase in the severity of previously identified significant impacts (Section 15162(a)(2)); or
- New information of substantial importance is identified, which was not known and could not have been known at the time the original EIR was certified, and that information shows any of the following (Section 15162(a)(3)):
    - Project will have one or more significant effects not discussed in the original EIR (Section 15162(a)(3)(A));
    - Significant effects previously identified will be substantially more severe than identified in the previous EIR (Section 15162(a)(3)(B));

- Mitigation measures or alternatives determined to be infeasible in the previous EIR would now be feasible, and the applicant declines to implement them (Section 15162(a)(3)(C)); or
- Mitigation measures or alternatives, which are considerably different from those identified in the previous EIR, would substantially reduce one or more significant effects, and the applicant declines to implement them (Section 15162(a)(3)(D)).

In accordance with State CEQA Guidelines Section 15168(c), the City would conduct a review of project-specific activities under the OBCPU. Subsequent project-specific activities would be examined in light of the Program EIR to determine whether the Program EIR adequately addresses the potential impacts associated with the subsequent activity or if preparation of additional environmental documentation would be required. Preparation of project-level technical studies may be required when certain conditions apply to project-specific activities under the OBCPU, as described in this Program EIR and Mitigation, Monitoring, and Reporting Program (MMRP). Any required project-specific technical studies would be used to determine whether such activity is within the scope of the Program EIR and whether the Program EIR adequately describes the activity for CEQA purposes.

2.0 Environmental Setting

2.1 Project Location

The project area for the Draft Community Plan includes the boundaries of the Ocean Beach Community planning area. The Ocean Beach Community Planning Area is approximately one square mile in size, and is bounded by the San Diego River on the north, the Pacific Ocean on the west, Froude and West Point Loma Boulevard on the east, and Adair Street on the south. The topographical character of Ocean Beach includes extremely sensitive and scenic natural resources, comprised of moderate hillside slopes, coastal bluffs, beaches, parks and wetlands. Coastal bluffs extend southerly from Newport Avenue to Sunset Cliffs Park, and wide beaches extend northerly from Newport Avenue to the mouth of the San Diego River. Ocean Beach contains parklands and open space, with designated and/or dedicated open space located primarily along the coastline, and the wetlands associated with the Famosa Slough. (Figure 2-1).

2.2 Land Use

Ocean Beach is a firmly established residential community, with approximately 7,825 housing units spread throughout. The proposed Plan maintains the existing Land Use pattern by designating appropriate areas for residential, commercial, community facilities and institutional uses. Forty-five percent (45%) of the residential total is single family and fifty-five percent (55%) is multifamily. While single-family housing reflects a wide range of architectural styles, there are very few vacant parcels remaining in this community where new development of new single-family homes can occur. Based on the present residential zoning regulations in the community, it is anticipated, that upon build out of Ocean Beach, there will be a total of 7,927 housing units, or an increase of 0.02 percent. Of this increase, there will be an approximate addition of 6 single-family units and 96 multi-family units.

Commercial development within Ocean Beach is primarily concentrated in three separate and distinct districts which together occupy seven percent (7%) of the total acreage in the community. All three districts are considered to be Community Commercial districts in that they are intended to serve the immediate neighborhood by providing local convenience shopping, civic uses, and services, as well as meeting the needs of visitors and tourists.

Surrounding Land Use

Ocean beach is situated between the Pacific Ocean to the west, Mission Beach and Mission Bay Park to the north, and the Peninsula Community Planning Area to the south and east. Mission Bay Park is one of the largest and most comprehensive aquatic parks ever created. It is over seven square miles in size and contains in excess of 1,800 acres of useable land and 2,200

surface acres of navigable water. The Park consists of a boat harbor as well as area for a wide range of land and water sports.

Mission Beach is a densely, built-out beach community of primarily residential uses located on a peninsula two miles long and up to 1/4 of a mile wide, is the most densely developed community in the City of San Diego. Lot sizes are the smallest in the City of San Diego with the larger standard lot size containing 2,400 square feet, the smaller with only 1,250 square feet. Very little consolidation of these lots has taken place, and there is a complete mixture of single-family and multifamily structures, as well as a total mixture of residential densities on a lot-by-lot basis.

There are 16 acres of commercially zoned land in Mission Beach excluding Mission Beach Park. Only four acres of this is in commercial use. Existing establishments consist mostly of eating and drinking places and small craft shops. The community lacks convenience facilities supplying a full range of goods and services. There is surprisingly little commercial recreational activity in Mission Beach at present considering its situation between the Pacific Ocean and Mission Bay Park.

The Peninsula Community is a highly urbanized community encompassing about 4,409 acres (approximately 7 square miles) and is bounded by the Ocean Beach community and the Pacific Ocean on the west and south, the San Diego River Flood Control Channel and the Midway community on the north, and San Diego Bay and Port tidelands on the east.

The Peninsula community is comprised of a number of relatively distinct residential neighborhoods including: Ocean Beach Highlands, Point Loma Highlands Loma Alta, Loma Palisades, Loma Portal, Fleetridge, Roseville, Sunset Cliffs, Wooded Area, La Playa, Roseville and the former Naval Training Center renamed Liberty Station. Also within the Peninsula community are several commercial core areas - Roseville, Voltaire Street Corridor, the Point Loma Village, and Point Loma Nazarene University. In addition, Peninsula includes three major regional recreational resources - Sunset Cliffs, Shelter Island and Cabrillo National Monument with another destination currently under development at Liberty Station.

Several areas were added to the Peninsula study area in the late 1970s to facilitate preparation of the Peninsula Local Coastal Program Land Use Plan. These areas included the Naval Training Center and the Point Loma Naval Complex facilities, former federal lands, Shelter Island and adjacent areas, which are under the jurisdiction of the San Diego Unified Port District.

Sensitive Resources

The Conservation Element of the City of San Diego's General Plan contains policies to guide the conservation of resources that are fundamental components of the City's environment, that help

define the City's identity, and that are relied upon for continued economic prosperity. San Diego's resources include, but are not limited to: water, land, air, biodiversity, minerals, natural materials, recyclables, topography, views, and energy. Over the long term, conservation is the most cost-effective strategy to ensure that there will be a reliable supply of the resources that are needed now and in the future.

Preservation and long-term management of the natural landforms and open spaces that help make San Diego unique is one goal of the Conservation Element. San Diego has a long history of planning for open space preservation and protection, including adopting the Multiple Species Conservation Program in 1997.

The Multiple Species Conservation Program (MSCP) is a comprehensive habitat conservation planning program for southwestern San Diego County. The MSCP will preserve a network of habitat and open space, protecting biodiversity and enhancing the region's quality of life. The MSCP will also provide an economic benefit by reducing constraints on future development and decreasing the costs of compliance with federal and state laws protecting biological resources. The MSCP Plan has been developed cooperatively by participating jurisdictions and special districts in partnership with the wildlife agencies, property owners, and representatives of the development industry and environmental groups. The plan is designed to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. By identifying priority areas for conservation and other areas for future development, the MSCP will streamline existing permit procedures for development projects which impact habitat.

The City of San Diego Multi-Habitat Planning Area (MHPA) was developed by the City in cooperation with the wildlife agencies, property owners, developers, and environmental groups. The Preserve Design Criteria contained in the MSCP Plan and the City Council adopted criteria for the creation of the MHPA were used as guides in the development of the City's MHPA. The MHPA delineates core biological resource areas and corridors targeted for conservation. Within the MHPA, limited development may occur.

The community of Ocean Beach contains significant coastal resources. At the northeastern limit of the community is the tidally influenced Famosa Slough with the San Diego River Flood Control Channel bordering the slough and the community on the north. As the San Diego River reaches the ocean, it forms a coastal estuary adjacent to Dog Beach. Further south and extending to the Fishing Pier is Ocean Beach Park. Further south are the Sunset Cliffs bluffs and tide pools with pocket beaches.

Famosa Slough comprises a ten-acre channel and a 20-acre wetland area which are connected by a culvert under West Point Loma Avenue. The wetland area contains open water, salt marsh and

upland habitat and is tidally influenced by the channel area. A major storm drain project also discharges into the Famosa Slough on the north side of West Point Loma Boulevard. The slough is mapped within the City's MSCP as a riparian wetland with disturbed habitat and is located within State tidelands. The 1993 Famosa Slough Enhancement Program calls for the "restoration and preservation of Famosa Slough as a natural habitat, to provide sanctuary for wildlife and to educate the public in the appreciation of plants and animals that comprise a wetland system." Both the slough and the channel areas are accessible to the public through nature trails.

The San Diego River, although outside of the community boundaries, is a very important environmental resource to Ocean Beach. From the river's headwaters 52 miles away in the Cleveland National Forest to its resolution as a coastal estuary adjacent to Ocean Beach, the river is home to numerous wildlife species. The tidal estuary at the mouth of the San Diego River is home to seasonal bird populations and acts as a natural bio-filter that washes pollutants from storm water runoff and development upstream before they enter the Pacific Ocean. However, during heavy rains or a storm water overflow episode, the estuary can become overtaxed and unable to filter excess pollution from upstream. This results in the occasional influx of wastes and pollution into Dog Beach and the Pacific Ocean and causes beach closures.

Ocean Beach Park is a regional resource that attracts visitors from throughout the county. The significance of this resource is highlighted in a 2003 San Diego Association of Governments Regional Planning Committee agenda, which stated, "Beaches are by far the region's most important outdoor recreational resource. A number of studies show that beaches attract many more visits annually than all other outdoor recreational opportunities combined (this comparison includes local, regional, State, and national parks and commercial theme parks)." The 37-acre park contains beach and grassy park areas. The beach area has experienced significant sand erosion over the years, due in part to the Mission Bay and San Diego River jetties which block the southward migration of sand. Sand replenishment programs have been implemented by the regional planning agency in the past, periodic replenishments should continue in order to protect the park.

The Sunset Cliffs bluffs are one of the community's defining natural forms. Blufftop residences have commanding views of the Pacific, although many older structures have experienced the effects of severe tidal action which has eroded the bluff face. More recent regulations require an increased distance between the bluff face and the property line. However, several property owners have received emergency permits to shore up seawalls and revetments in order to prevent homes from sliding down the bluffs. The California Coastal Act allows repairing or rebuilding seawalls when a structure is in imminent danger. Rip rap revetments are discouraged due to their increase encroachment into beach areas.

The Sunset Cliffs tidepools and pocket beaches are found along the area south of the Fishing Pier to Adair Street. Pocket beaches at Pescadero Avenue and Point Loma Avenue have disappeared due to tidal erosion. Sand replenishment is needed to restore these beach areas and replenish pocket beaches at Del Mar and Orchard Avenues.

The Historic Preservation Element of the City of San Diego's General Plan includes policies to guide the preservation, protection, restoration, and rehabilitation of historical and cultural resources and maintain a sense of the City, to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation.

A historical district means a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are united historically, geographically, or aesthetically, by plan or physical development and that have a special character, historical interest, cultural or aesthetic value, or that represent one or more architectural periods or styles in the history and development of the City. Many times, buildings that are not significant in themselves become important when viewed as part of a larger collection. Typically residential neighborhoods with high concentrations of similar homes having a common history are candidates for historical districts.

The community of Ocean Beach contains significant prehistoric and historic archeological resources and is considered to be an Emerging Historical District. Within Ocean Beach, the City has designated 73 properties, including one archeological resource. Seventy-two of the designated resources are contributing resources to the Ocean Beach Cottage Emerging Historical District, which is comprised of beach cottages and bungalows build between 1887 and 1931 within the boundary of the community planning area, as well as a small area immediately west of the planning area which is part of the original Ocean Beach subdivision. Two of the seventy-two contributing resources are designated as individually significant structures – the Strand Theater and the Ocean Beach Library.

2.3 Planning Context

Development projects are guided by the City's General Plan, and more specifically by the current Community Plan in addition to pertinent City of San Diego Municipal Code regulations, City Multiple Species Conservation Program (MSCP) Subarea Plan, San Diego International Airport Land Use Compatibility Plan, San Diego River Park Master Plan, Local Coastal Plan and Coastal Act, SANDAG's Regional Comprehensive Plan and the Mission Bay Regional Park Plan.

A detailed evaluation of the proposed CPU's consistency with relevant plans and ordinances is provided in Section 4.1, Land Use, of this PEIR. In addition, Chapter 3, Project Description,

describes how applicable elements of these plans, policies, and regulations have been incorporated into the plan design.

2.4 Geologic Setting

The Ocean Beach Community Plan area is located within the Peninsular Ranges Geomorphic Province of California. This province is characterized by rugged north-south trending mountains separated by subparallel faults, and a coastal plain of subdued landforms underlain by Mesozoic and Cenozoic sedimentary formations. The Site is located within coastal plain portion of the province. The Site is underlain at depth by the Cretaceous Point Loma Formation, Pleistocene Very Old Paralic sediments in the low hills and Old Paralic Unit 6 in the flat lying central portion of the area. Quaternary beach sand, alluvium and fill overlie the older sediments along the northern and northwestern margins of the area.

Southern California is dominated by right-lateral active faulting and San Diego is no exception. The Rose Canyon fault is located approximately 4 miles east of Ocean Beach. The fault is responsible for lifting Mount Soledad and creating the basin known today as San Diego Bay. There are two large active faults off shore from Ocean Beach; the Coronado Banks and San Diego Trough. There are no known active faults (faults that show evidence of movement in the last 11,000 years) at the Site. The nearest Quaternary fault (a fault that shows evidence of movement in the last 2.5million years, but not in the last 11,000 years) is the Point Loma fault.

Groundwater conditions at the Site are highly variable. Throughout most of the central and northern portions of the Site, the groundwater is controlled by sea level and the flood level of the San Diego River. To the south and east, groundwater is controlled by the relatively impermeable Point Loma Formation. Groundwater, primarily from local irrigation, percolates downward through the Very Old Paralic sediments and Old Paralic Unit 6 sediments and becomes perched on the Point Loma Formation. Due to the gentle westward tilt of the old wave cut terrace, the groundwater eventually migrates to the coastal bluffs where it can be observed as seeps in the cliff faces.

2.5 Water Quality

Storm water runoff contributes to erosion of the bluffs, which directly impacts the ocean's water quality. Storm water drains from the hillsides east of Ocean Beach and from the upland Hill Neighborhood of the community toward the coast. Sand berms are regularly installed at Ocean Beach Park to prevent further bluff erosion and associated flooding from tidal action.

Land uses in the project area include a mixture of residential, commercial business, and institutional uses. Typical pollutants that can be expected from these land uses include sediment,

nutrients, heavy metals, organic compounds, trash and debris, oxygen-demanding substances, oil and grease, bacteria and viruses, and pesticides. A large portion of the project area is developed with impervious surfaces. During rain events, pollutants in storm water runoff from these impervious surfaces are conveyed to the receiving waters through streets, gutters, cross gutters, and storm drain conveyance systems, with little to no opportunity for infiltration. The major existing storm water conveyance systems in the community consist of Abbott Street, Bacon Street /Newport Avenue, and the Point Loma Avenue systems, each of which have a system to divert non-storm low water flows to the sanitary sewer systems during dry weather periods. There are also a few smaller non-diverted storm drain systems located along the coast. With the majority of existing development established prior to adoption of storm water regulations requiring protection and treatment of storm water runoff, existing BMPs for protection of storm water runoff quality within the project area are limited.

The City addresses storm water runoff pollution through storm water protection efforts including watershed management, planning and development measures, public education and outreach, employee training, water quality monitoring, source identification, code enforcement, and best management practices (BMPs), as required by the Municipal Storm Water Permit. These efforts combined with the inclusion of storm water Low Impact Development (LID) practices on redevelopment projects and storm water treatment control BMPs, where appropriate, will reduce the volume of storm water runoff and pollutants conveyed to the receiving waters.

2.6 Air Quality/Climate

California contains a wide variety of climates, physical features, and emission sources. This variety makes the task of improving air quality complex, because what works in one area may not be effective in another area. To manage common air quality problems better, California is divided into 15 air basins. An air basin generally has similar meteorological and geographical conditions throughout and, to the extent possible, the air basin boundaries follow along political boundary lines.

The community of Ocean Beach lies in the San Diego County Air Basin (SDAB), which includes all of San Diego County. The San Diego Air Pollution Control District (SDAPCD) has further defined five distinct climate zones within the SDAB: Maritime (the coastline inland 3 to 5 miles); Coastal (about 5 to 15 miles inland); Transitional (about 20 to 25 miles inland); Interior (about 25 to 60 miles inland); and Desert (about 60 miles inland to the eastern border). Ocean Beach is in the Maritime Climate Zone (MCZ) of the SDAB. The climate in the MCZ is dominated by the influence of the Pacific Ocean.

The SDCAPCD describes the MCZ as having mild temperatures. To gain a more specific comparison for the Ocean Beach area, localized weather data from the Western Regional Climate

Center (WRCC) was investigated. The closest National Weather Service Cooperative Network Station (COOP) to the Project area is located at SeaWorld (COOP #047741), approximately a mile north northeast of Ocean Beach. This station has only been in operation since 1999, so a second station data was selected. The selected station is located at the San Diego International Airport (COOP #047740) and is approximately 3 miles east southeast of Ocean Beach. Weather data from this site has been recorded since 1914.

Using the average data for the Period of Record (1/1/1914 to 8/31/2012), the mean annual high and low temperatures at the Airport are 69.9 degrees Fahrenheit (°F) and 56.5 °F, respectively. The overall climate is a mild Mediterranean, with average monthly maximum temperatures only 76.3 °F in the summer and dipping to 48.1 °F in the winter.

The results and conclusions of air quality analysis are discussed further in Section 4.5.

2.7 Public Infrastructure and Services

The project area is served by a variety of public facilities and services, including public transportation services and public utilities such as water and sewer infrastructure and solid waste disposal. The infrastructure needs for these services are managed through the City's Capital Improvements Projects (CIP) program. The City conducts a biannual review of public services, facilities, and utilities implementation in conjunction with the budget/CIP review cycle. As part of this review process, the City assesses the need for new or expanded services and public facilities in order to provide appropriate infrastructure and facilities commensurate with population increase associated with new development.

Existing public facilities, including parks, recreation centers, libraries, schools, solid waste collection, fire, emergency medical, and police, serve the project area and surrounding communities within the City. The following provides a discussion of the existing and planned public services and facilities that are available to the community. The locations and capacity of the facilities are discussed in more detail in Section 4.12, Public Services and Facilities.

Public Library and Schools

The Ocean Beach Public Library, located on Santa Monica Avenue, was designated as a historic site by the Historic Resources Board. The current library building was built in 1927 and is 4579 square feet in size. In 2012 preliminary designs for expansion onto an adjacent site were completed using the original 1927 wing of the building on the current site. There is one public education facility in the Ocean Beach plan area, the Ocean Beach Elementary School, built in 1910, located on Santa Monica Avenue. No additional public school facilities are planned within the community.

Parks and Recreation

Ocean Beach has three population-based parks, a community park, a pocket park/plaza and a joint use facility. The Ocean Beach Community Park, located in the center of the community, features a recreation center that provides space for informal indoor athletics, such as basketball and volleyball, as well as classes in karate, gymnastics, jazz, tap dancing, yoga, ceramics and senior programs. It's also the only public meeting space available in the community. The community park also has an outdoor basketball court, passive lawn areas and a tot lot which is referred to by the community as Saratoga Park.

The new .22 acre Ocean Beach Gateway Pocket Park features an artistic plaza of colorful pavement and interpretive signs, benches, bike racks, landscaping and a pedestrian path connecting to Robb Field. The joint use facility at Ocean Beach Elementary School provides a ball field for community use during after-school hours and on weekends and holidays pursuant to a joint use agreement between the City of San Diego and the San Diego Unified School District. The community park, gateway pocket park and the joint use facility are the existing parks and recreation facilities that satisfy some of the population-based park needs for the Ocean Beach Community.

Within and adjacent to the Ocean Beach Community are two resource-based parks: Ocean Beach Park and Mission Bay Park. Ocean Beach Park is located in the community on the western perimeter and stretches from the San Diego River Channel to the Ocean Beach Pier. Mission Bay Park is located outside the community along the northern boundary and includes the San Diego River Channel, Dog Beach, Robb Field and Dusty Rhodes Park. Open space lands include the Famosa Slough, located in the north east corner of the community. The Slough was once part of the San Diego River and features an estuary habitat for migrating seabirds.

Fire and Police Protection and Emergency Medical Services

Fire facilities serve multiple neighborhoods, and therefore need to be located on major roads accessible to neighborhoods as well as freeways. Fire Station No. 15, located at 4711 Voltaire Street and Fire Station 22 located at 1055 Catalina Boulevard, provide primary fire protection and advanced life support services to the project area and surrounding areas. All fire department engines and trucks are full Advanced Life Support units and are equipped and capable of managing medical emergencies. The Plan is not proposing the construction of any new fire and emergency facilities but does recommend to continually fund infrastructure projects to support these facilities.

Emergency medical services are provided to the project area and throughout the City through a public/private partnership between the City's Emergency Medical Services (EMS) and Rural Metro Corporation, which provides some personnel and some ambulances.

EMS has ambulances, paramedics, and emergency medical technicians (EMTs) who respond to emergency calls. Calls are prioritized from Level 1 (most serious) to Level 4 (non-emergency). The fire crew has to respond within eight minutes of being dispatched pursuant to City contract requirements, and the ambulance has to respond within 12 minutes for Level 1 calls. Advance life support ambulances respond to Level 2 calls; the response time for a Level 2 call is 12 minutes. For a Level 3 call, either a basic or advance life support ambulance would respond within 18 minutes. For a non-emergency or Level 4 call, a basic ambulance would respond within 18 minutes of being dispatched. EMS is under contract to meet the 12- or 18-minute response times at least 90 percent of the time.

Ocean Beach is served by the Police Department's Western Division, located at 5215 Gaines Street in western Mission Valley and by the Peninsula Storefront on Sports Arena Boulevard in the Midway area.

Lifeguard Services are provided from the main tower, built in 1983 and located at the western terminus of Santa Monica Street, and six portable "Dunleavy" towers that are deployed along the beach south of the San Diego River during the summer months. The San Diego City Lifeguard Service performs a variety of functions including rescue operations, boat tows, pump outs and salvages, public safety lectures, fire calls, first aid, arrests, parking citations, and lost and found.

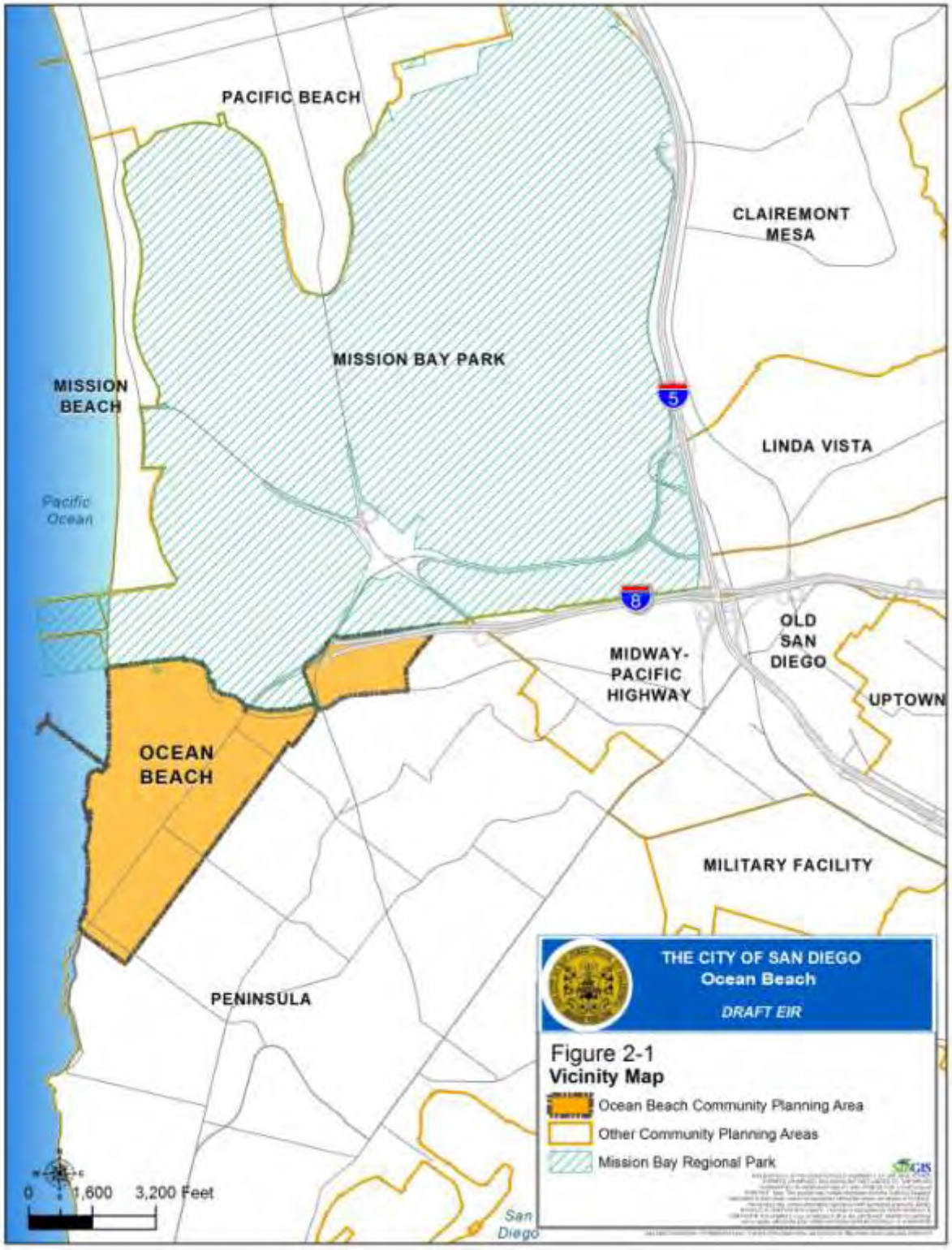
Police services are provided by the San Diego Police Department. The Department does not staff individual stations based on population ratios. The goal citywide is to maintain 1.45 officers per 1,000 population ratio, which the Police Department is currently meeting based on a 2010 census estimated residential population of 1,376,173. Much like with Fire Protection Services the OBCPU is not proposing the construction of any new facilities but does recommend to continually fund infrastructure projects to support these facilities.

Solid Waste Collection and Recycling

The City provides refuse, recycling, and yard waste collection and disposal services to some residents under the People's Ordinance (SDMC § 66.0127), adopted by initiative in 1919. Under a 1986 amendment, the City is required to provide solid waste collection services to eligible residences, at no fee. Eligible waste generators primarily consist of certain residences on public streets. For those eligible for City-provided service, solid waste collection is funded by the General Fund, and the household recyclables and greenery collection are funded by the Recycling Enterprise Fund.

The Fiscal Year (FY) 2010 budget for trash (black bin) collection services was approximately $34,000,000, and the budget for curbside collection of household recyclables (blue bin) and greenery (green bin) was approximately $16,000,000. Waste generators that are not eligible for City collection services may select from any of several franchised waste haulers. In 1989 the State Legislature passed the Integrated Waste Management Act, which mandated that all cities reduce waste disposed of in landfills by 50 percent. The City added several programs to those adopted prior to enactment of the Integrated Waste Management Act, including the Recycling Ordinance in November 2007. The ordinance required that all single-family residences, City-serviced multi-family residences and privately serviced businesses, commercial/institutional facilities, apartments, and condominiums, as well as all special events requiring a City permit, are required to provide collection service for recyclable materials.

The California Legislature passed Assembly Bill (AB) 341 in 2011, which established a policy goal for California that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by 2020.


PACIFIC BEACH
CLAIREMONT MESA
MISSION BAY PARK
MISSION BEACH
LINDA VISTA
Pacific Ocean
MIDWAY-PACIFIC HIGHWAY
OLD SAN DIEGO
UPTOWN
OCEAN BEACH
MILITARY FACILITY
PENINSULA
San Diego
0 1,600 3,200 Feet
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 2-1
Vicinity Map
Ocean Beach Community Planning Area
Other Community Planning Areas
Mission Bay Regional Park

3.0 Project Description

3.1 Overview

Development of the Ocean Beach Community Plan and LCP updates occurred primarily through the cooperative efforts of the Ocean Beach Plan Update Subcommittee, the Ocean Beach Community Planning Group, the City of San Diego Planning and Neighborhood Restoration Department, the City of San Diego Development Services Department, and other governmental agencies. The update process incorporated input from community residents, local business and property owners, planners, and private citizens, as well. The Plan Update also contains recommendations that were generated from locally-initiated planning studies and charrettes, prior to preparation of the update.

The proposed project is an update to the Ocean Beach Community Plan. The project is designed to revise the Community Plan text with respect to organization and content for consistency with the General Plan and to adopt the Ocean Beach Public Facilities Financing Plan. The Draft Community Plan does not propose any changes to land use designations but would correct inconsistencies between existing land use designations and underlying zoning. In addition the project would amend the Local Coastal Program (LCP).

The OBCPU would rezone 99 parcels (approximately 21 acres) from RS-1-7 to RM -1-1. The existing zone allows for single dwelling unit (du) density of 9/du per acre for a maximum build out of approximately 189 units (Figure 3-1). The proposed Community Plan Update would change the zoning to allow up to 15/du per acre and would result in the maximum build out of approximately 315 units, or a net increase of 126 dwelling units. However, based upon Land Use assumptions used to calculate the development which could be reasonably anticipated it was determined that the rezone could result in an increase of 62 units. The Rezone would allow Ocean Beach to maintain its predominantly residential character while correcting an inconsistency between existing zoning and the land use designation and is consistent with General Plan policy LU-F.1. which recommends that new policy or regulations are applied to better implement the goals of the General Plan. The CPU is not proposing to construct dwelling units as a result of the Rezone and the redevelopment of within these areas is not anticipated at this time because the existing areas are currently developed.

In summary the draft Community Plan sets out a long-range vision and comprehensive policy framework for how the community of Ocean Beach could develop and maintain the qualities that define Ocean Beach over the next 20 to 30 years. The draft Plan provides policy direction for future development which has been guided by the City of Villages growth strategy and citywide policy direction contained within the City of San Diego's General Plan (2008).

3.2 Relationship to General Plan

Community plans are components of the City's General Plan. The General Plan provides a strategy and citywide policies, while community plans provide land use designations, assign land use density ranges, and contain detailed policies and guidelines at the community level.

The proposed project is intended to further express General Plan policies in the proposed OBCPU area through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. Specific General Plan policies are referenced within to emphasize their significance in the community, but all applicable General Plan policies may be cited in conjunction with the proposed OBCPU. The two documents work together to establish the framework for growth and development in the proposed OBCPU area. The Municipal Code implements the Community Plan policies and recommendations through zoning and development regulations. This PEIR provides analysis and evaluation of all relevant land use and environmental issues associated with the proposed OBCPU and associated land use plan amendments.

The OBCPU is intended to further express General Plan policies in Ocean Beach through the provision of community-specific recommendations that implement citywide goals and policies while addressing community needs. Specific General Plan policies are referenced within the Community Plan to emphasize their significance in the community, but all applicable General Plan policies should be cited in conjunction with the Community Plan when reviewing future development proposals. The two documents work in tandem to establish the framework for infill development in Ocean Beach.

3.3 Project Background

The Ocean Beach planning area was originally a precise planning area of the Peninsula Community and is approximately one square mile in size. The boundaries of the community are the San Diego River on the north, the Pacific Ocean on the west, Adair Street on the south, and Froude and West Point Loma Boulevard on the east. Ocean Beach is adjacent to the Peninsula Community Planning Area to the south and east and Mission Bay Regional Park to the north. The proposed OBCPU is a revision of the Ocean Beach Precise Plan and Local Coastal Program Addendum adopted by the City Council in July, 1975. The community plan respects and builds upon the rich heritage while anticipating the needs of future residents, businesses and services.

The proposed update includes land use recommendations derived through the public outreach process. The outreach process included working with the community plan update subcommittee, public workshops and community planning group meetings. The OBCPU focuses on the environment of Ocean Beach, emphasizing development complementary to the existing small-

scale character of the community. Maintaining and enhancing the existing development pattern is the primary objective of the Plan. Also, critical to the community's vision is the preservation of open space, sensitive habitat, public park lands, and other recreational uses.

3.4 Community Involvement in the Planning Process

Development of the Ocean Beach Community Plan and Local Coastal Plan Updates occurred primarily through the cooperative efforts of the Ocean Beach Plan Update Subcommittee, the Ocean Beach Community Planning Group, the City of San Diego (Development Services Department), and other governmental agencies. The update process incorporated input from community residents, local business and property owners, planners, and private citizens, as well. The OBCPU also contains recommendations that were generated from community-initiated planning studies and charrettes, prior to preparation of the update.

As Lead Agency, the City prepared the NOP, dated July 26, 2011 and distributed it to the public including all responsible and trustee agencies, member of the general public and governmental agencies, including the State Clearinghouse. In addition, a scoping meeting was held on August 9, 2010 to inform the public about the project and collect written comments. Oral and written comments received by the City during the scoping process were taken into consideration during the preparation of the EIR.

3.5 Goals and Objectives of the Community Plan

The CEQA Guidelines Section 15124(b) requires a description of the project objectives. This section provides the overall goals of the Draft Community Plan, along with the summaries of the goals and policies of the eight Draft Community Plan Elements. The Draft Community Plan's guiding principles and primary goals and objectives are to:

- Protect and enhance residential and commercial areas in the community;
- Encourage alternative modes of transportation while reducing traffic and parking impacts;
- Maintain the small-scale nature of the community while improving its visual quality;
- Support and foster locally-owned businesses;
- Preserve and enhance public facilities and services within the community;
- Maintain and enhance parks and other community facilities;
- Foster preservation and enjoyment of the Pacific Ocean coastline and other natural resources;
- Preserve the community's important historic resources;
- Minimize the community's exposure to excessive noise;
- Encourage development that builds on Ocean Beach's established character as a mixed-use, small-scale neighborhood;

- Provide land use, public facilities, and development policies for Ocean Beach, as a component of the City of San Diego's General Plan;
- Include strategies and specific implementing actions to help ensure that the community plan's vision is accomplished;
- Incorporate detailed policies that provide a basis for evaluating whether specific development proposals and public projects are consistent with the Plan; and
- Include detailed implementing programs including zoning regulations and a public facilities financing plan.

In addition, a number of technical and planning studies completed over the last several years have been considered in the development of the proposed OBCPU, including planning and land use documents, revitalization plans and technical studies. At the same time, the proposed OBCPU is also intended to ensure consistency with the overall guiding principles, land use policies, and other goals found in the City's General Plan.

The Draft Community Plan reflects these principles through new policy direction in its eight elements, which are summarized as follows:

Land Use and Community Planning Element

Ocean Beach is a developed urbanized coastal community with few vacant lots. The community is mainly residential in nature, containing approximately 7,833 residential dwelling units (Year 2010). Of these, approximately 55 percent were contained in multifamily structures primarily located west of Sunset Cliffs Boulevard with the remaining 45 percent comprised of single-family residential dwellings to the east. Only sixteen percent of residents own and occupy their homes.

Ocean Beach includes a wide diversity of small-scale locally-owned business establishments. Commercial uses occupy approximately seven percent of the community and consist of small-scale retail establishments located in three specific districts. The Voltaire Street District is located in the northern portion of the community and contains commercial establishments interspersed with single-family and multifamily housing. The Newport District is the major commercial district in Ocean Beach, located in the central portion of the community, contains a wide range of commercial businesses and has become a center for antique dealers, drawing a regional clientele. The Point Loma Avenue District, located at the southern limit of the community, is a small commercial district containing a number of commercial establishments interspersed with single-family and multi-family housing.

The community of Ocean Beach also contains areas of open space and public parks. Areas of open space include the Famosa Slough, and coastal bluffs. Public parks include Ocean Beach,

Saratoga Beach Park, Veterans' and Brighton parks. The Barnes Tennis Center, a privately operated tennis club on City-owned land, is located in the northern portion of the community. The community is also served by the Ocean Beach Recreation Center. Dusty Rhodes and Robb Field parks, located immediately adjacent to the planning area on the north, also provide recreational opportunities for residents of Ocean Beach.

Ocean Beach also contains institutional uses, including a public library, a fire station, a temporary police mobile trailer, lifeguard station, post office, and an elementary school with joint use activity fields. The goals of the Planning and Community Planning Element are listed below:

- Maintain the low-medium density residential nature of the neighborhoods in Ocean Beach;
- Encourage mixed-use residential/commercial nature of neighborhoods in Ocean Beach;
- Support transitional housing in Ocean Beach;
- Provide housing for all economic levels;
- Protect and enhance commercial areas;
- Maintain, protect, enhance, and expand park facilities, open spaces, and institutional uses for the benefit of residents and future generations.

Mobility

Ocean Beach is an urbanized coastal community and will accommodate a small percentage of new population and associated traffic. Consequently, the focus has shifted from developing new transportation systems, to sustainable policies supporting current densities and alternative transportation modes. The policies are intended to mitigate impacts associated with automobiles while enhancing desirable outcomes associated with the City of Villages growth strategy in terms of walkability and pedestrian orientation. The shift toward additional and improved alternative transportation modes, such as transit, bikeways, and pedestrian paths linking the community with open spaces, supports an enhanced infrastructure, thereby reducing dependence on non-renewable resources, and forming a more sustainable and integrated approach to mobility and land use. The goals of the Mobility Element are listed below:

- Enhance the street system for bicycles and pedestrians to improve local mobility.
- Reduce vehicular traffic demand placed on the street network by encouraging the use of alternative modes of transportation, including public transit, bicycles, and walking.
- Improve inbound and outbound traffic flow and reduce traffic congestion along major thoroughfares.
- Provide a high level of public transportation, linking Ocean Beach with the region, including employment areas and regional transit system.
- Efficiently manage on-street parking to better serve the beach and commercial areas.

- Implement measures to increase off-street parking available for the community and its visitors.
- Maintain and enhance the pedestrian and bicycle interface with beach and commercial areas and the neighborhoods by insuring that vehicular access to such areas does not compromise pedestrian and bicycle safety.
- Enhance transportation corridors to improve community image and identification.
- Enhance transit patron experience by improving transit stops and increasing transit service frequency.
- Implement a network of bicycle facilities to connect the neighborhoods and major activity centers and attractions within and outside the community.
- Install secure bike parking and bike sharing facilities at major activity centers, including commercial areas, employment nodes, parks, library, and schools.

Urban Design & Community Identity

Ocean Beach is a small-scale coastal community with stable neighborhoods, active commercial centers, historic resources, a diverse and actively engaged population, and an enviable natural environment. There are no office or business parks in the community, but there are public parks and civic buildings. The policies of the Ocean Beach Community Plan are intended to protect, preserve, and enhance the traditional development pattern in order to ensure future generations of residents and visitors will be able to enjoy the community's unique ambience. The goals of the Urban Design and Community Element are listed below:

- A coastal community that values the coastline and topography as an amenity and provides an attractive built environment.
- New development with a high degree of design excellence.
- Distinctive residential neighborhoods.

Public Facilities, Services & Safety

Ocean Beach is an urbanized community with little capacity for new development, and limited opportunities for generating revenue to pay for new or expanded facilities. The community plan update anticipates that most new development will occur as in-fill projects in the three commercial districts. Residents have not limited their expectations regarding an acceptable level of public facilities, services, and safety. Therefore, the emphasis of the element is to identify community priorities for public facility improvements, and to create specific criteria for defining and describing the desired character and location of needed facilities. The goals of the Public Facilities, Services and Safety Element are listed below:

- Public facilities and services provided commensurate with need and accessible to the community.
- Development that fully mitigates its impacts to public facilities and services.

- Police, fire and lifeguard safety services that meet the current and future needs of the Ocean Beach community.
- Safe and convenient Park and recreation facilities.
- A reliable system of water, wastewater, storm water, and sewer facilities that serve the existing and future needs of the community.
- High levels of emergency preparedness, including an adequate plan to prepare and respond to issues resulting from seismic conditions.
- Park equivalencies utilized when park acreage cannot be added to the existing inventory.

Recreation

Ocean Beach's coastal location, diverse topography and temperate climate are conducive to year-round outdoor recreational activity. The community's park and open space systems supports the City's ability to attract and retain visitor serving businesses, as well as providing for the recreational needs of local residents. Ocean Beach's recreational opportunities are enhanced by its proximity to neighboring regional facilities. The goals of the Recreation Element are listed below:

- Recreation facilities in Ocean Beach augmented through the promotion of alternative methods, such as park equivalencies, where development of typical facilities and infrastructure may be limited by land constraints.
- Public parks that meet the needs of a variety of users in the Ocean Beach Community, such as children, the elderly population, persons with disabilities, and the underserved teenage population.
- Parkland space commensurate with the Ocean Beach population growth through timely acquisition of available land and new facilities.
- Parks, open space, and recreation programs in the Ocean Beach Community are preserved, protected and enhanced.
- A sustainable park and recreation system that meets the needs of Ocean Beach residents and visitors by using 'Green' technology and sustainable practices in all new and retrofitted projects.
- To preserve, protect and enrich the natural, cultural, and historic resources that serve as recreation facilities in the Ocean Beach Community Plan Area.
- Recreation facilities in Ocean Beach accessible by foot, bicycle, public transit, automobile, and alternative modes of travel.
- Recreation facilities designed for an inter-connected park and open space system that is integrated into and accessible to Ocean Beach Community residents.
- Park and recreational facilities retrofitted to meet the highest level of ADA to accommodate persons with all disabilities.

- Recreational facilities in the Ocean Beach Community that are available for programmed and non-programmed uses.
- An open space and resource-based park system in the Ocean Beach Community that provides for the preservation and management of significant natural and man-made resources and enhancement of outdoor recreation opportunities.
- Natural terrain and drainage systems of Ocean Beach's open space lands and resource-based parks protected to preserve the natural habitat and cultural resources.
-

Conservation

The community of Ocean Beach recognizes the importance of natural resources and the need for conservation. Preservation of natural resources will depend on the enhancement, maintenance and promotion of Ocean Beach's resources, as well as the integration of sustainable development practices. The policy recommendations embodied in the community plan update will serve to guide future development in the community. The goals of the Conservation Element are listed below:

- Ocean Beach's natural amenities, such as its open space, coastal bluffs, beaches, tide pools, and coastal waters, preserved for future generations.
- Physical public access to the coastline maintained and enhanced in order to facilitate greater public use and enjoyment of the natural amenities.
- Coastal and waterway resources protected by promoting sensitive development and restoring and preserving natural habitat.
- Sustainable development and green building practices utilized to reduce dependence on non-renewable energy sources, lower energy costs, and reduce emissions, water consumption.

Noise

Ocean Beach is an active urban beach community and has a higher ambient noise level than more suburban communities. Ambient noise level is the composite of noise from all normal background noise sources at a given location. Single event noises, such as aircraft flyover, also affect the background noise level in the community. The goal of the Noise Element is to reduce excessive noise affecting sensitive land uses and receptors.

- Reduce excessive noise affecting noise-sensitive land uses.

Historic Preservation

The Ocean Beach Cottage Emerging Historical District was established in 2000, and is a significant resource as an example of a turn of the 19th to 20th century seashore resort and beach cottage area developed between 1887 and 1931. The goal of the Historic Preservation Element is

to preserve, enhance, and celebrate the rich history of Ocean Beach, and to encourage heritage tourism opportunities.

- Ocean Beach's rich history identified and preserved.
- Greater use of educational opportunities and incentives related to historical resources in Ocean Beach.
- Heritage tourism opportunities increased.

3.6 OBCPU Implementation Plan

The proposed OBCPU would be implemented through a number of different mechanisms that are outlined in the Implementation Plan Matrix for the community plan update. It describes the necessary actions and key parties responsible for realizing the plan's vision. Implementing these proposals would require the active participation of City departments and agencies; regional agencies such as the San Diego Association of Governments (SANDAG), and the San Diego Metropolitan Transit System (MTS); and the community. This plan also recommends a number of funding mechanisms for the City to pursue as ways to finance the implementation of this plan in a viable manner.

Key Actions

- Regularly update the Public Facility Financing Plan (PFFP) identifying the capital improvements and other projects necessary to accommodate present and future community needs as identified throughout the proposed CPU area.
- Implement facilities and other public improvements in accordance with the PFFP.
- Pursue grant funding to implement unfunded needs identified in the PFFP.
- Pursue formation of Community Benefit Assessment Districts, as appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.
-

Funding Mechanisms

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Institution of impact fees for new development.
- Requiring certain public improvements as part of new development.
- Establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, and sidewalk improvements.

Priority Public Improvements and Funding

The proposals for improvements to streets and open spaces vary widely in their range and scope; some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant redevelopment occurs. Grants and other sources of funding should be pursued wherever possible. A complete list of projects is included in the PFFP.

3.7 OBCPU Administration and Future Environmental Review

As mentioned in the Introduction, implementation of the plan would require subsequent approval of public or private development proposals (referred to as "future development" in this PEIR) to carry out the land use plan and policies in the proposed OBCPU. The proposed process for accomplishing environmental review for individual future development projects would include preparation of a initial study through a checklist for property-specific historical records, land use, and proposed development (i.e., use type, FAR, building design, etc.) to screen for consistency with the LCP and proposed OBCPU and to determine whether the potential impacts of the development were anticipated in the Community Plan PEIR analysis. Depending on the conclusions of the initial study, a determination would be made on whether the project is consistent and can rely on the PEIR or if a Negative Declaration, Mitigated Negative Declaration; or Addendum, Supplemental or Focused EIR would be required for the project.

3.8 Discretionary Actions

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to approve or how to carry out a project. As discussed in Section 1.0, Introduction, the following discretionary approvals are required for the proposed OBCPU (Table 3-1).

The OBCPU will be considered by the Planning Commission, which will recommend a land use plan, approval, approval with changes, or denial. Once the Planning Commission has taken an action, the City Council will consider the OBCPU, land use plan, and rezoning (Process 5).

The proposed OBCPU area lies completely within the Coastal Zone boundary and therefore is under the jurisdiction of the CCC, which has authority for review of development projects within the Coastal Zone under the Coastal Act. The OBCPU, together with the applicable zoning regulations, comprises the LCP. Once the City Council has acted upon each of the discretionary approvals associated with the proposed CPU, the plan update package will be sent to the CCC for certification.

The OBCPU would be implemented through subsequent activities, requiring a variety of discretionary actions. These subsequent activities may be public (i.e., road/streetscape improvements, parks, public facilities) or private projects, and are referred to as future development or future projects in the text of the PEIR. A non-inclusive list of discretionary actions that may be required for future implementing activities is shown on Table 3-2.

3.9 History of Project Changes

Since the time of the Notice of Preparation (NOP) was published a number of changes were made to the project. In an effort to remain consistent with the City of San Diego's CEQA Significance Determination Thresholds the issue questions listed in the NOP Scoping Letter were modified. The modifications were made to provide a more meaningful analysis of the various issues and to better address issues specific to Ocean Beach.

In addition, the project description in the NOP stated that the OBCPU would include an Economic Prosperity Element; however, this element was not included because there are no industrial land designations in the community and there are no base-sector employment centers. The project description within the NOP also stated that the Rezone could potentially result in an additional 126 dwelling units; however, after further analysis, based upon Land Use assumptions, it was determined that the rezone would only result in a maximum of 62 units.


Pacific Ocean
Rezone from RS-1-7 to RM-1-1 (16.59 acres)
Rezone from RS-1-7 to RM-1-1 (3.94 acres)
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 3-1
Proposed Zoning Change
Planning Area Boundary
Existing Zoning
0
800
Feet

Table 3-1: Discretionary Actions

City of San Diego
• Ocean Beach Community Plan Update • General Plan Amendment • Ocean Beach Public Facility Financing Plan • Rezone • LCP Amendment • Certification of the PEIR
California Coastal Commission (CCC)
• Certify LCP • Certification of the PEIR

Table 3-2: Future Discretionary Actions

City of San Diego Actions • Rezones • Tentative Maps‡ • Planned Development Permits‡ • Site Development Permits‡ • Establishment of Public Facilities Financing Mechanisms • Conditional Use Permits • Neighborhood Permits • Street Vacations, Release of Irrevocable Offers of Dedication, and Dedications
State of California Actions • Caltrans Encroachment Permits • Section 1602/1603 Streambed Alteration Agreement • Water Quality Certification Determination for Compliance with Section 401 • Department of Education approval of school sites
Federal Actions • U.S. Army Corps of Engineers Section 404 Permit • USFWS Section 7 or 10 (a)
Other Agencies Actions • SDG&E/Public Utilities Commission approval of power line relocations or undergrounding

4.0 Environmental Analysis

The following sections analyze the potential environmental impacts that may occur as a result of the proposed OBCPU implementation. The environmental issues subject to detailed analysis in the following sections include those that were identified by the City through preliminary review and in response to the NOP as potentially significant.

Fifteen environmental issues are addressed in the following sections and each section is formatted to include a summary of existing conditions, including the regulatory context, the criteria for the determination of impact significance, evaluation of potential project impacts, a list of mitigation measures if applicable, and conclusion of significance after mitigation for impacts identified as requiring mitigation.

All potential direct and indirect impacts in Section 4.0 are evaluated in relation to applicable City, state, and federal standards, as reflected in the City's 2011 Significance Determination Thresholds.

4.1 Land Use

This section discusses existing land use and the consistency of the proposed OBCPU with applicable plans and regulations.

4.1.1 Existing Land Use Conditions

Ocean Beach is a developed urbanized coastal community with only a few vacant lots. The community is mainly residential in nature, containing approximately 7,833 residential dwelling units (Year 2010). Of these approximately 55 percent were contained in multifamily structures primarily located west of Sunset Cliffs Boulevard with the remaining 45 percent comprised of single-family residential dwellings to the east. Only sixteen percent of residents own and occupy their homes.

Ocean Beach includes a wide diversity of small-scale locally-owned business establishments. Commercial uses occupy approximately seven percent of the community and consist of small-scale retail establishments located in three specific districts. The Voltaire Street District is located in the northern portion of the community and contains commercial establishments interspersed with single-family and multi-family housing. The Newport District is the major commercial district in Ocean Beach, located in the central portion of the community, contains a wide range of commercial businesses and has become a center for antique dealers drawing a regional clientele. The Point Loma Avenue District, located at the southern limit of the community, is a small commercial district containing a number of commercial establishments interspersed with single-family and multi-family housing.

The community of Ocean Beach also contains areas of open space and public parks. Areas of open space include the Famosa Slough and coastal bluffs. Public parks include Ocean Beach, Saratoga Beach Park, Veterans' and Brighton parks. The Barnes Tennis Center, a privately operated tennis club on City-owned land, is located in the northern portion of the community. The community is also served by the Ocean Beach Recreation Center. Dusty Rhodes and Robb Field parks, located immediately adjacent to the planning area on the north, also provide recreational opportunities for residents of Ocean Beach. Institutional uses in Ocean Beach include a public library, a fire station, a temporary police mobile trailer, lifeguard station, post office, and an elementary school with joint use activity fields.

The Ocean Beach land uses are depicted in Figure 4.1-1. Table 4.1-1 provides the acreage and percentage of land use category for existing land uses in the Ocean Beach Community Planning Area . Descriptions of the applicable land use categories from the City's are presented in Table 4.1-2. These land use categories are intended to be used city wide with application of these categories accomplished through approval of individual community plan updates.

4.1.2 Existing Land Use Plans and Development Regulations

The Environmental Setting, Section 2.0 of this PEIR, lists the land use plans and development regulations that currently apply to the proposed OBCPU and development of future projects. The following expands the discussion of applicable plans and development regulations, including:

1. City of San Diego General Plan
2. Existing Community Plan (Ocean Beach Precise Plan and Ocean Beach Action Plan)
3. City of San Diego Municipal Code and Land Development Code Regulations
4. Multiple Species Conservation Program Subarea Plan
5. Airport Land Use Compatibility Plan
6. San Diego River Park Master Plan
7. Local Coastal Program and Coastal Act
8. SANDAG's Regional Comprehensive Plan
9. Mission Bay Regional Park Plan

1. City of San Diego General Plan

A comprehensive update of the City's General Plan was adopted in 2008. The General Plan incorporates the City of Villages strategy, which was developed over a three-year period and adopted as part of the Strategic Framework Element in 2002.

Under the City of Villages strategy, the General Plan aims to direct new development projects away from natural undeveloped lands into already urbanized areas and/or areas with conditions

allowing the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

In the 2008 General Plan, the Strategic Framework is not an element, but was reshaped into an introductory chapter that describes the role and purpose of the General Plan, outlines the City of Villages strategy, presents 10 Guiding Principles that helped to shape the General Plan, summarizes the General Plan's elements, and discusses how implementation will occur. The General Plan includes 10 elements that are intended to provide guidance for future development. These are listed here: (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services, and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element.

This element provides overarching policies to integrate the City of Villages strategy and guide the provision of public facilities while accommodating planned growth. Policies within this element, in combination with other elements, also protect coastal resources and ensure consistency with zoning regulations (i.e., Land Development Code).

The Land Use and Community Planning Element of the City's General Plan is largely seen as the structure and framework for developing community plans. When appropriate, policies call for community plans to further identify appropriate land uses to meet the goals set by the General Plan and City of Villages strategy. The policies also indicate that mixed-use areas, villages, and community-specific policies are developed with public input and involvement.
The Land Use and Community Planning Element contain five goals related to community planning. These are to provide:

- Community plans that are clearly established as essential components of the General Plan to provide focus upon community-specific issues.
- Community plans that are structurally consistent yet diverse in their presentation and refinement of city-wide policies to address specific community goals.
- Community plans that maintain or increase planned density of residential land uses in appropriate locations.
- Community plan updates that are accompanied by updated PFFPs.
- Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments.

Community plans are important because they contain specific policies that protect community character. Future public and private projects will be evaluated for consistency with policies in the

community plans. The specific policies in the Land Use and Community Planning Element that apply to the development of all community plans throughout the city are included in Table 4.1-3. The General Plan Land Use and Community Planning Element also provides direction on balanced communities, equitable development, and environmental justice. The EPA defines Environmental Justice as fair treatment and meaningful involvement of all peoples, regardless of race, color, national origin, or income, with respect to development, implementation and enforcement of environmental laws, regulations, and policies. The City of Villages strategy and emphasis on transit system improvements, transit-oriented development, and the citywide prioritization and provision of public facilities in underserved neighborhoods is consistent with environmental justice goals.
Specific policies for environmental justice from the General Plan Land Use and Community Planning Element as they relate to environmental protection are presented in Table 4.1-4.

The Land Use and Community Planning Element contains policies would encourage that community plan updates provide specific community specific policies regarding biological resources, geologic stability, circulation, parking, public access, recreational opportunities, visitor serving and visual resources. Also of great interest would be the goals established for the protection of the health, safety, and welfare of persons residing and working within the San Diego International Airport Land Use Plan. The state requires that the San Diego County Regional Airport Authority Board, as the Airport Land Use Commission (ALUC), prepare Airport Land Use Compatibility Plans for each public-use airport in the county. The compatibility plan addresses compatibility between airports and future land uses that surround airports.

2. Existing Community Plan (Ocean Beach Precise Plan and Ocean Beach Action Plan)

The Ocean Beach Community Plan and Local Coastal Program is the City of San Diego's statement of policy regarding growth and infill development within Ocean Beach over the next twenty years. The plan designates areas for residential, commercial and public uses, as well as areas that are to remain undeveloped open space. The Plan is a revision of the Ocean Beach Precise Plan and Local Coastal Program Addendum adopted by the City Council in July, 1975. In 1988 the City developed the Ocean Beach Action plan which reiterated the goals identified in the Precise Plan, and summarized outstanding issues identified by the Ocean Beach Planning Board, other community representatives, and the City of San Diego.

The Ocean Beach community plan includes land use recommendations derived through the public outreach process. The outreach process included working with the community plan update subcommittee, public workshops and community planning group meetings. The Plan focuses on the environment of Ocean Beach, emphasizing development complementary to the existing small-scale character of the community. Maintaining and enhancing the existing development

pattern is the primary objective of the Plan. Also, critical to the community's vision is the preservation of open space, sensitive habitat, public park lands, and other recreational uses. The Draft Community Plan reflects these principles through new policy direction in its eight elements; Land Use and Community Planning Element, Mobility, Urban Design & Community Identity, Public Facilities, Services & Safety, Recreation, Conservation, Noise, and Historic Preservation.

3. City of San Diego Municipal Code and Land Development Code Regulations

Chapters 11–14 of the SDMC are referred to as the Land Development Code (LDC), as they contain the City's planning, zoning, subdivision, and building regulations that dictate how land is to be developed within the City. The LDC contains citywide base zones that specify permitted land use, density, FAR and other development requirements for given zoning classifications, as well as overlay zones and supplemental regulations that provide additional development requirements.

Development of the proposed OBCPU area is subject to the development regulations of the LDC, including several overlay zones: the Coastal Overlay Zone, the Residential Tandem Parking Overlay Zone, and the Parking Impact Overlay Zone.

Chapter 14 of the LDC includes the general development regulations, supplemental development regulations, building regulations, and electrical/plumbing/mechanical regulations that govern all aspects of project development. The grading, landscaping, parking, signage, fencing, and storage requirements are all contained within the Chapter 14, General Regulations. Also included within the general regulations of Chapter 14 are the ESL Regulations, discussed below. All other applicable land development regulations are discussed throughout this PEIR, particularly in Sections 3.0 (Project Description) and 4.0 (Environmental Analysis).

According to Section 143.0110 of the LDC, Environmentally Sensitive Land (ESL) Regulations apply to areas with any of the following: sensitive biological resources, steep hillsides, coastal beaches (including V zones), sensitive coastal bluffs, and special Flood Hazard Areas (except V zones). Development on a site containing environmentally sensitive lands is subject to a Site Development Permit (or, in the case of some residential development, a Neighborhood Development Permit) in accordance with Section 143.0110 of the LDC. Future development on environmentally sensitive lands within the proposed OBCPU area would be subject to the ESL Regulations. ESL Regulations provide no limit on development encroachment into sensitive biological resources, with the exception of wetlands and listed non-covered species habitat and narrow endemics. However, impacts must be assessed, and mitigation, where necessary, must be provided in conformance with Section III of the City's Biology Guidelines.

The purpose of the City's Historical Resources Regulations, found in Section 143.0251 of the LDC, is to protect, preserve, and, where damaged, restore the historical resources of San Diego, which include historical buildings, historical structures or objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties. These regulations are intended to assure that development occurs in a manner that protects the overall quality of historical resources. The Historic Resources Regulations require that development affecting designated historical resources or historical districts shall provide full mitigation for the impact to the resource, in accordance with the Historical Resources Guidelines of the LDC, as a condition of approval. If development cannot to the maximum extent feasible comply with the development regulations for historical resources, then an SDP in accordance with Process Four is required.

A more detailed description of the regulatory setting related to historical resources is provided in Section 4.4, Historical Resources.

The proposed OBCPU area is entirely within the Coastal Overlay Zone. The Coastal Overlay Zone (contained within Chapter 13, Article 2, Division 4 of the LDC) addresses the protection of public access and coastal resources. As part of the regulations for this zone, public views designated within land use plans are to be maintained and enhanced. Generally, development within the Coastal Overlay Zone is subject to the Coastal Act and would require a Coastal Development Permit. Section 126.0704 of the LDC exempts certain projects from the regulations, such as repairs or improvements to structures not within a coastal bluff edge or wetland, public utilities, etc.

The proposed OBCPU area is within the Residential Tandem Parking and Parking Impact Overlay Zones. The Residential Tandem Parking Overlay Zone identifies areas where tandem parking may be counted as two parking spaces for the purpose of providing off-street parking. The Parking Impact Overlay Zone applies to designated areas of high parking demand.

4. Multiple Species Conservation Program Subarea Plan

The MSCP is a comprehensive program to preserve a network of habitat and open space in the region. In accordance with the MSCP, the City adopted a Subarea Plan in March 1997 to implement the MSCP and habitat preserve system within the City jurisdictions. One of the primary objectives of the MSCP is to identify and maintain a preserve system which allows for animals and plants to exist at both the local and regional levels. Large blocks of native habitat having the ability to support a diversity of plant and animal life are known as core biological resource areas. Linkages between these core areas provide for wildlife movement. To this end, the MSCP has identified a Multi-Habitat Planning Area (MHPA) in which the permanent MSCP preserve has been assembled and managed. The OBCPA lies within the City's MSCP Subarea

Plan with portions located within the MHPA including the San Diego River Channel South Bank, coastal beach at Dog Beach, and the entirety of the Famosa Wildlife Preserve.

5. Airport Land Use Compatibility Plan

As discussed in Section 2.0, Environmental Setting, the OBCPU area is within the San Diego International Airport ALUCP. The adopted ALUCP contains policies that limit residential uses in areas experiencing noise above 60 dB CNEL by placing conditions on residential uses within the 60 decibels (dB) community noise equivalent level (CNEL) contour. Residential uses in such areas may require sound attenuation to reduce interior noise levels to 45 dB. Future land uses should minimize the public's exposure to excessive noise and safety hazards within the airport influence area. To accomplish this, the following issues should be considered: noise, over flight, safety, and airspace protection concerns for each airport over a 20-year horizon. Since the ALUC does not have land use authority, the City implements the compatibility plan through land use plans, development regulations, and zoning regulations.

6. San Diego River Park Master Plan

The San Diego River Park Master Plan recommends several projects to enhance the connection from the Ocean Beach community to the San Diego River including: creation of a San Diego River Park trailhead at Dog Beach and Robb Field, the initiation of a study to explore the benefits and impacts of connecting the trail at Famosa Slough to the San Diego River pathway and the re-vegetation of all areas adjacent to the San Diego River with appropriate native plant material.

7. Local Coastal Program and Coastal Act

Because the proposed OBCPU area is within the Coastal Overlay Zone, it is also subject to the Coastal Act, which is implemented by the Local Coastal Program (LCP). Approval of the proposed OBCPU would include an amendment to the LCP and the General Plan to replace the existing OB Community Plan with the proposed OBCPU, and adoption and implementation of a PFFP.

Chapter 3 of the Coastal Act, also known as Public Resources Code (PRC) Sections 30200-30265.5, governs coastal resources planning and management and protects public access and recreation within the coastal zone. The Coastal Act requires projects within the Coastal Zone to be consistent with standards and policies addressing public access, recreation, marine environment, land resources, development, and industrial development.

The LCP is consistent with the Coastal Act in that coastal resources planning and management, public access, and recreation are addressed. Because the California Coastal Commission has certified the LCP, the City has the authority to issue Coastal Development Permits for projects within its jurisdiction that are consistent with the LCP. The LDC is the certified Implementing Ordinance for the development within the Coastal Overlay Zone. Development is currently reviewed against the regulations of the LDC and the certified LCP.

8. SANDAG's Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) (July 2004) is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The RCP establishes a planning framework and implementation actions that increase the region's sustainability and encourage "smart growth while preserving natural resources and limiting urban sprawl." The RCP encourages cities and the County to increase residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. The focus is on implementation of basic smart growth principles designed to strengthen the integration of land use and transportation. General urban form goals, policies, and objectives are summarized as follows:

- Mix compatible uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost-effective.
- Encourage community and stakeholder collaboration in development decisions.

9. Mission Bay Regional Park Plan

The Mission Bay Regional Park Master Plan includes policies for the development of the Park which sustain the diversity and quality of recreation and protect and enhance the Bay's environment for future generations. Though there is much end-user crossover, Mission Bay Park and the Ocean Beach plan area are separately administered through their respective planning documents. However, the Ocean Beach Community Plan identifies three areas within Mission Bay Park that could serve as park equivalencies for Ocean Beach, to offset the community's parks deficit: Dog Beach, Robb Field and Dusty Rhodes Park.

4.1.3 Impacts

City of San Diego CEQA Significance Thresholds

Based on the City's Significance Determination Thresholds, a significant Land Use impact would occur if implementation of the proposed OBCPU would:

1. Inconsistency/conflict with the environmental goals, objectives, or guidelines of a community or general plan.
2. Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur (for example, development of a designated school or park site with a more intensive land use could result in traffic impacts).
3. Substantial incompatibility with an adopted plan.
4. Development or conversion of general plan or community plan designated open space or prime farmland to a more intensive land use.
5. Incompatible uses as defined in an airport land use plan or inconsistency with an airport's Comprehensive Land Use Plan (CLUP) as adopted by the Airport Land Use Commission (ALUC) to the extent that the inconsistency is based on valid data. CEQA, Section 21096 and 15154 requires this land use/health and safety analysis. For additional information, consult the California Airport Land Use Planning Handbook, or the applicable Comprehensive Land Use Plan (CLUP):
6. Inconsistency/conflict with adopted environmental plans for an area. For example, a use incompatible with MSCP for development within the MHPA would fall into this category.
7. Significantly increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area (SFHA) or floodplain/wetland buffer zone.

Issue 1: *Would the proposed project conflict with the environmental goals, objectives or guidelines of a General Plan or Community Plan or other applicable land use plans?*

Issue 2: *Would the project result in an inconsistency/conflict with adopted environmental plans for an area. For example, a use incompatible with MSCP for development within the MHPA would fall into this category.*

Impact Analysis

1. City of San Diego General Plan

The proposed OBCPU is intended to further express General Plan policies in the proposed OBCPU area through the provision of community-specific recommendations that implement

citywide goals and policies, address community needs, and guide zoning. The two documents work together to establish the framework for growth and development in the proposed OBCPU area. The proposed OBCPU contains eight elements, each providing neighborhood-specific goals and recommendations. These goals and recommendations are consistent with goals stated in the General Plan.

The General Plan contains policies to guide future growth and development into sustainable development patterns while emphasizing the diversity of San Diego's distinctive communities. The Plan provides a standardized land use matrix and promotes the City of Villages strategy through mixed-use villages connected by high-quality transit. A balanced mix of land uses is encouraged with housing for all income levels.

Ocean Beach is a developed, urbanized community with opportunities for infill development and the enhancement of existing properties. Patterned after General Plan land use categories, this Plan is consistent with the General Plan in that it provides for a balanced mix of residential and commercial land uses. Specifically, recommendations 4.3.1 – 4.3.12 from the Urban Design Element and recommendation 2.21 from the Land Use Element of the OBCPU encourage this balanced mix of residential and commercial land uses.

Urban Design Element

4.3.1 Ensure that new commercial development is compatible with the historic small-scale character of the commercial districts in Ocean Beach (Refer to General Plan Policy UD-C.2).

4.3.2 Incorporate pedestrian access ways, plazas and courtyards into the design of projects to establish physical linkages between the building and the community (Refer to General Plan Policy UD-C.4).

4.3.3 Design new commercial development with a high degree of ground-floor transparency to highlight interior activity from the street.

4.3.4 Commercial parking should be provided at the rear of commercial buildings with ingress and egress from the alley wherever possible.

4.3.5 Parking lot security lighting should not illuminate adjacent residential properties (Refer to General Plan Policy UD-A.11).

4.3.6 Restrict additional curb cuts along Sunset Cliffs Boulevard and in the Voltaire Street, Newport Avenue, and Point Loma Avenue Commercial Districts to minimize conflicts between pedestrians and vehicles. Remove curb cuts in commercial areas whenever possible.

4.3.7 Interior roll-down doors and security grilles should be predominantly transparent, retractable and designed to be fully screened from view during business hours.

4.3.8 Consider chamfered or beveled corners, or enclosures or courtyards with seating, or fully-operational windows, to engage the pedestrian right-of-way along street corner frontages.

4.3.9 Discourage drive-through service in any new commercial and retail development, including replacement development of former structures.
4.3.10 Continue implementing the Ocean Beach Sign Enhancement program.
4.3.11 Encourage shared parking agreements and allow businesses to utilize parking lots which are not in use.
4.3.12 Bicycle parking shall be provided with new commercial development.

Land Use Element

2.2.1 Mixed-use projects should be developed in commercial areas in an integrated, compatible and comprehensive manner.

Although there are no formally-designated mixed-use villages within Ocean Beach, the community's commercial districts have elements of Community and Neighborhood Centers as outlined in the General Plan. The Voltaire Street, Newport Avenue and the Point Loma Avenue Districts comprise vibrant commercial areas with residential units scattered above or near commercial uses. These areas, which are generally well-served by transit, have evolved over time into pedestrian-oriented public gathering spaces.

Mixed-use residential/commercial development is permitted in the commercial districts of Ocean Beach. The Newport District is designated Community Commercial which can accommodate mixed-use residential/ commercial development at densities of 0 to 29 dwelling units per net residential acre. Likewise, the Voltaire Street and Point Loma Avenue Districts are designated Community Commercial which could accommodate mixed-use development at 0 to 29 dwelling units per net residential acre.

New mixed-use development within the three commercial districts may offer the best and most realistic alternative for providing future housing and meeting citywide goals for economically balanced communities. There are a small number of existing sites within the commercial districts that could potentially provide opportunities for mixed-use and re-use development.

Both the Voltaire District and the Point Loma Avenue District are designated for Neighborhood Commercial use. This designation is intended to serve the community at large within three to six miles. The districts offer resident-serving community needs, including retail goods, personal, professional, financial and repair services, recreational facilities, as well as convenience retail, civic uses and regional retail/services. This area is a developing neighborhood with some businesses serving a regional clientele.

The major commercial district in Ocean Beach, the Newport Avenue District, is designated Community Commercial by the OBCPU. The Community Commercial designation offers

similar resident-serving community needs as the Voltaire and Point Loma Avenue Districts, but with a more regional appeal and market. The Voltaire District has benefited from being a part of the Sidewalk Café Pilot Project which has allowed shops and restaurants to utilize the sidewalk area for outdoor signage, displays and dining.

The Newport District is also within a Business Improvement District (BID), which extends to Saratoga Avenue on the north and to Narragansett Avenue on the south District. The Ocean Beach Mainstreet Association (OBMA) is the management organization for the BID and the Newport Avenue Landscape Maintenance District. The Ocean Beach Main Street Association also administers the community's National Main Street designation by the National Trust for Historic Preservation. Improvement projects include street tree plantings, commemorative tile placement, planters, and special color schemes.

Furthermore the proposed OBCPU would be consistent with the General Plan goal for providing diverse and balanced neighborhoods and communities in that it addresses low and moderate income families as discussed in the City's Housing Element of the General Plan. One of the ways to encourage economically balanced communities is through the City's density bonus program. This program was designed, in part, to assist the housing construction industry in order to provide affordable housing for all economic segments of the community. In addition, the Coastal Housing Replacement Program requires the replacement of existing affordable housing units with emphasis on the retention of existing affordable housing units on-site or within the community. Since most of Ocean Beach is within the Coastal Zone this program will play an important role in the future development of the community.

Affordable housing is also a priority of the San Diego Housing Commission, as well as the Ocean Beach community. The San Diego Housing Commission works with private and non-profit entities, such as the Ocean Beach Community Development Corporation, to provide affordable housing through the use of local housing assistance programs administered by the Commission. Ocean Beach has 200 affordable units at the Mariner's Cove Apartments set aside for low to moderate income families. The contract for affordability of these units will expire in 2015. Also, there are some units reserved for very low income residents at a transitional housing project. Specifically, recommendations 2.1.1 and 2.1.2 from the Land Use Element of the OBCPU would encourage the continuing emphasis on providing affordable housing.

The purpose of the General Plan Mobility element is to improve mobility through a development of a balanced, multi-modal transportation network. To this end, the element contains goals and policies relating to walkable communities, transit first, street and freeway systems, Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, passenger rail, goods movement/freight, and regional coordination and financing. The Mobility Element contains goals that discuss preserving community and

streetscape character, promoting opportunities for pedestrian and bicycle access, increasing transit opportunities in balance with street improvements.

The OBCPU contains recommendations for Walkability, Public Transit, Streets and Freeways, Bicycling, and Parking, to support of the goals of the Mobility Element. The focus has shifted from developing new transportation systems, to sustainable policies supporting current densities and alternative transportation modes. The recommendations are intended to mitigate impacts associated with automobiles while enhancing desirable outcomes associated with the City of Villages growth strategy in terms of walkability and pedestrian orientation. The shift toward additional and improved alternative transportation modes, such as transit, bikeways and pedestrian paths linking the community with open spaces, supports an enhanced infrastructure, thereby reducing dependence on non-renewable resources, and forming a more sustainable and integrated approach to mobility and land use.

The Urban Design Element builds from the framework established in the Urban Design Element of the General Plan, and works in conjunction with the other elements of the Community Plan. The Element offers recommendations for building and site development elements which have greatest impact on overall appearance and connectivity. The recommendations are intended to provide guidance to ensure that new construction relates in a compatible way to complement and coordinate with surrounding structures. The Goals and Policies contained in the Urban Design Element of the General Plan are applicable when reviewing development proposals as well as the following recommendations specific to Ocean Beach. These policies apply to all new development in Ocean Beach with a discretionary permit, including residential and commercial development proposals.

Consistent with the Public Facilities, Services, and Safety Element of the General Plan, the OBCPU includes goals to provide and maintain infrastructure and public services for future growth without diminishing services to existing development. The Public Facilities, Services and Safety Element of the OBCPU addresses the public facilities and services needed to serve the existing population and new growth anticipated in Ocean Beach. This element includes specific policies regarding fire-rescue, police, lifeguard services, wastewater, storm water infrastructure, water infrastructure, waste management, parks, libraries, schools, and public utilities. The community plan is the blueprint for future development in the community, and is utilized to determine the future level of needs for facilities/services. The Public Facilities Financing Plan (PFFP) implements the community plan; it is a guide for future development of public facilities within the community and serves to determine the public facility needs through full community development. The PFFP includes the community's boundary and area of benefit for which Development Impact Fees (DIF) are collected, projected community build out, and identifies public facility needs.

Ocean Beach is an urbanized coastal community with limited opportunities for providing new recreation facilities due to the lack of large vacant parcels. The community wishes to maintain existing parks and to expand opportunities for new facilities through park equivalencies. The park system in Ocean Beach is made up of population-based parks, resource-based parks and open space lands. Population-based parks and recreation facilities are located within close proximity to residents and are intended to serve the daily needs of the neighborhood and community. This element is intended to work in conjunction with the General Plan when reviewing development proposals.

The purpose of the City of San Diego General Plan Conservation Element is to provide for the long-term conservation and sustainable management of the City's natural resources. The Ocean Beach Community Plan Conservation Element addresses the conservation goals and recommendations that can be effective in managing, preserving and thoughtfully using the natural resources of the community. Topic areas included in this element include Coastal Resources, Physical Coastal Access, Erosion, Storm water and Urban Runoff Management, Sustainability and Resource Management, and Urban Forestry and Sustainable Landscape. This element additionally addresses Climate Change, which is seen as a major issue that could affect the health and longevity of the community and the ecological environment in Ocean Beach. This element is intended to work in conjunction with the General Plan when reviewing development proposals.

The General Plan Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. Ocean Beach is an urbanized coastal community with a mix of residential and commercial uses and has a higher ambient noise level than most suburban communities. Ambient noise level is the composite of noise from all normal background noise sources at a given location. Single event noises, such as an aircraft flyover, also affect the background noise level in the community. This element of the community Plan complements the General Plan goals and policies by addressing Ocean Beach specific noise sources and issues and is thus consistent.

The purpose of the City of San Diego General Plan Historic Preservation Element is to preserve, protect, restore and rehabilitate historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The Ocean Beach Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Ocean Beach in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Ocean Beach.

As described above the OBCPU Elements are consistent with the General Plan and would provide land use, public facilities, and development policies for Ocean Beach, as a component of the City of San Diego's General Plan. The OBCPU would encourage development that builds on Ocean Beach' established character as a mixed-use, small-scale neighborhood**.** The Rezone would allow Ocean Beach to maintain its predominantly residential character while correcting an inconsistency between existing zoning and land use designation. The OBCPU is not proposing to construct dwelling units as a result of the Rezone. Furthermore, the redevelopment within these areas is not anticipated because the existing areas are currently developed. Therefore the project is consistent with General Plan and impacts would be less than significant.

2. Existing Community Plan (Ocean Beach Precise Plan and Ocean Beach Action Plan)

The Ocean Beach Precise Plan was adopted in 1975 by City Council and contained six elements; Residential Land Use and Housing, Commercial, Public Facilities, Transportation, Community Appearance and Design, and the Implementation Element. The 1998 Ocean Beach Action Plan reiterated the goals identified in the adopted Ocean Beach Precise Plan. The overarching goals of these plans sought to ensure that the beach cottages remain, that commercial districts are attractive, that non-motorized forms of transportation are used, that street trees are provided, that beaches are clean, and that public facilities are adequate to serve the community.

Consistent with the goals of the existing Precise Plan and Action Plan, the goal of the proposed Historic Preservation Element is to identify and preserve Ocean Beach's rich history. Specifically Recommendation 9.1.7 recommends that intensive surveys are conducted within the Planning Area to identify remaining resources not previously brought forward for designation as part of the Ocean Beach Cottage Emerging Historical District. 9.1.7 also recommends the conversion of the District to a Multiple Property Listing under the Beach Cottage context.

Recommendations 2.2.1 and 2.2.2 from the proposed Land Use and Community Element would encourage growth in commercial areas to be consistent and compatible with existing development, thus blending with the community while not creating an aesthetic impact. Urban Design Element recommendation 4.5.1 encourages the use of public art as functional elements of site and building design, such as streetscape furniture, façade treatments, and murals throughout the plan area including commercial areas.

The Mobility Element of the OBCPU contains goals that discuss the preservation of the community and streetscape character, and would promote opportunities for pedestrian and bicycle access, and would increase transit opportunities in balance with street improvements.

Therefore, the OBCPU is consistent with the goals from the existing Plan that addressed the need for non-motorized forms of transportation.
Within the Conservation Element of the OBCPU there are Urban Forestry and Sustainable Landscaping recommendations that would ensure the protection and proliferation of street trees and are listed below:

7.7.1 Increase the overall tree canopy cover throughout Ocean Beach to the citywide generalized target goal of 20% in the urban residential areas and 10% in the business areas so that the natural landscape is sufficient in mass to provide significant benefits to the City in terms of air and water management.
7.7.3 Require new development retain significant and mature trees unless they are diseased and pose a threat to safety and welfare.
7.7.4 Work with the City's Urban Forester to resolve issues that may arise in individual development projects or in implementing the Ocean Beach Street Tree Master Plan.
7.7.5 Replace street trees that are 'missing' or have been removed and restore a 'visual resource' or 'continuous canopy'.

The Conservation Element from the OBCPU contains recommendation that would monitor Ocean Beach Park, Dog Beach, Ocean Beach Fishing Pier, and the San Diego River Park to ensure they are maintained in a clean, healthy state through a cooperative partnership with various county, state, City, and community agencies. This recommendation is consistent with existing Plan's goal of keeping beaches clean. The Public Facilities, Services and Safety Element of the CPU addresses the public facilities and services needed to serve the existing population and new growth anticipated in Ocean Beach. This element includes specific policies regarding fire-rescue, police, lifeguard services, wastewater, storm water infrastructure, water infrastructure, waste management, parks, libraries, schools, and public utilities. The community plan is the blueprint for future development in the community, and is utilized to determine the future level of needs for facilities/services. The proposed element is consistent with the goal of the existing plan as it addresses the need to provide adequate facilities and infrastructure to serve the existing and future residents of Ocean Beach.

In summary the proposed project is consistent with the existing Plans and impacts would not occur.

3. City of San Diego Municipal Code and Land Development Code Regulations

As mentioned in Section 4.1.2 the OBCPU area is located within the following over lay zones: Coastal Overlay Zone, the Residential Tandem Parking Overlay Zone and the Parking Impact Overlay Zone.

The City of San Diego Land Development Code (LDC) contains regulations and controls pertaining to land use, density and intensity, building massing, architectural design, landscaping, storm water management, streetscape, lighting, and other development characteristics. The LDC implements the policies of the General Plan and Community Plan. All development in Ocean Beach must comply with the regulations set forth in the LDC.

The LDC defines the purpose and procedures for variances. A series of variances have been granted in recent years which have resulted in an increased FAR. The variances, which were met by objections from the community, allowed development of single-family residences. The properties are undersized per the zone's minimum lot size requirements, have no alley access, and are within a mapped flood plain. There are no special circumstances or conditions applying to properties in the multi-family designated areas of Ocean Beach that do not apply generally to other properties in the RM-2-4 zone. While the .7 FAR is unique to Ocean Beach, strict application of the regulations would not deprive a property owner of reasonable use of the land, and granting of variances to increase allowable FAR in the RM-2-4 zone would adversely affect the Ocean Beach Community Plan.

Any future development proposed on environmentally sensitive lands would be subject to the ESL Regulations, which require that future projects demonstrate that the proposed development site is physically suitable for the proposed use and that it would minimize disturbance to natural landforms and not increase flood hazards. In the event a future specific project is considered for an ESL Regulations deviation, supplemental findings would be required prior to approval in order to show that development within a floodway, if approved, would not increase flood levels during the base flood discharge, result in an additional public safety threat, extraordinary public expense, or create a public nuisance.

Since all future projects would be required to comply with the Municipal Code and LDC requirements, the proposed project would not result in a conflict and no significant impacts would occur.

4. Multiple Species Conservation Program Subarea Plan

As previously noted, the OBCPU relates to policy guidance developed to implement policy objectives of the General Plan and OBCPU as well as direction taken from the City's Biology Guidelines and MSCP Subarea Plan. The Conservation Elements of the General Plan and the Ocean Beach Community Plan contain policies to guide the conservation of resources that are consistent with existing environmental regulations, goals, and policies that address habitat, wildlife, natural open space, and natural drainages. These policies would be consistent with the overarching MSCP goal to maintain and enhance biological diversity in the region and conserve

viable populations of endangered, threatened, and key sensitive species and their habitats, while enabling economic growth in the region. Table 4.1-5 highlights specific MSCP Subarea Plan Guidelines and Directives that would apply to the OBCPU.

In addition, development adjacent to the MHPA would demonstrate compliance with the MHPA Land Use Adjacency Guidelines, which address potential indirect effects on the MHPA. These guidelines, which are listed in Section 1.4.3 of the City's MSCP Subarea Plan, consist of the following:

- Drainage: All new and proposed parking lots and developed areas in and adjacent to the preserve would not drain directly into the MHPA. All developed and paved areas would prevent the release of toxins, chemicals, petroleum products, exotic plant materials, and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA. This can be accomplished using a variety of methods including natural detention basins, grass swales, or mechanical trapping devices. These systems would be maintained approximately once a year, or as often as needed, to ensure proper functioning. Maintenance would include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.

- Toxics: Land uses, such as recreation and agriculture, that use chemicals or generate byproducts such as manure, that are potentially toxic or impactive to wildlife, sensitive species, habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. Such measures would include drainage/detention basins, swales, or holding areas with non-invasive grasses or wetland-type native vegetation to filter out the toxic materials. Regular maintenance would be provided. Where applicable, this requirement would be incorporated into leases on publicly-owned property as leases come up for renewal.

- Lighting: Proposed lighting to of all developed areas adjacent to the MHPA would be directed away from the MHPA. Where necessary, development would provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.

- Noise: Uses in or adjacent to the MHPA would be designed to minimize noise impacts. Berms or walls would be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities adjacent to breeding areas would incorporate noise reduction measures and be curtailed during the breeding season

of sensitive species. Adequate noise reduction measures would also be incorporated for the remainder of the year.

- Barriers: New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundaries to direct public access to appropriate locations and reduce domestic animal predation.

- Invasives: No invasive nonnative plant species would be introduced into areas adjacent to the MHPA.

- Brush Management: New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) would be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zones 2 and 3 will be combined into one zone (Zone 2) and may be located in the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Zone 2 will be increased by 30 feet, except in areas with a low fire hazard severity rating where no Zone 2 would be required. Brush management zones would not be greater in size that is currently required by the City's regulations. The amount of woody vegetation clearing and/or thinning would not exceed 50% of the vegetation existing when the initial clearing is done. Vegetation clearing would be done consistent with City standards and would avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area would be the responsibility of a homeowners association or other private party. For existing projects and approved projects, the brush management zones, standards and locations, and clearing techniques will not change from those required under existing regulations.

- Grading/Land Development: Manufactured slopes associated with site development would be included within the development footprint for projects within or adjacent to the MHPA.

The project is designed to update the Community Plan with respect to organization and content for consistency with the General Plan, related zone changes and to adopt the Ocean Beach Public Facilities Financing Plan. The proposed OBCPU contains plan elements that would seek to conserve biological resources within the plan area such as the Conservation Element and the Land Use Element which contains policies to guide future growth and development in order to enhance and protect biological resources.

Overall, the OBCPU focuses on the environment of Ocean Beach and emphasizes development complementary to the existing small-scale character of the community; however, there could be unintended consequences associated with the approval of the Plan. Recommendations 5.1 through 5.4.4 of the Public Facilities Services and Safety Element seeks to improve police, fire and lifeguard safety services, and to ensure a reliable system of water, storm water, and sewer facilities. These policies would be implemented through the maintenance of existing parks, schools, police and fire facilities, and utility infrastructure and also through the construction of new facilities. Since all of these future projects and locations have not been identified impacts to special status species of plants or wildlife could occur.

The Recreation Element seeks to enhance a sustainable park and recreation system that meets the needs of Ocean Beach residents and visitors. However, an unintended consequence may result from bringing visitors into sensitive and open-space areas. Recommendations 6.3.5, 6.4.2 and 6.4.4 of the element would promote increased visitation, through improved access and increased visitation into the Famosa Slough and the San Diego River Park.

At this planning level phase, no conflicts have been identified with such plans, policies and ordinances. Specific detailed analysis of individual projects as they occur within the OBCPU areas would be conducted as part of subsequent evaluations conducted on a project-by-project basis.

Adherence to these policies would ensure the goal to enhance and conserve endangered, threatened and sensitive species and their habitats. Both at the OBCPU phase and project level impacts related to consistency with local, regional or state habitat conservation plans, policies and ordinances protecting biological resources would be less than significant. Mitigation measure **LU 1** would ensure that the MHPA Land Use Adjacency guidelines are enforced and would reduce impacts to special status species of plants or wildlife to below a level of significance and would ensure consistency with the MSCP Land Use Plan under Issue areas 1 and 2.

5. Airport Land Use Compatibility Plan

The project site is within the area covered by the Airport Land Use Compatibility Plan (ALUCP) for SDIA (February 1992 as amended October 2004). The ALUCP was compiled to describe actions necessary to ensure compatible land use and development surrounding SDIA. The ALUCP identifies the AIA, Runway Protection Zone (RPZ), and the Airport approach and departure overlay zones. The analysis for consistency with the ACLUP is addressed in **Issue 5** below.

6. San Diego River Park Master Plan

The San Diego River Park Master Plan recommends several projects to enhance the connection from the Ocean Beach community to the San Diego River including: creation of a San Diego River Park trailhead at Dog Beach and Robb Field, the initiation of a study to explore the benefits and impacts of connecting the trail at Famosa Slough to the San Diego River pathway and the re-vegetation of all areas adjacent to the San Diego River with appropriate native plant material.

The OBCPU has directly addressed the proposals within the River Park Master Plan by providing the following recommendations within the Conservation Element:

6.4.4 Provide a recognizable entrance to the San Diego River Park pathway at Ocean Beach Park and Robb Field. The entrance should include a trail kiosk which does not block views and includes a map of how the San Diego River Park interfaces with the Ocean Beach Community.

6.4.5 Provide interpretive signs which do not block views within the San Diego River Channel at Dog Beach to provide information about the estuarine function, wildlife habitat and San Diego River Park pathway system.

6.4.6 Collaborate with community and special interest groups to initiate feasibility study and explore the benefits and impacts of providing a pedestrian and bicycle trail connection between Famosa Slough and the San Diego River.

The OBCPU does not conflict with the San Diego River Park Master Plan and the implementation of the Conservation Element would assist with the future implementation of the River Park Master Plan and no significant impacts would occur.

7. Local Coastal Program and Coastal Act

The community of Ocean Beach contains significant coastal resources. At the northeastern limit of the community is the tidally influenced Famosa Slough which is within the San Diego River Flood Control Channel. As the San Diego River reaches the ocean, it forms a coastal estuary known as Dog Beach. Adjacent to the estuary is the Ocean Beach Park which extends south to the Ocean Beach Fishing Pier. Further south lie small beaches, tide pools and adjacent bluffs. Dog Beach, located adjacent to the estuary and just outside the Ocean Beach boundaries, is the oldest off-leash dog area in the country. The area is also impacted by the line of kelp and other debris including bird and dog feces, known as a “wrack line”, deposited on the sand from the tidal surge. Just east of Dog Beach is an area of sand dune habitat. East of the sand dunes is the Southern Wildlife Preserve, one location of a least tern nesting site, an area that is fenced off during the nesting period from April through September of each year.

Ocean Beach Park is a resource-based park that attracts visitors from throughout the region. The significance of this resource is highlighted in a 2003 San Diego Association of Governments Regional Planning Committee agenda, which stated, "Beaches are by far the region's most important outdoor recreational resource. A number of studies show that beaches attract many more visits annually than all other outdoor recreational opportunities combined. This comparison includes local, regional, state, and national parks and commercial theme parks." The 37-acre park contains beach and grassy park areas.

The Ocean Beach Fishing Pier, at 1,971 feet, is one of the longest concrete piers in the world, with nearly a mile of railing space. Amenities include restrooms, bait and tackle shop, snack shop, cleaning stations, lights and handicapped parking. The pier is open 24 hours a day and fishing licenses are not required.

The bluffs south of the pier are one of the community's defining natural features. Bluff top residences have commanding views of the Pacific, although many older structures have experienced the effects of severe tidal action which has eroded the bluff face. More recent regulations require an increased distance of up to forty feet between the bluff face and the development envelope. Several property owners have received emergency permits to shore up seawalls and revetments in order to prevent homes from sliding down the bluffs. The California Coastal Act allows repairing or rebuilding seawalls when a structure is in imminent danger. Rip rap revetments are discouraged due to their increased encroachment into beach areas.

Tidepools and pocket beaches are found along the area south of the Pier to Adair Street. Pocket beaches at Pescadero Avenue and Point Loma Avenue have disappeared due to tidal erosion. Sand replenishment is needed to restore beach areas and replenish pocket beaches at Del Mar and Orchard Avenues.

The proposed OBCPU is located in the Coastal Zone, and therefore must demonstrate conformance with standards and policies addressing public access, recreation, marine environment, land resources, and development as provided in Chapter 3 of the Coastal Act.

The California Coastal Act requires both visual and physical access to the shoreline be protected and expanded. Accordingly, the California Coastal Commission (CCC) has mandated development should not be permitted to interfere with the traditional public use of the coastline and should not obliterate the public views of the ocean. The LCP is consistent with the Coastal Act in that coastal resources planning and management, public access, and recreation are addressed. Because the CCC has certified the LCP, the City has the authority to issue Coastal Development Permits for projects within its jurisdiction that are consistent with the LCP.

There are two types of physical access to the coastline. Lateral access involves movement along the shoreline while vertical access involves access from a public road to the shoreline. Access to the shoreline north of the Ocean Beach Fishing Pier is readily available. However, access to the coastal bluff areas south of the pier has become problematic. Many vertical access points, stairways, etc. have been deemed unsafe due to the topography or their state of deterioration, creating hazardous conditions for would be users. There are currently six public coastal vertical physical access points, including the Ocean Beach Fishing Pier, for the Ocean Beach community. Lateral access is available from the Ocean Beach Fishing Pier at Niagara Street south to Santa Cruz Avenue and again from Coronado Avenue to Orchard Avenue. Lateral access also exists along the south levee of the San Diego River and along Ocean Beach Park. Furthermore, in areas where physical access to the shoreline does not exist within 500 feet of a private development project proposed on the shoreline, a new access way across private property should be considered. The following recommendations from the OBCPU Conservation Element would encourage both access to the coastline and the preservation of coastal views.

7.2.1 Maintain building setbacks free of structural elements over three feet in height in developments between the ocean and the first public right-of-way from the ocean to protect public coastal views.

7.2.2 Explore the feasibility of re-establishing safe public coastal access at the ends of Del Monte, Pescadero, and Point Loma Avenues.

7.2.3 Obtain public access easements across private property between the first public right-of-way in areas where physical access to the shoreline does not exist.

7.2.4 New development should not restrict or prevent vertical or lateral access to the shoreline, or to and from recreational areas.

As noted above The California Coastal Act requires that views of the shoreline are also protected. In addition to providing routes of travel for vehicles, pedestrians, and bicyclists, the east/west streets of Ocean Beach provide the opportunity for coastal views. A “Scenic Overlook” is an elevated place that affords an extensive unobstructed view. A “View Cone” is typically located at a street end and also provides extensive views. A “Framed View Corridor” is an unobstructed view framed by street trees or structures down a public right-of-way, Coastal view overlooks, cones, and framed view corridors are identified in Figure 4.1-2.

Coastal views from western street ends and the southeastern upslope of the community are expansive. However, the coastal views from the upslope at the eastern community boundary vary. In the northern part there are no appreciable ocean views until Muir Avenue, which provides a framed/obstructed view to Ebers Street, after which the view terminates. Framed coastal views to the coast occur at Long Branch, Brighton, Cape May and Saratoga Avenues. The following recommendations from Urban Design Element will serve to protect ocean views in Ocean Beach:

4.6.1 Design multi-story buildings to avoid "walling off" public views and incorporate building articulation techniques including front, side and rear and upper story step backs, and aligning gable end with view corridor to maximize public coastal views.

4.6.2 Protect and improve visual access at street ends in conjunction with coastal physical access projects. Such improvements should consider inclusion of benches, landscaping, improved walkways, bicycle racks and stairwells from street ends to the beaches below.

4.6.3 Enhance visual access by requiring development near the bluff top and within the area between the ocean and the first public right-of-way from the ocean to maintain setbacks free from structural or landscape elements greater than three feet (3') in height, allowing taller plants outside setbacks.

4.6.4 Utilize cross-gabling on upper stories to align with view corridors

4.6.6 Delineate building roofs and meet the sky with a thinner form, through utilization of successive step backs on upper stories along view corridors.

The OBCPU is consistent with the Recreation Article of the Coastal Act in that The Ocean Beach Recreation Element includes specific policies and recommendations addressing park and recreation needs, preservation, and accessibility to coastal parks, such as Ocean Beach Park. Specific recommendations from the Recreation Element that addresses beach recreation are:

6.1.2 Provide improvements at: Brighton Avenue Park, Saratoga Beach Park, Veteran's Park, a portion of Dog Beach, Dusty Rhodes Neighborhood Park, Robb Field, Ocean Beach Elementary School Joint Use Facilities, Barnes Tennis Club and Famosa Slough Open Space Trail to help meet the community's park and recreation needs, and continue to pursue additional park and recreation "equivalencies" as opportunities arise.

6.2.3 Protect Ocean Beach Park and Famosa Slough from overuse by keeping the active recreational uses at the larger resource-based park, such as Ocean Beach Park, and the passive recreational uses at the smaller parks, such as Famosa Slough.

6.2.4 Provide interpretive signs (which do not block views) at Ocean Beach Park and Famosa Slough to alert users of sensitive habitats and cultural habitats by educating them on the unique natural and historic qualities of those areas.

6.3.2 Upgrade all picnic areas in Ocean Beach Park to provide additional accessible pathways and amenities for persons with disabilities.

6.3.3 Provide bus stops or accessible parking at all park and recreation facilities within the Ocean Beach community so persons with disabilities have access.

6.3.4 Provide improvements to the existing pedestrian ramp at Dog Beach to ensure pathways remain accessible.

The Marine Environment article of the Coastal Act mandates that marine environments shall be maintained and protected. The goals of the Conservation Element include the preservation of natural resources, including marine resources, and to protect coastal and waterway resources by encouraging development that is sensitive to these resources. The following recommendations from the Conservation Element would ensure consistency with the Coastal Act:

7.1.1 Monitor Ocean Beach Park, Dog Beach, Ocean Beach Fishing Pier, and the San Diego River Park to ensure they are maintained in a clean, healthy state through a cooperative partnership with various county, state, City, and community agencies.

7.1.3 Continue implementation of the Famosa Slough Enhancement Plan to guide the restoration and enhancement of the area.

7.1.6 Encourage pollution control measures to promote the elimination of pollutant sources, and the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system and receiving waters.

The Marine Article of the Coastal Act specifies that the biological productivity and the quality of coastal marine and wetland habitat needed to sustain optimum populations of marine organisms, and to protect human health, shall be maintained and, where feasible, restored. Attention given to stopping pollution at the source before it reaches the marine environment is critical to protection the biological health of marine resources and therefore these additional recommendations from the Conservation element are being proposed to address eliminating pollution at the sources:

7.4.1 Apply all Best Management Practices found in General Plan, Conservation Element Section C, D and E, to reduce the impacts of construction on adjacent properties and open space or other environmentally sensitive areas.

7.4.2 Incorporate criteria from the City's Storm Water Standards Manual and the Low Impact Development (LID) practices into public and private project design, including but not limited to, bioretention, porous paving & landscape permeability, and green roofs to reduce the volume of runoff, slow runoff, and absorb pollutants from these urban surfaces.

7.4.3 Educate the community to recognize situations where LID design may have degenerated from the original installation and rehabilitation efforts are necessary.

7.4.4 Repair and maintain drainage structures that discharge directly to, or are within, open space lands.

7.4.5 Investigate the possibility of utilizing permeable surfaces to re-pave all public areas, including the parking lot at Ocean Beach Park, and in conjunction with public right-of-way improvements.

7.7.7 Landscape plans for all new development should, to the greatest extent possible and in conformance with the City's Storm Water Standards Manual, incorporate

LID features, including planter boxes, native plant species, permeable materials, bioswales, water conservation strategies, mulch and/or compost, and natural pest and weed control measures.

The following recommendations from the Facility Financing element would also treat pollution at the source:

5.2.1 Upgrade infrastructure for water, waste water, and storm water, facilities and institute a program to clean the storm drain system prior to the rainy season.
5.2.2 Install 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, extend or otherwise affect the storm water conveyance system, and include design considerations for maintenance and inspection.

In addition to protecting marine and coastal resources The Coastal Act additionally mandates that land resources be protected as well. Specifically this section of the Act serves to protect land based habitat, agricultural resources, and historical/archaeological and paleontological resources. Since the planning area does not contain agricultural areas the OBCPU would not result in any conflict with the section. The Ocean Beach Community Plan Conservation Element addresses the conservation goals and recommendations that can be effective in managing, preserving and thoughtfully using the natural resources of the community, including land base natural resources. Section 4.3 contains mitigation measure that would ensure that impacts to biological resources including uplands and wetlands would be mitigated to below a level of significance.

In regards to historical resources the Ocean Beach Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Ocean Beach in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Ocean Beach. The specific recommendations from the Historic Preservation Element that address archaeological and built environment resources are listed below:

9.1.1 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in Ocean Beach.
9.1.2 Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.
9.1.3 Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites at the project level. In order to

determine ethnic or cultural significance of archaeological sites or landscapes to the Native American community, meaningful consultation is necessary.

9.1.4 Include measures during new construction to monitor and recover buried deposits from the historic period and address significant research questions related to prehistory.

9.1.5 Identify, designate, preserve, and restore historical buildings in Ocean Beach and encourage their adaptive reuse

9.1.6 Conduct a reconnaissance survey of the Planning Area to identify more precisely the location of potentially significant historic resources.

9.1.7 Conduct an intensive survey of the Planning Area to identify any remaining resources not previously brought forward for designation as part of the Ocean Beach Cottage Emerging Historical District. Convert the District to a Multiple Property Listing under the Beach Cottage context.

9.1.8 Conduct an intensive survey of the three commercial areas at Voltaire Street, Newport Avenue and Point Loma Avenue to determine whether or not historic districts may be present at these locations and process any potential districts.

9.1.9 Evaluate Depression-era and Post-World War II structures for significance to the post-War development of Ocean Beach and for architectural significance within the San Diego Modernism Historic Context Statement.

9.1.10 Catalogue and preserve historic street lighting and furniture. Maintain and preserve other non-structural features of the historic and cultural landscape, such as sidewalk scoring and coloring, sidewalk stamps and landscaping.

9.1.11 Develop a historic context statement related to the surfing culture of Ocean Beach to assist with the identification, evaluation and preservation of resources significant to that history.

In addition please see Section 4.4 of the EIR which includes mitigation for impacts to Historical Resources which would reduce all impacts to below a level of significance. Implementation of the recommendations from the Historic Preservation Element in combination with the mitigation in Section 4.4 Hist would ensure consistency with the Coastal Act.

The Development article of the Act mandates that development should occur in such a manner that scenic and coastal access is not impacted, as well as to ensure that development is situated in areas where infrastructure exists to serve any new development which has been addressed above. The goals of the Facility Financing Element of the OBCPU are to provide both public facilities and services commensurate with the needs of the community and to also provide a reliable system of water, wastewater, storm water, and sewer facilities that serve the existing and future needs of the community. In addition, Section 4.11 Public Utilities provides analysis of how the OBCPU would potential impact Public Utilities and no impacts were identified in this category. Therefore, the OBCPU is consistent with the Development article of the Coastal Act.

8. SANDAG's Regional Comprehensive Plan

The OBCPU is consistent with the goals of the Regional Comprehensive Plan (RCP) to develop compact, walkable communities close to transit connections and consistent with smart growth principles. The OBCPU proposes to establish a pedestrian-oriented, urban, and community mixed-use village that would reduce reliance on the automobile and promote walking and use of alternative transportation. Recommendations contained within the OBCPU Land Use and Mobility Elements serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. These measures are consistent with the RCP's smart growth strategies.
In addition, the proposed OBCPU Mobility Element contains goals that specifically address the intent of the RCP and area as follows:

- Enhance the street system for bicycles and pedestrians to improve local mobility.
- Reduce vehicular traffic demand placed on the street network by encouraging the use of alternative modes of transportation, including public transit, bicycles, and walking.
- Improve inbound and outbound traffic flow and reduce traffic congestion along major thoroughfares.
- Provide a high level of public transportation, linking Ocean Beach with the region, including employment areas and regional transit system.
- Efficiently manage on-street parking to better serve the beach and commercial areas.
- Implement measures to increase off-street parking available for the community and its visitors.
- Maintain and enhance the pedestrian and bicycle interface with beach and commercial areas and the neighborhoods by insuring that vehicular access to such areas does not compromise pedestrian and bicycle safety.
- Enhance transportation corridors to improve community image and identification.
- Enhance transit patron experience by improving transit stops and increasing transit service frequency.
- Implement a network of bicycle facilities to connect the neighborhoods and major activity centers and attractions within and outside the community.
- Install secure bike parking and bike sharing facilities at major activity centers, including commercial areas, employment nodes, parks, library, and schools.

In addition to the goals listed above the Mobility Element contains recommendations that promote walkability:

3.1.1 Implement pedestrian improvements including, but not limited to, sidewalks and curb ramps where missing, bulbouts, and enhanced marked crosswalks aimed at improving safety, accessibility, connectivity and walkability as identified and recommended in the City's Pedestrian Master Plan effort.

3.1.4 Provide pedestrian countdown timers at all signalized intersections.
3.1.5 Provide street furniture where needed in the commercial core and the beach areas.
3.1.6 Improve pedestrian connections within the parks and along the beaches, to/from transit stops and with other communities. These connections may include, but not limited to:

- Sunset Cliffs Boulevard sidewalk along the bridge that leads to paths to Mission Bay Park, Linda Vista, and Mission Valley.
- West Point Loma Boulevard, across Nimitz Boulevard on the south side of West Point Loma Boulevard, leading to the inbound (eastbound) transit stop on West Point Loma Boulevard at Nimitz Boulevard.
- Voltaire Street, Point Loma Avenue, and other local streets that connect over the hill to the Peninsula community.

No significant adverse environmental effects would result from the adoption of the proposed OBCPU in terms of consistency or conflict with the RCP.

9. Mission Bay Regional Park Plan

The Mission Bay Regional Park Master Plan includes policies for the development of the Park which sustain the diversity and quality of recreation and protect and enhance the Bay's environment for future generations. Though there is much end-user crossover, Mission Bay Park and the Ocean Beach plan area are separately administered through their respective planning documents. However, the Ocean Beach Community Plan identifies three areas within Mission Bay Park that could serve as park equivalencies for Ocean Beach, to offset the community's parks deficit: Dog Beach, Robb Field and Dusty Rhodes Park. Since the recommendation from the Conservation Element discussed above would only seek to improve these parks a conflict with the Mission Bay Park would not occur.

Significance of Impacts

Implementation of the above recommendations from the OBCPU could potentially result in impacts to sensitive species in the MSCP. Adherence to the MHPA Land Use Adjacency Guidelines as discussed above (Section 4.1.3) would reduce these impacts to below a level of significance.

Mitigation, Monitoring, and Reporting

LU-1

For all projects adjacent to the MHPA, the development shall conform to all applicable MHPA Land Use Adjacency Guidelines of the MSCP Subarea Plan. In particular, lighting, drainage, landscaping, grading, access, and noise must not adversely affect the MHPA.

- Lighting should be directed away from the MHPA and shielded, if necessary; and a note shall be included on the plans to the satisfaction of the Environmental Review Manager (ERM).
- Drainage should be directed away from the MHPA; or, if that is not possible, it must not drain directly into the MHPA. Instead, runoff should flow into sedimentation basins, grassy swales, or mechanical trapping devices prior to draining into the MHPA. Drainage shall be shown on the site plan and reviewed to the satisfaction of the City Engineer.
- The landscape plan shall be reviewed and approved by the ERM to ensure that no invasive non-native plant species shall be planted in or adjacent to the MHPA.
- All manufactured slopes must be included within the development footprint for projects within or adjacent to the MHPA.
- All brush management areas shall be shown on the site plan, reviewed, and approved by the ERM. Zone 1-brush management areas must be included within the development footprint and outside the MHPA. Brush management Zone 2 may be permitted within the MHPA (considered impact-neutral) but cannot be used as mitigation. Any vegetation clearing will be done to minimize impacts to covered species and will follow the City standards.
- Access to the MHPA, if any, should be directed to minimize impacts; and, if necessary, barriers will be used to direct access to appropriate locations and shall be shown on the site plan and reviewed and approved by the ERM.
- Construction noise as it effects sensitive avian species: the construction of projects will be scheduled to avoid impacts to wildlife (e.g., avoid the breeding season for sensitive species) to the extent practicable. If avoidance of construction during the breeding season is not feasible, project-specific review shall define specific mitigation measures, such as berms and sound walls, which would reduce construction and operational noise impacts".

Significance after Mitigation

Mitigation **LU-1** would ensure that future projects do not conflict with the environmental goals, objectives or guidelines of a General Plan or Community Plan or other applicable land use plans including the MSCP.

Issue 3: *Would the project result in an inconsistency with an adopted land use designation or intensity and indirect or secondary environmental impacts occur (for example, development of a designated school or park site with a more intensive land use could result in traffic impacts).*

Impact Analysis

The OBCPU is not proposing any changes to an adopted land use designation. The Ocean Beach community would maintain its predominantly residential character while the Rezone would increase the density of the underutilized 99 parcels up to the General Plan designated intensities. The increase in density could result in an additional 62 units over the existing Plan. The traffic impacts identified in Section 4.2 traffic are not directly tied to the additional 62 units but with the entire build out of Project area. Therefore, impacts in this category would not occur.

Significance of Impacts

No Significant impacts have been identified.

Mitigation, Monitoring, and Reporting

No mitigation is required. The proposed OBCPU would not result in an inconsistency with any land use designations or would result in secondary impacts.

Issue 4: **S***ubstantial incompatibility with an adopted plan.*

Impact Analysis

The project is designed to revise the Community Plan text with respect to organization and content for consistency with the General Plan and to adopt the Ocean Beach Public Facilities Financing Plan. The Draft Community Plan does not propose any changes to land use designations but would correct inconsistencies between existing land use designations and underlying zoning. Therefore, the OBCPU would not result in a substantial land use incompatibility.

Significance of Impacts

No Significant impacts have been identified.

Mitigation, Monitoring, and Reporting

No mitigation is required.

Issue 5: *Would the project result in development or conversion of general plan or community plan designated open space or prime farmland to a more intensive land use.*

Impact Analysis

Please see the project description in Section 1. The OBCPU would not convert open space to a more intensive land use and agricultural lands do not exist within the planning area.

Significance of Impacts

No Significant impacts have been identified.

Mitigation, Monitoring, and Reporting

No mitigation is required.

Issue 6: *Could implementation of the proposed OBCPU result in land uses that are not compatible with any applicable Airport Land Use Compatibility Plans?*

Impact Analysis

For the Ocean Beach Community Plan to be considered consistent with the adopted and the draft ALUCP for SDIA, it must do both of the following:

1) It must not have any direct conflicts with the ALUCP for SDIA; and,
2) It must contain criteria and/or provisions for evaluation of proposed land use development situated within the boundaries of the ALUCP for SDIA.

Direct conflicts occur with respect to Ocean Beach Community Plan land use designations, intensities or densities, for projects which the ALUC determines are incompatible when in

proximity to an airport. If conflicts exist, the elimination of these conflicts may require reducing or shifting allowable residential densities or non-residential intensities to different locations around the airport or other areas of the City to ensure consistency with the ALUCP policies and criteria. Only future proposed land uses are affected; the ALUC has no authority over existing land uses even if those uses do not conform to the adopted compatibility policies and criteria. The second requirement addresses criteria for evaluating other compatibility factors such as noise insulation, notification, and avigation easement requirements. Section 4.6 of this EIR addresses aircraft noise and section 4.14 addresses aircraft hazards.

The policies and criteria in the Ocean Beach Community Plan are consistent with both the adopted and the draft ALUCPs for SDIA. In addressing the first criteria, the Ocean Beach Community Plan does not involve modifications to community plan land use designations, intensities or densities. The Ocean Beach Community Plan contains land use designations and residential densities for the Ocean Beach CPA and do not contain any direct land use conflict for future uses with the adopted and draft ALUCPs for SDIA. The General Plan and the Ocean Beach Community Plan contain policy language supporting the compatibility with the ALUCP.

The City will submit the Ocean Beach Community Plan, prior to adoption, to the ALUC for a consistency determination as required by state law. If upon review the ALUC determines an inconsistency does exist, the City will take the appropriate steps to address the inconsistencies or overrule the ALUC determination. The above process is intended to address inconsistencies in the Community Plan prior to adoption. However, there is a mechanism for the City to adopt the Community Plan if it is inconsistent with ALUCP. Under state law, the City Council may overrule the ALUC determination by a two-thirds vote if it makes specific findings that the proposed action is consistent with the purposes of protecting public health, safety, and welfare, minimizing the public's exposure to excessive noise, and minimizing safety hazards within areas surrounding the airport.

In addressing the second criteria, the Ocean Beach Community Plan as part of the General Plan contains policies for evaluating airport land use compatibility. For example, the General Plan Noise Element contains land use-noise compatibility guidelines and related policies for noise insulation and the Land Use Element contains policies addressing structure heights for uses in areas where proposed development could be an airspace obstruction or hazard and avigation easements. Discretionary review of public and private projects will evaluate whether proposed projects implement specified land use, density/intensity, design guidelines, ALUCPs, and other General Plan and community plan policies to ensure that they do not adversely affect the General Plan and community plans.

The City implements the adopted ALUCP for SDIA with the AEOZ. The AEOZ boundaries cover less area than the boundaries of the airport influence area for SDIA, which could allow the

development of future projects that could pose a potentially significant impact outside of the AEOZ boundaries, but within the airport influence area. As a mitigation measure, the City will continue to submit discretionary development and ministerial building projects within the airport influence area for SDIA to the ALUC for consistency determinations up until the time when the ALUC adopts the updated ALUCPs and subsequently determines that the City's affected land use plans, development regulations, and zoning ordinances are consistent with the ALUCPs. Implementation of the above mentioned General Plan and Ocean Beach Community Plan policies, compliance with established development standards, and submitting discretionary and ministerial projects to the ALUC would ensure that the OBCPU would not result in significant impacts.

Significance of Impacts

No Significant impacts have been identified.

Mitigation, Monitoring, and Reporting

No mitigation is required.

Issue 6: *Would the project increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area (SFHA) or Floodplain/wetland buffer zone.*

Impact Analysis

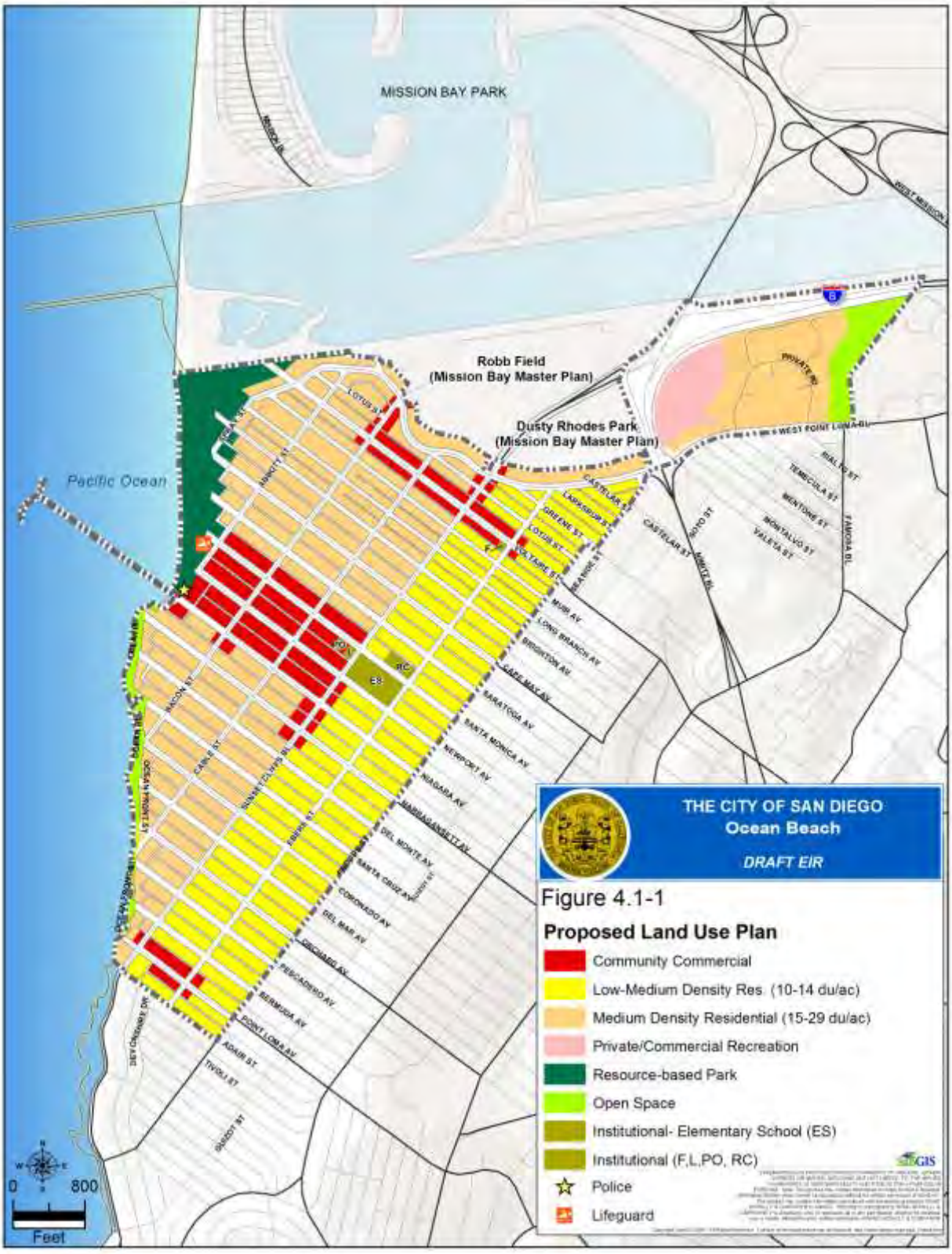
As further discussed in Section 4.9 there are three areas within the community that are mapped as being within the 100-year floodplain by the Federal Emergency Management Agency (See Figure 4.9-1). The City's Land Development Code contains regulations to guide the location of development and protect health and safety as well as the floodplain and the Conservation Element would recommend that development within floodplain occur in accordance with adopted development regulations. Safety related issues associated with development within a flood plain would not result due to the adoption of the OBCPU.

Significance of Impacts

No Significant impacts have been identified.

Mitigation, Monitoring, and Reporting

No mitigation is required.


MISSION BAY PARK
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.1-1
Proposed Land Use Plan
Community Commercial
Low-Medium Density Res. (10-14 du/ac)
Medium Density Residential (15-29 du/ac)
Private/Commercial Recreation
Resource-based Park
Open Space
Institutional- Elementary School (ES)
Institutional (F,L,PO, RC)
Police
Lifeguard
0
800
Feet

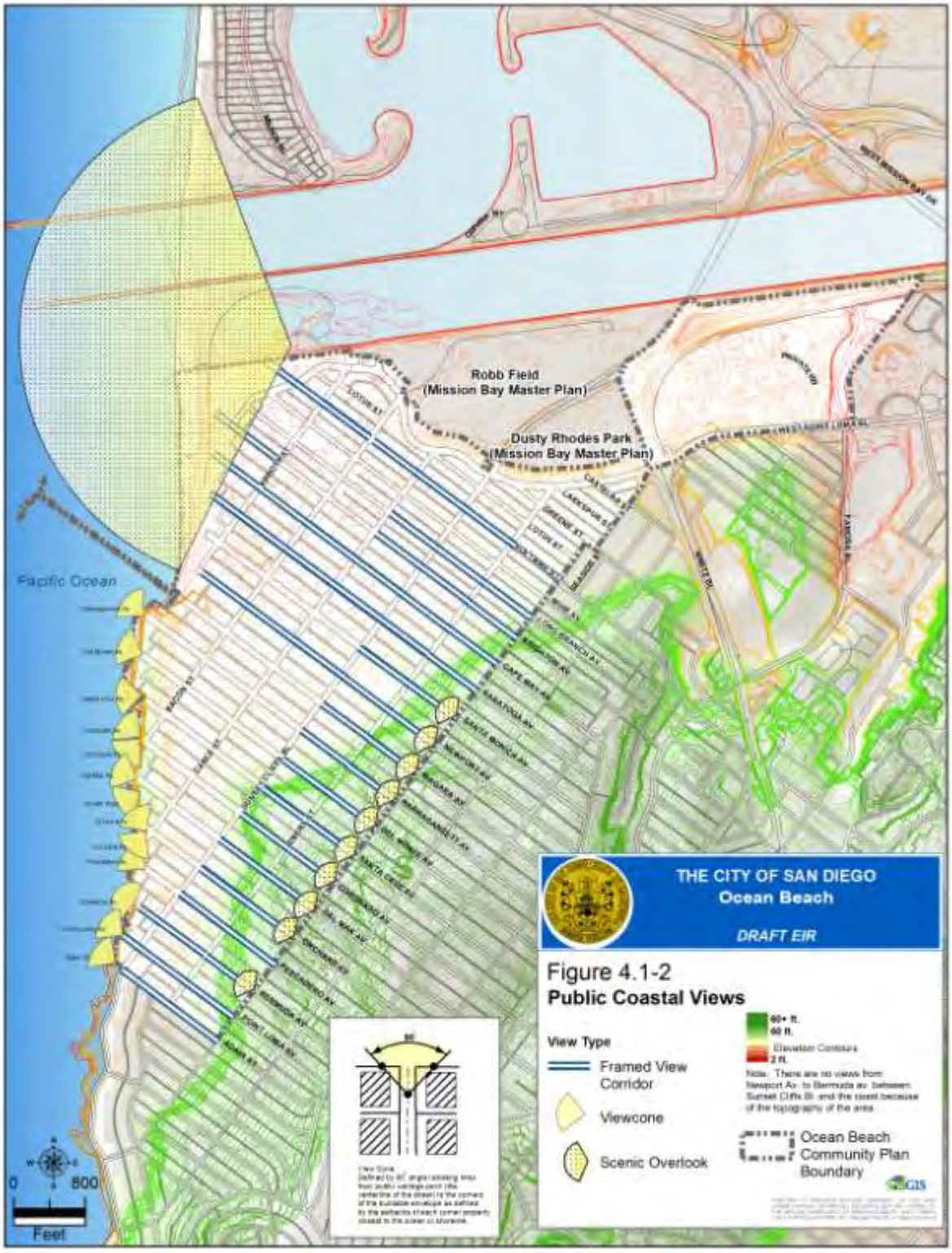

Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.1-2
Public Coastal Views
View Type
Framed View Corridor
Viewcone
Scenic Overlook
Ocean Beach Community Plan Boundary
0
800
Feet

Table 4.1-1: Summary of Acreage and Percentage of Land Use for Existing Land Uses

PLAN LAND USE	ACREAGE	PERCENT OF TOTAL
Low-Medium Density Residential (8-14 du/ac)	135.2	21%
Medium Density Residential (15-29 du/ac)	184.5	29%
Neighborhood Commercial	14.4	2%
Community Commercial	32.9	5%
Open Space	18.9	3%
Private/Commercial Recreation	13.8	2%
Parks and Recreation	30.0	5%
Institutional	6.1	1%
Right of Way	205.5	32%
Grand Total	**641**	**100%**

Table 4.1-2: General Plan Land Use Categories

Land Use	Community Plan Designation	Use Consideration	Description	Density (du/ac)
Park, Open Space, and Recreation	Open Space	None	Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	N/A
	Population-based Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the community plan.	N/A
Residential[1]	Residential – Low Medium	None	Provides for both single-family and multifamily housing within a low- medium-density range.	10 - 14 du/ac
	Residential – Medium	None	Provides for both single-family and multifamily housing within a medium-density range.	15 - 29 du/ac
Commercial Employment, Retail, and Services[1,2,3]	Neighborhood Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed only within a mixed-use setting.	0 - 44 du/ac
		Residential Prohibited	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius.	N/A
	Community Commercial	Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses.	0 - 74 du/ac
		Residential Prohibited	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles.	N/A
	Office Commercial	Residential Permitted	Provides for office employment uses with limited, complementary retail uses. Residential uses may occur only as part of a mixed-use (commercial/residential) project.	0 - 44 du/ac
	Maritime Oriented Commercial	Residential Prohibited	Provides for maritime-related retail and wholesale services that cater to the growth and development of water-dependent industries. Maritime-related services are waterfront dependent uses, and other supporting uses including, but not limited to, the United States Naval presence, research, shipping, and fishing. Residential, wholesale distribution, and heavy manufacturing uses are prohibited. Establishments engaged in chrome plating of materials are prohibited. The Maritime oriented commercial is included in the Transition Area for Scenario 2 only between Evans Street and 27th Street, in both the Historic Core Area and Transition Area.	N/A

Land Use	Community Plan Designation	Use Consideration	Description	Density (du/ac)
	Heavy Commercial	Residential Prohibited	Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service. This designation is appropriate for transportation corridors where the previous community plan may have allowed for both industrial and commercial uses.	N/A
Institutional and Public and Semi-Public Facilities[4]	Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire facilities, cemeteries, post offices, hospitals, park-and-ride lots, government offices and civic centers.	N/A
Multiple Use	Community Village	Residential Required	Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas. Integration of commercial and residential use is emphasized; civic uses are an important component. Retail, professional/administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed.	30 to 74 du/ac
Industrial Employment[1,2]	Business Park-Residential	Office Use Permitted	Applies in areas where employment and residential uses are located on the same premises or in close proximity. Permitted employment uses include those listed in the Business Park designation. Multifamily residential uses are optional with the density to be specified in the community plan. Development standards and/or use restrictions that address health and compatibility issues will be included in future zones.	Residential densities are to be determined by the adopted land use plan and associated implementing ordinances.
	Heavy Industrial	Office Use Limited	Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, extractive, and primary processing uses with nuisance or hazardous characteristics. For reasons of health, safety, environmental effects, or welfare these uses should be segregated from other uses. Non-industrial uses, except corporate headquarters, should be prohibited.	N/A

Source: City of San Diego General Plan Land Use and Community Planning Element 2008

N/A = Not applicable

[1] Residential density ranges will be further refined and specified in each community plan. Residential densities may also be narrowed within the density ranges established for the Commercial Employment, Retail, and Services General Plan land use category in this table. Community plans may also establish density minimums where none are specified in the Commercial Employment, Retail, and Services General Plan Land Use category. Calculation of residential density is to be rounded to the nearest whole number if the calculation exceeds a whole number by 0.50 or more in most cases. In all other remaining instances, such as in the coastal areas, calculation of density is to be based on established policies and procedures. Whenever a plus (+) sign is identified next to a density number, the upper limit may be further specified in a community plan without causing the need for amending the General Plan, upon evaluation of impacts. For uses located within an airport influence area, the density ranges should be consistent with the Airport Land Use Compatibility Plan and Air Installation Compatible Use Zone study or steps should be taken to overrule the Airport Land Use Commission.

[2] Consult the Economic Prosperity Element for policies related to the commercial and industrial land use designations.

[3] Commercial land use designations may be combined to meet community objectives.

[4] Community plans will further define the specific institutional use allowed on a particular site.

Table 4.1-3: Land Use and Community Planning Element Policies Related to Community Plans

Policy	Description
LU-C.1	Establish each community plan as an essential and integral component of the City's General Plan with clear implementation recommendations and links to General Plan goals and policies. a. Develop community plan policies that implement citywide goals and address community or neighborhood-specific issues; such policies may be more detailed or restrictive than the General Plan as needed (see also LU-C.1.c. and LU-C.2.). b. Rely on community plans for site-specific land use and density designations and recommendations. c. Maintain consistency between community plans and the General Plan, as together they represent the City's comprehensive plan. In the event of an inconsistency between the General Plan and a community plan, action must be taken to either: 1) amend the community plan, or 2) amend the General Plan in a manner that is consistent with the General Plan's Guiding Principles.
LU-C.2	Prepare community plans to address aspects of development that are specific to the community, including: distribution and arrangement of land uses (both public and private); the local street and transit network; location, prioritization, and the provision of public facilities; community and site-specific urban design guidelines; urban design guidelines addressing the public realm; community and site-specific recommendations to preserve and enhance natural and cultural resources; and coastal resource policies (when within the Coastal Zone). a. Apply land use designations at the parcel level to guide development within a community. 1. Include a variety of residential densities, including mixed use, to increase the amount of housing types and sizes and provide affordable housing opportunities. 2. Designate open space and evaluate publicly-owned land for future dedication and privately-owned lands for acquisition or protection through easements. 3. Evaluate employment land and designate according to its role in the community and in the region. 4. Designate land uses with careful consideration to hazard areas including areas affected by flooding and seismic risk as identified by Figure CE-5 Flood Hazard Areas and Figure PF-9 Geo-technical and Relative Risk Areas. b. Draft each community plan with achievable goals, and avoid creating a plan that is a "wish list" or a vague view of the future. c. Provide plan policies and land use maps that are detailed enough to provide the foundation for fair and predictable land use planning. d. Provide detailed, site-specific recommendations for village sites. e. Recommend appropriate implementation mechanisms to efficiently implement General Plan and community plan recommendations. f. Establish a mobility network to effectively move workers and residents. g. Update the applicable public facilities financing plan to assure that public facility demands are adjusted to account for changes in future land use and for updated costs associated with new public facilities.
LU-C.3	Maintain or increase the City's supply of land designated for various residential densities as community plans are prepared, updated, or amended.
LU-C.4	Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums of applicable plan designations.

Policy	Description
LU-C.5	Draft, update, and adopt community plans with a schedule that ensures that a community's land use policies are up-to-date and relevant, and that implementation can be achieved. a. Utilize the recognized community planning group meeting as the primary vehicle to ensure public participation. b. Include all community residents, property owners, business owners, civic groups, agencies, and City departments who wish to participate in both land use and public facilities planning and implementing the community vision. c. Concurrently update plans of contiguous planning areas in order to comprehensively address common opportunities such as open space systems or the provision of public facilities and common constraints such as traffic congestion.
LU-C.6	Review existing and apply new zoning at the time of a community plan update to assure that revised land use designations or newly-applicable policies can be implemented through appropriate zones and development regulations (see also LU Section F).

SOURCE: City of San Diego General Plan Land Use and Community Planning Element 2008

Table 4.1-4: Land Use and Community Planning Element Policies Related to Environmental Justice and Protection

Policy	Description
LU-I.12	Ensure environmental protection that does not unfairly burden or omit any one geographic or socioeconomic sector of the City.
LU-I.13	Eliminate disproportionate environmental burdens and pollution experienced by historically disadvantaged communities through adherence to the environmental justice policies in Section I and the following: a. Apply zoning designations that separate industrial and sensitive receptor uses as presented on LU Table 4. b. Preserve prime industrial land for the relocation of industrial uses out of residential areas (see also Economic Prosperity Element, Section A). c. Promote environmental education including principles and issues of environmental justice (see also Conservation Element, Section N). d. Use sustainable development practices (see also Conservation Element, Section A).
LU-I.14	As part of community plan updates or amendments that involve land use or intensity changes, evaluate public health risks associated with identified sources of hazardous substances and toxic air emissions (see also Conservation Element, Section F). Create adequate distance separation, based on documents such as those recommended by the California Air Resources Board and site specific analysis, between sensitive receptor land use designations and potential identified sources of hazardous substances such as freeways, industrial operations or areas such as warehouses, train depots, port facilities, etc.
LU-I.15	Plan for the equal distribution of potentially hazardous and/or undesirable, yet necessary, land uses, public facilities and services, and businesses to avoid over concentration in any one geographic area, community, or neighborhood.
LU-I.16	Ensure the provision of noise abatement and control policies that do not disenfranchise, or provide special treatment of, any particular group, location of concern, or economic status.

SOURCE: City of San Diego General Plan Land Use and Community Planning Element 2008

Table 4.1-5: MSCP Directives that Apply to the OBCPU

Section 1.2.3 Urban Areas MHPA Directive B-15	**Ocean Beach CPU**	**Consistency Determination**
Native vegetation is to be restored along the San Diego River corridor as a condition for future development proposals.	Implementation of Conservation Element 7.1.3 would carry through the intent of Directive B15. No development would be implemented along the San Diego River within the OBCPA.	Consistent
Section 1.4.1 – Compatible Land Uses		
The following land uses are considered conditionally compatible with the biological objectives of the MSCP and thus will be allowed within the MHPA: • Passive recreation • Utility Lines and roads • Limited Water facilities and other essential public facilities • Brush Management Zone 2 • Limited agriculture	Within the OBCPA, uses would be limited to passive recreation including the potential trails within implementation of recommendation contained within the Park and Recreation Element. Future proposals would be required to include buffers intended to protect the water quality, hydrology, and biological resources habitat areas.	Consistent
Section 1.4.2 General Planning and Design Guidelines		
Section 1.4.2 contains general planning policies and design guidelines for roadways, fencing, lighting, signage, materials storage, mining and flood control to minimize potential impacts of these facilities or land uses on biological resources within the MHPA.	The OBCPA maintains MHPA lands within the Famosa Slough Wildlife Preserve and San Diego River adjacent to Dog Beach. No land use changes are proposed within or adjacent to MHPA lands within the OBCPA The OBCPU provides recommendation that would implement Section 1.4.2 of the MSCP Subarea Plan within the Conservation, Park and Recreation, Land Use, and Public Facilities Elements. Furthermore, individual projects are subject to further environmental review in order to assure consistency with the MSCP SAP.	Consistent

4.2 Transportation/Circulation and Parking

The following section summarizes the Traffic Impact Analysis (TIA) for the Ocean Beach Community Plan Update prepared in April 2013 by Wilson and Company (Appendix B). The traffic analysis primarily focused on the operations of the intersections and roadway segments within the OBCPU area; however, selected roadway and freeway segments outside of the Ocean Beach community were also included in this analysis since they were found to carry a substantial amount of Ocean Beach traffic, and they are the major gateways to the Ocean Beach community.

4.2.1 Existing Conditions

Ocean Beach provides various mobility opportunities for residents and visitors. Modes of travel include vehicles, public transit, bicycles, and walking. It is important that transportation be considered in conjunction with land use patterns so that proper access and circulation can be provided. A balanced transportation system is required to provide equal opportunities to all modes of travel.

Street System

The Ocean Beach community has a grid network with streets aligned in northeast-southwest and northwest-southeast directions. The Interstate 8 (I-8), which terminates at the northern gateway to Ocean Beach, provides regional access to the community. Connections to eastbound and westbound I-8 are provided via Sunset Cliffs Boulevard. This roadway has a northeast-southwest alignment and it is practically situated in the middle of the community. West Point Loma Boulevard is another street that provides a major access to the community.

Intercommunity access between Ocean Beach and Peninsula is provided by all the northwest-southeast streets. The community is served by two transit lines of the Metropolitan Transit System. Community streets that are designated for bicycle routes are identified by signage.

The following sections will briefly describe some of the aspects of the mobility system.

Pedestrian Network

Ocean Beach's grid network of two-lane streets with sidewalks allows its residents to walk to local commercial districts, community facilities, and recreational attractions such as beaches and parks.

The City's Pedestrian Master Plan defines pedestrian route classifications based on the functionality of pedestrian facilities. Pedestrian routes in Ocean Beach were classified based on these definitions, along with planned land uses and community facilities. The intersection of Cable Street and Newport Avenue shows the greatest numbers of pedestrians crossing all legs of the intersection streets with over 200 in the morning peak hour and almost 600 in the evening peak hour.

Pedestrian Facility Assessment

The City is developing a Pedestrian Master Plan to identify pedestrian improvements where needed in a smart, cost effective, orderly, and consistent manner throughout the City. As part of that effort, an inventory of pedestrian facilities in high pedestrian priority areas of Ocean Beach will be undertaken in order to identify deficiencies. The following discussion is a general community-wide assessment of pedestrian conditions that will provide direction for the more detailed Pedestrian Master Plan effort to follow.

Accessibility

As a community, Ocean Beach's pedestrian facilities are generally accessible to persons with disabilities due to its network of mostly barrier-free sidewalks and presence of curb ramps at most intersections and alleys. Exceptions to this will be inventoried and specific recommendations for access-related pedestrian improvements will be identified as part of the City's Pedestrian Master Plan effort.

Connectivity

Generally, pedestrian connectivity within Ocean Beach is excellent due to its complete grid network of streets. There are pedestrian facilities within the parks that could be better connected to adjacent sidewalks, and pedestrian connections along the beach could be improved. Pedestrian connections to other communities are provided as below:

- Sunset Cliffs Boulevard sidewalk along the bridge that leads to paths to Mission Bay Park, Linda Vista and Mission Valley
- West Point Loma Boulevard across Nimitz Boulevard – sidewalk exists on the north side but is missing on the south side of West Point Loma Boulevard leading to the inbound (eastbound) transit stop on West Point Loma at Nimitz.
- Voltaire Street, Point Loma Avenue, and other local streets that connect over the hill to the Peninsula community.

Pedestrian Level of Service

A new methodology is being developed to determine the level of service for pedestrian facilities. This information will be included in the Phase 4 of the City of San Diego Pedestrian Master Plan.

Bikeway System

Ocean Beach is a community where bicycles are used extensively. The flat terrain near the beach areas, the grid type street pattern, the high demand for the limited automobile parking, the short distances between destinations within Ocean Beach, and the connection of Ocean Beach bikeways to the citywide system of bikeways are all factors in bicycle usage in this community. Ocean Beach's bikeway system is composed of Class I, II and III bikeways and is shown on

Figure 4.2-1. All the buses that serve Ocean Beach are equipped with bicycle racks. This accommodates bikers' regional access.

The following is a description of each classification of bicycle facility.

Class I Bicycle Path

A Class I Bicycle Path is a completely separated right-of-way for the exclusive use of non-motorized vehicles and pedestrians. A Bike Path is provided along the south side of the San Diego River Flood Control Channel, from near the ocean and extending to connect onto the Bicycle Path of Sunset Cliffs Boulevard. Another Class I facility goes along the south side of the San Diego River Channel from Sunset Cliffs Boulevard eastward for 1.9 miles to Pacific Coast Highway.

Class II Bicycle Lane

A Class II Bicycle Lane is a painted lane for bicycles, marked between the traffic lane and the curb (if parking is prohibited), or between the traffic lane and parking (if parking is allowed). Special signing is installed to identify this category. Sunset Cliffs Boulevard and Nimitz Boulevard have Bicycle Lanes between Interstate 8 and West Point Loma Boulevard.

Class III Bicycle Route

A Class III Bicycle Route is a non-exclusive street route, shared with vehicles which is designated as a preferred bicycle route and identified with special signing. In the north-south directions, Ebers Street, from Point Loma Avenue to West Point Loma Avenue is the main uninterrupted route. Connectivity to Peninsula is provided via West Point Loma Avenue, which connects to the Bike Lane on Nimitz Boulevard. On the west side of the community, the Bicycle Route zigzags through short segments of many streets to connect Sunset Cliffs Boulevard to Bacon Street. The main uninterrupted east-west Bicycle Route in the community is on Voltaire Street, between Ebers Street and Spray Street, connecting to the Bike Path south of San Diego River. Portions of Abbot Street, Bacon Street, Cable Street, Ebers Street, Sunset Cliffs Boulevard, and Voltaire Street are examples of roadways which have Bike Routes.

Public Transit

Ocean Beach is currently served by Metropolitan Transit System (MTS) Bus Routes 35 and 923. A detailed description of these services is presented in this section.

Route 35

MTS Route 35 extends from the Old Town Transit Center to the intersection of Point Loma Avenue and Sunset Cliffs Boulevard in Ocean Beach. The Old Town Transit Center provides regional access to the COASTER, San Diego Trolley Blue and Green Lines, and MTS Routes 8, 9, 10, 14, 28, 30, 44, 105, and 150. From Old Town, the outbound Route 35 goes through the Midway community via Rosecrans Street, Midway Drive and West Point Loma Boulevard,

where it enters Ocean Beach. From West Point Loma Boulevard, Route 35 follows Cable Street to Orchard Avenue to Sunset Cliffs Boulevard to Point Loma Avenue. The return trip continues from Point Loma Avenue to Ebers Street to Orchard Avenue to Cable Street where it then follows the outbound route back to Old Town. The Ocean Beach post office and library are served by this line.

Route 35 weekday service spans from approximately 5:00 AM to 11:00 PM with 35 trips in each direction at approximately 30-minute headways and 23-33 minute travel times. Weekend and holiday service spans from approximately 7:00 AM to 11:00 PM with 33 inbound trips (from Ocean Beach to Old Town) and 32 outbound trips (from Old Town to Ocean Beach) at 30-minute headways and 22-30 minute travel times. Schedule timetables for Route 35 are included in Appendix A. All buses that serve this route are equipped with wheelchair lift or ramp service and bicycle racks.

Route 923

MTS Route 923 extends from downtown San Diego to the intersection of Cable Street and Newport Avenue in Ocean Beach providing access to San Diego International Airport, Santa Fe Depot with connections to Amtrak, the COASTER, San Diego Trolley Blue and Orange Lines; and other MTS routes that connect in downtown. From downtown, Route 923 goes through the Peninsula community via Broadway, Pacific Highway, Harbor Drive, North Harbor Drive, Nimitz Boulevard, McCaulay Street, Chatsworth Boulevard and Voltaire Street where it enters Ocean Beach. From Voltaire Street, Route 923 follows Cable Street to Niagara Avenue where it makes a loop via Bacon Street and Narragansett Avenue back onto Cable Street for the return trip to downtown. The Ocean Beach Post Office and Library are served by this route.

Route 923 weekday service spans from approximately 5:15 AM to 11:00 PM with 32 trips in each direction at 30-minute headways until 8:00 PM when headways become hourly, and 34-48 minute travel times. Weekend and holiday service spans from approximately 6:15 AM to 11:00 PM with 17 trips in each direction at 60-minute headways and 33-45 minute travel times. All buses that serve this route are equipped with wheelchair lift or ramp service and bicycle racks.

Transit Ridership Counts

Transit ridership data was provided by SANDAG and MTS. At the time of data collection, Route 35 had approximately 840 and Route 923 had approximately 550 daily weekday riders whose trips originated or ended in Ocean Beach. Since the time of data collection, Routes 35 and 923 were changed as part of an MTS system-wide transit service restructuring; therefore data is not available for all existing transit stops and doesn't fully reflect the current service. However, these counts still provide a good indication of the level of passenger activity along the routes. Locations with the most passenger activity were:

- Cable Street and Newport Avenue with 364 boardings (ons) and alightings (offs)
- Cable Street and Voltaire Street with 223 boardings and alightings
- Cable Street and Santa Monica Avenue with 176 boardings and alightings
- Point Loma Avenue and Sunset Cliffs Blvd with152 boardings and alightings

Bus Stops

There are a total of 29 bus stops in Ocean Beach with a spacing of approximately every two blocks. Route 35 serves 23 stops and Route 923 serves 14 stops, with both routes serving 9 stops on Cable Street. Fifteen of the 29 stops that serve Ocean Beach have one or two benches; twenty-two have lighting (nearby street lighting); seven have permanent trash receptacles; and two have a concrete pad or concrete street. Concrete pads prolong the life of the street by protecting it from the wear and tear of repeated bus decelerations and accelerations, which can cause asphalt heaving over time.

Stop and Operations Assessment

The primary deficiency for bus stops in the community is the inconsistency of amenities. The bus stop inventory found that no bus stops currently have shelters/kiosks and several stops do not have benches, lighting, and/or trash receptacles. The stops with the highest number of boardings, such as Cable Street and Newport Avenue, and Cable Street and Voltaire Street have the highest number of amenities. Based on providing a strong profile for public transit in the community and considering the passenger activity at individual bus stops, a list of deficiencies was developed in consultation with MTS staff.
Additionally, although it is a maintenance issue, Cable Street is in need of resurfacing to address cracking and potholes to improve the quality of the ride and the experience for bus riders.

Operational Issues

Ocean Beach transit services provide good regional connectivity due to their connections to Old Town Transit Center and downtown. They also provide good local connectivity by serving the community public facilities and commercial areas. Most of the community is within one-quarter mile of a transit stop with the maximum distance to a transit stop of approximately 2,000 feet for just a small residential area of the community.
Operational issues contribute to delays and affect the quality of transit service. Based on field observations and in consultation with MTS staff the following location was determined to adversely impact transit travel times:

- West Point Loma Boulevard at Nimitz Boulevard outbound (westbound) – Buses experience delays on westbound West Point Loma Blvd at Nimitz Boulevard as a result of congestion and queuing, especially during the evening peak period. This intersection approach has one left-turn, one through, and one right-turn lane. Traffic queues in the center through lane, especially during the evening peak period.

Transit operating conditions outside the community, such as on Midway Drive also impact travel times to and from Ocean Beach.

Vehicular Traffic

This section addresses movements of vehicles in the community.

Daily Traffic Volumes

Mechanical traffic counters are used to quantify the number of vehicles that utilize a street segment. Counts are recorded by each direction in 15-minute increments. Due to the seasonal nature of the area, traffic data collection typically takes place in June. To learn about the off-season traffic conditions of the community, traffic counts were made in January of 2008.

Figure 4.2-2 depicts the daily traffic in Ocean Beach. The average daily traffic (ADT) for winter 2008 is the result of two days of counts made in January. In this figure, former summer counts are shown with the respective years that they were made, along with July 2008 counts. The traffic counts taken in June of 2005 for Sunset Cliffs Boulevard, between Nimitz Boulevard and West Point Loma Boulevard, indicate that about 18,500 vehicles travel from the community toward I-8, and approximately 18,300 vehicles travel toward Ocean Beach, for a total of 36,800. The counts done in summer of 2008 show a reduction of 600 vehicles on this segment.

The morning peak hour towards the freeway system is at 7:30 and the afternoon peak hour towards the community is at 5:45. Southbound traffic between 11:00 AM and 1:00 PM, is more evenly distributed in each 15-minute interval. The peak two-hour traffic in the PM, is more even in the northbound direction than the southbound direction. The traffic volumes on Sunset Cliffs Boulevard decrease further south to 15,500, between Newport Avenue and Niagara Avenue, and to 13,900, between Orchard Avenue and Pescadero Avenue.

As can be expected, summer counts, especially at the community entrances, around the beach, and at commercial areas, are higher than winter. For example, West Point Loma Boulevard, west of Sunset Cliffs Boulevard, has an ADT of 18,000 in winter. The same location registered a daily traffic of 28,500 in summer of 2005. Due to the economic conditions and higher fuel costs, the summer or 2008 count for this location was 18,500. Also, the traffic count in summer of 2006 for Sunset Cliffs Boulevard, just south of West Point Loma Boulevard was 1,800 more than the traffic count for summer of 2008. This is one of the main gateways to the community. The typical summer traffic is always higher than winter traffic, for both directions. Also, the trend in increase and decrease of traffic volumes throughout the day for both seasons are about the same. Again, all summer traffic volumes are higher than winter in each 15-minute counts for both directions.

Winter counts in 2009 were done for the purpose of seasonal comparisons. The following locations registered lower average daily traffic in summer, than in winter:

- Niagara Avenue, between Sunset Cliffs Boulevard and Cable Street
- Orchard Avenue, between Sunset Cliffs Boulevard and Cable Street
- Point Loma Avenue, between Froude Street and Ebers Street
- West Point Loma Boulevard, between Castelar Street and Larkspur Street

Appendix B includes the daily counts that were taken in the January of 2008. The two-day average of hourly counts is also illustrated. The summer traffic counts are presented in Appendix B, with illustration of hourly counts. As can be seen in the illustrations of traffic volumes, the morning and afternoon peak periods are more spread throughout the day and typical

peaks of morning and afternoon hours with significant drops in traffic volumes during off peak periods are not experienced in the area.

Functional Street Classifications

Roadways have different designations, depending on their respective functions. The ascending order of a roadway classification system in a community is from Local Street to Primary Arterial. Freeways are the highest roadway classification that provides regional access to communities.

Local Streets provide access to dwelling units. These streets feed into Collector Streets; Collector Streets in turn feed into Major Streets. These streets serve various land uses. Major Streets are typically 4-lane facilities that are divided by painted or raised median. Primary Arterials are next in the classification hierarchy and are at least 4 lanes. Land use access is very limited to and from these roadways that typically connect Major Streets to carry the through traffic at high speed.

Figure 4.2-3 illustrates the Functional Street Classifications in Ocean Beach. Because this is an older urbanized area with many narrow roadways, some of the streets are functioning above their desired level of service due to carrying high traffic volumes. As indicated above, a Major Street is typically a 4-lane divided roadway, but 2-lane roadways such as Sunset Cliffs Boulevard and segments of West Point Loma Boulevard and Voltaire Street are designated as Major Streets due to their function and the traffic volumes that they carry.

The following is a description of the classified streets in this community. It should be noted that only a segment of a street may be classified, and that the classification may change in different segments. The streets or segments that are not described are classified as Local Streets.

Abbott Street, between Newport Street and West Point Loma Boulevard
This is a 2-Lane Collector Street with northeast-southwest alignment. It is 40' wide and has 60' of right-of way. The segment between Cape May Avenue and Saratoga Avenue registered a daily count of 5,090 in summer of 2004, 4,300 in summer of 2008, and 3,400 in winter of 2007.

Bacon Street, between Santa Cruz Avenue and West Point Loma Boulevard
This is a 2-Lane Collector Street with northeast-southwest alignment. It is 40' wide and has 60' of right-of-way between Brighton Avenue and West Point Loma Boulevard, and narrows to 36' south of Brighton Avenue. Right-of-way remains the same. The segment between Brighton Avenue and Long Branch Avenue registered daily traffic counts of 6,500 in summer of 2003, and 7,810 in summer of 2006. The segment between Narragansett Avenue and Niagara Avenue registered 5,000 vehicles in summer of 2007, and 3,700 vehicles in winter of 2008.

Cable Street, between Orchard Avenue and West Point Loma Boulevard
This is a 2-Lane Collector Street with northeast-southwest alignment. It is 40' wide and has 60' of right-of-way between Brighton Avenue and West Point Loma Boulevard, and narrows to 36' south of Brighton Avenue. Right-of-way remains the same. The segment between Narragansett Avenue and Niagara Avenue had a daily traffic of 4,800 in summer of 2005 and 4,300 in

summer of 2008. The segment between Voltaire Street and West Point Loma Boulevard had a summer ADT of 6,600 daily traffic in 2003, 8,000 in 2006, and 6,300 in 2008.

Ebers Street, between Coronado Avenue and Voltaire Street
This is a 2-Lane Collector Street with northeast-southwest alignment. It is 40' wide and has 60' of right-of-way between West Point Loma Boulevard and Brighton Avenue, and narrows to 36' south of Brighton Avenue. Right-of-way remains the same. The segment between Brighton Avenue and Long Branch Avenue registered 8,200 vehicles in summer of 2006 and 6,900 in winter of 2008. The summer of 2008 count between Newport Avenue and Niagara Avenue was 4,000.

Narragansett Avenue, between Bacon Street and Froude Street
This is a 2-Lane Collector Street with northwest-southeast alignment. It is 40' wide and has 80' of right-of-way. The winter 2008 traffic counts between Cable Street and Sunset Cliffs Boulevard showed 2,600 vehicles, and 2,800 vehicles in summer. The segment between Ebers Street and Froude Street showed the winter traffic to be 2,500 and the summer traffic 2,600.

Newport Avenue, between Abbott Street and Froude Street
This is a 2-Lane Collector Street with northwest-southeast alignment. It is 52' wide and has 80' of right-of-way. The winter 2008 daily traffic counts between Cable Street and Sunset Cliffs Boulevard showed 5,500 vehicles, and the summer counts were 6,200. The segment between Bacon Street and Cable Street showed 8,700 vehicles utilizing this street.

Orchard Avenue, between Cable Street and Sunset Cliffs Boulevard
This is a 2-Lane Collector Street with northwest-southeast alignment. It is 40' wide and has 80' of right-of-way. In 2008, there were 1,600 vehicles in winter and 1,500 vehicles in summer. The segment between Ebers Street and Froude Street registered 800 vehicles on this block.

Point Loma Avenue, between Froude Street and Sunset Cliffs Boulevard
This is a 2-Lane Collector Street with northwest-southeast alignment. It is 55' wide and has 80' of right-of-way. The winter 2008 average daily traffic is 3,300 between Ebers Street and Froude Street. The summer count in the same segment was 3,300 in 2004 and 3,000 in 2008.

Santa Monica Avenue, between Abbott Street and Sunset Cliffs Boulevard
This is a 2-Lane Collector Street with northwest-southeast alignment. It is 40' to 52' wide and has 80' of right-of-way. The winter 2008 average daily traffic between Bacon Street and Cable Street was 4,400. The segment between Cable Street and Sunset Cliffs Boulevard registered 4,100 vehicles in summer of 2008.

Sunset Cliffs Boulevard, between Adair Street and West Point Loma Boulevard
This is a 2-Lane Major Street with northeast-southwest alignment. It is 40' wide and has 60' of right-of-way between Brighton Avenue and West Point Loma Boulevard, and narrows to 36' south of Brighton Avenue. Right-of-way remains the same. The segment between Lotus Street and West Point Loma Boulevard is one of the entry points to the community. It had a daily traffic volume of 24,600 in summer of 2006. This volume was reduced in summer of 2008 to

22,800. The summer of 2005 had 28,300 daily traffic between Brighton and Long Branch. This traffic volume was significantly reduced to 17,800 in summer of 2008. The daily traffic for summer of 2005 between Newport Avenue and Niagara Avenue was 15,500 and 13,000 in summer of 2008. The segment between Orchard Avenue and Pescadero Avenue had a daily traffic volume of 13,900 in summer of 2005 and was reduced to 9,900 in summer of 2008.

Voltaire Street, between Abbott Street and Froude Street

The segment between Abbott Street and Sunset Cliffs Boulevard is a 2-Lane Collector Street with northwest-southeast alignment that is 52' wide and has 80' of right-of-way. The segment between Cable Street and Sunset Cliffs Boulevard showed 6,200 ADT for summer of 2006 and 5,400 ADT for winter of 2008.

The segment between Froude Street and Sunset Cliffs Boulevard is a 2-Lane Major Street. It is 52' wide and has 80' of right-of-way. The winter 2008 count registered an average daily traffic of 8,000 and the summer count was 8,400.

West Point Loma Boulevard, between Nimitz Boulevard and Spray Street

The segment between Nimitz Boulevard and Sunset Cliffs Boulevard is a 2-Lane Major Street with northeast-southwest alignment. It is 52' wide and has 80' of right-of-way. The winter 2008 counts were made between Castelar Street and Larkspur Street that showed an ADT of 13,400. Summer 2008 counts for the same location was 13,100.

The segment between Spray Street and Sunset Cliffs Boulevard is a 2-Lane Collector Street with varying alignments. It is 52' wide and has 80' of right-of-way. The segment between Bacon Street and Cable Street had an average daily traffic of 11,700 in winter of 2008. The summer count was 12,900 in 2009. This compares with 13,800 vehicle count in summer of 2004.

Street Segment Level of Service (LOS)

Factors such as increases in the area land use intensity have resulted in additional trips in the community that have caused congestion and long delays, especially on routes to and from I-8. The roadway segment level of service (LOS) is a measure of traffic volume relative to the capacity of the roadway. A letter grade from A through F is used to show the congestion of the roadway. Appendix H provides information on roadway classifications and their respective LOS, depending on the traffic volumes they carry. In urbanized areas of the city, such as Ocean Beach, street segments with levels of service E and F are considered congested and undesirable. There are four street segments within the community that operate at undesirable LOS in winter. These segments are:

- Ebers Street, between Brighton Avenue and West Point Loma Boulevard
- Sunset Cliffs Boulevard, between Voltaire Street and West point Loma Boulevard
- West Point Loma Boulevard, between Bacon Street and Cable Street
- West Point Loma Boulevard, between Cable Street and Sunset Cliffs Boulevard

Based on the daily traffic volumes that were counted during July of 2008, and depending on the Functional Street Classifications, the level of service for various street segments in Ocean Beach was determined. The street segments that perform at undesirable level of service in summer are:

- Bacon Street, between Brighton and West Point Loma Boulevard (E)
- Ebers Street, between Brighton Avenue and West Point Loma Boulevard (F)
- Nimitz Boulevard, between Sunset Cliffs Boulevard and West Point Loma Boulevard (F)
- Sunset Cliffs Boulevard, between Nimitz Boulevard and West Point Loma Boulevard (E)
- Sunset Cliffs Boulevard, between Voltaire Street and West Point Loma Blvd. (F)

Figure 4.2-4 illustrates the Street Segment Level of Service for winter and summer of 2008.

Intersections

The movement of traffic is regulated at crossings of more heavily traveled roadways. For the streets that carry about the same volume of traffic, all-way stop signs are installed where they cross. Traffic signals are installed at the busiest locations to allow orderly traffic movement. Traffic counts were made in January and July of 2008 to determine the traffic volume for each through and turning movements at nine signalized intersections within the community and at the I-8 ramps. These counts are used to determine the level of service at the intersections. The results of intersection LOS for morning and afternoon peak periods in winter and summer are shown on Figures 4.2-5 and 4.2-6. To illustrate the differences between the winter and summer LOSs' for the signalized intersections, refer to Figure 4.2-7 for morning and Figure 4.2-8 for afternoon peak periods. General description of evaluation criteria that corresponds to various levels of service is provided in Appendix B. For example, if the stopped delay per vehicle is more than 80 seconds, then the intersection is operating at level of service F.

Parking

Both on- and off-street parking are in high demand in most areas of Ocean Beach. Much of the development in Ocean Beach took place many years ago when the number of cars and the car ownership ratio were less. Currently, multi-car households create a high demand for the limited available on- and off-street parking.

To increase on-street parking supply, the following parking management strategies may be pursued: convert some of the on-street spaces to time-limited parking; remove red painted curb segments; and close off driveways. Conversion of parallel parking to diagonal configuration has been done in the core commercial area. However, most of the streets in Ocean beach are not wide enough to allow the streets to accommodate diagonal parking. Also, there should be at least 100 feet of uninterrupted curb length before a gain can be made from converting parallel spaces to diagonal configuration. All of these alternatives will need to be considered on a block by block basis to determine their suitability for implementation as individual projects are submitted to the City.

Community members do not favor paid parking in Ocean Beach. In order to determine what other strategies may be used to address parking management in the community, the City requested community input to identify and rank three tiers of parking severity in Ocean Beach. They are characterized as "always," in the area west of Sunset Cliffs Boulevard and north of Del Mar Avenue; "at night" east of Sunset Cliffs Boulevard and south of Del Mar Avenue; and "less often," south of Del Mar Avenue.

To quantify the parking utilization in the three identified tiers, several blocks from each tier were studied as representative samples. Weekday observations were made from 6:30 to 6:45 AM; 1:00 to 1:15 PM; and from 7:00 to 7:15 PM. Saturday observations were made from 8:00 to 8:15 AM; 1:00 to 1:15 PM; and from 7:00 to 7:15 PM. City staff and community members observed and recorded the number of on street parked vehicles along the pre designated blocks and in the two public lots as shown in parking occupancy figures. The number of parked vehicles was compared with the total available parking space to measure the parking utilization for each street block and parking lot. The parking utilization is reported between 85 to 100%; 70 to 84%; 50 to 69%; and 0 to 49% for each time period in weekday and weekend.

The area south of Del Mar Avenue was identified by the community members to be the least parking impacted area. The study; however, shows that in the weekday mornings, this area's on-street parking is 85 to 100% utilized, while the areas that were identified to be "Always" or "At Night" short on parking supply have between 50 and 69% of their parking spaces utilized. The same area shows 70 to 84% parking utilization in the weekend morning. The area identified to have parking shortage at night, that is located east of Sunset Cliffs Boulevard and north of Del Mar Avenue, shows to be less impacted tan the other areas, with the exception of weekend night that is equal in parking occupancy with the "Less Often Area." The area west of Sunset Cliffs Boulevard and north of Del Mar Avenue was identified to "Always" have parking shortage. The parking utilization for this area was 85 to 100% for PM period on weekdays, and for midday and PM on weekends, which is half the study periods.

Intelligent Transportation System (ITS)

Coordinated traffic signals in the community are along Sunset Cliffs Boulevard. No other ITS technologies have been implemented in the community.

Transportation Demand Management (TDM)

The nature of employment in Ocean Beach is such that there are not employers with high enough number of employees that would result in preparing and implementing a TDM plan.

Airports

There is no airport in the Ocean Beach community. However, OBCPU is within the San Diego International Airport ALUCP. The ALCUP addresses land use compatibility and noise issues.

Passenger Rail

Ocean Beach has no direct access to passenger rail; however, the connection to Old Town Transit Station that has trolley service is provided by bus lines 35 and 923.

Goods Movement and Freight

There are no industrial activities that would require raw material delivery to the community or movement of finished goods from it. The community has no truck route. Commercial good movements are limited to local deliveries to businesses.

4.2.2 Regulatory Framework

a. General Plan Mobility Element

The Mobility Element of the General Plan (City of San Diego 2008a) addresses the necessary components of a balanced and efficient transportation network. Some of these include regional cooperation, congestion management strategies, and transportation choices. In keeping with the City of Villages strategy, this element of the General Plan contains goals and policies to target growth into mixed-use villages that are pedestrian-friendly and linked to the transit system. Tools or strategies such as pedestrian improvements and traffic calming measures are illustrated to help create a vision for smart growth and walkable communities.

Transportation Demand Management (TDM) is a strategy designed to reduce traffic congestion by attempting to reduce vehicular traffic volumes during the A.M. and P.M. peak hours of the day. Since most commuting and congestion occurs during peak hours, TDM seeks to shift commuters to transportation modes other than cars and eliminate peak hour trips by encouraging telecommuting, carpooling, alternative modes of transportation, and commuting in non-peak periods. A key objective includes the close integration of commercial, office, and residential activities in order to maximize internal circulation between activity centers and to reduce traffic generation and parking demands below levels associated with conventional development. Recognizing that the region's growth will strain existing transportation networks, the Mobility Element also contains policies to encourage the development and use of alternative transportation modes such as walking, bicycling, and transit.

b. Existing Community Plan (Precise Plan and Action Plan)

Both the Precise Plan and Action Plan stress the desire of the community to explore alternative modes of transportation. This objective is expressed in the goals of the Precise Plan's Transportation Element which seeks to deemphasize the use of cars while making improvements to the public transportation, bikeways and pedestrian systems. Specific goals of the Existing Community plan are as follows:

1. De-emphasize the auto as the major means of transportation and promote alternative means of transportation to commercial areas provided.
2. Improved vehicular traffic flow through the use of operational improvements.
3. Reduced motor vehicle traffic along residential streets.

4. Increased off-street residential parking.
5. Parking for beach users with minimal disruption to the residential community.
6. Full integration of Ocean Beach into an area-wide bus transit system that provides direct service to downtown San Diego.
7. An intra-community shuttle.
8. A safe intra-community bikeway system that links Ocean Beach activity centers to the City-wide bikeway system.
9. Whenever possible, Class I bikeways (completely separate right-of-way from motorized vehicles).

c. Regional Transportation Plan

SANDAG's 2050 RTP, adopted in October 2011, is the long-range, multi-modal mobility plan for the region. It includes short-term and long-term strategies for the development of an integrated multi-modal transportation system, and is required in order to be eligible for state and federal funding. The RTP identifies and priorities projects, and calls out funding sources for their implementation. The 2050 RTP is developed around five primary components: a Sustainable Communities Strategy, Social Equity and Environmental Justice, Systems Development, Systems Management, and Demand Management. It addresses improvements to transit, rail, roadways, goods movement, bicycling, and walking, as well as other topics. The RTP Sustainable Communities Strategy (SCS), consistent with Senate Bill 375, shows how integrated land use, housing, and transportation planning can lead to lower greenhouse gas emissions from autos and light trucks. The RTP is intended to support a regional smart growth plan. This vision reflects a transportation system that supports a robust economy and a healthy and safe environment with climate change protection while providing a higher quality of life for San Diego County residents. This includes better activity centers with homes and jobs enabling more people to use transit and walk and bike; efficiently transporting goods; and providing effective transportation options for all people. It should be noted that the PEIR prepared for the RTP and SCS is the subject of ongoing litigation (as of printing of this PEIR).

d. Bicycle Master Plan

The City's Bicycle Master Plan (City of San Diego 2002) and Draft BMP Update (2013) seek to foster a bicycle-friendly environment to serve commuter and recreational riders. The plan is currently undergoing an update and identifies policies, routes, programs, and facility priorities to increase bicycle transportation, safety, access, and quality of life. Similar to improved pedestrian environments and routes, improved bicycle routes can increase ridership which provides benefits (reduced traffic congestion, energy consumption, vehicle emissions, etc.). The development, maintenance, and support of a bicycle network addressed in the Bicycle Master Plan were considered in the Mobility Element of the General Plan (City of San Diego 2008a). Specifically, Policy ME-F.1 calls for the City to implement the Bicycle Master Plan over the next 20 years.

According to the Bicycle Master Plan, the lack of continuous and connected bikeways between schools, parks, employment, shopping areas, etc. are a common problem when it comes to access for cyclists. Critical to meeting the goals to increase bicycle use is the continued development of a continuous bikeway network that serves important destinations and connects to bikeways in

neighboring cities. One way to implement this plan is to utilize existing public easements and railways as bikeways or design and retrofit roadways to accommodate bicycle travel. Increased signage, lane striping, and traffic control also help meet the goals.

The Bicycle Master Plan also recognizes the major north-south bicycle route along Harbor Drive and other routes along Main Street, National Avenue, Cesar E. Chavez Parkway, 32nd Street, and Vestal Street within the proposed OBCPU area. The Bicycle Master Plan envisions the completion of the Harbor Drive bikeway link and other bikeway connections to activity centers, open space areas, and adjacent communities. There are existing bicycle racks at the trolley stations within the proposed OBCPU area.

e. Complete Streets Policies

Complete streets are designed to provide convenient routes and a variety of transportation options while enabling safe access for motorists, transit users, pedestrians and bicyclists of all ages and abilities. State, regional and local governments and organizations have enacted complete streets laws or adopted related policies, including California's Complete Streets Act of 2008 (AB1358) and Caltrans' Deputy Directive DD-64-R1 (Complete Streets – Integrating the Transportation System).

4.2.3 Methodology

The following section describes the methodology used to evaluate the study intersections, roadway segments, and freeway segments and determine the significant impacts of the proposed Community Plan Update.

Intersections

The analysis process for intersections includes determining the operations at the study intersections for the AM and PM peak hours. The AM intersection analysis evaluates the operations of the study intersections during the hour with the higher vehicular traffic between 7:00 AM and 9:00 AM. The PM intersection analysis evaluates the operations of the study intersections during the hour with the higher vehicular traffic between 4:00 PM and 6:00 PM.

To analyze the operations of both signalized and unsignalized intersection, Synchro 7 (Trafficware) was used for the analysis. Synchro 7 uses the methodologies outlined in the *2000 Highway Capacity Manual (HCM)*.

All signal timing data and parameters such as cycle lengths, splits, clearance intervals, etc. from the analyses contained in *Ocean Beach Existing Conditions Report Mobility Element* (Appendix B) were assumed to be the same for the future year analyses with the exception of intersection cycle lengths and splits, which were optimized to account for the changes in demand along each respective approach.

The analysis of intersections utilized the operational analysis procedure as outlined in the *2000 Highway Capacity Manual (HCM), Transportation Research Board Special Report 209*. This method defines Level of Service (LOS) in terms of delay, or more specifically, average control delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time.

The LOS for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay.

The LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. At a one-way or two-way stop control intersection, the delay reported represents the worst movements, which are typically the left-turns from the minor street approach. At an all-way stop control intersection, the delay reported is the average control delay of the intersection. The criteria for the various LOS designations are provided in Table 4.2-1.

The City of San Diego considers LOS D or better during the AM and PM peak hours to be the threshold of acceptable LOS at intersections.

Roadway Segments

Roadway segment LOS standards and thresholds provide the basis for analysis of roadway segment performance. The analysis of roadway segment LOS is based on the functional classification of the roadway, its maximum capacity, its roadway geometrics, and existing or forecast Average Daily Traffic (ADT) volumes. Table 4.2-2 presents the roadway segment capacity and LOS standards utilized by the City of San Diego.

Freeway Segments

Freeway segments were analyzed during the AM and PM peak hours based on the methodologies developed by Caltrans District 11. Freeway segment LOS is based on the volume to capacity ratio (v/c ratio) on the freeway during the peak hours. The procedure involves comparing the peak hour volume of the mainline freeway segment to the theoretical capacity of the segment, resulting in the corresponding v/c ratio. The resulting v/c ratio is then compared to the accepted v/c ratio values. The procedure for calculating the freeway LOS involves the estimation of the v/c ratio using the following equation:

v/c ratio = ([ADT * K Factor * D Factor] / Truck Factor) / Capacity
ADT = average daily traffic volumes
K Factor = percentage of ADT occurring in the peak hour
D Factor = percentage of peak hour traffic occurring in the peak direction
Truck Factor = based on truck percentage and terrain
Capacity = 2,350 vehicles/hour/lane for the mainline

Table 4.2-3 summarizes the freeway segment LOS thresholds.

4.2.4 Future Buildout Analysis

This section summarizes the study area, roadway network and intersections, peak hour and daily traffic volumes, and operations at the study roadway facilities in Buildout scenario.

Roadway Segments

This study analyzed all roadway segments analyzed in the *Ocean Beach Existing Conditions Report Mobility Element*. Additionally, the following three segments of Sunset Cliffs Boulevard were studied as this roadway is a major gateway to the Ocean Beach Community and select link analysis indicates it warrants analysis:

1. Sunset Cliffs Boulevard between West Point Loma Boulevard and Nimitz Boulevard
2. Sunset Cliffs Boulevard between Nimitz Boulevard and I-8 WB off-ramp
3. Sunset Cliffs Boulevard between I-8 WB off-ramp and Sea World Drive

The functional classification assumed for the roadway segments in the Buildout scenario is the same as currently exists.

Table 4.2-4 summarizes the functional classifications for the various roadway segments within the OB community as well as the roadway segments studied that lie outside the community limits.

Freeways

Based on the Select Link analysis, the freeway segment of I-8 between Sunset Cliffs Boulevard and W Mission Bay Drive was included in the geographic study area. This freeway segment is considered to be a main gateway into the Ocean Beach community and contains two travel lanes (main lines) in each direction.

Intersections

All intersections evaluated in the *Ocean Beach Existing Conditions Report Mobility Element* were analyzed in this study. In addition, the following four stop controlled intersections were analyzed in this report:

1. Ebers Street/West Point Loma Boulevard
2. Sunset Cliffs Boulevard/Brighton Avenue
3. Sunset Cliffs Boulevard/Orchard Avenue
4. Bacon Street/West Point Loma Boulevard

Figure 4.2-9 presents the study area intersections evaluated under Buildout conditions.
Because Ocean Beach community members have expressed the desire to have these locations signalized, they have been evaluated to see if they warrant signalization under Buildout

conditions. The California Manual of Uniform Traffic Control Devices (CA MUTCD 2012) Figure 4C-103 was referenced to determine if any of the intersections met traffic signal warrants. Based on the analysis, signalization would be warranted only at the West Point Loma Boulevard/Ebers Street and West Point Loma Boulevard/Bacon Street intersections using forecasted Buildout traffic volumes. The other two intersections would not meet signal warrants. Signal warrant worksheets are provided in Appendix B as well as existing count data for these intersections.

Roadway and Freeway Volumes

The average daily traffic (ADT) volumes for the Buildout scenario along the roadway and freeway segments studied were determined from the City of San Diego's future year travel forecast, dated January 26, 2011. This forecast is a SANDAG Series 11 forecast that includes buildout land uses of the proposed Ocean Beach Community Plan Update, but also assumes regional improvements identified in SANDAG's Regional Transportation Plan (RTP) 2030 and incorporates land use, population, and employment data in the San Diego region in Year 2030. The land uses for the adjacent communities were only forecast for the Year 2030. It should be noted that due to the uncertainty of estimates and forecasts, traffic volumes were rounded according to the following American Association of State Highway and Transportation Officials (AASHTO's) rounding standards, which are the following:

Forecast Volume	Round to Nearest
<100	10
100 to 999	50
1,000 to 9,999	100
10,000 to 99,999	500
>99,999	1,000

Figure 4.2-10 displays the Buildout daily traffic volumes along the various roadway segments within the OB community.

Intersection Peak-Hour Turning Volumes

To estimate the Buildout scenario turning movement volumes at the study intersections, the existing turning movements at each respective study intersection were factored up based on the projected Average Daily Traffic (ADT) volumes along each segment. Each respective movement was derived using an iterative approach that balances the inflows and outflows for each approach. The input values include the existing turning movement volumes and future year peak hour approach and departure volumes along each leg of the intersection. The future peak hour approach volumes were estimated by applying the existing peak hour factor (K-factor) and directional distributional percentage (D-factor) to the future ADT volumes along each approach. A more detailed description of the methodology used to forecast turning movement volumes is contained in the National Cooperative Highway Research Program (NCHRP) 255 Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8.

An Excel model was developed to compute the forecasted turning movement volumes from existing turning movement volumes and forecasted approach and departure volumes by the techniques described in NCHRP 255. As a conservative approach, if a turning movement volume produced by this model was less than the existing count for that movement, manual adjustments were made to assure that all forecast horizon year volumes would be equal or greater than the existing turning movement counts. It should be noted that due to the uncertainty of estimates and forecasts, all turning movement volumes were rounded up to the nearest five vehicles.

Validation of Traffic Counts

In accordance with the City of San Diego Traffic Impact Study Manual (1998), traffic counts should be no greater than two years old. Therefore, since the counts from the *Ocean Beach Existing Conditions Report Mobility Element* were gathered in 2008, validation was required to determine if these counts still represent current traffic conditions. Consequently, roadway segment ADT and intersection turning volume counts from the *Ocean Beach Existing Conditions Report Mobility Element* were compared to current (i.e., Year 2010 and later) counts to determine if the 2008 counts were still valid. Details of the validation of the existing traffic counts was prepared and summarized in a technical memorandum, dated November 8, 2011 (see Appendix B).

Table 4.2-5 summarizes the validation of the ADT volumes along several of the study area roadway segments. Cells containing counts from the same season (winter or summer) are shown in gray highlights. Also, bolded values in the table indicate traffic counts that are within 10 percent of each other. As shown in the table, it does not appear that there is a pattern with the recent ADT volumes as they are both higher and lower than the counts obtained in 2008. However, the ADT volumes shown for one of the primary gateways into the Ocean Beach community, Sunset Cliffs Boulevard, indicate that traffic volumes have not experienced significant change over the last few years, which supports the validity of the 2008 traffic counts used by the City in developing the Existing Conditions Report. Traffic volumes along Sunset Cliffs Boulevard between Lotus Street and West Point Loma Boulevard remained fairly constant between 2008 and 2010.

Regarding the validation of intersection traffic counts, several recent intersection traffic counts (August 2010) were provided by the City of San Diego and summarized in Table 4.2-6. As shown in the table, the average turning volumes counts at all intersections are generally the same during the peak hours. Traffic counts that are within 10 percent are considered to be valid; therefore, it can be concluded that the turning volume counts from the *Ocean Beach Existing Conditions Report* within the TIA are still validate and may be used in this analysis.

Seasonal Traffic Volumes

The *Ocean Beach Existing Conditions Report Mobility Element* within the TIA provides two sets of counts for each roadway facility studied; one set taken in January 2008 ("winter counts") and another taken during the summer of 2008. Since the development of Buildout turning volumes is contingent on the baseline volumes, it was necessary to determine which set of counts (winter or

summer) were higher so the higher counts could be used to develop the Buildout volumes. This would provide a more conservative analysis since using higher counts for the baseline would result in higher intersection counts for the Buildout scenario.

Table 4.2-7 summarizes the traffic data obtained for the winter and summer months at selected intersections along Sunset Cliffs Boulevard. It should be noted that the traffic volumes represent the total traffic volumes entering an intersection during the peak one-hour time period.

As shown in the Table 4.2-7 traffic counts obtained in the winter months at all of the intersections along Sunset Cliffs Boulevard during both peak hours result in higher traffic volumes compared to the counts obtained during the summer months. The winter counts at all locations along Sunset Cliffs Boulevard were generally 19 percent and 9 percent higher during the AM and PM peak hour, respectively. Typically summer counts are higher than winter counts in beach areas; however, the decline in traffic volumes in the summer of 2008 may be attributed to the higher fuel prices as well as the economic downturn beginning in March 2008. Since winter counts were found to be higher than the summer counts, the winter counts at the study area intersections were used as a baseline to estimate the future year turning movement volumes.

Intersection Analysis

Table 4.2-8 displays the LOS analysis results for the study intersections at Buildout. As shown in the table, all of the study intersections would operate at an acceptable LOS D or better except for the following intersections:

- Sunset Cliffs Boulevard/I-8 WB off-ramp (LOS F, AM and PM Peak)
- Sunset Cliffs Boulevard/I-8 EB on-ramp (LOS F, AM Peak)
- Sunset Cliffs Boulevard/Nimitz Boulevard (LOS F, AM and PM Peak)
- Sunset Cliffs Boulevard/West Point Loma Boulevard (LOS F, AM and PM Peak)
- Nimitz Boulevard/West Point Loma Boulevard (LOS F, AM and PM Peak)
- Bacon Street/West Point Loma Boulevard (LOS F, PM Peak)
- Sunset Cliffs Boulevard/Brighton Street (LOS F, AM and PM Peak)
- Sunset Cliffs Boulevard/Orchard Street (LOS F, AM and PM Peak)

It should be noted that due to the close spacing of the West Point Loma Boulevard and Voltaire Street intersections along Sunset Cliffs Boulevard and the LOS F operations at the West Point Loma Boulevard/Sunset Cliffs Boulevard intersection, northbound queuing could degrade the operations at the Voltaire Street/Sunset Cliffs Boulevard intersection. A queuing analysis is performed and summarized below.

Queuing Analysis

A queuing analysis in the Buildout scenario was performed in the northbound direction at the West Point Loma Boulevard/Sunset Cliffs Boulevard intersection. This was deemed necessary since the Synchro analysis for this intersection was LOS F and this intersection is very close to the intersection of Voltaire Street/Sunset Cliffs Boulevard. As such, queues from West Point Loma Boulevard/Sunset Cliffs Boulevard could cause significant delays for vehicles at the intersection of Voltaire Street/Sunset Cliffs Boulevard that would not be accounted for in the

LOS for Voltaire Street/Sunset Cliffs Boulevard reported in Table 4.2-8. Table 4.2-9 summarizes the queuing analysis in the northbound direction at the West Point Loma Boulevard/Sunset Cliffs Boulevard intersection. As shown in the table, both the 50th and 95th percentile queue lengths for the northbound through movement along Sunset Cliffs Boulevard would exceed the available storage and extend back into the Voltaire Street/Sunset Cliffs Boulevard intersection. Therefore, queues from Voltaire/Sunset Cliffs Boulevard may degrade the LOS at Voltaire Street/Sunset Cliffs Boulevard to less than acceptable levels of service.

Roadway Segment Analysis

Table 4.2-10 displays the LOS analysis results for the roadway segments under the Buildout condition. As shown in the table, all of the roadway segments would function at LOS D or better, except for the following segments:

- Abott Street
  - Newport Street to Santa Monica Avenue (LOS F)
- Bacon Street
  - Santa Monica Avenue to West Point Loma Boulevard (LOS E)
- Cable Street
  - Narragansett Ave to Newport Avenue (LOS E)
  - Newport Avenue to West Point Loma Boulevard (LOS F)
- Sunset Cliffs Boulevard
  - Adair Street to Narragansett Avenue (LOS F)
  - Narragansett Avenue to Voltaire Street (LOS F)
  - Voltaire Street to West Point Loma Boulevard (LOS F)
  - West Point Loma Boulevard to Nimitz Boulevard (LOS F)
  - Nimitz Boulevard to I-8 WB off-ramp (LOS F)
  - I-8 WB off-ramp to Sea World Drive (LOS F)
- Ebers Street
  - Narragansett Avenue to Newport Avenue (LOS E)
  - Newport Avenue to Voltaire Street (LOS F)
  - Voltaire Street to West Point Loma Boulevard (LOS F)
- Nimitz Boulevard
  - Sunset Cliffs Boulevard to West Point Loma Boulevard (LOS F)
- West Point Loma Boulevard
  - Abbott Street to Sunset Cliffs Boulevard (LOS F)
  - Sunset Cliffs Boulevard to Nimitz Boulevard (LOS F)
- Voltaire Street
  - Bacon Street to Cable Street (LOS E)
  - Cable Street to Sunset Cliffs Boulevard (LOS F)
  - Sunset Cliffs Boulevard to Froude Street (LOS F)
- Newport Avenue
  - Abbott Street to Cable Street (LOS F)

Freeway Segment Analysis

Table 4.2-11 displays the LOS analysis results for the I-8 freeway segment under the Buildout scenario. As shown in the table, the I-8 freeway segment would operate at an acceptable LOS in both directions during the AM and PM peak hours.

City of San Diego CEQA Significance Determination Thresholds

To determine if a project would have a significant impact to an intersection, roadway segment, and/or freeway segment, the City of San Diego has developed thresholds based on allowable increases in delay at intersections and volume to capacity (v/c) ratios for roadway and freeway segments. At intersections, the measure of effectiveness (MOE) is based on allowable increases in delay. For roadway and freeway segments, the MOE is based on allowable increases in the v/c ratio. For intersections that are expected to operate at LOS E with the project, the allowable increase in delay is two seconds, while for intersections that are expected to operate at LOS F, the allowable increase in delay is one second. If vehicle trips from a proposed project would cause the delay at an intersection to increase by more than the City's threshold, this would be a significant project impact that would require mitigation.

For roadway segments that are forecast to operate at LOS E, the allowable increase in v/c ratio is 0.02, while for roadway segments that are forecast to operate at LOS F, the allowable increase in v/c ratio is 0.01. An increase in v/c ratio higher than the City's threshold would be a significant impact that requires mitigation.

For freeway segments that are forecast to operate at LOS E, the allowable increase in v/c ratio is 0.1, while for freeway segments that are forecast to operate at LOS F, the allowable increase in v/c ratio is 0.005. An increase in v/c ratio higher than the City's threshold would be a significant impact that requires mitigation.

Additionally, if a roadway facility would operate at acceptable LOS in baseline conditions, but at unacceptable conditions with the project, then the project would have a significant traffic impact to the roadway facility.

Table 4.2-12 summarizes the criteria for determining levels of significance at intersections, roadway segments, and freeway segments.

Based on the thresholds established for the City's General Plan for the analysis of impacts related to traffic circulation would be significant if the proposed OBCPU would:

1. Traffic Circulation
   - Result in any intersections or road or freeway segments to operate at LOS E or F on the planned transportation network;
2. Alternative Transportation Modes
   - Decrease the percent of multi-modal trips in the City's transportation system; or

4.2.5 Impacts

Issue 1: *Would the proposed OBCPU increase the number of intersections, road, or freeway segments at LOS E or F on the planned transportation network?*

Issue 2: *Would the proposed project result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?*

Impact Analysis

According to the City's Significance Determination Thresholds (City 2011), impacts to transportation/circulation, under Issues 1 and 2 would be significant if the project would result in the impacts as described in Table 4.2-12.

The goals of the Mobility Element as they relate to streets, freeways, and intersections are to reduce vehicular traffic demand placed on the street network by encouraging the use of alternative modes of transportation, including public transit, bicycles, and walking; to improve inbound and outbound traffic flow; and to reduce traffic congestion along major thoroughfares. The proposed Mobility Element would encourage the implementation of strategic and spot improvements to accommodate traffic demand. Such improvements would include, but would not be limited to, synchronizing and adjusting traffic signal timing to accommodate seasonal changes in traffic volumes and patterns to facilitate traffic flow, adding capacity to heavily congested approaches at major intersections serving as entry/exit gateways to/from the community, and restriping street segments with adequate street width to increase their carrying capacity.

The Mobility Element proposes the following recommendations:

3.3.1 Synchronize and adjust traffic signal timing to address seasonal change in traffic volumes and patterns at all signalized intersections along Sunset Cliffs Boulevard, Voltaire Street, and West Point Loma Boulevard.
3.3.2 Install a traffic signal at the intersections of Bacon Street with West Point Loma Boulevard as warranted.
3.3.3 Evaluate and install second left-turn lanes on the eastbound and westbound approaches of West Point Loma Boulevard at its intersection with Nimitz Boulevard.
3.3.4 Evaluate and install a second right turn lane on the southbound approach of the intersection of Sunset Cliffs Boulevard with West Point Loma Boulevard.
3.3.5 Support improving Nimitz Boulevard between Sunset Cliffs Boulevard to West Point Loma Boulevard to function as a six lane primary arterial.

The planning elements from OBCPU in and of itself would not result in additional failing intersections, roads or freeways nor would the OBCPU result in substantial increase of traffic on freeways, interchanges or on-ramps. However, as shown in TIA the overall buildout of the OBCPU area would result in significant impacts.

The Proposed Plan would have a significant traffic impact to the following intersections:

1 Sunset Cliffs Boulevard/I-8 WB off-ramp
2 Sunset Cliffs Boulevard/I-8 EB on-ramp
3 Sunset Cliffs Boulevard/Nimitz Boulevard
4 Sunset Cliffs Boulevard/West Point Loma Boulevard
5 Nimitz Boulevard/West Point Loma Boulevard
6 Bacon Street/West Point Loma Boulevard
7 Sunset Cliffs Boulevard/Brighton Avenue
8 Sunset Cliffs Boulevard/Orchard Avenue

Table 4.2-13 provides a summary of the Plan Update's significant traffic impacts at the study area intersections.

Furthermore the Proposed OBCPU would have a significant traffic impact to the following roadway segments:

1 Abbott Street
2 Cable Street
3 Sunset Cliffs Boulevard
4 Ebers Street
5 Nimitz Boulevard
6 West Point Loma Boulevard
7 Voltaire Street

Table 4.2-14 lists the locations of the significantly impacted roadway segments.

Significance of Impacts

Please see Tables 4.2-13 and 4.2-14 based upon the City's Significance Thresholds the OBCPU would increase the number of intersections, road, or freeway segments at LOS E or F on the planned transportation network and would result in the addition of a substantial amount of traffic to congested roadway segments, intersections, and ramps, but not freeways. These impacts are significant.

Mitigation, Monitoring, and Reporting

The TIA identifies a variety of intersection and roadway segment improvements that for the OBCPU. These generally consist of the addition of traffic signals, turn lanes, and restriping. Proposed mitigation for Intersections are identified in Table 4.2-15 and proposed mitigation for impacted roadway segments are shown in Table 4.2-16 and listed below.

Trans-1: Add a 2nd South Bound Right Turn lane by widening and removing approximately 5 parking spaces along the north side of West Point Loma Boulevard

Trans-2: Install a 2nd East Bound and West Bound left turn lane by widening the south side of West Point Loma Boulevard

Trans-3: Signalize the intersection of Bacon Street and West Point Loma Boulevard.

Trans-4: Reclassify and widen Nimitz Boulevard from Sunset Cliffs Boulevard to Point Loma Boulevard to a 6-lane primary arterial. This improvement partially mitigates the Proposed Plan's impact.

Significance After Mitigation

Improvements have been identified in this report at three intersections shown in Table 4.2-15 to fully or partially mitigate the OBCPU'S significant traffic impacts. At intersections No. 1, 2, and 3, there are no feasible mitigation options identified, and as a result, the Proposed Plan's significant traffic impacts to these intersections would remain significant and unmitigated. At intersections No. 7 and 8, the installation of a traffic signal would mitigate the Proposed Plan's impacts. However, the installation of traffic signals at these locations are not recommended since neither location would meet the standard warrants for a traffic signal based on the Buildout forecast turning volumes. However, it is recommended that these two intersections be periodically re-evaluated in the future.

Improvements have been identified in the TIA for Nimitz Boulevard from Sunset Boulevard to West Point Loma Boulevard to fully or partially mitigate the OBCPU's significant traffic impact to this roadway segment. . It is recommended that Nimitz Boulevard from Sunset Cliffs Boulevard to West Point Loma Boulevard be reclassified and improved as a six lane primary arterial to partially mitigate the Proposed Plan's significant traffic impact. All other significant traffic impacts to roadway segments are recommended to remain unmitigated since mitigations would likely require either removal of on-street parking or roadway widening.

The Ocean Beach Public Facility Financing Plan (PFFP) lists transportation improvements that would; modify traffic signals at various locations and install traffic signals at the intersections of Bacon Street and West Point Loma Avenue, Brighton Avenue and Sunset Cliffs Boulevard, and at Orchard Avenue and Sunset Cliffs Boulevard. The PFFP lists ADA improvements at the North Ocean Beach Entryway and at the intersection of Narragansett and Avenue and Sunset Boulevard. Additionally, the PFFP would install pedestrian countdown timers at all signalized intersections within the OBCPU area. However, none of the transportation improvements identified in the PFFP are fully funded.

Due to the lack of current funding for the construction of the transportation improvements and the desire of the community not to widen their streets, all of the mitigation measures identified above are not proposed as part of the OBCPU and all traffic impacts within this category remain significant and unmitigated.

Issue 3: *Would the project result in a substantial impact upon existing or planned transportation systems or conflict with any adopted policies, plans, or programs supporting alternative transportation?*

Impact Analysis

Ocean Beach is an urbanized coastal community with very few vacant parcels and will only accommodate a small percentage of new population and associated traffic. Consequently, the focus has shifted from developing new transportation systems, to sustainable policies supporting current densities and alternative transportation modes. The policies are intended to mitigate impacts associated with automobiles while enhancing desirable outcomes associated with the City of Villages growth strategy in terms of walkability and pedestrian orientation. The shift toward additional and improved alternative transportation modes, such as transit, bikeways and pedestrian paths linking the community with open spaces, supports an enhanced infrastructure; This shift reduces dependence on non-renewable resources and forms a more sustainable and integrated approach to mobility and land use.

The City's General Plan encourages walking as a viable choice for trips of less than half-a-mile, while providing a safe and comfortable environment and a complete network for all with pedestrian oriented urban design.

Ocean Beach's grid network of two-lane streets with sidewalks and alleyways allows its residents to walk to local commercial districts, community facilities, and recreational attractions such as beaches and parks. As a community, Ocean Beach's pedestrian facilities are generally accessible to persons with disabilities due to its network of mostly barrier-free sidewalks and presence of curb ramps at most intersections and alleys. Pedestrian connectivity within Ocean Beach is excellent due to its complete grid network of streets.

The following recommendations would encourage walkability within the OBCPU area and thus would support an alternative transportation mode.

3.1.1.1 Implement pedestrian improvements including, but not limited to, sidewalks and curb ramps where missing, buildouts, and enhanced marked crosswalks aimed at improving safety, accessibility, connectivity and walkability as identified and recommended in the City's Pedestrian Master Plan effort.

3.1.2 Provide pedestrian countdown timers at all signalized intersections.

3.1.3 Provide street furniture where needed in the commercial core and the beach areas.

3.1.4 Improve pedestrian connections within the parks and along the beaches, to/from transit stops and with other communities. These connections may include, but not limited to:

- Sunset Cliffs Boulevard sidewalk along the bridge that leads to paths to Mission Bay Park, Linda Vista, and Mission Valley.
- West Point Loma Boulevard, across Nimitz Boulevard on the south side of West Point Loma Boulevard, leading to the inbound (eastbound) transit stop on West Point Loma Boulevard at Nimitz Boulevard. Voltaire Street, Point Loma Avenue, and other local streets that connect over the hill to the Peninsula community.

The increase use of public transportation would reduce reliance on roadways within the OBCPU area and would potentially reduce impacts. The OBCPU area has historically been served by two bus routes operated by the Metropolitan Transit System (MTS) as is today. Ocean Beach is included in the Central Coastal area of MTS, with transit mode share of 5% for the community. The San Diego Association of Governments' (SANDAG) Regional Transportation Plan (RTP) projects total transit mode share for the Central Coastal area to be between 10% to15% in 2050. To this effect, the RTP is proposing a new Rapid Bus Route to be extended to Ocean Beach with stops located at key intersections.

Year 2010 transit ridership is expected to grow by 35% by Year 2020 for the two bus routes currently serving Ocean Beach. Due to the introduction of the Rapid Bus service, the expected transit ridership increase in Year 2020 is more than three times the 2010 levels.

The following recommendations from the Mobility Element would encourage and promote public transportation ridership.

3.2.1 Support the implementation of transit priority measures for buses as feasible.
3.2.2 Coordinate with SANDAG on the needed project-level studies for Rapid Bus service
3.2.3 Coordinate with MTS on providing shelters and benches at all bus stops to make transit more attractive to current and potential riders.
3.2.4 Coordinate with MTS on providing a shuttle service during summer months to serve the beach and residential areas via a route that would travel east-west with transfer opportunities to and from the two bus routes serving Ocean Beach.

The General Plan goals for bicycling include emphasizing this mode as a viable choice for trips that are less than 5 miles, on a safe and comprehensive network that provides social and personal benefits. Ocean Beach is an ideal community for bicyclists because of its relatively flat terrain and short distances between the residential and commercial areas. The access to the area beach is also made by many, including surfers who carry their surf boards while riding their bikes. The grid pattern of the street system makes it easy for the cyclists to get access to their destinations. Parking shortage in the commercial core and the beach area is also another factor that encourages bicycle use.

The City's Bicycle Master Plan is currently being updated. In 2010, Ocean Beach was served by 5 miles of designated bicycle facilities. The Bicycle Master Plan proposes 5.95 additional miles for a total of 10.95 miles of bicycle facilities in Ocean Beach. The bicycle network consists of a combination of facilities that include Class I bicycle paths, Class II bicycle lanes, Class III bicycle routes, Bicycle Boulevard, and a Cycle Track. For characteristics of each bicycle facility and classification, consult the San Diego Bicycle Master Plan. The 2011 Bicycle Master Plan proposes a Cycle Track on Nimitz Boulevard, and a Bicycle Boulevard along Bacon Street, Brighton Avenue, and Coronado Avenue.

Critical to meeting the goals to increase bicycle use is the continued development of a continuous bikeway network that serves important destinations and connects to bikeways in neighboring communities. The Bicycle network for Ocean Beach is illustrated on Figure 4.2-1.

As depicted on this figure, residential and commercial areas of the community are within the vicinity of a classified bicycle facility.
In order to further promote bicycle use in the community and also address the parking shortage in an economical way, especially during summer months, implementation of bike share stations is recommended in Ocean Beach. Bike sharing consists of a series of secure bicycle stations from where a publicly-owned specialty bicycle may be checked-out and returned at a destination bicycle station.

The following community-based recommendations should be considered when evaluating new bicycling facilities and improvements.

3.4.1 Implement bicycle facilities shown on Figure 4.2-1 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 to provide bike stations at convenient and visible locations that effectively serve the commercial core, the beach, the recreation center and the library.
3.4.3 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 in high activity areas.

The proposed OBCPU includes a land use pattern which takes advantage of the existing and future transit network and would improve pedestrian connections to parks and along the beaches, to and from transit stops and with other communities.

The plan increases the amount of residential and employment use within walking distance of transit service. The proposed OBCPU area is well served by the MTS, whose existing transit service is expected to be maintained and enhanced in the future. The Blue Line, which operates with Light Rail Transit service, is expected to see both increases in frequency and express service.
The OBCPU Mobility Element includes specific policies addressing the multi-modal trips in the City's transportation system. Policies 3.1.1 through 3.1.11 (Walkability), 3.2.1 through 3.2.6 (Transit Services and Facilities), 3.4.1 through 3.4.5 (Transportation Demand Management), and 3.5.1 through 3.5.3 (Bicycling) of the Mobility Element support, and are consistent with, the General Plan, and include specific goals, policies, and recommendations that will improve mobility.
Multi-modal transportation includes pedestrian, bicycles, and transit, such as bus, trolley, and train, and some of the proposed options include roadway improvements, public transportation, bike lanes, and improved walkability. Based on modeling, the pedestrian, bike, and alternative transportation policies under the proposed OBCPU are not anticipated to result in a substantial difference in transit use and the OBCPU is being designed to implement the adopted policies, plans, or programs that support alternative transportation plans. Therefore, no impact would result.

Significance of Impacts

The proposed OBCPU would improve multimodal transportation options over time and would provide bikeway and public transportation improvements. No significant adverse impacts to adopted policies, plans, or programs supporting alternative transportation models would occur.

Mitigation, Monitoring, and Reporting

Because impacts under Issue 3 are not significant, no mitigation is required.

Issue 4: *Would the proposed OBCPU effect on existing parking?*

Issue 5: *Would the proposed OBCPU create a demand for off-street parking?*

Impact Analysis

According to the City of San Diego's CEQA Significance Threshold impacts in these two issue areas would be significant if the project would create an average demand for parking that could substantially exceed the available supply and would impede the accessibility of a public facility such as a park or beach.

Because the community's beach is a regional source of attraction and due to increased number of vehicles per dwelling units, parking shortage is a problem in Ocean Beach, especially during summer months. For the purpose of addressing beach parking impacts, Ocean Beach lies within the Beach Impact Area of the Parking Impact Overlay Zone. The overlay zone serves as a tool to identify areas of high parking demand and increase the off-street parking requirements accordingly.

On-street parking is free. However, some streets have time limit parking. Parking shortages are evident along streets in the area north of Del Mar Avenue and west of Sunset Cliffs Boulevard. Due to regional growth coupled with community buildout, the demand for parking will continue to increase. This will result in parking spillover to expand further to the east of Sunset Cliffs Boulevard and south of Del Mar Avenue. To effectively manage the increase in parking demand, implementation of tailored parking management strategies aimed at improving parking efficiency allows addressing those impacted street segments.

While paid parking has been introduced on some privately owned parcels, paid parking should only be implemented in the context of a Parking District. All revenues generated from paid parking should be re-invested in the Ocean Beach community. This would allow the opportunity to manage and implement community-identified improvements. The Ocean Beach community adamantly opposes paid parking at beaches. Therefore, paid parking on beach surface lots should only be considered as part of a city-wide beach parking program.

Proposed Robb Field improvements include parking. Complemented with the implementation of bike share stations, quick and convenient access to the community is made available from this location.

Visitor-oriented parking and shared parking arrangements offer additional opportunities to increase off-street parking supply. While lack of available lots with adequate size within the community complicates identifying and providing additional off-street parking, multiple smaller size lots could serve this need.

General Plan policies ME-G.1 through ME-G.5 and Table ME-3 (Parking Strategy Toolbox), as well as the following community-specific recommendations from the Mobility Element of the OBCPU should be considered when evaluating new parking facilities.

3.5.1 Evaluate curb utilization to identify opportunities for increasing on-street parking supply.
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 and the western terminus of Santa Monica Boulevard for additional off-street parking spaces.
3.5.4 Implement parking management strategies along streets that serve the commercial and beach areas.
3.5.5 Encourage pedicab operators to provide transportation between Robb Field parking lot and the community's beach and commercial areas, especially in the summertime.
3.5.6 Evaluate visitor-oriented parking opportunities within the community.
3.5.7 Encourage shared parking arrangements that accommodate parking needs of the use as well other users.
3.5.8 Apply water quality protection measures to mobility projects in conformance with the City's Storm Water Standards Manual.

Since the Mobility Element includes recommendations that would seek to efficiently manage on-street parking to better serve the beach and commercial areas and to increase off-street parking availability the proposed OBCPU would not negatively affect parking nor would the OBCPU create a demand for off-site parking. Accordingly, the Rezone would also not result in parking impacts because the increase of 62 units is minimal and the development of affected parcels is not anticipated to occur because they are all ready fully developed.

4.3.11 Encourage shared parking agreements and allow businesses to utilize parking lots that are not in use.

Significance of Impacts

The project would not result in significant impacts because the OBCPU would not create an average demand for parking that could substantially exceed the available supply and would not impede the accessibility of a public facility such as a park or beach.

Mitigation, Monitoring, and Reporting

Because impacts under Issue 4 and 5 are not significant, no mitigation is required.

Issue 6: *Would the project result in substantial alterations to present circulation movements including effects on existing public access to beaches, parks or open space areas?*

Impact Analysis

The OBCPU is not proposing any substantial alterations to circulation movements that would result in impacts to access to beaches, parks and open space. In fact the Mobility element of the proposed OBCPU contains recommendations that would improve access to these areas.

The specific recommendations are listed below.

3.1.5 Improve pedestrian connections within the parks and along the beaches, to/from transit stops and with other communities. These connections may include, but not limited to:

- Sunset Cliffs Boulevard sidewalk along the bridge that leads to paths to Mission Bay Park, Linda Vista, and Mission Valley.
- West Point Loma Boulevard, across Nimitz Boulevard on the south side of West Point Loma Boulevard, leading to the inbound (eastbound) transit stop on West Point Loma Boulevard at Nimitz Boulevard.
- Voltaire Street, Point Loma Avenue, and other local streets that connect over the hill to the Peninsula community.

3.2.5 Coordinate with MTS to provide a shuttle service during summer months to serve the beach and residential areas via a route that would travel east-west with transfer opportunities to and from the two bus routes serving Ocean Beach.

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

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

3.5.3 Implement parking management strategies along streets that serve the commercial and beach areas.

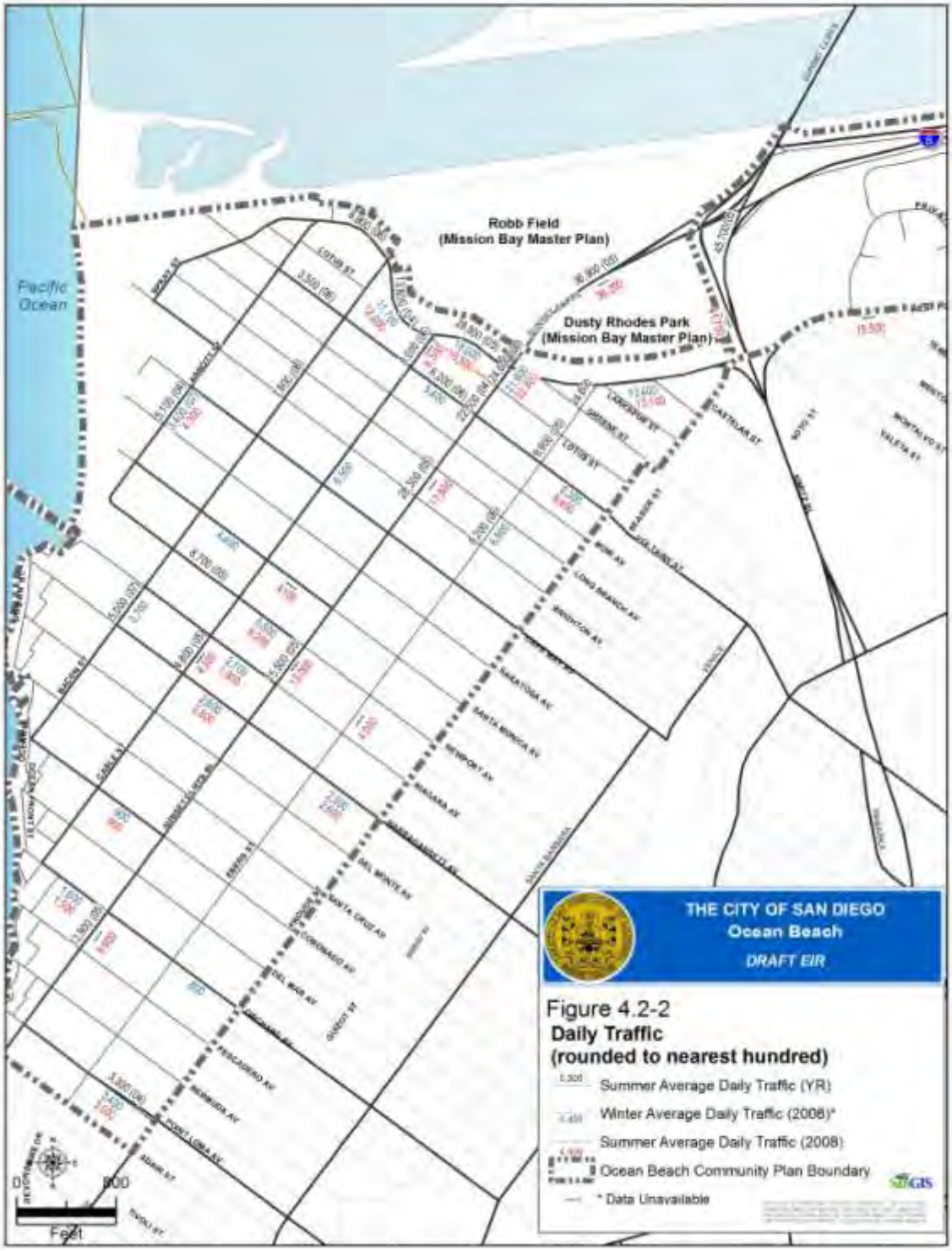
3.5.9 Encourage pedicab operators to provide transportation between Robb Field parking lot and the community's beach and commercial areas, especially in the summertime.

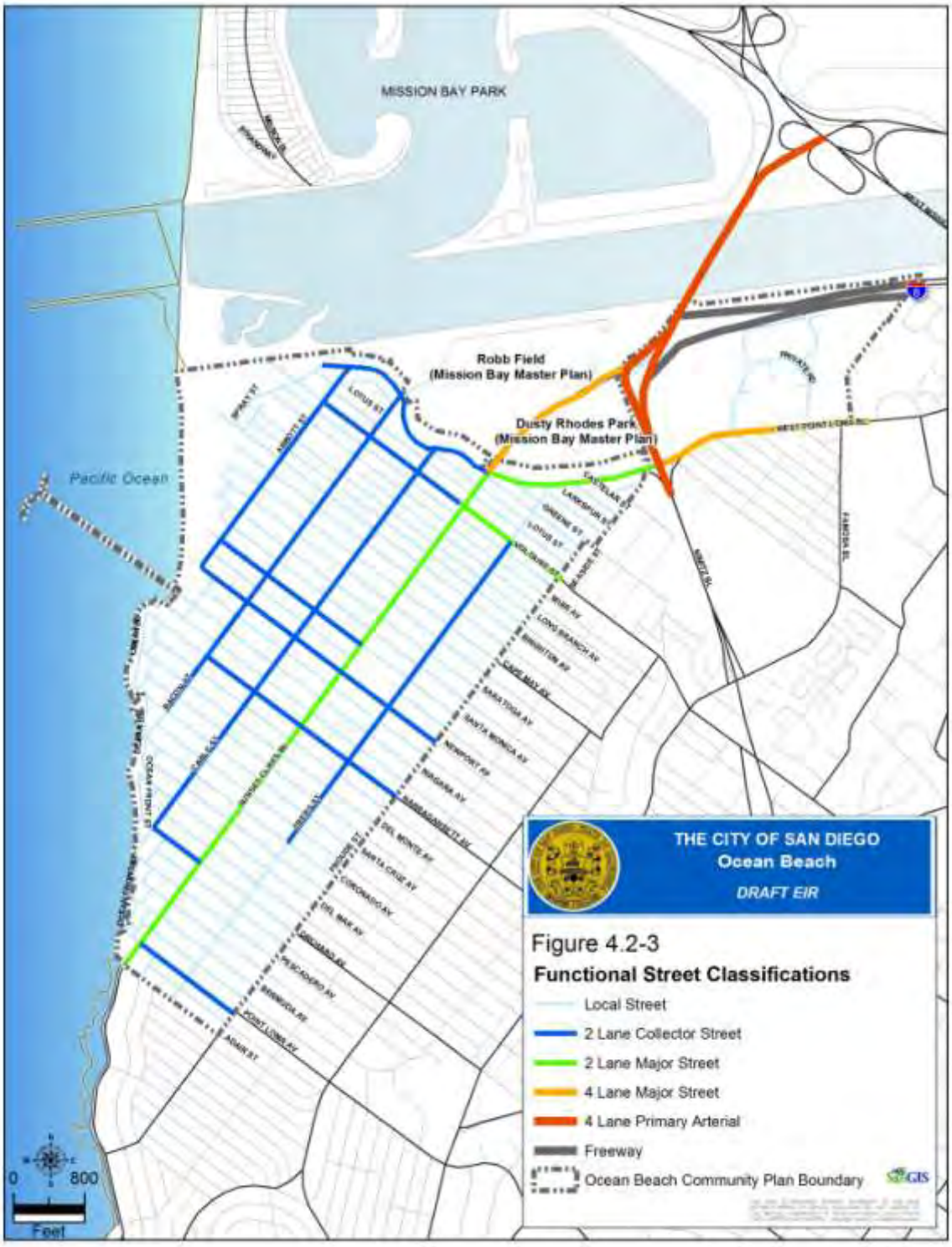
Significance of Impacts

Through the Mobility Element recommendations listed above the proposed project would improve access to beaches, parks, and opens space and therefore, would not result in significant impacts.

Mitigation, Monitoring, and Reporting
Significant impacts were not identified and mitigation is not require.

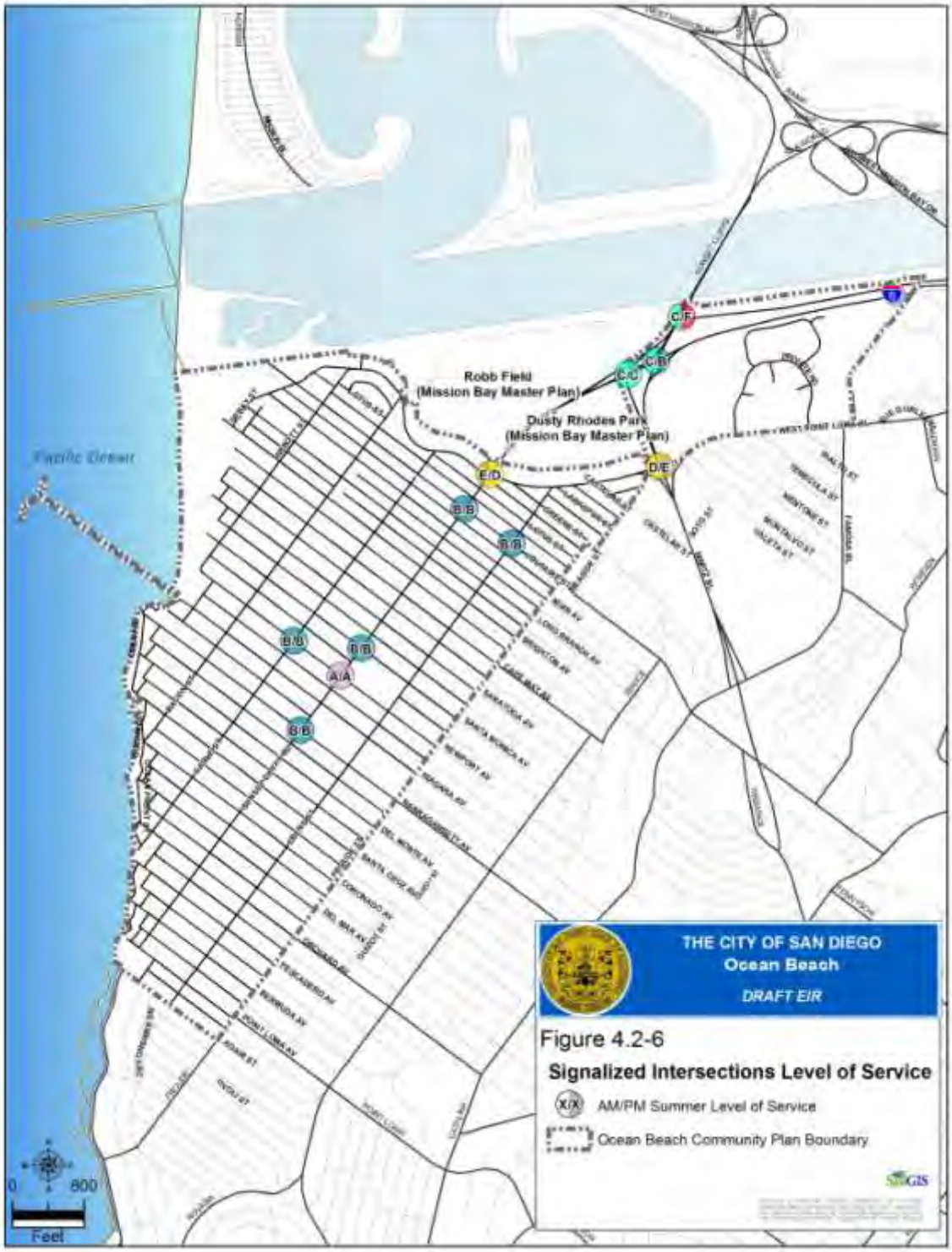

MISSION BAY PARK
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.2-1
Bikeway System
Bikeway Classifications
Class I (Bike Path)
Class II (Bike Lane)
Class III (Bike Route)
Ocean Beach Community Plan Boundary
0
800
Feet

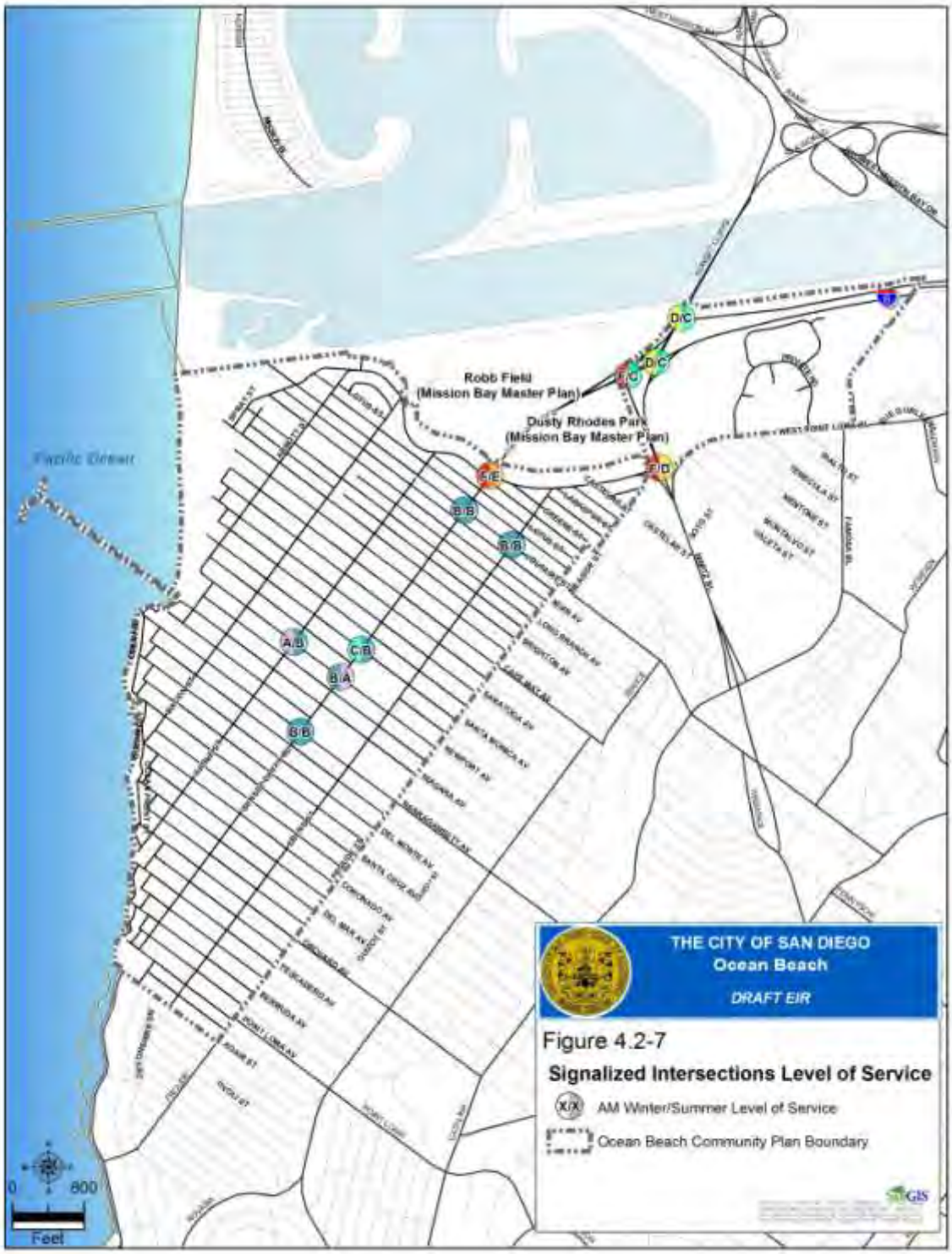

Pacific Ocean
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.2-2
Daily Traffic
(rounded to nearest hundred)
Summer Average Daily Traffic (YR)
Winter Average Daily Traffic (2008)*
Summer Average Daily Traffic (2008)
Ocean Beach Community Plan Boundary
* Data Unavailable
Feet

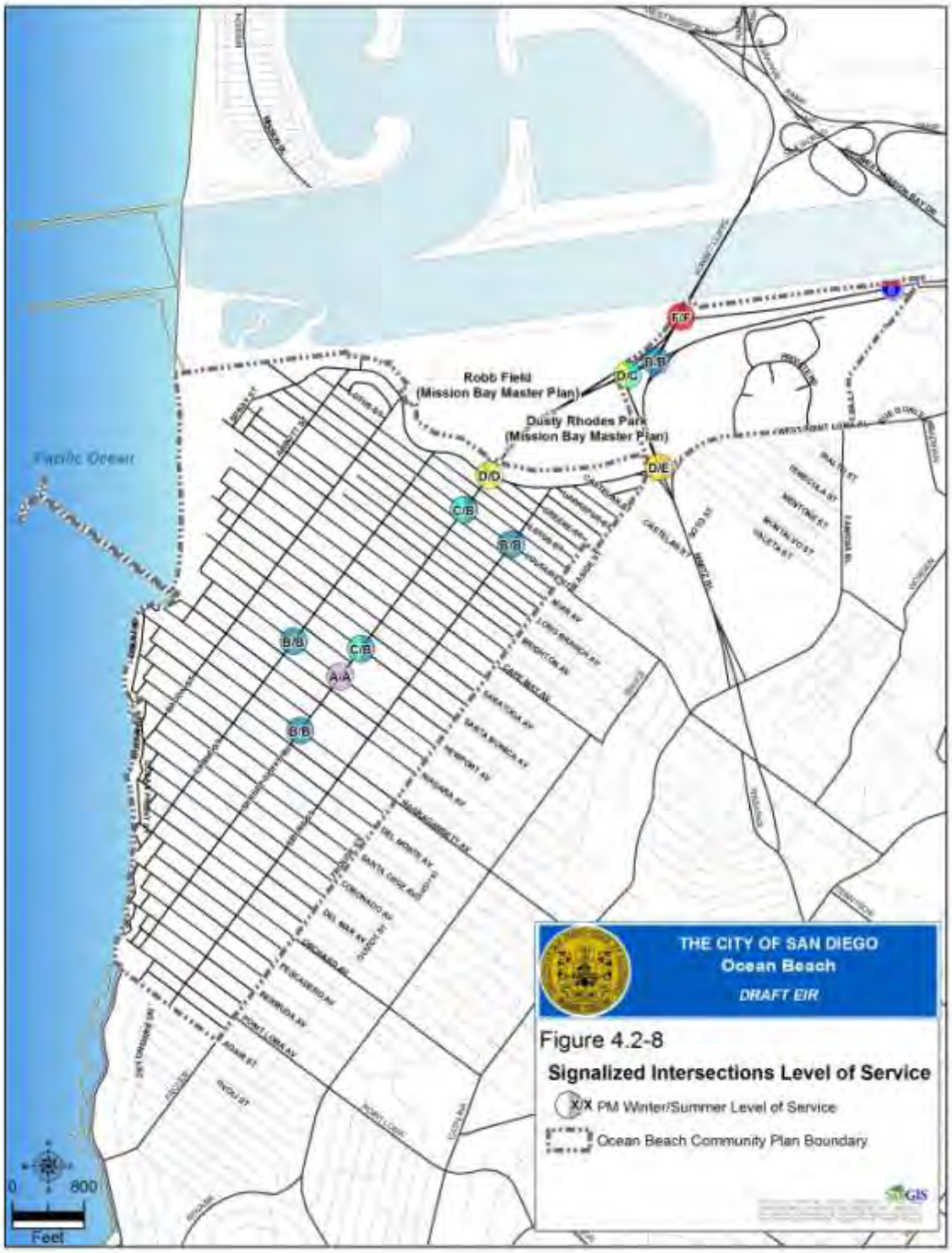

MISSION BAY PARK
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.2-3
Functional Street Classifications
Local Street
2 Lane Collector Street
2 Lane Major Street
4 Lane Major Street
4 Lane Primary Arterial
Freeway
Ocean Beach Community Plan Boundary
0
800
Feet

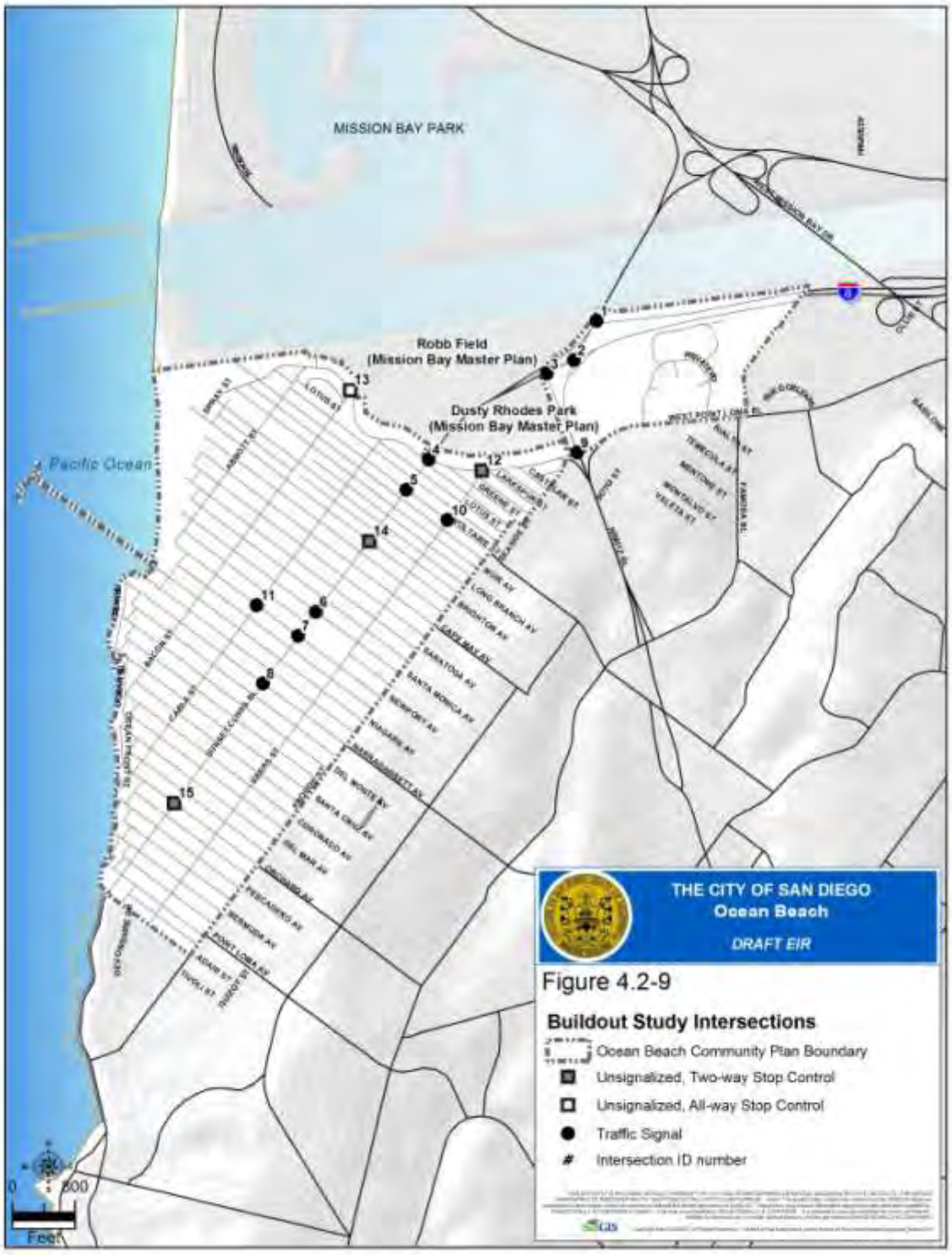

Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.2-4
Street Segment Level of Service
A
B
C
D
E
F
A Summer Level of Service Data
A Winter Level of Service Data
Ocean Beach Community Plan Boundary
0
800
Feet


Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
D/F
D/D
D/E
F/F
E/C
B/B
A/B
C/C
B/A
B/B
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.2-5
Signalized Intersections Level of Service
X/X AM/PM Winter Level of Service
Ocean Beach Community Plan Boundary
0
800
Feet


Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
C/F
C/B
C/C
E/D
D/E
B/B
B/B
B/B
B/B
A/A
B/B
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.2-6
Signalized Intersections Level of Service
X/X AM/PM Summer Level of Service
Ocean Beach Community Plan Boundary
0
800
Feet


Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.2-7
Signalized Intersections Level of Service
AM Winter/Summer Level of Service
Ocean Beach Community Plan Boundary
0
800
Feet


Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.2-8
Signalized Intersections Level of Service
X/X PM Winter/Summer Level of Service
Ocean Beach Community Plan Boundary
0
800
Feet


MISSION BAY PARK
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.2-9
Buildout Study Intersections
Ocean Beach Community Plan Boundary
Unsignalized, Two-way Stop Control
Unsignalized, All-way Stop Control
Traffic Signal
Intersection ID number
0
600
Feet


MISSION BAY PARK
Robb Field
(Mission Bay Master Plan)
Dusty Rhodes Park
(Mission Bay Master Plan)
Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.2-10
Buildout Daily Traffic Volumes
Traffic Volume (rounded)
Ocean Beach Community Plan Boundary
0
600
Feet

Table 4.2-1: LOS Criteria for Intersections

LOS	Control Delay (sec/veh)		Description
	Signalized Intersections (a)	Unsignalized Intersections (b)	
A	≤10	≤10	Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35 and ≤55	>25 and ≤35	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55 and ≤80	>35 and ≤50	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80	>50	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Notes:
(a) Highway Capacity Manual 2000 (HCM 2000), Chapter 16, Page 2, Exhibit 16-2
(b) Highway Capacity Manual 2000 (HCM 2000), Chapter 17, Page 2, Exhibit 17-2

Table 4.2-2: LOS Criteria for Roadway Segments

Street Classification	Level of Service				
	A	B	C	D	E
Expressway (6-lane)	< 30,000	< 42,000	< 60,000	< 70,000	< 80,000
Primary Arterial (6-lane)	< 25,000	< 35,000	< 50,000	< 55,000	< 60,000
Major Street (6-lane, divided)	< 20,000	< 28,000	< 40,000	< 45,000	< 50,000
Major Street (4-lane, divided)	< 15,000	< 21,000	< 30,000	< 35,000	< 40,000
Collector (4-lane w/center lane)	< 10,000	< 14,000	< 20,000	< 25,000	< 30,000
Collector (4-lane w/o center lane)	< 5,000	< 7,000	< 10,000	< 13,000	< 15,000
Collector (2-lane w/ continuous left-turn lane)					
Collector (2-lane no fronting property)	< 4,000	< 5,500	< 7,500	< 9,000	< 10,000
Collector (2-lane w/ commercial fronting)	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Collector (2-lane multi-family)					
Sub-Collector (2-lane single-family)	-	-	< 2,200	-	-

Source: Traffic Impact Study Manual, City of San Diego, July 1998

Table 4.2-3: LOS Criteria for Freeway Segments

LOS	v/c Ratio
A	< 0.41
B	0.42 – 0.62
C	0.63 – 0.80
D	0.81 – 0.92
E	0.93 – 1.00
F(0)	1.01 – 1.25
F(1)	1.26 – 1.35
F(2)	1.36 – 1.45
F(3)	> 1.46

Table 4.2-4: Functional Classifications for Roadway Segments

Roadway Segment	Functional Classification
Abbott St	
Newport St to W Point Loma Blvd	2 Lane Collector Street
Bacon St	
Santa Cruz Ave to W Point Loma Blvd	2 Lane Collector Street
Cable St	
Orchard Ave to W Point Loma Blvd	2 Lane Collector Street
Sunset Cliffs Blvd	
Adair St to W Point Loma Blvd	2 Lane Major Street
W Point Loma Blvd to Nimitz Blvd (a)	4 Lane Major Street
Nimitz Blvd to I-8 WB off-ramp (a)	4 Lane Primary Arterial
I-8 WB off-ramp to Sea World Dr (a)	4 Lane Primary Arterial
Ebers St	
Narragansett Ave to Voltaire St	2 Lane Collector Street
Nimitz Blvd	
Sunset Cliffs Blvd to W Point Loma Blvd	4 Lane Primary Arterial
W Point Loma Blvd	
Abbott St to Sunset Cliffs Blvd	2 Lane Collector Street
Sunset Cliffs Blvd to Nimitz Blvd	2 Lane Major Street
Nimitz Blvd to Famosa Blvd	4 Lane Major Street
Voltaire St	
Abbott St to Sunset Cliffs Blvd	2 Lane Collector Street
Sunset Cliffs Blvd to Froude St	2 Lane Major Street
Santa Monica Ave	
Abbott St to Sunset Cliffs Blvd	2 Lane Collector Street
Newport Ave	
Abbott St to Froude St	2 Lane Collector Street
Narragansett Ave	
Bacon St to Froude St	2 Lane Collector Street
Orchard Ave	
Cable St to Sunset Cliffs Blvd	2 Lane Collector Street
Point Loma Ave	
Sunset Cliffs Blvd to Froude St	2 Lane Collector Street

Note:
(a) These roadway segments are located within the Mission Bay Park community

Table 4.2-5 Validation of ADT Volumes

Segment	Date of Count	ADT	Δ in ADT*	Δ in %
Bacon St (Narragansett Ave and Niagara Ave)	Thu, 01/17/08	3,700	1,115	30%
	Tue, 06/15/10	4,815		
Cable St (Brighton Ave to Long Branch Ave)	Thu, 01/17/08	6,500	-1,835	-28%
	Tue, 11/16/10	4,665		
Narragansett Ave (Cable St to Sunset Cliffs Blvd)	**Thu, 07/24/08**	**2,800**	**145**	**5%**
	Tue, 06/15/10	**2,945**		
Newport Ave (Cable St to Sunset Cliffs Blvd)	Thu, 07/24/08	6,200	1,970	32%
	Tue, 06/15/10	8,170		
Point Loma Ave (Ebers St to Froude St)	Thu, 07/24/08	3,000	670	22%
	Tue, 07/27/10	3,670		
Sunset Cliffs Blvd (Lotus St to W Point Loma Blvd)	**Thu, 07/24/08**	**22,800**	**-150**	**-1%**
	Tue, 06/15/10	**22,650**		
Sunset Cliffs Blvd (W Point Loma Blvd to Nimitz Blvd)	Thu, 07/24/08	**36,200**	945	**3%**
	Sat, 01/29/11	**37,145**		
Voltaire St (Sunset Cliffs Blvd to Ebers St)	Thu, 01/17/08	5,400	2,670	49%
	Tue, 06/15/10	8,070		
W Point Loma Blvd (Bacon St to Cable St)	**Thu, 07/24/08**	**12,900**	**-25**	**0%**
	Tue, 06/15/10	**12,875**		

Δ refers to increase (+) or decrease (-) in volumes between 2008 and 2010 counts. (2010 minus 2008)
Cells highlighted in gray indicate counts that were obtained during the same season (winter or summer)
Values shown in **bold** indicate traffic counts that are within 10% of each other.

Table 4.2-6: Validation of Peak Hour Traffic Volumes

Intersection	Peak Hour	Date of Count	Total Volume	Date of Count	Total Volume	□ in %
Sunset Cliffs Blvd/W Point Loma Blvd	AM	Wed 7/16/2008	2,326	Thu 8/5/2010	**2,297**	**-1%**
	PM		3,245		**3,290**	**1%**
Sunset Cliffs Blvd/Voltaire St	AM	Wed 7/16/2008	1,438	Thu 8/5/2010	**1,503**	**5%**
	PM		1,966		**1,942**	**-1%**
Sunset Cliffs Blvd/Narragansett Ave	AM	Wed 7/16/2008	909	Thu 8/5/2010	767	-16%
	PM		1,104		**1,140**	**3%**
Cable St/Newport Ave	AM	Wed 7/16/2008	543	Thu 8/5/2010	**555**	**2%**
	PM		923		**880**	**-5%**
Average	AM		5,216		**5,122**	**-2%**
	PM		7,238		**7,252**	**0%**

Notes:
□ refers to & increase (+) or decrease (-) in volumes between 2008 and 2010 counts (2010 minus 2008).
Values that are shown in **bold** indicate traffic counts that are within 10% of each other.

Table 4.2-7: Comparison on Winter and Summer Traffic Volumes

Intersection	Peak Hour	Winter 2008	Summer 2008	□ in %
Sunset Cliffs Blvd/W Point Loma Blvd	AM	2,837	2,326	-18%
	PM	3,270	3,240	-1%
Sunset Cliffs Blvd/Voltaire St	AM	1,734	1,426	-18%
	PM	2,156	1,950	-10%
Sunset Cliffs Blvd/Santa Monica Ave	AM	1,404	1,072	-24%
	PM	1,579	1,361	-14%
Sunset Cliffs Blvd/Newport Ave	AM	1,289	1,037	-20%
	PM	1,441	1,219	-15%
Sunset Cliffs Blvd/Narragansett Ave	AM	1,109	902	-19%
	PM	1,289	1,087	-16%
All Signalized Intersections along Sunset Cliffs Blvd	AM	8,373	6,763	-19%
	PM	9,735	8,857	-9%

Notes:
The percentage shown in the table compares the summer 2008 counts to winter 2008 counts, with positive values indicating higher winter volumes and negative values indicating the reverse.

Table 4.2-8 Peak Hour Intersection LOS Summary Buildout Conditions

#	Intersection	Traffic Control	Peak Hour	Buildout Conditions	
				Delay (a)	LOS (b)
1	Sunset Cliffs Blvd @ I-8 WB off-ramp	Signal	AM	**128.7**	**F**
			PM	**ECL**	**F**
2	Sunset Cliffs Blvd @ I-8 EB on-ramp	Signal	AM	**88.5**	**F**
			PM	37.9	D
3	Sunset Cliffs Blvd @ Nimitz Blvd	Signal	AM	**ECL**	**F**
			PM	**124.3**	**F**
4	Sunset Cliffs Blvd @ W Point Loma Blvd	Signal	AM	**144.2**	**F**
			PM	**87.4**	**F**
5	Sunset Cliffs Blvd @ Voltaire St	Signal	AM	17.7	B
			PM	29.8	C
6	Sunset Cliffs Blvd @ Santa Monica Ave	Signal	AM	15.3	B
			PM	25.9	C
7	Sunset Cliffs Blvd @ Newport Ave	Signal	AM	10.4	B
			PM	11.3	B
8	Sunset Cliffs Blvd @ Narragansett Ave	Signal	AM	10.5	B
			PM	17.7	B
9	Nimitz Blvd @ W Point Loma Blvd	Signal	AM	**117.1**	**F**
			PM	**112.4**	**F**
10	Ebers St @ Voltaire St	Signal	AM	24.6	C
			PM	26.7	C
11	Cable St @ Newport Ave	Signal	AM	15.6	B
			PM	20.8	C
12	Ebers St @ W Point Loma Blvd	OWSC	AM	11.0	B
			PM	12.8	B
13	Bacon St @ W Point Loma Blvd	AWSC	AM	13.0	B
			PM	**50.5**	**F**
14	Sunset Cliffs Blvd @ Brighton Ave	OWSC	AM	**62.2**	**F**
			PM	**89.7**	**F**
15	Sunset Cliffs Blvd @ Orchard Ave	OWSC	AM	**ECL**	**F**
			PM	**ECL**	**F**

Source: Wilson & Company, Inc., July 2012
Notes:
Bold values indicate unacceptable LOS E or F
Signal: Traffic signal, OWSC: One-way stop control, AWSC: All-way stop control
ECL: Exceeds Calculable Limits. Typically reported when the delay exceeds 180 seconds per vehicle.
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 7
(c) Northbound queues along Sunset Cliffs Blvd may degrade operations to less than acceptable conditions.

Table 4.2-9 Queuing Summary Buildout Conditions

Intersection		Buildout Conditions					
				50th % Queue		95th % Queue	
		Direction	Available Storage	AM Peak	PM Peak	AM Peak	PM Peak
4	W Point Loma Blvd @ Sunset Cliffs Blvd	NBL	120 ft.	5 ft	5 ft	5 ft	5 ft
		NBT	400 ft	**760 ft**	**460 ft**	**1080 ft**	**790 ft**

Source: Wilson & Company, Inc., July 2012
Notes:
Bold values indicate movements where queues exceed the available storage length.
NBL = northbound left, NBT = northbound through

Table 4.2-10: Roadway Segment LOS Summary Buildout Conditions

Roadway Segment	Classification (a) (d)	LOS E Capacity	ADT (b)	v/c Ratio (c)	LOS
Abbott St					
Newport St to Santa Monica Ave	2 Lane Collector Street	8,000	9,500	1.19	**F**
Santa Monica Ave to W Point Loma Blvd	2 Lane Collector Street	8,000	5,800	0.73	D
Bacon St					
Santa Cruz Ave to Narragansett Ave	2 Lane Collector Street	8,000	4,300	0.54	C
Narragansett Ave to Santa Monica Ave	2 Lane Collector Street	8,000	6,300	0.79	D
Santa Monica Ave to W Point Loma Blvd	2 Lane Collector Street	8,000	7,500	0.94	**E**
Cable St					
Orchard Ave to Narragansett Ave	2 Lane Collector Street	8,000	4,200	0.53	C
Narragansett Ave to Newport Ave	2 Lane Collector Street	8,000	7,200	0.90	**E**
Newport Ave to W Point Loma Blvd	2 Lane Collector Street	8,000	12,000	1.50	**F**
Sunset Cliffs Blvd					
Adair St to Narragansett Ave	2 Lane Major Street	8,000	19,500	2.44	**F**
Narragansett Ave to Voltaire St	2 Lane Major Street	8,000	25,500	3.19	**F**
Voltaire St to W Point Loma Blvd	2 Lane Major Street	8,000	24,000	3.00	**F**
W Point Loma Blvd to Nimitz Blvd	4 Lane Major Street	40,000	52,500	1.31	**F**
Nimitz Blvd to I-8 WB off-ramp	4 Lane Primary Arterial	45,000	57,000	1.27	**F**
I-8 WB off-ramp to Sea World Dr	4 Lane Primary Arterial	45,000	53,500	1.19	**F**
Ebers St					
Coronado Ave to Narragansett Ave	2 Lane Collector Street	8,000	5,300	0.66	D
Narragansett Ave to Newport Ave	2 Lane Collector Street	8,000	6,600	0.83	**E**
Newport Ave to Voltaire St	2 Lane Collector Street	8,000	8,400	1.05	**F**
Voltaire St to W Point Loma Blvd	2 Lane Collector Street	8,000	15,000	1.88	**F**
Nimitz Blvd					
Sunset Cliffs Blvd to W Point Loma Blvd	4 Lane Primary Arterial	45,000	69,500	1.54	**F**

Roadway Segment	Classification (a) (d)	LOS E Capacity	ADT (b)	v/c Ratio (c)	LOS
W Point Loma Blvd					
Abbott St to Sunset Cliffs Blvd	2 Lane Collector Street	8,000	31,500	3.94	**F**
Sunset Cliffs Blvd to Nimitz Blvd	2 Lane Major Street	8,000	19,000	2.38	**F**
Nimitz Blvd to Famosa Blvd	4 Lane Major Street	30,000	15,500	0.52	C
Voltaire St					
Abbott St to Bacon St	2 Lane Collector Street	8,000	4,900	0.61	C
Bacon St to Cable St	2 Lane Major Street	8,000	6,900	0.86	**E**
Cable St to Sunset Cliffs Blvd	2 Lane Major Street	8,000	8,400	1.05	**F**
Sunset Cliffs Blvd to Froude St	2 Lane Major Street	8,000	11,000	1.38	**F**
Santa Monica Ave					
Abbott St to Sunset Cliffs Blvd	2 Lane Collector Street	8,000	5,700	0.71	D
Newport Ave					
Abbott St to Cable St	2 Lane Collector Street	8,000	8,700	1.09	**F**
Cable St to Sunset Cliffs Blvd	2 Lane Collector Street	8,000	5,200	0.65	D
Sunset Cliffs Blvd to Froude St	2 Lane Collector Street	8,000	4,500	0.56	C
Narragansett Ave					
Bacon St to Sunset Cliffs Blvd	2 Lane Collector Street	8,000	4,100	0.51	C
Sunset Cliffs Blvd to Froude St	2 Lane Collector Street	8,000	5,700	0.71	D
Orchard Ave					
Cable St to Sunset Cliffs Blvd	2 Lane Collector Street	8,000	2,800	0.35	B
Point Loma Ave					
Sunset Cliffs Blvd to Froude St	2 Lane Collector Street	8,000	4,700	0.59	C

Source: Wilson & Company, Inc., July 2012

Notes:

Bold values indicate roadway segments operating at LOS E or F.

(a) The roadway classifications are consistent with the Existing Conditions functional street classifications and with the Buildout Street Network plot provided by the City of San Diego.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were obtained from the City of San Diego's future year travel forecast, dated January 26, 2011

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(d) The capacity for the 2-lane major classification has been revised to 8,000 ADT (which is the capacity of a 2-lane collector) since these segments have no raised median or center turn lane.

Table 4.2-11: Freeway Segment LOS Summary Buildout Conditions

Freeway Segment	Direction & Number of Lanes (a)		Peak-Hour Volume (b)		Capacity	v/c Ratio		LOS	
			AM	PM		AM	PM	AM	PM
I-8: Sunset Cliffs Blvd to W Mission Bay Dr	EB Mainline	2M	3,400	2,900	4,700	0.723	0.617	C	B
	WB Mainline	2M	2,000	3,300		0.426	0.702	B	C

Source: Wilson & Company, Inc., July 2012
Notes:
(a) "M" = Mainline
(b) Peak-hour volumes were estimated based on the City of San Diego's traffic forecast and on existing K, D, and truck factors provided by Caltrans
(c) Capacity = 2,350 vehicles per hour per lane (mainline) p er Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002)

Table 4.2-12: Significance Criteria for Intersections and Roadway Segments

Facility	Measurement of Effectiveness (MOE)	Significance Threshold (a)
Intersections	Seconds of delay	> 2.0 seconds at LOS E or > 1.0 seconds at LOS F
Roadway Segments	v/c Ratio	> 0.02 at LOS E or > 0.01 at LOS F, and adjacent intersections operating at an unacceptable LOS
Freeway Segments	v/c Ratio	> 0.01 at LOS E or > 0.005 at LOS F

Source: City of San Diego, Significance Determination Thresholds, January 2011
Notes:
(a)Significance threshold applies only when the facility operates at LOS E or F.

Table 4.2-13 Significance at Study Area Intersections

#	Intersection	Traffic Control	Peak Hour	Existing (2008) Conditions		Buildout		□ in Delay	Sig?
				Delay (a)	LOS (b)	Delay (a)	LOS (b)		
1	Sunset Cliffs Blvd @ I-8 WB off-ramp	Signal	AM	40.5	D	**128.7**	**F**	88.2	**YES**
			PM	**93.1**	**F**	**ECL**	**F**	>1	**YES**
2	Sunset Cliffs Blvd @ I-8 EB on-ramp	Signal	AM	40.5	D	**88.5**	**F**	48.0	**YES**
			PM	16.7	B	37.9	D	21.2	NO
3	Sunset Cliffs Blvd @ Nimitz Blvd	Signal	AM	**101.8**	**F**	**ECL**	**F**	>1	**YES**
			PM	36.0	D	**124.3**	**F**	88.3	**YES**
4	Sunset Cliffs Blvd @ W Point Loma Blvd	Signal	AM	**105.7**	**F**	**144.2**	**F**	38.5	**YES**
			PM	36.7	D	**87.4**	**F**	50.7	**YES**
5	Sunset Cliffs Blvd @ Voltaire St (d)	Signal	AM	12.2	B	17.7	B	5.5	NO
			PM	22.7	C	29.8	C	7.1	NO
6	Sunset Cliffs Blvd @ Santa Monica Ave	Signal	AM	19.1	B	15.3	B	-3.8	NO
			PM	25.6	C	25.9	C	0.3	NO
7	Sunset Cliffs Blvd @ Newport Ave	Signal	AM	9.8	A	10.4	B	0.6	NO
			PM	8.5	A	11.3	B	2.8	NO
8	Sunset Cliffs Blvd @ Narragansett Ave	Signal	AM	11.3	B	10.5	B	-0.8	NO
			PM	13.8	B	17.7	B	3.9	NO
9	Nimitz Blvd @ W Point Loma Blvd	Signal	AM	**100.1**	**F**	**117.1**	**F**	17.0	**YES**
			PM	**86.6**	**F**	**112.4**	**F**	25.8	**YES**
10	Ebers St @ Voltaire St	Signal	AM	9.8	A	24.6	C	14.8	NO
			PM	8.5	A	26.7	C	18.2	NO
11	Cable St @ Newport Ave	Signal	AM	11.3	B	15.6	B	4.3	NO
			PM	13.5	B	20.8	C	7.3	NO
12	Ebers St @ W Point Loma Blvd	OWSC	AM	22.4	C	11.0	B	-11.4	NO
			PM	28.7	C	12.8	B	-15.9	NO
13	Bacon St @ W Point Loma Blvd	AWSC	AM	10.1	B	13.0	B	2.9	NO
			PM	20.4	C	**50.5**	**F**	30.1	**YES**
14	Sunset Cliffs Blvd @ Brighton Ave	OWSC	AM	24.5	C	**62.2**	**F**	37.7	**YES**
			PM	33.2	C	**89.7**	**F**	56.5	**YES**
15	Sunset Cliffs Blvd @ Orchard Ave	OWSC	AM	17.3	B	**ECL**	**F**	>1	**YES**
			PM	22.5	C	**ECL**	**F**	>1	**YES**

Source: Wilson & Company, Inc., July 2012

Notes:
Bold values indicate unacceptable LOS E or F. **Bold and shaded** values indicate significant project impacts.
Signal: Traffic signal, OWSC: One-way stop control, AWSC: All-way stop control
ECL: Exceeds Calculable Limits. Typically reported when the delay exceeds 180 seconds per vehicle.

(a) Results were obtained from the Winter 2008 counts
(b) At signalized intersections, delay refers to the average control delay for the entire intersection (in seconds/vehicle). At unsignalized intersections, delay refers to the movement with the highest delay (in seconds/vehicle).
(c) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 7
(d) Queues from the downstream intersection of Sunset Cliffs Blvd @ W Point Loma Blvd could add more delay to this intersection.

Table 4.2-14: Significance at Study Area Roadway Segments

Roadway Segment	Existing (2008) Conditions			Buildout			Δ in v/c	Sig
	ADT	v/c Ratio	LOS	ADT	v/c Ratio	LOS		
Abbott St								
Newport St to Santa Monica Ave	3,400	0.43	B	9,500	1.19	**F**	0.76	**YES**
Santa Monica Ave to W Point Loma Blvd	3,400	0.43	B	5,800	0.73	D	0.30	NO
Bacon St								
Santa Cruz Ave to Narragansett Ave	3,700	0.46	C	4,300	0.54	C	0.08	NO
Narragansett Ave to Santa Monica Ave	3,700	0.46	C	6,300	0.79	D	0.33	NO
Santa Monica Ave to W Point Loma Blvd	7,800	0.98	**E**	7,500	0.94	**E**	-0.04	NO
Cable St								
Orchard Ave to Narragansett Ave	4,300	0.54	C	4,200	0.53	C	-0.01	NO
Narragansett Ave to Newport Ave	4,300	0.54	C	7,200	0.90	**E**	0.36	**YES**
Newport Ave to W Point Loma Blvd	6,300	0.79	**D**	12,000	1.50	**F**	0.71	**YES**
Sunset Cliffs Blvd								
Adair St to Narragansett Ave	9,900	1.24	**F**	19,500	2.44	**F**	1.20	**YES**
Narragansett Ave to Voltaire St	17,800	2.23	**F**	25,500	3.19	**F**	0.96	**YES**
Voltaire St to W Point Loma Blvd	22,800	2.85	**F**	24,000	3.00	**F**	0.15	**YES**
W Point Loma Blvd to Nimitz Blvd	36,200	0.91	**E**	52,500	1.31	**F**	0.41	**YES**
Nimitz Blvd to I-8 WB off-ramp	36,200	0.91	**E**	57,000	1.27	**F**	0.36	**YES**
I-8 WB off-ramp to Sea World Dr	36,200	0.91	**E**	53,500	1.19	**F**	0.28	**YES**
Ebers St								
Coronado Ave to Narragansett Ave	4,000	0.50	C	5,300	0.66	D	0.16	NO
Narragansett Ave to Newport Ave	4,000	0.50	C	6,600	0.83	**E**	0.33	**YES**
Newport Ave to Voltaire St	6,900	0.86	**E**	8,400	1.05	**F**	0.19	**YES**
Voltaire St to W Point Loma Blvd	9,900	1.24	**F**	15,000	1.88	**F**	0.64	**YES**
Nimitz Blvd								
Sunset Cliffs Blvd to W Point Loma Blvd	41,700	0.93	**E**	69,500	1.54	**F**	0.62	**YES**

Roadway Segment	Existing (2008) Conditions			Buildout			Δ in v/c	Sig
	ADT	v/c Ratio	LOS	ADT	v/c Ratio	LOS		
W Point Loma Blvd								
Abbott St to Sunset Cliffs Blvd	18,500	2.31	**F**	31,500	3.94	**F**	1.63	**YES**
Sunset Cliffs Blvd to Nimitz Blvd	13,400	1.68	**F**	19,000	2.38	**F**	0.70	**YES**
Nimitz Blvd to Famosa Blvd	15,500	0.39	B	15,500	0.52	C	0.13	NO
Voltaire St								
Abbott St to Bacon St	3,500	0.44	C	4,900	0.61	C	0.18	NO
Bacon St to Cable St	5,400	0.68	D	6,900	0.86	**E**	0.19	**YES**
Cable St to Sunset Cliffs Blvd	5,400	0.68	D	8,400	1.05	**F**	0.38	**YES**
Sunset Cliffs Blvd to Froude St	8,400	1.05	**F**	11,000	1.38	**F**	0.33	**YES**
Santa Monica Ave								
Abbott St to Sunset Cliffs Blvd	4,400	0.55	C	5,700	0.71	D	0.16	NO
Newport Ave								
Abbott St to Cable St	8,700	1.09	**F**	8,700	1.09	**F**	0.00	NO
Cable St to Sunset Cliffs Blvd	6,200	0.78	D	5,200	0.65	D	-0.13	NO
Sunset Cliffs Blvd to Froude St	6,200	0.78	D	4,500	0.56	C	-0.21	NO
Narragansett Ave								
Bacon St to Sunset Cliffs Blvd	2,800	0.35	B	4,100	0.51	C	0.16	NO
Sunset Cliffs Blvd to Froude St	2,600	0.33	B	5,700	0.71	D	0.39	NO
Orchard Ave								
Cable St to Sunset Cliffs Blvd	1,600	0.20	A	2,800	0.35	B	0.15	NO
Point Loma Ave								
Sunset Cliffs Blvd to Froude St	3,400	0.43	B	4,700	0.59	C	0.16	NO

Source: Wilson & Company, Inc., July 2012

Notes:
Bold values indicate roadway segments operating at LOS E or F. **Bold and shaded** values indicate significant impacts.

Table 4.2-15: Peak Hour Intersection LOS Summary (With Mitigation) Buildout Conditions

#	Intersection	Peak Hour	Existing (2008) Conditions		Buildout		Buildout w/Mitigation		Proposed Mitigation
			Delay[(a)]	LOS[(b)]	Delay[(a)]	LOS[(b)]	Delay[(a)]	LOS[(b)]	
1	Sunset Cliffs Blvd @ I-8 WB off-ramp	AM	40.5	D	**128.7**	**F**	--	--	No mitigation measures identified
		PM	**93.1**	**F**	**208.8**	**F**	--	--	
2	Sunset Cliffs Blvd @ I-8 EB on-ramp	AM	40.5	D	**88.5**	**F**	--	--	No mitigation measures identified
		PM	16.7	B	37.9	D	--	--	
3	Sunset Cliffs Blvd @ Nimitz Blvd	AM	**101.8**	**F**	**210.3**	**F**	--	--	No mitigation measures identified
		PM	36.0	D	**124.3**	**F**	--	--	
4	Sunset Cliffs Blvd @ W Point Loma Blvd	AM	**105.7**	**F**	**144.2**	**F**	**99.3**	**F**	Add a 2nd SB RT lane by widening and removing approximately 5 parking spaces along the north side of W Point Loma Blvd
		PM	36.7	D	**87.4**	**F**	54.6	D	
9	Nimitz Blvd @ W Point Loma Blvd	AM	**100.1**	**F**	**117.1**	**F**	67.5	E	Install a 2nd EB and WB left turn lane by widening the south side of W Point Loma Blvd
		PM	**86.6**	**F**	**112.4**	**F**	92.2	F	
13	Bacon St @ W Point Loma Blvd	AM	10.1	B	13.0	B	7.0	A	Signalize intersection
		PM	20.4	C	**50.5**	**F**	13.9	B	
14	Sunset Cliffs Blvd @ Brighton Ave	AM	24.5	C	**62.2**	**F**	--	--	No improvement recommended, but place intersection on the signal watch list for regular re-evaluation
		PM	33.2	C	**89.7**	**F**	--	--	
15	Sunset Cliffs Blvd @ Orchard Ave	AM	17.3	B	**ECL**	**F**	--	--	No improvement recommended, but place intersection on the signal watch list for regular re-evaluation
		PM	22.5	C	**ECL**	**F**	--	--	

Source: Wilson & Company, Inc., July 2012

Notes:
Bold values indicate unacceptable LOS E or F.
ECL: Exceeds Calculable Limits. Typically reported when the delay exceeds 180 seconds per vehicle.
(a) At signalized intersections, delay refers to the average control delay for the entire intersection (in seconds/vehicle). At unsignalized intersections, delay refers to the movement with the highest delay (in seconds/vehicle).
(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 7

Table 4.2-16: Roadway Segment LOS Summary (With Mitigation) Buildout Conditions

Roadway Segment	Existing Conditions		Buildout w/Mitigation		Δin v/c	Proposed Mitigation
	v/c Ratio	LOS	v/c Ratio	LOS		
Nimitz Blvd						
Sunset Cliffs Blvd to W Point Loma Blvd	0.93	**E**	1.16	**F**	0.23	Reclassify and widen to a 6-lane primary arterial. This improvement partially mitigates the Proposed Plan's impact.

Source: Wilson & Company, Inc., July 2012

Notes:
Bold values indicate roadway segments operating at LOS E or F.

4.3 Biological Resources

In order to assess the potential impacts from the implementation of the OBCPU, the *Biological Technical Report, Ocean Beach Community Plan Update Programmatic Environmental Impact Report*," (Chambers Group Inc., January 2012) report was prepared. The potential for sensitive flora and fauna to occur within the OBCPU area was identified using data from general field surveys, existing data provided in previous reports, and additional current database searches. The field survey team consisted of botanists, associate biologists, and a general biologist with specialization in salt marsh restoration and marine sciences (Figure 4.3-1)

To supplement the surveys, a comprehensive review of several sources, including, but not limited to; the City of San Diego Multiple Species Conservation Program (MSCP), the City of San Diego General Plan EIR, San Diego Natural History Museum (SDNHM) database, California Native Plant Society (CNPS) database, San Diego Association of Governments (SANDAG) Regional Comprehensive Plan (RCP), the San Diego Downtown Community Plan EIR, and earlier work completed by San Diego City staff on the General Plan EIR.

4.3.1 Existing Conditions

Environmental Setting

The OBCPU area is located within and adjacent to several biologically important regional habitats such as the San Diego River corridor to the north, the Point Loma peninsula to the south, the Pacific Ocean to the west, and the Famosa Slough Wildlife Reserve to the east. The OBCPU area encompasses 742 acres, the majority of which are zoned "low-to-medium density – residential." With the exception of three commercially zoned areas, the OBCPU area is predominately residential.

The OBCPU area is comprised of several vegetation communities. These include beaches, coastal dunes/foredunes, Coastal Sage Scrub, Disturbed/Developed, Freshwater Marsh, Flood Channels, Southern Coastal Bluff Scrub, Southern Coastal Salt Marsh, and Wetlands.. The Famosa Slough and the San Diego River channel and south river bank lie within the boundaries of the OBCPU area and are located within the City of San Diego's Multi-Habitat Planning Area (MHPA).

Coastal Waterways And Associated Habitats

Waterways and wetlands within Ocean Beach provide vital habitat for numerous sensitive species. Efforts to provide for the continued restoration of waterways and wetlands within the City have become a top priority in many communities, including Ocean Beach. Important

waterways and adjacent sensitive habitats in the OBCPU area include beaches, foredunes, coastal bluffs, the Famosa Slough, the San Diego River, and tide pools. The following sections contain brief descriptions of the coastal waterway and associated habitats present within the OBCPU area.

Beaches

Beach habitats are comprised of sandy deposits with marginal plant growth and are found along the adjacent Pacific Ocean coastline in the OBCPU area. These habitats are vital to the California grunion (*Leuresthes tenuis*), a California species of special concern, which uses beach areas for spawning grounds from late February to early September each year. Beach habitats also provide foraging grounds for the federally threatened western snowyplover, which searches the dry sand just above the high tide zone for small amphipods and insects. Beach habitats also provide nesting habitat for the federally endangered California least tern.

Coastal Bluffs

The coastal bluffs along the Pacific Ocean shoreline of Ocean Beach serve as an important biological resource area. The coastal bluffs extend from the Ocean Beach Pier south toward the tip of the Point Loma peninsula. Tide pools, ample shoreline, and scenic vistas mark this habitat. The coastal bluffs are home to a wide variety of highly adapted plant and animal species.

Coastal Dunes/Foredunes

Coastal dunes/foredunes habitats consist of large areas of sand dunes with vast areas of sand-swept lands. Foredunes reach further inland than the coastal dunes. Both types of habitat support wintering and/or breeding sites for bird species such as California least tern and western snowy plover.

Wetland Buffers

Wetland buffers are ecologically productive zones of native vegetation that surround the wetland from adjacent areas that have been transformed for human use. Wetland buffers are essential in the protection of the biological, chemical, and physical properties of a functioning wetland and its ecological value (Castelle et al. 1994). These buffers provide rich habitat that aquatic animals use for cover, to feed and nest in, and to rear their young in because they provide vegetation, safety, and shade (Castelle et al. 1992). In addition, wetland buffers are extremely important in protecting wetlands from adverse anthropogenic and natural impacts such as human foot-traffic and extreme water fluctuations from storms (Castelle et al. 1994). The soil, vegetation, roots, and filtration capabilities within wetland buffers act as natural barriers that protect, limit, and shield

wetlands from erosion, stormwater runoff, pollutant loadings, and noise disturbances, all of which have the ability to harm and disrupt the lives of many organisms that inhabit wetlands (Castelle et al. 1992; Castelle et al. 1994). Wetland buffers are essential in maintaining and protecting wetland habitat because they limit and shield wetlands from a wide array of negative impacts that would otherwise lead to their loss and degradation. Wetland buffers are important to maintain and achieve a no net loss of wetland functions and values.

Famosa Wildlife Preserve

The Famosa Wildlife Preserve in the eastern portion of the OBCPU area consists of a 25-acre southern portion and a 12-acre channel portion. The Famosa Channel is fed by urban off floodwaters of the San Diego River and Famosa Slough. The Famosa Wildlife Preserve is the combined area of the slough and channel, which empties into the San Diego River via a concrete culvert.

The Famosa Wildlife Preserve is a functioning wetland comprised of freshwater, brackish, and salt marsh habitats. The biologically sensitive wetlands are an important feature of the OBCPU area due to the abundance of wildlife and plant species that these habitats can support. The San Diego River Channel and a variety of freshwater sources, including storm water runoff, feed the Famosa Wildlife Preserve waters.

San Diego River

The San Diego River has its headwaters in the Cuyamaca Mountains, a group of mountains belonging to the Peninsular Ranges. The San Diego River flows southwest from the Cuyamaca Mountains in the Cleveland National Forest toward the OBCPU area, terminating in the Pacific Ocean. The San Diego River demarcates the northern OBCPU area boundary and is a significant, biologically sensitive feature of the Ocean Beach community.

Tide Pools

Tide pools are pools of water left on rocky shores when tides retreat. Tide pools can be found anywhere in the intertidal zone but most occur in the low intertidal (the zone that is only uncovered during the lowest tides. The most accessible tide pools in Ocean Beach occur around the Ocean Beach Pier, where they are visited by many beach-goers. Just south of the pier at the end of the beach, tide pools are exposed during all but the highest tides, and during low tides tide pools extend under and immediately north of the pier. Smaller, less accessible tide pools occur intermittently along the base of the cliffs south of the beach, especially at low tides. These are less accessible but are still visited frequently. In addition to disturbance from foot traffic, disturbances to tide pools include pollutant runoff from the City and litter from the beach.

Corallina, surf grass, seaweeds, and other algae are common in the tide pools. Lower tides expose sea palms. Common wildlife found in Ocean Beach tide pools includes barnacles, limpets, snails, anemones, sea stars, hermit crabs, and small fish.

Clam Beds

Clam beds are an example of a large, macrofaunal community where clams live in densities of 20 clams per square meter (CDFG 2001). Clam beds are large communities of clams that are found along the California coast within sandy and muddy bottoms in sandy beaches, bays and estuaries (CDFG 2001). An example of a commonly found clam in southern California is the razor clam (*Siliqua patula*; Washington Department of Fish and Game 2012). Clam beds can be found ranging from shallow depths in the intertidal zone to depths of approximately 50 meters in the ocean. Clams are suspension feeders, eating primarily suspended particulate organic matter such as phytoplankton, detritus material, and drift-seaweed such as kelp wrack. Clams reach sexual maturity in their third year and reproduce throughout the year, with peak reproduction occurring in February and April. They can grow up to about 25 cm in length and can live up to 17 years but usually live between 3 to 8 years. They begin life in a free-swimming larval stage, followed by an inactive stage where they settle at the bottom of the intertidal zone and stay the rest of their life. As they age, they grow larger and slowly move to deeper water from their original settling location (CDFG 2001). Overall, clam beds are an economically important food source for humans since clams are harvested in large abundance; but they are also a crucial source of food for shorebirds (Dugan et al. 2003).

Kelp Wrack

Kelp wrack, also known as macrophyte wrack and allocthonous input, is drift-seaweed that is derived from kelp forests and rocky reefs. It is a source of carbon and organic matter that settles in the intertidal zones of sandy beaches and is utilized by invertebrates (Dugan et al. 2003). It is a vital food supply to the inhabitants of the sandy beach environment and is believed to provide 40 percent of the food for these organisms. This drift seaweed (kelp wrack) washes ashore and settles on beaches (Dugan 2011). It provides not only food but is also important habitat for many macrofaunal communities in sandy beach environments. Decomposing kelp wrack on the beach provides important nutrients for beach life, including macroinvertabrates such as clams, and important foraging territory for shorebirds. Grooming beaches (as is done in Ocean Beach) to remove kelp wrack removes this nutrient source and, when heavy equipment is used, can crush bird nests, grunion eggs, etc. (lifeguard trucks regularly drive on Ocean Beach and may have the same impact). Ungroomed beaches in southern California exhibit much greater biodiversity than groomed beaches and provide recommendations for managers to remove litter by hand, leaving kelp wrack, or designate no-grooming zones. Kelp is regularly washed ashore on Ocean Beach, indicating that subtidal kelp beds may occur along the shore.

Intertidal Zone

The intertidal zone is the shore area within the tidal range. This zone gets exposed to a wide extreme of conditions. Habitat for a wide variety of plants and animals occurs in these locations. The existence and amount of kelp in the intertidal zone is directly linked to the abundance, species richness, and biomass of invertebrates that depend on it. Shore environments with a high amount of kelp wrack has a greater abundance, species richness, and biomass of sandy beach invertebrates. In addition, within the trophic level scheme, shorebird densities are also indirectly linked to kelp wrack, since the amount of kelp wrack is directly linked to sandy beach invertebrates, which are an important food source for shorebirds (Dugan et al. 2003).

Sandy Beach Invertebrates

Sandy beach invertebrate species in southern California such as clams, crabs, and oysters inhabit the intertidal zone, which is defined as an area where the sea meets the land. Invertebrates inhabiting this zone are generalist feeders that can tolerate a wide-array of severe physical conditions such as strong wave action and coarse sand composition.

Invertebrates inhabiting sandy beaches are affected by seasonal changes such as high and low tide variability and deposition and erosion cycles of the shore. Sandy beach invertebrates can survive harsh and variable conditions; however, they have been adversely affected by anthropogenic actions such development on their habitat and from cleansing of beaches in which their food (seaweed drift) is removed. With anthropogenic and natural sources affecting these species, it has been found that protected sandy beaches have a much higher diversity and density of sandy beach invertebrates versus unprotected beaches (Dexter 1992). Furthermore, sandy beach invertebrates are very important prey for shorebirds such as the western snowy plover. An example of an important sandy beach invertebrate is the clam, which lives in clam beds in intertidal zones.

Eelgrass

Eelgrass is a marine plant that grows at depths below the low tide line and into the navigational channels. This true marine grass forms meadows that attract many invertebrates and fishes that use the vegetation as foraging and nursery habitat.

Surfgrass

Surfgrass is a grass-like aquatic plant of the genus *Phyllospadix* (family Potamogetonaceae) living on rocky ocean shores and having narrow linear basal leaves and small dioecious flowers borne on the side of a flattened spadix. Surfgrass occurs in the rocky intertidal zone south of the

Ocean Beach Pier. In southern California surf grass is adversely affected by a range of natural events and anthropogenic activities (e.g., increases in nutrient loading, polluted waste from sewage and industrial discharges, and boating and fishing).

Vegetation Communities

The OBCPU area is comprised of seven different vegetation communities and habitat types. An additional non-sensitive vegetation community, Ornamental Landscaping, has not been included in this report. Each vegetation community is described by the dominant plant species present within that area. The location within the OBCPU area where this community can be found is also described below. Habitat types are noted using the Holland (1986) system of nomenclature that identifies the habitat by code. Habitat descriptions were developed into a preliminary, floristic classification of vegetation communities within the OBCPU area using existing resources. Photographic representation of vegetation communities was captured and can be seen in biological resource study (Appendix C). With this preliminary classification, the habitats described below are known to occur in the OBCPU area.

Upland Habitats

Tier I habitats include the upland habitats that are considered to be rare within the City of San Diego. These habitats have suffered substantial historic losses on top of naturally narrow distribution patterns. Tier I habitats were once common; as was the case for native grasslands, but other historic land conversion has resulted in precipitous declines that threaten the continued persistence of the habitats in the region. Tier II habitats, while still in decline, is not as threatened as Tier I and are composed of coastal sage scrub and coastal sage scrub and chaparral. Tier IV includes lands classified as developed, agriculture and eucalyptus. Typically Tier IV habitat has very little biological value.

Southern Coastal Bluff Scrub (Tier I)

Southern Coastal Bluff Scrub (Holland Code 35210) can be defined as a series of low, prostrate shrubs that are localized along the coastline (Holland 1986). This habitat type can also be found along the coastal bluffs at the northern border of the Peninsula Community Planning Area. Dominant species present within this habitat type in the OBCPU area A include sticky dudleya (*Dudleya viscida*) and Shaw's agave (*Agave shawii)*

Coastal Sage Scrub (Tier II)

Coastal Sage Scrub (Holland Code 32510) is identified as a series of medium-density, low-growing shrubs comprised of mainly drought-deciduous species. The dominant species present

onsite include, but are not limited to, the following species: California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), laurel sumac (*Malosma laurina*), prickly pear cactus (*Opuntia* spp.), white sage (*Salvia apiana*), and broom baccharis (*Bacharris emoryi*) (Holland 1986). This habitat is found along the existing Famosa Wildlife Preserve trail.

Disturbed or Developed (Tier IV)

Disturbed or Developed land refers to surface areas that have been graded, resulting in bare ground or ground devoid of native plant cover.

JURISDICTIONAL WATERS

All wetland areas, wetland buffer areas, and non-wetland waters of the U.S. are considered sensitive. United States Army Corps of Engineers (USACE) regulates the discharge of dredge or fill material into waters of the U.S. (wetlands and non-wetland jurisdictional waters) in accordance with Section 404 of the federal Clean Water Act. Streambeds fall under the jurisdiction of California Department of Fish and Wildlife (CDFW) (Section 1600 of the California Fish and Game Code), which regulates activities that would alter streams, rivers, or lakes. CDFW also has jurisdiction over riparian habitats (e.g., southern willow scrub) associated with watercourses. Areas considered jurisdictional by CDFW extend to the outer edge of riparian vegetation, at the top of the bank of streams or lakes, or as far as the associated floodplain, whichever is wider. All wetlands and potential wetlands are also under the jurisdiction of the City. The City defines wetlands as areas characterized by any of the following conditions (see Section 113.0103 of the SDMC):

1. All areas persistently or periodically containing naturally occurring wetland vegetation communities characteristically dominated by hydrophytic vegetation including, but not limited to, salt marsh, brackish marsh, freshwater marsh, riparian forest, oak riparian forest, riparian woodlands, riparian scrub, and vernal pools.

2. Areas that have hydric soils or wetland hydrology and lack naturally occurring wetland vegetation communities because human activities have removed the historic wetland vegetation, or catastrophic or recurring natural events or processes have acted to preclude the establishment of wetland vegetation, as in the case of saltpans and mudflats.

3. Areas lacking wetland vegetation communities, hydric soils, and wetland hydrology due to non-permitted filling of previously existing wetlands.

As discussed in the City's Land Development Manual – Biology Guidelines human activities or naturally occurring events have resulted in disturbance which can complicate the proper identification of wetlands. Specifically, areas lacking naturally occurring wetland vegetation communities are still considered wetlands if hydric soils or the wetland hydrology is present. Additionally, seasonal drainage patterns, such as ephemeral or intermittent drainages, may not be sufficient to support wetland-dependent vegetation. These drainages would not satisfy the City's wetland definition unless wetland-dependent vegetation is either present in the drainage or lacking due to past human intervention. These seasonal drainages may still fall under USACE or CDFW jurisdiction as "Waters of the U.S."

Freshwater Marsh

Freshwater Marsh (Holland Code 52000) is dominated by perennial, emergent species (Holland 1986). This type of habitat can be found along the San Diego River and the Famosa Wildlife Preserve Slough. Indicator species of this habitat type include pickleweed (*Salicornia* spp.), alkali heath (*Frankenia salina*), and cord grass (*Spartina foliosa*).

Flood Channel

This type of habitat is commonly found in urban channels and storm drain areas in Ocean Beach. The flood channels within the OBCPU area were dominated by non-native species including: eucalyptus trees (*Eucalyptus* spp.), giant reed (*Arundo donax*), salt cedar (*Tamarix ramosissima*), and non-native grasses (*Bromus* spp.).

Southern Coastal Salt Marsh

Southern Coastal Salt Marsh (Holland 52120) can be found in the coastal areas near the San Diego River. Species indicative of this habitat type include arrow grass (*Triglochin concinna*), pickleweed, and spiny rush (*Juncus acutus*).) Southern Coastal Salt Marsh is a wetland vegetation type dominated by perennial emergent species that are regularly inundated by tidal saltwater (Holland 1986). This vegetation type is found at three sites in the study area with slightly different flora: two sites at Famosa Slough Wetland Preserve and one at the east end of the Ocean Beach Dog Beach.

The Famosa Slough has historically been disturbed by in-fill, development, and invasion by non-native species (Friends of the Famosa Slough 2012). The primary water source for the Famosa Slough is the San Diego River. Direct water flow from the San Diego River has been impeded by the Interstate 8 freeway, and the Slough currently receives water through flap valves. The water continues under West Point Loma Boulevard via a culvert. This divides the Slough into two areas.

In the last 15 years, the Slough has benefited from restoration efforts by the Friends of Famosa Slough. Non-native vegetation that dominated the landscape has been mostly replaced by native plants provided by the conservation group. Other conservation efforts include invasive species removal and the developments of treatment ponds to catch urban runoff. Despite these efforts, the area continues to be invaded by non-native species, polluted by runoff and litter, and subjected to trampling by humans and pets.

At the portion of Famosa Slough north of West Point Loma, the salt marsh borders the emergent marsh along the east boundary of the channel. The portion south of West Point Loma is larger and bordered by non-native vegetation and southern willow scrub. Characteristic species onsite include rush (*Juncus* sp.), Pacific swampfire (*Salicornia virginica*), saltwort (*Batis maritima*), shoregrass (*Monanthochloe littoralis*), and alkali heath.

The second location for this habitat is at Dog Beach. The salt marsh occurs on a sand bar within the mouth of the San Diego River channel. A rock channel directs the San Diego River into the Pacific Ocean. On top of the southern berm is a paved recreational trail.

The area continues to be disturbed by invasive species, polluted runoff, litter, development, and trampling by humans and pets. Characteristic species at this site include Pacific swampfire, saltwort, California cordgrass, California sealavender (*Limonium californicum*), and woolly seablite (*Suaeda taxifolia*).

Vernal Pools

Vernal pools are found in many areas within the City of San Diego and in the MHPA; however, no vernal pools were observed in the community of Ocean Beach. A field survey conducted by a Chambers Group botanist on January 5, 2012, determined the absence of vernal pools within the Ocean Beach community. All direct impacts to vernal pools would be significant and cumulatively significant.

Sensitive Species

Plant and animal species are considered sensitive if they have been listed as such by federal or state agencies, by the City, or have a California Rare Plant Rank (CRPR, managed by CDFW and the California Native Plant Society [CNPS]). These species are considered sensitive biological resources under the City's ESL. Additionally, some species adopted by the City Council as narrow endemic species are considered sensitive biological resources. CDFW publishes separate comprehensive lists for plants and animals through the CNDDB. These include taxa officially listed by the state and federal governments as endangered, threatened, or rare, and candidates for state or federal listing. In addition, special interest groups such as the

CNPS) track species distributions state-wide and assign them conservation rankings based on their relative abundance or rarity.

The majority of the covered species are considered adequately conserved provided that the conditions described in "Species Evaluated For Coverage Under the MSCP" (Appendix A of the MSCP Subarea Plan) are implemented. Refer to Appendix A for a full description of the conditions for coverage of MSCP Covered Species.

Under the Federal Endangered Species Act (FESA), an incidental take permit is required when non-Federal activities would result in "take" of the threatened or endangered specifies. A Habitat Conservation Plan (HCP) must accompany an application for a Federal Incidental Take Permit (ITP). The City's MSCP is also an HCP under the FESA and allows permittees of the City to become third party beneficiaries of the City's ITP. Take authorization for federally listed wildlife species covered in the HCP is generally considered to be effective upon approval of the HCP. The City's MSCP was approved in 1997.

The City has relinquished coverage of, and does not rely on, the City's Federal ITP to authorize an incidental take of the two vernal pool animal species and five vernal pool plant species. Upon completion of an HCP for vernal pools, the City would enter into an Implementing Agreement in order to obtain species coverage and a Federal ITP for the seven vernal pool species. Until that time, take of the vernal pool species must be permitted through the USFWS.

Threatened, Endangered, Endemic and Sensitive or MSCP Covered Species

Sensitive Flora

Table 4.3-1 summarizes the sensitive plant species that have a low to high potential to occur within the OBCPU planning area. Sensitive plants include those listed by United States Fish Wildlife Service (USFWS) (1999), CDFG (2002), the California Native Plant Society (CNPS) (Smith and Berg 1988), and Narrow Endemic Species (City of San Diego 2001). The following abbreviations are used in the table: FE = Federally Endangered, FT = Federally Threatened, FSC = Federal Species of Special Concern, SE = State Endangered, SR=State Rare, NE = Narrow Endemic Species; habitat codes are synonymous to those used in the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California (Skinner and Pavlik 1994), including CCFrs = closed-cone conifer forest, Chprl = chaparral, CoScr = coastal scrub, CmWld = cismontane woodland, MshSw = marshes and swamps, Medws = meadows and seeps, RpWld = riparian woodland, VFGrs = valley and foothill grassland.

Sensitive Fauna

The OBCPU area is known to support a wide variety of wildlife species, both terrestrial and aquatic. The OBCPU area provides suitable habitat for several vertebrate species. Areas that support vertebrate species include the Famosa Wildlife Preserve, the salt marshes south of the San Diego River, the San Diego River flood channel, community parks, and beaches.

Locations indicated as exhibiting higher concentrations and/or a higher diversity of wildlife include the Famosa Slough and the coastal beaches and salt marshes. Evidence of birds, mammals, amphibians, herpetological vertebrates, and invertebrates has been observed in these locations. Signs of inhabitation of these areas include direct observation, scat, prints, vocalization and calls, as well as historical data and records completed by previous agencies and supporting environmental groups such as the Friends of the Famosa Slough. Raptors are known to hunt in the areas of the Famosa Slough due to the suitability for wildlife such as rabbits and small mammals as well as other birds. In addition, raptors are known to occupy the community park of Robb Field. A merlin (*Falco columbarius*) was detected foraging in Robb Field during a habitat assessment survey. Osprey (*Pandion haliaetus*) nests have been detected and observed in Robb Field for a number of years. New material was observed in a nest during a habitat assessment, which would indicate that osprey would potentially be nesting in this location again in 2012.

The state and federally protected light-footed clapper rail resides in the low marsh *Spartina* habitat, and the California state-protected Belding's savannah sparrow nests among mid-marsh (*Salicornia virginica*) habitat. The presence of these species indicates that the marsh is continuing to perform natural ecosystem functions. Special-status passerine species such as Belding's savannah sparrow, a year-round resident of the OBCPU area, are reliant on salt marshes comprised of primarily pickleweed (Zembal and Hoffman 2002). This bird nests on or near the ground, concealed by pickleweed, shore grass, and or saltwort, in the upper marsh zone that is infrequently flooded by the tide (Unitt 2004). The light-footed clapper rail and the Belding's savannah sparrow are two birds included in the ESA that make their home in California marshes, including the Famosa Wildlife Preserve and along the San Diego River corridor.

Additionally, Ocean Beach is home to a population of wild green parrots or Red-Crowned Amazon Parrots. These species are also know as: Amazona viridigenalis, Green-Cheeked Amazon and Mexican Red-Headed Parrot. These parrot species are not native to San Diego, but rather are indigenous to the lowlands of Mexico. They typically arrive within the OBCPU area early February and being their migration mid-October to early November. The breeding season extends the months of March to May. The parrots can be found roosting in tall tree tops and palm trees throughout the OBCPU area. The birds measure about one foot long. These parrot species are not considered threatened or endangered and are not MSCP covered species. Their

presences is a unique biological condition that is sustained within the OBCPU area and no change in their mitigation pattern to the area would result with implementation of the OBCPU.

Table 4.3-2 summarizes the sensitive fauna species that have a low to high potential to occur within the OBCPU area. Sensitive animals include those listed by USFWS (1999) and CDFG (2002). The following abbreviations are used in the table: FE = Federally Endangered, FT = Federally Threatened, FSC = Federal Species of Special Concern, CE = State Endangered, SR = State Rare, SSC=Species of Special Concern; CT; State Threatened.

4.3.2 Regulatory Framework

Federal Regulations

Federal Endangered Species Act

The federal Endangered Species Act (ESA) was enacted in 1973 to provide protection to threatened and endangered species and their associated ecosystems. "Take" of a listed species is prohibited except when specific authorization has been granted through a USFWS permit under Section 4(d), 7, or 10(a) of the ESA. "Take" is defined as to harass, harm, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of these activities without a permit.

Federal Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) was enacted in 1918. Its purpose is to prohibit the kill or transport of native migratory birds, or any part, nest, or egg of any such bird unless allowed by another regulation adopted in accordance with the MBTA. A list of migratory bird species that are protected by the MBTA is maintained by the USFWS, which also regulates most aspects of the taking, possession, transportation, sale, purchase, barter, exportation, and importation of migratory birds.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act was first enacted in 1940 to prohibit the take, transport, or sale of bald eagles (*Haliaeetus leucocephalus*), their eggs, or any part of an eagle except when permitted by Secretary of Interior. In 1962, the act was amended to afford the same level of protection to the golden eagle (*Aquila chrysaetos*). The act also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, or activities that interfere with or interrupt normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment.

Clean Water Act

In 1948, Congress first passed the Federal Water Pollution Control Act. This act was amended in 1972 and became known as the Clean Water Act (CWA), which regulates the discharge of pollutants into the waters of the United States (WoUS). Under Section 404, permits need to be obtained from the U.S. Army Corps of Engineers (USACE) for discharge of dredge or fill material into jurisdictional WoUS. USACE-regulated activities under Section 404 involve a discharge of dredged or fill material including, but not limited to, grading, placing of riprap for erosion control, pouring concrete, laying sod, and stockpiling excavated material into WoUS. Activities that generally do not involve a regulated discharge (if performed specifically in a manner to avoid discharges) include driving pilings, some drainage channel maintenance activities, constructing temporary mining and farm/forest roads, and excavating without stockpiling. USACE issues Nationwide Permits (NWPs) for activities that require discretionary authority and do not exceed specific impact requirements (e.g., less than 0.5 acre of impacts, no impacts on special aquatic sites, etc.) and requires individual permits for activities that exceed the requirements of NWPs. Under Section 401 of the act, Water Quality Certification from the Regional Water Quality Control Board (RWQCB) needs to be obtained if an action would potentially result in any impacts on jurisdictional WoUS.

State Regulations

California Environmental Quality Act

CEQA requires that biological resources be considered when assessing the environmental impacts resulting from proposed actions. In accordance with State CEQA Guidelines Section 15065, the lead agency needs to determine if a project has the potential to substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of an endangered, rare, or threatened species.

California Endangered Species Act

CESA prohibits the take of any species that the California Fish and Game Commission determines to be a threatened or endangered species. The act is administered by CDFG. Incidental take of these listed species can be approved by the CDFG.

California Coastal Act of 1976

The California Coastal Act (CCA), administered by the California Coastal Commission (CCC), includes policies for development proposed within the coastal zone and recognizes California ports, harbors, and coastline beaches as economic and coastal resources. Decisions to implement

specific development, where feasible, are to be based on consideration of alternative locations and designs in order to minimize any adverse environmental impacts. The CCC regulates all jurisdictional wetlands that are under the joint jurisdiction of USACE and RWQCBs, as well as riparian habitat under the jurisdiction of CDFG, and considers vernal pools within the City jurisdictional wetlands.

California State Fish and Game Code – Streambed Alteration Program

The California Fish and Game Code concludes that it is unlawful for any person to substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds, without first notifying the department of such activity. CDFG jurisdiction includes ephemeral, intermittent, and perennial watercourses (including dry washes) and lakes characterized by the presence of (1) definable bed and banks and (2) existing fish or wildlife resources. Furthermore, CDFG jurisdiction is often extended to habitats adjacent to watercourses, such as oak woodlands in canyon bottoms or willow woodlands that function hydrologically as part of the riparian system. Under the CDFG definition, a watercourse need not exhibit evidence of an Ordinary High Water Mark (OHWM) to be claimed as jurisdiction. Under current California Fish and Game Code Sections 1600–1616, CDFG has the authority to regulate work that will substantially divert or obstruct the natural flow of, change, or use any material from the bed, channel, or bank of any river, stream, or lake. The CDFG also has authority to regulate work that will deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. This regulation takes the form of a requirement for a Section 1602 Lake or Streambed Alteration Agreement (SAA) and is applicable to all projects involving state or local government discretionary approvals.

California Fish & Game Code (3503, 3503.5, 3505, 3800, 3801.6)

These Fish and Game Code sections protect all native birds, birds of prey, and all nongame birds, including eggs and nests, that are not already listed as fully protected and which occur naturally within the state. Section 3503 of the code states that It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne) is the California equivalent of the CWA. It provides for statewide coordination of water quality regulations through the establishment of the California State Water Resources Control Board and nine separate RWQCBs that oversee water quality on a day-to-day basis at the regional/local level. The RWQCB regulates actions that would involve “discharging waste, or proposing to discharge

waste, with any region that could affect the quality of the waters of the state" (Water Code 13260(a)), pursuant to provisions of Porter- Cologne. Waters of the State (WoS) are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state" (Water Code 13050 (e)). Through the Porter- Cologne Act, the RWQCB regulates isolated wetlands, including vernal pools.

The RWQCB also regulates WoUS under Section 401 of the CWA. A Water Quality Certification or a waiver must be obtained from the RWQCB if an action would potentially result in any impacts on jurisdictional WoUS.

Natural Habitat Conservation and Planning

The Natural Habitat Community Conservation Planning (NCCP) Program was enacted by the State of California in 1991 to provide long-term regional protection of natural vegetation and wildlife diversity while allowing compatible development. The NCCP process was initiated to provide an alternative to single-species conservation efforts (habitat conservation plans). Instead, the NCCP is intended to provide a regional approach to the protection of species within a designated natural community. The MSCP is an outgrowth of this planning program.

Local Regulations

Multiple Species Conservation Program (MSCP)

The MSCP is a compressive, long-term habitat planning program that covers 900 square-miles in Southwester San Diego County under the federal and state Endangered Species Acts and state NCCP act. The Planned MSCP regional preserve is targeted at 172,000 acres. Local jurisdictions, including the City, implement their portions of the regional umbrella MSCP Plan through Subarea plans, which describe specific implementing mechanisms. The City's MSCP study area includes 206,124 acres within its municipal boundaries. The City's planned MSCP preserve totals 56,831 acres, with 52,021 (90 percent) targeted for preservation. In 2004, the City committed to increasing the conservation target by 715 acres in association with revisions to the City's Brush management in response to local fires.

Specifically the City of San Diego's MSCP Subarea Plan (Subarea Plan) has been prepared pursuant to the general outline developed by the USFWS and the CDFG (herein referred to as the "wildlife agencies") to meet the requirements of the NCCP. The Subarea Plan forms the basis for the implementing agreement, which is the contract between the City and the wildlife agencies that ensures implementation of the Subarea Plan and thereby allows the City to issue "take permits" at the local level. This Subarea Plan is also consistent with the MSCP plan and qualifies as a stand-alone document to implement the City's portion of the MSCP preserve.

Multi-Habitat Planning Area (MHPA)

The City of San Diego MHPA was developed by the City in cooperation with the wildlife agencies, property owners, developers, and environmental groups. The Preserve Design Criteria contained in the MSCP and the City Council-adopted criteria for the creation of the MHPA were used as guides in the development of the City's MHPA. The MHPA delineates core biological resource areas and a corridor targeted for conservation and represents a "hard line" preserve in which boundaries have been specifically determined. Within the MHPA, limited development may occur.

Examples of environmentally sensitive lands with sensitive biological resources are included within the MHPA as identified in the City's MSCP Subarea Plan (City of San Diego 1995). In addition, other lands outside the MHPA, that contain wetlands and vegetation communities classifiable as Tier I, II, IIIA, or IIIB and that contain habitat for rare, endangered, threatened, or narrow endemic species that are considered environmentally sensitive.

Land Development Code (Environmentally Sensitive Lands) and Biology Guidelines

The Environmentally Sensitive Lands (ESL) regulations, are intended to "protect, preserve and, where damaged restore ESL and the viability of the species supported by those lands." These regulations encourage a sensitive form of development and serve to implement the MSCP by prioritizing the preservation of biological resources within the MHPA. ESL Regulations apply to all proposed development when Environmentally Sensitive Lands are present. Environmentally sensitive lands include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, and Special Food Hazard Areas. Sensitive biological resources, as defined by the ESL Regulations, include those lands within the MHPA and other lands outside of the MHPA that contain wetlands, vegetation communities classifiable as Tier I, II, IIIA, or IIIB; habitat for rare, endangered, or threatened species; or narrow endemic species.

Some of the pertinent regulations contained in the ESL include the following:
Impacts to sensitive biological resources shall be avoided and/or minimized; impacts to wetlands shall be avoided, and a wetland buffer shall be maintained to protect the functions and values of the wetland.

All clearing, grubbing, or grading (inside and outside the MHPA) shall be restricted during the breeding season where development may impact the following species:

- Western snowy plover (*Charadrius alexandrines nivosus*): March 1 – September 15
- Southwestern willow flycatcher (*Empidonax trallii extimus*): May 1 – August 30
- Least tern (*Sternula antillarum browni*): April 1 – September 15

- Cactus wren (Campylorhynchus brunneicapillus sandiegensis): February 15 – August 15
- Least Bell's vireo (*Vireo bellii pusillus*): March 15 – September 15
- Tricolored blackbird (*Agelaius tricolor*): March 1 – August 1
- California gnatcatcher (*Polioptila californica californica*): March 1 – August 15 inside the MHPA only; no restrictions outside the MHPA

Unless specifically exempted, ESL Regulations apply to all proposed development when any of the following environmentally sensitive lands are present on the program area: sensitive biological resources; steep hillsides (defined in part as all lands that have a slope with a natural gradient of 25 percent or greater and a minimum elevation differential of 50 feet); coastal beaches; sensitive coastal bluffs; and 100-year floodplains.

All proposed developments subject to ESL Regulations that encroach into environmentally sensitive lands must obtain either a NDP or a SDP. If development is proposed in the Coastal Overlay Zone, a CDP is also required. Limited exceptions to ESL Regulations apply in certain circumstances.

The ESL Regulations govern development for each type of sensitive land (sensitive biological resources, steep hillsides, coastal beaches, etc.). Outside the Coastal Overlay Zone, City linear projects, such as the proposed BMP Update bikeways, are exempt from the development area regulations for steep hillsides and sensitive biological resources. Within the Coastal Overlay Zone, the ESL Regulations generally establish a 25 percent allowable development area in steep hillside areas, although development of up to 40 percent is permitted under certain circumstances for certain types of development.

The ESL Regulations require impacts to wetlands be avoided unless the activities meet specific exemption criteria established in the ordinance. Impacts to City-defined wetlands require approval of deviation findings. For projects occurring within wetlands in the Coastal Overlay Zone, uses are limited to those uses identified in Section 143.0130(d) the ESL Regulations. These uses are limited to aquaculture, nature study projects or similar resource dependent uses, wetland restoration projects, and incidental public service projects. Impacts to wetlands should only occur if they are unavoidable, have been minimized to the greatest degree possible, and have adequate mitigation. Wetlands must be mitigated in accordance with Table 2a or 2b of the City's Land Development Manual Biology Guidelines. Additionally, the ESL Regulations for projects occurring within the Coastal Overlay Zone require a 100-foot buffer to be maintained around all wetlands, as appropriate, to protect the functions and values of the wetland. A lesser or greater buffer may be warranted based on consultation with the resources agencies (i.e., ACOE and CDFW). The exemption for public maintenance access impacts to steep slopes and biological resources applies in the Coastal Overly Zone.

Plans submitted in accordance with the ESL Regulations shall, to the maximum extent feasible, comply with the various ESL Regulations. If a proposed development does not comply with all applicable development regulations of the ESL, the decision-maker may approve, conditionally approve, or deny the proposed SDP, subject to the City making findings in accordance with Section 126.0504 of the Land Development Code for deviations from the ESL regulations.

In May 2012, the City amended the ESL Regulations to further clarify the wetland deviation process. In accordance with Section 143.0150(c) of the Land Development Code, within the Coastal Overlay Zone, deviations may be granted only if the decision maker makes the findings in Section 126.0708. In accordance with Section 143.0150(d) of the Land Development Code, for deviations for development outside of the Coastal Overlay Zone to be approved, the development must qualify as one of three options: Essential Public Projects Option, Economic Viability Option, or Biologically Superior Option.

City of San Diego General Plan Policies

The Conservation Element of the General Plan calls for the City to be a model for sustainable development and conservation. Policies are to conserve natural resources; protect unique landforms; preserve and manage our open space and canyon systems, beaches, and watercourses; prevent and reduce pollution; reduce the City's carbon footprint; and promote clean technology industries. Specific policies related to biological diversity and wetlands are shown in Table 4.3-3.

Ocean Beach Community Planning Goals and Recommendations that relate to Biological Resources

The Ocean Beach Community Plan Update (OBCPU) contains planning elements related to biological diversity and wetlands. These community plan elements would guide the development of the OBCPU area as project level activities are undertaken. Brief descriptions of the community planning elements are outlined below:

The Conservation Element contains recommendations related to development in a sustainable manner, open space preservation, coastal resource protection, water resource management, urban runoff management, air quality, biological diversity, wetlands, energy independence, urban forestry, mineral production, agricultural resources, and environmental education.

Goals of OBCPU Conservation Element

> Ocean Beach's natural amenities, such as its open space, coastal bluffs, beaches, tide pools, and coastal waters, preserved for future generations.

Physical public access to the coastline maintained and enhanced in order to facilitate greater public use and enjoyment of the natural amenities.

Coastal and waterway resources protected by promoting sensitive development and restoring and preserving natural habitat.

Sustainable development and green building practices utilized to reduce dependence on non-renewable energy sources, lower energy costs, and reduce emissions, water consumption.

The Recreation element contains policy recommendations to enhance and protect Ocean Beach's natural resources. The community's park and open space systems supports the City's ability to attract and retain visitor serving businesses, as well as providing for the recreational needs of local residents. Ocean Beach's recreational opportunities are enhanced by its proximity to neighboring regional facilities.

The Land Use element contains policies to guide future growth and development into sustainable development patterns while emphasizing the diversity of the City's distinctive communities. balanced mixture of land uses is encouraged, with housing for all income levels. Recommendation 2.4.1 directly relates to biological resources.

2.4.1 Maintain the existing Open Space, and collaborate with the wildlife agencies, environmental groups and the public to ensure adequate conservation for sensitive biological resources.

Finally, the City's General Plan encourages broad public outreach and participation in the planning process. The purpose of the Public Facilities element would be to provide for the public facilities and services needed to serve the existing population and future growth. This element includes specific policies regarding public facilities financing; public facilities and services prioritization; evaluation of growth, facilities, and services; fire-rescue; police services; wastewater and stormwater disposal; lifeguard rescue services; water infrastructure; waste management; libraries, schools, and information infrastructure; public utilities; regional facilities; and healthcare services and facilities.

4.3.3 Biological Resources Determination

Before a determination of the significance of an impact can be made, the presence and nature of the biological resources must be established. Thus, significance determination, pursuant to the Significance Determination Thresholds, proceeds in two steps. The first step consists of determining if significant biological resources are present. The second step is to determine the

sensitivity of identified biological resources and potential direct, indirect, and cumulative impacts that would result from future project implementation.

Since future projects within the OBCPU would be subject to discretionary review, further project level environmental review under CEQA would be required and potential impacts would be analyzed at the time of individual project submittal. If it is determined that preparation of a biological resources report is warranted the report shall identify sensitive biological resources within and adjacent to the project area and make recommendations for avoidance and minimization of impacts to those resources. If a biological resources report is required at the time of a specific project submittal, the report shall be prepared utilizing current biological mitigation and monitoring in accordance with City requirements. The biological resources report would include a specific detailed analysis of consistency with MSCP policies and guidelines, including MSCP Subarea Plan policies for the particular project.

Potential impacts to biological resources are assessed through CEQA review process, and through review of a project's consistency with the ESL regulations, Biology Guidelines and with the City's MSCP Subarea Plan. In accordance with the City's Significance Determination Thresholds, a significant impact could occur if the proposal would result in one or more of the following:

1. A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or local or regional plans, policies, or regulations, or by CDFG or USFWS;
2. A substantial adverse effect on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFG or USFWS;
3. A substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means.
4. Interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites;
5. A conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region;
6. Introduction of a land use within an area adjacent to the MHPA that would result in adverse edge effects;
7. A conflict with any local policies or ordinances protecting biological resources; or

8. An introduction of invasive species of plants into a natural open space area.

The Preserve Design Criteria contained in the MSCP plan and the City Council-adopted criteria for the creation of the MHPA were used as guides in the development of the City's MHPA. The MHPA delineates core biological resource areas and a corridor targeted for conservation and represents a "hard line" preserve in which boundaries have been specifically determined. Within the MHPA, limited development may occur. The MHPA was developed by the City, CDFW, and USFWS; and, as such, specific land use adjacency guidelines do exist and consultation of the guidelines is necessary to make a determination of impacts from a proposed project. As previously mentioned MHPA lands within the OBCPU area are located within the San Diego River Channel south bank and coastal beach at Dog Beach and the Famosa Wildlife Preserve.

All discretionary projects must be evaluated for consistency with General Plan, the MSCP Subarea Plan and the Ocean Beach Community Plan policies. Impacts to individual sensitive species, without regard to impacts to habitat, may also be considered significant based upon the rarity and extent of impacts.

Impacts to state or federally listed species and all narrow endemics having the potential to occur within the OBCPU area (Table 4.3-1 and 4.3-2: Note: These are the sensitive flora and fauna tables) should be considered significant. Certain species covered by the MSCP occurring within the OBCPU area and other species not covered by the MSCP may be considered significant on a case-by-case basis, taking into consideration all pertinent information regarding distribution, rarity, and the level of habitat conservation afforded by the MSCP. All applicable measures should be taken to protect species covered under the MSCP when conducting any development projects in the Ocean Beach community.

CEQA Guidelines §15064(d) provides the following guidance regarding identification of direct versus indirect impacts: In evaluating the significance of the environmental effect of a project, the Lead Agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.

> "An indirect impact is a physical change in the environment which is not immediately related to the project but which is caused indirectly by the project. If a direct impact in turn causes another physical change in the environment, then the secondary change is an indirect impact. For example, the dust from heavy equipment that would result from grading for a sewage treatment plant could settle on nearby vegetation and interfere with photosynthetic processes; and the construction equipment noise levels could interrupt reproductive behavior within adjacent sensitive avian breeding habitats during the breeding season."

An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable. Depending on the circumstances, indirect impacts of a project may be as significant as the direct impacts of the project. In general, however, indirect impacts are easier to mitigate than direct ones. Some impacts may be considered indirect impacts in some circumstances and direct impacts under other circumstances. Indirect impacts include, but are not limited to, the following impacts:

- The introduction of urban meso-predators into a biological system;
- The introduction of urban runoff into a biological system;
- The introduction of invasive exotic plant species into a biological system;
- Noise and lighting impacts (note: both construction/demolition and operational phases of the project must be considered);
- Alteration of a dynamic portion of a system, such as stream flow characteristics or fire cycles;
- Loss of a wetland buffer that includes no environmentally sensitive lands.

4.3.4 Impacts

Issue 1: *A substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?*

Impact Analysis

According to the City's Significance Determination Thresholds (2011), impacts to biological resources under Issue 1 and 2 would be significant if the project would cause a substantial adverse impact or conflict, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the CDFG or USFWS.

The project is designed to revise the OBCPU with respect to organization and content for consistency with the General Plan, related zone changes and to adopt the Ocean Beach Public Facilities Financing Plan. The proposed OBCPU contains plan elements that would seek to conserve biological resources within the plan area such as the Conservation Element and the Land Use Element which contains policies to guide future growth and development in order to enhance and protect biological resources.

Overall, the OBCPU focuses on the environment of Ocean Beach and emphasizes development complementary to the existing small-scale character of the community; however, there could be unintended consequences associated with the approval of the Plan. The Recreation Element seeks to enhance a sustainable park and recreation system that meets the needs of Ocean Beach residents and visitors. However, an unintended consequence may result from bringing visitors into sensitive and open-space areas. Recommendations 6.3.5, 6.4.2 and 6.4.4 of the element would promote increased visitation, through improved access and increased visitation into the Famosa Slough and the San Diego River Park.

Recommendations 5.1 through 5.4.4 of the Public Facilities Services and Safety Element seeks to improve police, fire and lifeguard safety services, and to ensure a reliable system of water, storm water, and sewer facilities. These policies would be implemented through the maintenance of existing parks, schools, police and fire facilities, and utility infrastructure and also through the construction of new facilities. The Public Facilities Financing Plan (PFFP) has included specific projects which would include improvements to storm drain system, the construction of an aquatic center and the acquisition and development of park lands. The projects listed on the PFFP along with the implementation of the plans recommendations could result in impacts to special status species of plants or wildlife as well as conflict with the MHPA.

Significance of Impacts

Implementation of the above recommendations from the OBCPU and approval of the PFFP could potentially result in impacts to sensitive species and conflicts with the MSCP. Adherence to the LDC (ESL), General Plan, MSCP and MHPA Land Use Adjacency Guidelines as discussed in Section 4.1.3 and implementation of the below mitigation would reduce the impacts to below a level of significance.

Mitigation Monitoring and Reporting

BIO-1: To reduce potentially significant impacts that would cause a reduction in the number of unique, rare, endangered, sensitive, or fully protected species of plants or animals, if present all future projects with the OBCPU area shall be analyzed in accordance with the CEQA Significance Thresholds, which require that site-specific biological resources surveys be conducted in accordance with City of San Diego Biology Guidelines. The locations of any sensitive plant species, including listed, rare, and narrow endemic species, as well as the potential for occurrence of any listed or rare wildlife species shall be recorded and presented in a biological resources report. Based upon the habitat focused presence/absence surveys shall be conducted in accordance with the biology guidelines and applicable resource agency survey protocols to determine the potential for impacts resulting from the project on these species. Engineering design specifications based on project-level grading and site plans shall be

incorporated into the project design to minimize or eliminate direct impacts on sensitive plant and wildlife species consistent with the ESA, MBTA, Bald and Golden Eagle Protection Act, CESA, MSCP Subarea Plan, and ESL Regulations.

BIO 2: Prior to the issuance of any authorization to proceed, the City of San Diego (or appointed designee) shall verify that the MHPA boundaries and the following project requirements regarding the coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher are shown on the grading and building permit plans:

> No clearing, grubbing, grading or other construction activities shall occur between March 1 and August 15, the breeding season of the coastal California gnatcatcher; between March 15 and September 15, the breeding season of the least Bell's vireo; and between May 1 and September 1, the breeding season of the southwestern willow flycatcher, until the following requirements have been met to the satisfaction of the City of San Diego.

A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit) shall survey habitat areas (only within the MHPA for gnatcatchers) that would be subject to the construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the coastal California gnatcatcher, least Bell's vireo, and the southwestern willow flycatcher. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the USFWS within the breeding season prior to the commencement of construction. If the coastal California gnatcatchers, least Bell's vireo, and/or the southwestern willow flycatcher are present, then the following conditions must be met:

> a. Between March 1 and August 15 for occupied gnatcatcher habitat, between March 15 and August 15 for occupied least Bell's vireo habitat, and between May 1 and September 1 for occupied southwestern willow flycatcher habitat, no clearing, grubbing, or grading of occupied habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; AND
>
> b. Between March 1 and August 15 for occupied gnatcatcher habitat, between March 15 and August 15 for occupied least Bell's vireo habitat, and between May 1 and September 1 for occupied southwestern willow flycatcher habitat, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of the occupied habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing a current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City of San Diego at least two weeks prior to the commencement of construction activities; OR

c. At least two weeks prior to the commencement of clearing, grubbing, grading and/or any construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the aforementioned avian species. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the appropriate breeding season.

Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and The City of San Diego, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

If the aforementioned avian species are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ERM and applicable resource agencies which demonstrate whether or not mitigation measures such as noise walls are necessary during the applicable breeding seasons of March 1 and August 15, March 15 and September 15, and May 1 and September 1, as follows:

1. If this evidence indicates the potential is high for the aforementioned avian species to be present based on historical records or site conditions, then Condition 1-b or 1-c shall be adhered to as specified above.
2. If this evidence concludes that no impacts to the species are anticipated, no new mitigation measures are necessary.

If the City begins construction prior to the completion of the protocol avian surveys, then the Development Services Department shall assume that the appropriate avian species arepresent and all necessary protection and mitigation measures shall be required as describedin Conditions1 a, b, and c, above.

BIO-3: In areas where development that could potentially impact sensitive avian species through grading and clearing activities the following mitigation measure shall be implemented:

- If the project grading is proposed during the raptor breeding seasons (Feb. 1 – Sept. 15) the project biologist shall conduct a pre-grading survey for active raptor nests within 300 feet if the development area and submit a letter report to MMC prior to the preconstruction meeting. If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, monitoring schedules, etc.) to the satisfaction of the City's ERM. Mitigation requirements determined by the project biologist and the ERM shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report. If no nesting raptors are detected during the pre-grading survey, no mitigation is required.

BIO-4: The following mitigation measure shall be implemented for development within or adjacent to the Famosa Slough Wildlife Refuge or any potential habitat for the federally endangered Light Footed Clapper Rail, California Least Tern, and Western snowy plover.

- Prior to the issuance of any authorization to proceed, the City's ERM (or appointed designee), A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit) shall survey habitat areas that would be subject to the construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of Light Footed Clapper Rail, California Least Tern, and Western snowy plover. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the USFWS within the breeding season prior to the commencement of construction.

    1. If the aforementioned avian species are detected during the protocol survey, the applicant shall obtain take authorization through the USFWS and provide evidence that permitting has been issued to the ERM prior to commencement of construction related activities.

    2. If the aforementioned avian species are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ERM and USFWS that species are not present in a proposed project area.

Significance After Mitigation

Implementation of the mitigation measures **BIO-1, BIO-2, BIO-3, BIO-4 and LU-1** under issue 1 and adherence to the conservation plans and federal, state and local policies and regulations

would reduce potential impacts to sensitive species of plants and animals to below a level of significance.

Issue 2: *A substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS?*

Impact Analysis

The direct, indirect, and cumulative impacts of a project must be analyzed for significance. The first step in making the determination is to identify the nature of the impact and the extent and degree of direct impacts to sensitive habitats. A direct impact is a physical change in the environment, which is caused by and immediately related to the project. An example of a direct physical change in the environment is the removal of vegetation due to brushing, grubbing, grading, trenching, and excavating. According to the City's Significance Determination Thresholds (2011), impacts to biological resources under Issues 2 would be significant if the project would Impact more than 0.1 acre of any Tier I, Tier II, Tier IIIA, or Tier IIIB upland habitat.

In order to determine the extent of impacts, the acreage of each habitat type to be lost should be quantified. In the case of upland, the land should be categorized into one of the four Tier categories (I through IV) listed on Table 3 of the Biology Guidelines (July 2002).

However, the following uses, as defined in the City's CEQA Thresholds would not be considered significant impacts:

- Total upland impacts (Tiers I through IIIB) less than 0.1 acre are not considered significant and do not require mitigation. See Section 4.4.3 (Cumulative Impacts) relative to native grasslands.
- Impacts to non-native grasslands totaling less than 1.0 acre and completely surrounded by existing urban developments are not considered significant and do not require mitigation.
- Total wetland impacts that would be less than 0.01 acre are not considered significant and do not require mitigation; however, this would not apply to vernal pools or wetlands within the coastal zones.
- Brush management Zone 2 thinning activities, while having the potential to adversely affect biological resources, are not considered potentially significant inside the MHPA or, to the extent that non-covered species are not impacted, outside the MHPA because of the implementation of the MSCP. Brush management Zone 2 thinning outside the MHPA, which affects non-covered species, is potentially significant.

- Brush management not conducted in accordance with brush management regulations, regardless of where it is located, is also potentially significant.
- Mitigation is not required for impacts to non-native grassland habitat when impacted for the purpose of wetland or other native habitat creation.

As mentioned above; the implementation of recommendations contained within the Public Facilities, Services and Safety, and the Recreation elements could result in impacts to biological resources. The Public Facilities, Services and Safety element would seek to improve police, fire and lifeguard safety services, and to ensure a reliable system of water, storm water, and sewer facilities. Although the OBCP does not currently propose to construct any of these facilities, future projects may be located within or adjacent to sensitive biological resources and potential impacts may result with individual project implementation.

Increased visitation into sensitive areas, such as the Famosa Slough, may result in either indirect or direct impacts to sensitive biological resources. Improvements to trails in proximity to sensitive habitats may result in increased public access (authorized or unauthorized) near these sensitive areas, creating the potential for adverse impacts. Increased public access, particularly unauthorized access, has the potential to disturb or damage habitats suitable for certain protected species. Litter and debris associated with human activity in protected areas can also result in potentially significant adverse effects to sensitive habitats.

Therefore, the implementation of recommendation contained in the Public Facilities, Services and Safety, and the Recreation Elements as stated in Section 5.2.3 in conjunction with the overall build out of the OBCPU could result in significant impacts to sensitive biological resources.

Significance of Impact

Any projects that would impact habitat containing Tier I, II, IIIa, and IIIb and all wetlands (see Table 2 of City‘s Biology Guidelines [July 2011]) would be considered significant.

Mitigation Monitoring and Reporting

BIO-5: The following measure is currently applied to projects that affect biological resources. As future projects are reviewed under CEQA, additional specificity may be required with respect to mitigation measures identified below. These measures may be updated periodically in response to changes in federal and state laws and new/improved scientific methods.

- Development projects shall be designed to minimize or eliminate impacts to natural habitats and known sensitive resources consistent with the City’s Biology Guidelines, MSCP Subarea Plan, and the ESL ordinance.

- Biological mitigation for upland impacts shall be in accordance with the City's Biology Guidelines, Table 3.3.4 as illustrated in Table 4.3-7. Prior to the commencement of any construction-related activity onsite (including earthwork and fencing) and/or the preconstruction meeting, mitigation for direct impacts to Tier I, Tier II, Tier IIIA, and Tier IIIB shall be assured to the satisfaction of the Development Services Department Environmental Review Manager (ERM) through preservation of upland habitats in conformance with the City's Biology Guidelines, MSCP, and ESL Regulations. Mitigation for upland habitats may include onsite preservation, onsite enhancement/restoration; payment into the Habitat Acquisition Fund; acquisition/dedication of habitat inside or outside the MHPA; or other mitigation as approved by the ERM, MSCP staff, and the City's Parks and Recreation Department.
- Development projects shall provide for continued wildlife movement through wildlife corridors as identified in the MSCP Subarea Plan or as identified through project-level analysis. Mitigation may include, but is not limited to, provision of appropriately-sized bridges, culverts, or other openings to allow wildlife movement."

For all Tier I impacts, the mitigation could (1) occur within the MHPA portion of Tier I (in Tier) or (2) occur outside the MHPA within the affected habitat type (in-kind).

For impacts to Tier II, IIIA, and IIIB habitats, the mitigation could (1) occur within the MHPA portion of Tiers I through III (out-of-kind) or (2) occur outside the MHPA within the affected habitat type (in-kind).

Significance after Mitigation

Impacts would be less than significant with the implementation Mitigation Measure **BIO-4.**

Issue 4: *A substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?*

Impact Analysis

According to the City's Significance Determination Thresholds impacts under Issue 4 would be significant if a project would cause a substantial adverse impact on more than 0.01 acres of wetlands. The proposed OBCPU does not propose removal, filling, hydrological interruption, or other changes to wetlands; however, surface runoff from any development adjacent to wetland areas could eventually discharge to these waters and could have a potential to be adversely affected by potential surface runoff and sedimentation during the construction and operation of future specific development. Any development of public facilities such as utility infrastructure or trail improvements adjacent to the Famosa Slough may have the potential to impact wetland

resources. Therefore, the implementation of recommendations contained within the Public Facilities, Services and Safety element which would encourage upgrades in these areas may have the potential to impact wetland resources.

All wetland impacts must have an identified wetlands mitigation site and, in addition, an accompanying conceptual revegetation plan. One component of the wetland mitigation effort (at a minimum 1:1 ratio) must consist of wetland creation or wetland restoration. The remaining balance of the mitigation may occur as wetland enhancement. An evaluation should be undertaken of the physical or biological features used by flora and fauna on the property and their relative importance.

In June 2012, the City amended their ESL Regulations to further clarify the wetland deviation process. In accordance with Section 143.0150(c) of the Land Development Code, within the Coastal Overlay Zone, deviations may be granted only if the decision maker makes the findings in Section 126.0708. The wetland deviation process includes the biologically superior opinion which would allow impacts to low wetland resources, including vernal pools, if the development results in a biologically superior project.

In addition, to the local regulations regarding wetland impacts there are state and federal regulations that must be adhered to and include compliance with United States Army Corps of Engineering (USACE) Section 404 nationwide permit; compliance with the Regional Water Quality Control Board Section 401 Water Quality Certification; and compliance with the CDFG Section 1601/1603 Streambed Alteration Agreement. Impacts to wetlands would be significant.

Mitigation, Monitoring and Reporting

BIO-6: As part of the project-specific environmental review pursuant, all unavoidable wetlands impacts (both temporary and permanent) would need to be analyzed; and mitigation would be required in accordance with Table 2a of the Biology Guidelines (June 2012), see Table 4.3-8. Proposed mitigation shall be based on the impacted type of wetland habitat and must prevent any net loss of wetland functions and values of the impacted wetland.

The following provides operational definitions of the four types of activities that constitute wetland mitigation under the ESL regulations: Wetland Creation, Wetland Restoration, Wetland Enhancement, and Wetland Acquisition.

Wetland creation is an activity that results in the formation of new wetlands in an upland area. An example is excavation of uplands adjacent to existing wetlands and the establishment of native wetland vegetation.

Wetland restoration is an activity that re-establishes the habitat functions of a former wetland. An example is the excavation of agricultural fill from historic wetlands and the re-establishment of native wetland vegetation.

Wetland enhancement is an activity that improves the self-sustaining habitat functions of an existing wetland. An example is removal of exotic species from existing riparian habitat.

Wetland acquisition is an activity resulting in wetland habitat being bought or obtained through the purchase of offsite credits and may be considered in combination with any of the three mitigation activities above.

Wetland enhancement and wetland acquisition focus on the preservation or the improvement of existing wetland habitat and function and do not result in an increase in wetland area; therefore, a net loss of wetland may result. As such, acquisition and/or enhancement of existing wetlands may be considered as partial mitigation only for any balance of the remaining mitigation requirement after restoration or creation if wetland acreage is provided at a minimum of a 1:1 ratio. For permanent wetland, impacts that are unavoidable and minimized to the maximum extent feasible, mitigation must consist of creation of new, in-kind habitat to the fullest extent possible and at the appropriate ratios. In addition, unavoidable impacts to wetlands located within the Coastal Overlay Zone must be mitigated onsite, if feasible. If onsite mitigation is not feasible, then at least a portion of the mitigation must occur within the same watershed. All mitigation for unavoidable wetland impacts within the Coastal Overlay Zone must occur within the Coastal Overlay Zone.

The City's Biology Guidelines and MSCP Subarea Plan require that impacts to wetlands, including vernal pools, shall be avoided and that a sufficient wetland buffer shall be maintained, as appropriate, to protect resource functions/values. For vernal pools, this includes avoidance of the watershed necessary for the continued viability of the ponding area. Where wetland impacts are unavoidable, (determined case-by-case), they shall be minimized to the maximum extent practicable and fully mitigated for per the Biology Guidelines. The biology report shall include an analysis of onsite wetlands (including City, state, and federal jurisdiction analysis) and, if present, include project alternatives that fully/substantially avoid wetland impacts. Detailed evidence supporting why there is no feasible, less environmentally damaging location or alternative to avoid any impacts must be provided for City staff review, as well as a mitigation plan that specifically identifies how the project is to compensate for any unavoidable impacts. A conceptual mitigation program (which includes identification of the mitigation site) must be approved by the City staff prior to the release of the draft environmental document. Avoidance is the first requirement; mitigation can only be used for impacts clearly demonstrated to be unavoidable. Disturbance to native vegetation shall be limited to the extent practicable,

revegetation with native plants shall occur where appropriate, and construction staging areas shall be located in previously disturbed areas.

BIO-7:

Prior to the commencement of any construction-related activities on site for projects impacting wetland habitat (including earthwork and fencing) the applicant shall provide evidence of the following to the City of San Diego prior to any construction activity:

- Compliance with USACE Section 404 nationwide permit;
- Compliance with the RWQCB Section 401 Water Quality Certification; and
- Compliance with the CDFG Section 1601/1603 Streambed Alteration Agreement.

Significance after Mitigation

With implementation of the mitigation measures **BIO-6** and **BIO-7**, the Project would not result in significant adverse effects on wetland habitat.

Issue 5: *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors including linkages identified in the MSCP, or impede the use of native wildlife nursery sites?*

Impact Analysis

One of the primary objectives of the City's MSCP Subarea Plan is to identify and maintain a preserve system which allows for animals and plants to exist at both the local and regional levels. The MSCP Subarea Plan has identified large blocks of native habitat having the ability to support a diversity of plant and animal life known as "core biological resource areas." "Linkages" between these core areas provide for wildlife movement. These lands have been determined to provide the necessary habitat quality, quantity, and connectivity to sustain the unique biodiversity of the San Diego region.

No designated Wildlife Corridors have been identified within the OBCPU area. Although the Famosa Wildlife Preserve in the eastern portion of the OBCPU area functions as a corridor (explain further). The Conservation Element of the CPU contains specific recommendations that addresses open space preservation and growth in the OBCPU area in a sustainable manner and the OBCPU would have no direct impact on wildlife corridors.

Mitigation

No mitigation is required.

Significance after Mitigation

Impacts related to wildlife corridors are less than significant and no mitigation would be required.

Issue 6: *Would the proposal result in introducing a land use within an area adjacent to the MHPA that would result in adverse edge effects?*

Impact Analysis

According to the City's Significance Determination Thresholds (2011), impacts to biological resources under Issue 6 would be significant if the OBCPU would result in a physical change in the MHPA which is not immediately related to the project, but which is caused indirectly by the project. Examples include:

- The introduction of urban meso-predators;
- The instruction of urban runoff into a biological system;
- The introduction of invasive exotic plant species into a biological system;
- Noise and lighting impacts at the construction/demolition and/or operational phases of the project;
- Alteration of a dynamic portion of a system, such as stream flow characteristics or fire cycles; and
- Loss of a wetland buffer that includes no environmentally sensitive lands.

Compliance with the MHPA Land Use Adjacency Guidelines for drainage, toxics, lighting, noise, barriers, invasive species, and brush management would ensure that impacts would be less than significant. However, as discussed in Issue Area Number One, future projects would have the potential for significant indirect impacts to Land Use (MHPA). Measures to mitigate such impacts are discussed Section 4.1, under Land Use.

Mitigation

For future projects adjacent to open space areas proposed for conservation under the MHPA, implementation of Mitigation Measure **LU-1** would reduce potential adjacency impacts to the MHPA to less than significant.

Significance after Mitigation

For projects located adjacent to open space and the MHPA implementation of mitigation measure **LU-1** would be required and would reduce significant adjacency impacts to less than significant.

Issue 7: *Would the proposal result in a conflict with any local polices or ordinances protecting biological resources?*

Impact Analysis

In addition to the MSCP, the City relies on the ESL, as implemented through the Biological Survey Guidelines, for protection of sensitive biological resources. As defined by the ESL, the proposed Rezone area within the OBCPU area does not contain wetlands; vegetation communities classifiable as Tier I, II, or III; or habitat for rare, endangered, or threatened species or narrow endemic species. The proposed OBCPU land use plans as well as the proposed OBCPU policies are consistent with the ESL, as it would not result in any direct impacts to sensitive biological resources.

The purpose of the ESL regulations is to protect and preserve environmentally sensitive lands and the viability of the species supported by those lands. The regulations are intended to assure that development occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area. Thus, there would be no significant impacts with regard to local policies or ordinances.

Significance after Mitigation

The proposed OBCPU would be consistent with the purpose of the ESL regulations to protect and preserve environmentally sensitive lands and the viability of the species. The Project would not be in conflict with local policies, regulations, ordinances protecting biological resources, including vernal pools. Therefore, no mitigation is required.

Mitigation

No mitigation is required.

Significance after Mitigation

Implementation of the OBCPU would not result in significant adverse effects. Therefore, no mitigation is required.

Issue 8: *Would the proposal result in the introduction of invasive species or plants into a natural open space?*

Impact Analysis

Consistency with the existing MSCP Land Use Adjacency Guidelines would be required mitigation for projects with proposed development within or adjacent to the MHPA or open space. The Guidelines require that no invasive, non-native plant species shall be introduced into these areas.

With implementation of the Land Use Adjacency Guidelines, introduction of invasive species or plants into or adjacent to the MHPA would be precluded. The Project and would require mitigation (i.e., Land Use Adjacency Guidelines) for any projects proposing development within or adjacent to the MHPA or vernal pool resources as discussed in Section 4.1.

Mitigation Monitoring and Reporting

Impacts would be less than significant with the implementation Mitigation Measure **LU-1.**

Significance after Mitigation

For projects located adjacent to open space and the MHPA implementation of **LU-1** mitigation measure would be required and would reduce significant MHP Adjacency impacts to less than significant.

Issue 9: *Would the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Conservation Community Plan (NCCP), or other approved local, regional, or state habitat conservation plan, either within the City's MSCP plan area or in the surrounding region?*

As previously noted, the OBCPU relates to policy guidance developed to implement policy objectives of the General Plan and OBCPU as well as direction taken from the City's Biology Guidelines and MSCP Subarea Plan. The Conservation Elements of the General Plan and the Ocean Beach Community Plan contains policies to guide the conservation of resources that are consistent with existing environmental regulations, goals, and policies that address habitat, wildlife, natural open space, and natural drainages. These policies would be consistent with the overarching MSCP goal to maintain and enhance biological diversity in the region and conserve viable populations of endangered, threatened, and key sensitive species and their habitats, while enabling economic growth in the region. Through compliance with these policies the OBCPU would also be consistent with the MHPA Land Use Adjacency Guidelines for drainage, toxics,

lighting, noise, barriers, invasive species, and brush management, as identified in the MSCP Subarea Plan. At this planning level phase, no conflicts have been identified with such plans, policies and ordinances. Specific detailed analysis of individual projects as they occur in particular MSCP subareas would be conducted as part of subsequent evaluations conducted on a project-by-project basis.

The specific conditions provided in Table 4.3.9 *Area Specific Management Directives for MSCP Covered Species: Plants*, and 4.3.10, *Area Specific Management Directives for MSCP Covered Species: Animals* must be followed in order to assure the City's continued take coverage under the MSCP implementing agreement and take permit. The conditions were included in the MSCP Plan (Table 3-5) and the City of San Diego MSCP Subarea Plan (Appendix A). One MSCP covered plant species is not included in Table 4.3.9. Although no vernal pools were detected within the OBCPU, the Biological Technical Report states potential for Otay Mesa Mint to occur within the OBCPU area. As of the date of surrender, April 20, 2010, the City has relinquished coverage and does not rely on the City's Federal ITP to authorize an incidental take of the two vernal pool animal species and five vernal pool plant species. Upon completion of a HCP for vernal pools, the City would enter into an Implementing Agreement in order to obtain species coverage and a Federal ITP for the seven vernal pool species. ASMD for the vernal pool species would be described in the forthcoming HCP.

Adherence to the OBCPU policies and MSCP Subarea Plan ASMD's for covered species combined with **LU-1** would ensure the goal to enhance and conserve endangered, threatened and sensitive species and their habitats. Both at the OBCPU phase and project level impacts related to consistency with local, regional or state habitat conservation plans, policies and ordinances protecting biological resources would be less than significant.

Significance of Impacts

The project impacts on local, regional, or state habitat conservation plans polices and ordinances protecting biological resources would be potentially significant.

Mitigation Monitoring and Reporting

LU-1

Significance after Mitigation

Adherence to the OBCPU policies and MSCP Subarea Plan ASMD's for covered species combined with **LU-1** would ensure that impacts to local, regional, or state habitat conservation plans polices and ordinances protecting biological resources would be less than significant.


Mission Bay Channel
San Diego River
Pacific Ocean
San Diego
Legend
Dune Habitat
Potential Grunion Spawning Habitat
Tide Pools along Bluffs
Coastal Bluffs
Famosa Slough
Least Tern Foraging Habitat
Least Tern Nesting Area
Osprey Nesting Area
Potential Snowy Plover Habitat
Community Planning Area
City of San Diego MHPA
MHPA= Multi-Habitat Planning Area
N
1:15,000
0 500 1,000
Feet
Figure 4.3-1
Project Location Map
Biological Resources and
Community Planning Area Map
CHAMBERS GROUP

Table 4.3-1: Special Status Plant Species Potential Presence and Status						
Scientific Name	**Common Name**	**Habitat**	**Federal Status**	**California Status**	**CNPS List**	**MSCP Covered**
Heterotheca sessiliflora ssp. *sessiliflora*	beach golden aster	CoScr	None	None	1B.1	Not Covered
Adolphia californica	California adolphia	Chprl, CoScr	None	None	2.1	Not Covered
Agave shawii	Shaw's agave	CoScr	None	None	2.1	Covered NE
Nemacaulis denudate var. *denudata*	coast Wolly Heads	Dunes	None	None	1B.2	Not Covered
Aphanisma blitoides	aphanisma	CoScr	None	None	1B.1	Covered NE
Lasthenia glabrata ssp.*coulteri*	Coulter's Goldfields	MshSw	None	None	1B.1	Not Covered
Atriplex coulteri	Coulter's Saltbush	Dunes CoScr	None	None	1B.2	Not Covered
Atriplex serenana var. *davidsonii*	Davidson's saltscale	CoScr	None	None	1B.2	Not Covered
Astragalus tener var. titi	coastal dunes milk-vetch	Dunes	FE	SE	1B	Covered NE
Suaeda esteroa	estuary seablite	MshSw	None	None	1B.2	Not Covered
Lotus nuttallianus	Nuttall's lotus	CoScr Dunes	None	None	1B.1	Covered
Chaenactis glabriuscula var. *orcuttiana*	Otcutt's yellow pincushion	CoScr Dunes	None	None	1B.1	Not Coverd
Frankenia palmeri	Palmer's Frankenia	MshSw Dunes	None	None	2.1	Not Covered
Chloropyron maritimum	Salt marsh bird's beak	MshSw	FE	SE	1B.2	Covered
Ceanothus cyaneus	lakeside ceanothus	Chprl	None	None	1B	Covered
Orobanche parishii brachyloba	short –lobed broomrape	CoScr	None	None	4.2	Not Covered
Atriplex pacifica	south coast saltscale	CoScr Dune Playa	None	None	1B.1	Not Covered
Sphaerocarpos drewei	bottle liverwart	Chprl CoScr	None	None	1B.1	Not Covered
Chorizanthe orcuttiana	Orcutt's spineflower	CoScr	FE	SE	1B	Covered
Geothallus tuberosus	Campbell's liverwort	CoScr	None	None	1B.1	Not Covered

Table 4.3-1: Special Status Plant Species Potential Presence and Status						
Scientific Name	**Common Name**	**Habitat**	**Federal Status**	**California Status**	**CNPS List**	**MSCP Covered**
Senecio aphanactis	Chaparral ragwort	Chprl CoScr	None	None	2.2	Not Covered
Fremontodendron mexicanum	Mexican flannelbush	CCFrs Chprl	FE	SR	1B.1	Not Covered
Chorizanthe polygonoides var. *longispina*	long spined spineflower	CoScr Medws Chprl	None	None	1B.2	Not Covered
Corethrogyne filaginifolia var. linifolia	Del Mar sand aster	CoScr, Chprl, VFGrs	None	None	1B	Covered
Pogogyne nudiuscula	Otay Mesa mint	Vernal Pools	FE	SE	1B	Covered NE
Stylocline citroleum	oil neststraw	VFgrs CoScr	None	None	1B.1	Not Covered
Lepidium virginicum var. *robinsonii*	Robinson's peppergrass	Chprl CoScr	None	None	1B.1	Not Covered
Dudleya variegata	variegated dudleya	CoScr	None	None	1B	Covered NE
Dudleya viscida	sticky dudleya	Chprl, CoScr (steep north facing slopes)	None	None	4	Covered
Euphorbia misera	cliff spurge	CoScr	None	None	2	Not covered
Ferocactus viridescens	San Diego barrel cactus	Chprl, CoScr	FSC	None	2	Covered
Erysimum ammophilum),	sand-loving wallflower	CoScr Dunes	None	None	1B.2	Not Covered
Muilla clevelandii	San Diego Goldenstar	VRGrs Chprl CoScr	None	None	1B.1	Covered
Leptosyne maritima	sea dahlia	CoScr Chprl	None	None	2.2	Not Covered
Nemacaulis denudata var. *gracilis*),	slender cottonheads	Dune	None	None	2.2	Not Covered
Opuntia californica var. californica	snake cholla	CoScr	None	None	1B	Covered NE
Phacelia stellaris	Brand's phacelia	CoScr, Dunes	None	None	1B	Not Covered
Quercus dumosa	Nuttall's scrub oak	Chprl	None	None	1B	Not covered

Source: Chambers Group, 2012

Table 4.3-2: Local Special Status Animal Species Potential Presence and Status

Scientific Name	Common Name	Habitat	Federal Status	California Status	MSCP Covered
Pelecanus occidentalis californicus	California Brown Pelican	Forage and roost along the coast of the Pacific Ocean	None	None	Covered
Pandion haliaetus	osprey	Anywhere where there are safe nest sites and shallow water with abundant fish. Nests are generally found within 3 to 5 km of a water body such as a salt marsh, mangrove swamp, cypress wamp, lake, bog, reservoir or river.	None	SSC	Not Covered
Passerculas sandwichesnsis beldingi)	Belding's savannah sparrow	Coastal salt marshes and nests in *Salicornia* sp.	None	CE	Covered
Laterallus jamaicensis coturniculus	California Black rail	Salt and fresh water marshes dominated by grasses and sedges	None	CT	Not Covered
Vireo bellii pusillus)	least Bell's vireo	Santa Barbara, Riverside, and San Diego Counties. Low riparian growth in the vicinity of water or in dry river bottoms. Nests are placed along margins of bushes or in twigs of willows, mule-fat, or mesquite.	FE	CE	Covered
Phrynosoma coronatum blainvillii	San Diego horned lizard	Chaparral, sage scrub, oak woodlands, and grasslands; sometimes occurs along seldom used dirt paths where native ant species are prevalent	FSC	CSC, Protected	Covered
Eumeces skiltonianus interparietalis	Coronado skink	Variety of habitats including grasslands, sage scrub, and various woodlands including oak, pine, juniper, and riparian	FSC	CSC	Not Coverd
Cnemidophorus hyperythrus	orangethroat whiptail	Sage scrub (and chaparral), prefers sandy areas with patches of brush and rocks; may be associated with buckwheat and Black Sage	FSC	CSC, Protected	Covered
Sternula antillarum browni)	California least tern	Nests along the coast on bare or sparsely vegetated areas.	FE	CE	Covered
(Rallus longirostris levipes)	light-footed clapper rail	Salt marshes where cord grass (*Spartina foliosa*) and pickleweed (*Salicornia* sp.) are dominant.	FE	CE	Covered
Falco peregrinus anatum	American peregrine falcon	Forages near coast	FE	CE	Covered
Speotyto cunicularia hypugaea	burrowing owl	Hunts open terrain generally with burrow at a slight elevational rise	None	CSC	Covered
Polioptila californica californica	California gnatcatcher	Various successional stages of sage scrub	FT	CSC	Covered
Sialia mexicana	western bluebird	Open woodlands, farmlands, and orchards	None	None	Covered

Table 4.3-2: Local Special Status Animal Species Potential Presence and Status

Scientific Name	Common Name	Habitat	Federal Status	California Status	MSCP Covered
Campylorhynch-us brunneicapillus cousei	coastal cactus wren	Areas of sage scrub with robust stands of prickly pear and cholla	None	CSC	Covered
Aimophila ruficeps canescens	Southern California rufous-crowned sparrow	Rocky hillsides supporting sparse, low scrub or chaparral, sometimes mixed with grasses	FSC	CSC	Covered
Charadrius alexandrinus	Western snowy plover	Adjacent to tidal waters of the Pacific Ocean, and includes all nesting birds on the mainland coast, peninsulas, offshore islands, adjacent bays, estuaries, and coastal rivers.	FE	SSC	Covered
Lepus californicus bennettii	San Diego black-tailed jackrabbit	Relatively open chaparral and sage scrub and grasslands	FSC	CSC	None
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	Found in Coastal sage scrub	FSC	CSC	Not Covered
Lepus californicus bennettii	San Diego black-tailed jackrabbit	Relatively open chaparral and sage scrub and grasslands	FSC	CSC	Not Covered
Lasiurus blossevillii	western red bat	trees and shrubs, predominantly in edge habitats adjacent to streams and open fields	None	SSC	Not Covered
Lasiurus xanthinus	*western yellow bat*	dry, thorny vegetation on the Mexican Plateau, and are found in desert regions of the southwestern United States, where they show a particular association with palms.	None	SSC	Not Covered
Nyctinomops femorosaccus	pocketed free-tailed bat	Cliff rooster, feeds in multiple habitats	None	CSC	Not Covered
Nyctinomops macrotis	big free-tailed bat	Cliff rooster, prefers rugged, rocky canyons, feeds in multiple habitats including over water	None	CSC	Not Covered
Eumops perotis	western mastiff bat (see California mastiff bat in text)	Extensive open areas with abundant roost locations in rock outcrops, (found where oaks and chaparral occur)	FSC	CSC	Not Covered
Panoquina errans	wandering (saltmarsh) skipper	Coastal salt and brackish marshes, occasionally nearby fields and wood edges	None	None	Not Covered
Coelus globosus	globose dune beetle	foredunes and sand hummocks	None	None	Not Covered
Cicindela hirticollis gravida	sandy beach tiger beetle	Found in moist sand near the ocean, for example in swales behind dunes or upper beaches beyond normal high tides	None	None	Not Covered
Cicindela latesignata	Western beach tiger bettle	saline mudflats and moist sandy spots in estuaries of small streams	None	CE	Not Covered
Cicindela gabbii	western tidal-flat tiger beetle	sandy coastal beach	None	None	Not Covered

Table 4.3-2: Local Special Status Animal Species Potential Presence and Status

Scientific Name	Common Name	Habitat	Federal Status	California Status	MSCP Covered
Melitta californica	Melitta bee	Distribution throughout California	None	None	Not Covered
Leuresthes tenuis	California grunion	California grunion spawn on beaches from two to six nights after the full and new moon beginning soon after high tide and continuing for several hours: Pacific Ocean	None	None	Not Covered
Chelonia mydas	*green sea turtle*	Green sea turtles are found in the Pacific, Atlantic and Indian oceans (Worldwide in seas where temperature does not fall below 20 °C). They are sensitive to heat and cold and prefer the warmer parts of the oceans. Males never leave the water, but females swim to the shore to lay their eggs.	FT	None	Not Covered

Source: Chambers Group, 2012

TABLE 4.3-3: General Plan Conservation Element Policies Related To Biological Diversity And Wetlands

Policy	Description
CE-G.1	Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability.
	a. Educate the public about the impacts invasive plant species have on open space.
	b. Remove, avoid, or discourage the planting of invasive plant species.
	c. Pursue funding for removal of established populations of invasive species within open space.
CE-G.2	Prioritize, fund, acquire, and manage open spaces that preserve important ecological resources and provide habitat connectivity.
CE-G.3	Implement the conservation goals/policies of the City's MSCP Subarea Plan, such as providing connectivity between habitats and limiting recreational access and use to appropriate areas.
CE-G.4	Protect important ecological resources when applying floodplain regulations and development guidelines.
CE-G.5	Promote aquatic biodiversity and habitat recovery by reducing hydrological alterations, such as grading a stream channel.
CE-H.1	Use a watershed planning approach to preserve and enhance wetlands.
CE-H.2	Facilitate public-private partnerships that improve private, federal, state and local coordination through removal of jurisdictional barriers that limit effective wetland management.
CE-H.3	Seek state and federal legislation and funding that support efforts to research, classify, and map wetlands including vernal pools and their functions, and improve restoration and mitigation procedures.
CE-H.4	Support the long-term monitoring of restoration and mitigation efforts to track and evaluate changes in wetland acreage, functions, and values.
CE-H.5	Support research and demonstration projects that use created wetlands to help cleanse urban and storm water runoff, where not detrimental to natural upland and wetland habitats.
CE-H.6	Support educational and technical assistance programs, for both planning and development professionals, and the general public, on wetlands protection in the land use planning and development process.
CE-H.7	Encourage site planning that maximizes the potential biological, historic, hydrological and land use benefits of wetlands.
CE-H.8	Implement a "no net loss" approach to wetlands conservation in accordance with all city, state, and federal regulations.
CE-H.9	Consider public health, access, and safety, including pest and vector control, on wetland creation and enhancement sites.

SOURCE: City of San Diego General Plan Conservation Element 2008

Table 4.3-4: Recommendations of OBCPU Conservation Element related to biological resources

	COASTAL RESOURCE RECOMMENDATIONS
Recommendation	Description
7.1.1	Monitor Ocean Beach Park, Dog Beach, Ocean Beach Fishing Pier, and the San Diego River Park to ensure they are maintained in a clean, healthy state through a cooperative partnership with various county, state, City, and community agencies.
7.1.2	Prohibit coastal bluff development, on or beyond the bluff face, except for coastal protective devices and public stairways and ramps that provide access to and from the bluff top to the beach
7.1.3	Continue implementation of the Famosa Slough Enhancement Plan to guide the restoration and enhancement of the area.
7.1.4	Maintain and expand environmental education opportunities within Famosa Slough and other areas of the community through nature trails, interpretive signs and other measures.
7.1.5	Encourage the participation of organizations, such as Friends of the San Diego River and Friends of Dog Beach, in their community outreach and environmental education efforts.
7.1.6	Encourage pollution control measures to promote the elimination of pollutant sources, and the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system and receiving waters.
	PHYSICAL COASTAL ACCESS RECOMMENDATIONS
7.1.1	Monitor Ocean Beach Park, Dog Beach, Ocean Beach Fishing Pier, and the San Diego River Park to ensure they are maintained in a clean, healthy state through a cooperative partnership with various county, state, City, and community agencies.
7.1.2	Prohibit coastal bluff development, on or beyond the bluff face, except for coastal protective devices and public stairways and ramps that provide access to and from the bluff top to the beach
7.1.3	Continue implementation of the Famosa Slough Enhancement Plan to guide the restoration and enhancement of the area.
7.1.4	Maintain and expand environmental education opportunities within Famosa Slough and other areas of the community through nature trails, interpretive signs and other measures.
7.1.5	Encourage the participation of organizations, such as Friends of the San Diego River and Friends of Dog Beach, in their community outreach and environmental education efforts.
7.1.6	Encourage pollution control measures to promote the elimination of pollutant sources, and the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system and receiving waters.
	EROSION RECOMMENDATIONS
7.3.1	Setback new development on property containing a coastal bluff at least 40 feet from the bluff edge. This setback may be reduced to not less than 25 feet if evidence is provided that indicates the site is stable enough to support the development without requiring construction of shoreline protective devices. Do not allow a bluff edge setback less than 40 feet if erosion control measures or shoreline protective devices exist on the sites which are necessary to protect the existing principal structure in danger from erosion.
7.3.2	Ensure the preservation of the coastal bluffs in their natural state by working cooperatively with the community, City officials, and the California Coastal Commission.
7.3.3	Work with San Diego Association of Governments to implement a clean sand replenishment program to restore, maintain and enhance beach areas
7.3.4	Allow the placement of shoreline protective works, such as concrete seawalls, revetments and parapets, only when required to serve coastal-dependent uses or when there are no other feasible means to protect existing principal structures, such as homes, in danger from erosion.

Table 4.3-5: Recommendations of OBCPU Recreation Element related to biological resources

	PARK AND RECREATION RECOMMENDATIONS
Recommendation	Description
6.1.2	Provide improvements at: Brighton Avenue Park, Saratoga Beach Park, Veteran's Park, a portion of Dog Beach, Dusty Rhodes Neighborhood Park, Robb Field, Ocean Beach Elementary School Joint Use Facilities, Barnes Tennis Club and Famosa Slough Open Space Trail to help meet the community's park and recreation needs, and continue to pursue additional park and recreation "equivalencies" as opportunities arise.
	PRESERVATION RECOMMENDATIONS
6.2.3	Protect Ocean Beach Park and Famosa Slough from overuse by keeping the active recreational uses at the larger resource-based park, such as Ocean Beach Park, and the passive recreational uses at the smaller parks, such as Famosa Slough.
6.2.4	Provide interpretive signs (which do not block views) at Ocean Beach Park and Famosa Slough to alert users of sensitive habitats and cultural habitats by educating them on the unique natural and historic qualities of these areas.
6.2.4	Provide interpretive signs (which do not block views) at Ocean Beach Park and Famosa Slough to alert users of sensitive habitats and cultural habitats by educating them on the unique natural and historic qualities of these areas.
	ACCESSIBILITY RECOMMENDATIONS
6.3.5	Provide access for all types of users at Famosa Slough through provision of an existing trail improvements to meet accessibility standards with benches at overlooks on the east side of the slough.
6.2.4	Provide interpretive signs (which do not block views) at Ocean Beach Park and Famosa Slough to alert users of sensitive habitats and cultural habitats by educating them on the unique natural and historic qualities of these areas.
6.2.4	Provide interpretive signs (which do not block views) at Ocean Beach Park and Famosa Slough to alert users of sensitive habitats and cultural habitats by educating them on the unique natural and historic qualities of these areas.
	OPEN SPACE LAND AND RESOURCE BASED PARKS RECOMMENDATIONS
6.4.1	Protect and enhance the natural resources of open space lands by re-vegetating with native drought tolerant plants and utilizing open wood fences adjacent to very sensitive areas to provide additional protection while still allowing views into the area.
6.4.2	Preserve and protect Famosa Slough Open Space by limiting public use to an existing trail on the east side of the slough and providing a trail that meets accessibility standards and interpretive signs (which do not block views) that educate the public on the uniqueness of the site.
6.4.3	Require all storm water and urban run-off drainage into resource-based parks or open space lands to be captured, filtered or treated before entering the area.
6.4.4	Provide a recognizable entrance to the San Diego River Park pathway at Ocean Beach Park and Robb Field. The entrance should include a trail kiosk which does not block views and includes a map of how the San Diego River Park interfaces with the Ocean Beach Community
6.4.5	Provide interpretive signs which do not block views within the San Diego River Channel at Dog Beach to provide information about the estuarine function, wildlife habitat and San Diego River Park pathway system
6.4.6	Collaborate with community and special interest groups to initiate feasibility study and explore the benefits and impacts of providing a pedestrian and bicycle trail connection between Famosa Slough and the San Diego River
6.4.7	Collaborate with the community and special interests groups to initiate a feasibility study for river channel embankment modifications to create a varied edge with native vegetation.

Table 4.3-6: Recommendations of OBCPU Public Facilities Services Safety Element related to biological resources

	POLICE, FIRE, LIFEGUARD SERVICES RECOMMENDATIONS
5.1.3	Construct a new joint-use facility accommodating lifeguard, police and comfort station needs.
	WATER, WASTE WATER, AND STORM WATER RECOMMENDATIONS
5.2.1	Upgrade infrastructure for water, waste water, and storm water,facilities and institute a program to clean the storm drain system prior to the rainy season.
5.2.2	Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching the Pacific Ocean and San Diego River.

Table 4.3-7: Upland Mitigation Ratios

UPLAND MITIGATION RATIOS		
TIER	**HABITAT TYPE**	**MITIGATION RATIOS**
TIER 1 (rare uplands)	Southern Foredunes Torrey Pines Forest Coastal Bluff Scrub Maritime Succulent Scrub Maritime Chaparral Scrub Oak Chaparral Native Grassland Oak Woodlands	Location of Preservation
TIER II (uncommon uplands)	Coastal Sage Scrub (CSS) CSS/Chaparral	Location of Preservation
TIER III A: (common uplands)	Mixed Chaparral Chamise Chaparral	Location of Preservation
TIER III B: (common uplands)	Non-Native Grasslands	Location of Preservation

		Inside	Outside
Location of Impact	Inside*	2:1	3:1
	Outside	1:1	2:1

		Inside	Outside
Location of Impact	Inside*	1:1	2:1
	Outside	1:1	1.5:1

		Inside	Outside
Location of Impact	Inside*	2:1	3:1
	Outside	1:1	2:1

		Inside	Outside
Location of Impact	Inside*	1:1	1.5:1
	Outside	0.5:1	1:1

Table 4.3-8: Wetland Mitigation Ratios

HABITAT TYPE	MITIGATION RATIO
Coastal Wetlands:	
Salt marsh	4:1
Salt panne	4:1
Riparian Habitats:	
Oak riparian forest	3:1
Riparian forest or woodland	3:1
Riparian scrub	2:1
Riparian scrub in the Coastal Overlay Zone	3:1
Freshwater Marsh	2:1
Freshwater Marsh in the Coastal Overlay Zone	4:1
Natural Flood Channel	2:1
Disturbed Wetland	2:1
Vernal Pools	2:1to 4:1
Marine Habitats	2:1
Eelgrass Beds	2:1

Table 4.3.9: Area Specific Management Directives for MSCP Covered Species and Plants

Scientific Name	Common Name	Condition/s of Coverage
Agave shawii	Shaw's agave	Area specific management directives must include specific measures to protect against detrimental edge effects.
Aphanisma blitoides	Aphanisma	None
Astragalus tener var. titi	Coastal dunes milk vetch	Area specific management directives must provide for reintroduction opportunities, identify potential reintroduction sites, and include measures to prevent non-native species introductions. Any newly found population shall be evaluated for inclusion in the preserve strategy through acquisition, like exchange, etc.
Ceanothus cyaneus	Lakeside ceanothus	Area specific management directives must include specific management measures to address the autecology and natural history of the species and to reduce the risk of catastrophic fire. Management measures to accomplish this may include prescribed fire.
Cordylanthus maritimus ssp. Maritimus	Salt marsh bird's beak	Area specific management directives must 1) include measures to reduce threats and stabilize populations (e.g., relocation of footpaths, establishment of buffer areas, etc.), 2) address opportunities for reintroduction, and 3) include measures to enhance existing populations (e.g., protect and improve upland habitat for pollinators). There is a federal recovery plan for this species and management activities should to the extent possible help achieve the specified goals. Any newly found populations shall be evaluated for inclusion in the preserve strategy through acquisition, like exchange, etc.
Dudleya variegata	Variegated dudleya	Area specific management directives must include species-specific monitoring and specific measures to protect against detrimental edge effects to this species, including effects caused by recreational activities. Some populations now occur within a major amendment area (Otay Mountain) and at the time permit amendments are proposed, strategies to provide protection for this species within the amendment area must be included. (Proposed take authorization amendments will have public review through CEQA and NEPA processes and require approval by CDFG and USFWS).
Dudleya viscida	Sticky dudleya	Area specific management directives must address specific measures to protect against detrimental edge effects.

Scientific Name	Common Name	Condition/s of Coverage
Ferocactus viridescens	San Diego barrel cactus	Area specific management directives must include measures to protect this species from edge effects, unauthorized collection, and include appropriate fire management/control practices to protect against a too frequent fire cycle.
Lotus nuttallianus	Nuttal's lotus	Area specified management directives must include measures to protect against detrimental edge effects.
Muilla clevelandii	San Diego goldenstar	Area specific management directives must include monitoring of the transplanted population(s), and specific measures to protect against detrimental edge effects to this species.
Opuntia parryi var. serpentina	Snake cholla	Area specific management directives must include specific measures to protect against detrimental edge effects to this species, and promote translocation opportunity where appropriate. The Otay Ranch project GDP and RMP require protection of 80 percent of existing occurrences, and transplantation of any impacted occurrences to restored areas of comparable size.
Santureja chandleri	San Miguel savory	Area specific management directives must include specific management measures to address the autecology and natural history of the species and to reduce the risk of catastrophic fire. Management measures to accomplish this may include prescribed fire. This species will be conserved at the 80+ percent level.
Senecio ganderi	Gander's butterweed	Area specific management directives must include: 1) specific measures to protect against detrimental edge effects to this species; and 2) measures to address the autecology and natural history of the species.
Solanum tenuilobatum	Narrow-leaved nightshade	none
Tetracoccus dioicus	Parry's tetracoccus	Area specific management directives must include specific measures to protect against detrimental edge effects to this species.

Table 4.3.10: Area Specific Management Directives for MSCP Covered Species; Animals

Scientific Name	Common Name	Condition/s of Coverage
Pelecanus occidentalis californicus	California brown pelican	none
Rallus longirostris levipes	Light-footed clapper rail	Area specific management directives must include active management of wetlands to ensure a healthy tidal saltmarsh environment, and specific measures to protect against detrimental edge effects to this species.
Charadrius alexandrinus nivosus	Western snowy plover	Area specific management directives must include protection of nesting sites from human disturbance during the reproductive season, and specific measures to protect against detrimental edge effects to this species. Incidental take (during the breeding season) associated with maintenance/removal of levees/dikes is not authorized except as specifically approved on a case-by-case basis by the wildlife agencies.
Sterna antillarun browni	California least tern	Area specific management directives must include protection of nesting sites from human disturbance during reproductive season, predator control, and specific measures to protect against detrimental edge effects to this species. Incidental take (during the breeding season) associated with maintenance/removal of dikes/levees, beach maintenance/enhancement is not authorized except as specifically approved on a case-by-case basis by the wildlife agencies.
Sialia mexicana	Western bluebird	none
Vireo bellii pusillus	Least Bell's vireo	Jurisdictions will require survey (using appropriate protocols) during the CEQA review process in suitable habitat proposed to be impacted and incorporate mitigation measures consistent with the 404(b)1 guidelines into the project. Participating jurisdictions guidelines and ordinances, and state and federal wetland regulations will provide additional habitat protection resulting in no net loss of wetlands. Jurisdictions must require new

Scientific Name	Common Name	Condition/s of Coverage
		developments adjacent to preserve areas that create conditions attractive to brown-headed cowbirds to monitor and control cowbirds. Area specific management directives must include measures to provide appropriate successional habitat, upland buffers for all known populations, cowbird control, and specific measures to protect against detrimental edge effects to this species. Any clearing of occupied habitat must occur between September 15 and March 15 (i.e. outside of the nesting period).
Aimophilia ruficeps canescens	California rufous-crowned sparrow	Area specific management directives must include maintenance of dynamic processes, such as fire, to perpetuate some open phases of coastal sage scrub with herbaceous components.
Cnemidophorus hyperythrus beldingi	Orange-throated whiptail	Area specific management directives must address edge effects.
Phrynosoma coronatum blainvillei	San Diego horned lizard	Area specific management directives must include specific measures to maintain native ant species, discourage Argentine ant, and protect against detrimental edge effects to this species.
Falco peregrinus anatum	American peregrine falcon	none
Polioptila californica	California gnatcatcher	Area specific management directives must include measures to reduce edge effects and minimize disturbance during the nesting period, fire protection measures to reduce the potential for habitat degradation due to unplanned fire, and management measures to maintain or improve habitat quality including vegetation structure. No clearing of occupied habitat within the cities' MHPAs and within the County's Biological Resource Core Areas may occur between March 1 and August 15.

4.4 Cultural/Historical Resources

The following cultural/historical resources analysis prepared by City staff for the proposed OBCPU included a literature review, a records search, archival research, preparation of a historic context statement, windshield survey of the built environment, and data analysis. The historic context statement was prepared in compliance with the City's Historic Resource Survey Guidelines (July 2008) and National Register of Historic Places (NRHP) Bulletin 24, "Guidelines for Local Surveys: A Basis for Preservation Planning" as related to historic contexts. Both the historic context statement and windshield survey were prepared as part of the land use analysis completed for the proposed OBCPU and the potential for significant archaeological resources within the OBCPU as well as a number of historic buildings and structures that may be eligible for local listing, but require further investigation for consideration of historic designation. However, the survey was not done at a sufficient level of detail to identify all potentially significant historical resources within Ocean Beach and was not intended to be used as a reconnaissance or intensive level survey, as defined by the City's Historic Resource Survey Guidelines (July 2008) or the National Register of Historic Places guidelines for surveys. This document is included as part of the project being reviewed under this PEIR and will be subject to discretionary review by the City Council.

Historical resources (also referred to as cultural resources) are physical features, both natural and constructed, which reflect past human existence and are of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance. These resources may include such physical objects and features as archaeological sites and artifacts, buildings, groups of buildings, structures, districts, street furniture, signs, and landscapes. Also included are distinguishing architectural characteristics and traditional cultural properties. Historical resources in the San Diego region span a timeframe of at least the last 10,000 years and include both the prehistoric and historic periods. Within this analysis, historical resources are those archaeological sites and historic periods that are determined to be significant under CEQA.

4.4.1 Existing Conditions

Archival research included an examination of various documents relating to the history of Ocean Beach, including primary and secondary sources such as historic maps, historic photographs, current aerial photographs, cultural resource studies, building evaluation reports, master's theses, previous historic context statements, and first-hand accounts and oral histories. Research was conducted at the San Diego Public Library, the University of California San Diego Library, the San Diego State University Library, and the San Diego Historical Resources library and City Clerk's archives.

A records search of the California Historical Resources Inventory System (CHRIS, July 2013) was conducted in support of the OBCPU and identified ten historical/archaeological sites within Ocean Beach. In addition to those resources the City of San Diego Historical Resources Board has designated 72 historic buildings and one archaeological resource, the Ocean Beach Gateway Site, within the Ocean Beach Community Planning Area. The site is a prehistoric campsite occupied as part of a series of major encampments along the course of the San Diego River. It was occupied during the Archaic and Late Prehistoric periods. Artifacts include grinding tools, flaked tools used for scraping, pounding and cutting, pottery, animal bone, marine shell, fire-affected rock, and other lithic materials used during the occupation of the site. Sparse and fragmentary scatter of historic materials dating from the 1920s and 1930s were found as well. The 72 designated buildings are contributing resources to the Ocean Beach Cottage Emerging Historical District, which is comprised of beach cottages and bungalows built between 1887 and 1931 within the boundary of the Planning Area, as well as a small area immediately west of the Planning Area, which is part of the original Ocean Beach subdivision. Two of the 72 contributing resources are designated as individually significant structures – the Strand Theater and the Ocean Beach Library. A complete listing of all designated resources can be obtained by contacting the City's Historical Resources Board staff of the Development Services Department.

For the built environment, the results of the archival research, records search and windshield survey were compiled into the historic context statement. The NRHP defines a historic context statement as an "organizational framework of information based on theme, geographical area, and period of time . . . . Historical contexts may be based on the physical development and character, trends and major events, or important individuals and groups that occurred at various times in history or prehistory of a community or other geographical unit" (NRHP Bulletin 24). The historic context statement was arranged into chronological periods and corresponding historic themes, from prehistory to present-day, and included a description of common property types and architectural styles in the plan area. The historic context statement is summarized below and is available in its entirety in Appendix C to the OBCPU.

4.4.2 Regulatory Setting/ Historic Preservation Plans, Policies, and Standards

a. Federal

National Register of Historic Places

Federal criteria are those used to determine eligibility for the NRHP. The NRHP was established by the National Historic Preservation Act enacted in 1966. The NRHP is the official lists of sites, buildings, structures, districts, and objects significant in American history, architecture, archaeology, engineering, and culture. The NRHP is administered by the National Park Service.

Nominations to the NRHP may come from the various State Historic Preservation Offices, Tribal Historic Preservation Offices, local governments, and from private individuals and organizations. The NRHP criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. Are associated with events that have made a significant contribution to the broad patterns our history;
B. Are associated with the lives of persons important in our past;
C. Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Have yielded, or may be likely to yield, information important in prehistory or history.

Certain properties are usually not considered for eligibility for the NRHP. These include ordinary cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved or reconstructed, properties primarily commemorative in nature, or properties that have become significant within the last 50 years. These types of properties can qualify if they are an integral part of a district that does meet the criteria, or if they fall within certain specific categories relating to architecture or association with historically significant people or events. The vast majority of historical sites that qualify for listing do so under Criterion D, research potential.

Native American Involvement

Native American involvement in the development review process is addressed by several federal and state laws. The most notable of these are the California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990). These acts ensure that Native American human remains and cultural items be treated with respect and dignity. In addition, Senate Bill (SB) 18 details requirements for local agencies to consult with identified California Native American Tribes prior to and during the preparation of general or specific plans or open space plans.

At the local level, Policy HP-A.4.e of the Historic Preservation Element in the General Plan states that Native American monitors should be included during all phases of the investigation of archaeological resources. This would include surveys, testing, evaluations, data recovery phases, and construction monitoring (City of San Diego 2008c).

b. State

California Register of Historic Resources

Similar to the NRHP, the CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies resources for planning purposes; determines eligibility of state historic grant funding; and provides certain protections under CEQA. State criteria are those listed in CEQA and used to determine whether an historic resource qualifies for the CRHR. The CRHR was established in 1992. CEQA was amended in 1992 to define "historical resources" as a resource listed in or determined eligible for listing on the California Register, a resource included in a local register of historical resources or identified as significant in a historical resource survey that meets certain requirements, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant. Some resources that do not meet these criteria may still be historically significant for the purposes of CEQA.

A resource may be listed in the CRHR if it is significant at the federal, state, or local level under one of more of the four criteria listed below.

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the U.S.
2. Is associated with the lives of persons important to the nation or to California's past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history of the state or nation.

CEQA sections 15064.5 and 21083.2(g) define the criteria for determining the significance of historical resources. Archaeological resources are considered "historical resources" for the purposes of CEQA. Most archaeological sites which qualify for the CRHR do so under criterion 4 (i.e., research potential).

Since resources that are not listed or determined eligible for the state or local registers may still be historically significant, their significance shall be determined if they are affected by a project. The significance of a historical resource under criterion 4 rests on its ability to address important research questions.

c. Local

General Plan Historic Preservation Element

The Historic Preservation Element of the General Plan provides guidance on archaeological and historic site preservation in San Diego, including the roles and responsibilities of the HRB, the status of cultural resource surveys, the Mills Act, conservation easements, and other public preservation incentives and strategies. The Element sets a series of goals for the City for the preservation of historic resources, and the first of these goals is to preserve significant historical resources. A discussion of criteria used by the HRB to designate landmarks is included, as is a list of recommended steps to strengthen historic preservation in San Diego. These goals will be realized through implementation of policies that encourage the identification and preservation of historical resources. The specific policies are listed in Table 4.5-1.

Policies HP-A.1 through HP-A.5 are associated with the overall identification and preservation of historical resources. This includes policies to provide for comprehensive historic resource planning and integration of such plans within City land use plans, such as the proposed OBCPU being analyzed within this PEIR. These policies also focus on coordinated planning and preservation of tribal resources, promoting the relationship with Kumeyaay/Diegueño tribes. Historic Preservation policies HP-B.1 through HP-B.4 address the benefits of historical preservation planning and the need for incentivizing maintenance, restoration, and rehabilitation of designated historical resources. This is proposed to be completed through a historic preservation sponsorship program and through cultural heritage tourism.

City of San Diego Historical Resources Guidelines

The City established a set of criteria as a baseline to be used by the HRB in the designation process. City significance criteria for historic resources are outlined in the General Plan and Historical Resources Guidelines (Guidelines). These criteria reflect a more local perspective of historical, architectural, and cultural importance for inclusion on the City's Historical Resources Register. The resource may be designated, or eligible for designation, pursuant to one or more of the following criteria, and in turn would be considered a significant resource:

A. Exemplifies or reflects special elements of the city's, a community's, or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or agricultural development.
B. Is identified with persons or events significant in local, state, or national history.
C. Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or crafts.

D. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman.
E. Is listed or has been determined eligible by National Park Service for listing on the NRHP or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historic Resources.
F. Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest, or aesthetic value, or which represent one or more architectural periods or styles in the history and development of the city.

Under the City's Guidelines, certain types of resources are typically considered insignificant for planning purposes, such as isolates, sparse lithic scatters, isolated bedrock milling features, shellfish processing stations, and sites and buildings less than 45 years old (City of San Diego 2001). The Guidelines cover all properties (historic, archaeological, landscapes, traditional, etc.) that are eligible or potentially eligible for the NRHP.

In the Guidelines, an archaeological site is defined as at least three associated artifacts/ecofacts within a 40-square-meter area, or as a single feature, and be at least 45 years old (City of San Diego 2001). Unless demonstrated otherwise, archaeological sites with only a surface component are not typically considered significant. The determination of an archaeological site's significance depends on a number of factors specific to that site, including size, type, and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostic artifacts, or datable material; artifact/ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance. According to the City's Guidelines, all archaeological sites are considered potentially significant (City of San Diego 2001).

Significance for historic buildings, structures, objects, and landscapes is based on age, location, context, integrity, and association with an important person or event.
For a site to have ethnic significance it must be associated with a burial or cemetery; religious, social, or traditional activities of a discrete ethnic population; an important person or event as defined within a discrete ethnic population; or the mythology of a discrete ethnic population (City of San Diego 2001).

When a historic resource has been identified on a project and would be impacted, that resource must be mitigated prior to the project implementation. The optimum alternative for mitigation is avoidance or preservation in place. If this option is not feasible, the alternative is to implement a research design and data recovery program (RDDRP). This program is subject to CEQA standards (Section 21083.2) and approval from the City environmental designee.

Historical Resources Regulations

In January 2000, the City's Historical Resources Regulations (Regulations), part of the San Diego Municipal Code (Chapter 14, Article 3, Division 2: Purpose of Historical Resources Regulations or Sections 143.0201-143.0280), were adopted, providing a balance between sound historic preservation principles and the rights of private property owners. The Regulations have been developed to implement applicable local, state, and federal policies and mandates. Included in these are the City's General Plan, CEQA, and Section 106 of the National Historic Preservation Act of 1966. Historical resources, in the context of the City's Regulations, include

> …site improvements, buildings, structures, historic districts, signs, features (including significant trees or other landscaping), places, place names, interior elements and fixtures designated in conjunction with a property, or other objects historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of the city.

These include structures, buildings, archaeological sites, objects, districts, or landscapes having physical evidence of human activities. These are usually over 45 years old, and they may have been altered or still be in use (City of San Diego 2001).

The Regulations authorize promulgation and publishing of the Guidelines and are incorporated in the San Diego LDC by reference. These guidelines set up a Development Review Process to review projects in the city. This process is composed of two aspects: the implementation of the Regulations, explained below, and the determination of impacts and mitigation under CEQA.

Compliance with the Regulations begins with the determination of the need for a site-specific survey for a project. Section 143.0212(b) of the Regulations requires that historical resource sensitivity maps be used to identify properties in the city that have a probability of containing archaeological sites. These maps are based on records maintained by the SCIC of the California Historic Resources Information System and San Diego Museum of Man, and site-specific information in the City's files. If records show an archaeological site existing on or immediately adjacent to the subject property, the City shall require a survey. In general, archaeological surveys are required when the proposed development is on a previously undeveloped parcel, if a known resource is recorded on the parcel or within a one-mile radius, or if a qualified consultant or knowledgeable City staff member recommends it. Surveys shall also be required if more than five years have elapsed since the last survey and the potential for resources exists. A historic property (built environment) survey can be required on a project if the properties are over 45 years old and appear to have integrity of setting, design, materials, workmanship, feeling, and association.

Section 143.0212(d) of the Regulations states that if a property-specific survey is required, it shall be conducted according to the Guidelines criteria. Using the survey results and other available applicable information, the City shall determine whether a historical resource exists, whether it is eligible for designation as a designated historical resource, and precisely where it is located. The resources eligibility is determined in accordance with Chapter 12, Article 3, Division 2 of the Land Development Code. If historical resources are not present, a Neighborhood Development Permit or Site Development Permit is not required.

Resource eligibility is determined through a historical resource evaluation process. This process shall be applied when, as a result of the survey, new resources are identified, if previously recorded resources relocated during the survey have not already been evaluated, or if previously recorded resources were not relocated but there is the likelihood the resource still exists. If an existing resource has been evaluated for CEQA or NRHP significance within the last five years, it does not need to be reevaluated unless there has been a change in the conditions that contributed to its determination of significance or eligibility.
The development impacts used in an evaluation are based on the project's Area of Potential Effect, which is the area of both direct and indirect impacts of the project. Direct impacts are any actions that will cause damage to the resource, including but not restricted to:

- Mass grading;
- Permanent and temporary road construction;
- Excavation for sewer and water pipelines and appurtenances;
- Staging;
- Access roads;
- Demolition, grading, and excavation activities;
- Deterioration due to neglect;
- Alterations or repairs of a historic structure;
- Inappropriate and/or unauthorized repairs;
- New addition;
- Relocation from its original site;
- Isolation of a resource from its setting, when that setting contributes to its significance;
- Soil stockpiling;
- Construction of trails in open space; or
- Increased awareness or exposure of a resource (City of San Diego 2007:39).

Indirect impacts in the built environment include the introduction of visual, audible, or atmospheric effects that are out of character with the resource or alter its setting when the setting contributes to its significance. Examples of indirect impacts in this environment include, but are not limited to, the construction of a large scale building, structure, object, or public works project that has the potential to cast shadow patterns on the historic property, intrude into its viewshed,

generate substantial noise, or substantially increase air pollution or wind patterns (City of San Diego 2007).

In addition to direct and indirect impacts, cumulative impacts shall also be addressed for a project. Cumulative impacts are a result of individually minor but collectively significant projects occurring over a period of time. Data recovery may be considered a cumulative impact due to the loss of a portion of the resource data base. Cumulative impacts also occur in districts when several minor changes to contributing properties, their setting, or landscaping eventually results in a significant loss of integrity (City of San Diego 2001).

4.4. 3 Historic Background

a. Prehistoric Periods

The earliest well-documented sites in the San Diego area belong to the San Dieguito complex, thought to be something over 9,000 years old. The San Dieguito complex is a local manifestation of the Paleoamerican Period (12,000 to 7,000 Before Present [B.P.]). The San Dieguito complex is thought by most researchers to have an emphasis on big game hunting. The assemblage is dominated by finely made scraping and chopping tools of felsite or fine-grained basalt. Large-stemmed Lake Mojave and Silver Lake types and leaf-shaped projectile points are relatively abundant, while seed grinding technology was limited or absent (Warren 1984).

The next period, known as the Archaic Period (7,000 to 1,500 B.P.), brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic Period are called the La Jollan Complex along the coast, and the Pauma Complex inland (True 1980). Pauma Complex sites lack the shell that dominates many La Jollan sites. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. There appears to have been a shift away from the northern San Diego coast in the middle of the period, probably a response to the depletion of coastal resources and the siltation of lagoons. The La Jollan assemblage is dominated by rough, cobble-based choppers and scrapers, and slab and basin metates. Bedrock milling is absent. Projectile points are rare, but occasionally Elko series points are noted (Justice 2002).

The Late Prehistoric Period (1,500 B.P. [400 A.D.] to 1769 A.D.) archaeology of the southern San Diego coast and foothills is characterized by the Cuyamaca Complex. The Cuyamaca Complex is primarily known from the work of D. L. True at Cuyamaca Rancho State Park, some 30 miles northeast of Otay Mesa. True suggests that this Late Prehistoric Complex represents a continuous *in situ* development from the Archaic (La Jollan) to the ethnohistoric Kumeyaay (True 1970). On the other hand, some researchers looking at origin myths and other ethnographic

and archaeological evidence suggest that during the early portion of the period, Yuman speakers, the ancestors of the Kumeyaay, entered southern San Diego County from the Colorado River area (Moriarty 1966, 1967).

The Cuyamaca complex is characterized by the presence of steatite arrowshaft straighteners, steatite pendants (some of these steatite items are incised with crosshatching), and steatite comales (heating stones, some of which are biconically drilled on one end). Ceramics appear for the first time in the form of Tizon Brownware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, and miniature pottery vessels. Stone artifacts include various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, and mortars and pestles. Projectile points consist of Desert Side-Notched and less commonly Cottonwood Series projectile points (True 1966, 1970). These small points indicate the advent of the bow and arrow.

Various prehistoric period archaeological resources have been identified within the Ocean Beach community. Three prehistoric shellfish refuse mounds were recorded in 1967 by C. N. Nelson with little detail or specifics. Systematic test excavations at one of these sites (CA-SDI-47) was undertaken by DeBarros in 1996 resulting in the recovery of large amounts of shellfish remains, lithic waste, and two radiocarbon dates indicating occupation of the site ca 500BC and AD 800. These dates place this site at the very early Late Prehistoric period. DeBarros suggests the site reflects a prehistoric campsite used for the procurement, processing and consumption of shellfish. The site is located near a now filled-in embayment of Mission Bay and the San Diego River. Another of these sites (CA-SDI-46) was investigated by Smith in 1992 and 1999. This site is a prehistoric campsite occupied as part of a series of major encampments along the course of the San Diego River. It was occupied during the Archaic and Late Prehistoric periods. Artifacts include grinding tools, flaked tools used for scraping, pounding and cutting, pottery, animal bone, marine shell, fire-affected rock, and other lithic materials used during the occupation of the site. Sparse and fragmentary scatter of historic materials dating from the 1920s and 1930s was found as well. The site was found to be eligible for listing on the National Register of Historic Places and was designated a historical resource by the City's Historical Resources Board in 1999 (HRB Site #398).

An earlier Archaic period shell midden was originally identified in 1991 and updated in 2001 following discovery of additional deposits during sewer and water line trenching. This site also evidenced abundant amounts of shellfish remains with little lithic artifacts. This site is not thought to represent a habitation area but rather a food processing site where the processed shellfish were discarded. Another prehistoric shell midden discovered during excavation for sewer and water lines evidenced similar abundant deposits of shellfish remains and limited lithic waste. It seems clear from this small number of sites that shellfish procurement and processing was a major activity within Ocean Beach during prehistoric times. New construction should

continue to be monitored for potential deposits that can address significant research questions related to prehistory.

b. Ethnohistoric Period

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commences with the earliest European arrival in San Diego and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The coastal Kumeyaay were quickly brought into the mission or died from introduced diseases. Earliest accounts of Native American life in San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public significant contributions in the understanding of native culture and language. These studies have continued to the present day and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across the County. The Kumeyaay are the identified Most Likely Descendents for all Native American human remains found in the City of San Diego.

At the time of the Spanish invasion, the Kumeyaay occupied the southern two-thirds of San Diego County. The Kumeyaay belong to the Hokan language family, which includes the lower Colorado River tribes and Arizona groups to whom they are closely related (Luomala 1978). Kumeyaay territory included a number of ecological zones, including rocky shore and sandy ocean beaches on the coast and areas east to the mountains.

The most basic social and economic unit was the patrilocal extended family. Within the family there was a basic division of labor based upon gender and age, but it was not rigid. Women made pottery, basketry, gathered plant resources, ground seeds and acorns, prepared meals, and so on. Men hunted, fished, helped collect and carry acorns and other heavy tasks, and made tools for the hunt. Old women were active in teaching and caring for children while younger women were busy with other tasks. Older men were involved in politics, ceremonial life, teaching young men, and making nets, stone tools, and ceremonial paraphernalia (Bean and Shipek 1978).

c. Historic Periods

San Diego history is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1846), and American Period (1846–present). San Diego was first settled by the Spanish military and Franciscan friars in A.D. 1769, when the Mission San Diego de Alcalá and Presidio de San Diego were founded. After initially locating the camp on the shore of the bay, the Spanish moved it to a low hill at the mouth of the San Diego River, near present-day

Old Town. The first mission was set up at this location, as was the presidio. In August 1774, the mission was moved six miles to the east, up the San Diego River valley and next to the Kumeyaay Village of Nipaguay.

The major land use during the Spanish period was cattle grazing. Missions were major population centers and mission cattle roamed freely over open range. The arrival of the Spanish substantially and pervasively stressed the social, political, and economic fabric of aboriginal culture (Shipek 1986). Missionary influence eroded traditional religious and ideological institutions, while Spanish development of coastal areas for crops and livestock severely impacted traditional subsistence practices (Shipek 1991). Disease, starvation, and a general institutional collapse caused emigration, birth rate declines, and high adult and infant mortality levels for the aboriginal groups all along the coastal strip of California (Hurtado 1988) and in San Diego County (Carrico 1987).

During the Mexican period (1822–1846), the missions were secularized and their vast land holdings were broken up into private land grants or ranchos. The proposed CPU area was not part of a land grant during the Mexican period, remaining part of the Pueblo Lands of San Diego. The proposed CPU area, including downtown San Diego, was characterized as shallow mud flats that were of little importance to early settlers.

When United States military forces occupied San Diego in July 1846, the town's residents split on their course of action. Many of the town's leaders sided with the Americans, while other prominent families opposed the United States invasion. In December 1846, a group of Californios under Andres Pico engaged U.S. Army forces under General Stephen Kearney at the Battle of San Pasqual and inflicted many casualties. However, the Californio resistance was defeated in two small battles near Los Angeles and effectively ended by January 1847. The Americans assumed formal control with the Treaty of Guadalupe-Hidalgo in 1848 and introduced Anglo culture and society, American political institutions and especially American entrepreneurial commerce. In 1850, the Americanization of San Diego began to develop rapidly. On February 18, 1850, the California State Legislature formally organized San Diego County. The first elections were held at San Diego and La Playa on April 1, 1850 for county officers. San Diego grew slowly during the next decade. San Diegans attempted to develop the town's interests through a transcontinental railroad plan and the development of a new town closer to the bay. The failure of these plans, added to a severe drought which crippled ranching and the onset of the Civil War, left San Diego as a remote frontier town. The troubles led to an actual drop in the town's population from 650 in 1850 to 539 in 1860. Not until land speculator and developer Alonzo Horton arrived in 1867 did San Diego begin to develop fully into an active American town.

Alonzo Horton's development of a New San Diego (modern downtown) in 1867 began to swing the community focus away from Old Town and began the urbanization of San Diego. Expansion of trade brought an increase in the availability of building materials. Wood buildings gradually replaced adobe structures. Some of the earliest buildings to be erected in the American Period were "Pre-fab" houses which were built on the east coast of the United States and shipped in sections around Cape Horn and reassembled in San Diego. Development spread from downtown based on a variety of factors, including the availability of potable water and transportation corridors. Factors such as views and access to public facilities affected land values, which in turn affected the character of neighborhoods that developed.

Ocean Beach History

Prior to Spanish settlement of San Diego in 1769, the area currently known as Ocean Beach had been used for seasonal gathering of shellfish and various plants by the Kumeyaay Indians for over 800 years. Under Spanish rule, land was divided into presidios, missions and pueblos. After Mexico achieved independence from Spain, San Diego was granted pueblo status and received permission to form a municipal government in 1834. Under both Spanish and Mexican rule, Ocean Beach was used for picnics and light recreation, but the area was not settled as it was considered too remote, and lacked fresh running water.

Not long after the American period began, the U.S. Coast Survey reported that the San Diego River had changed its course to empty into the San Diego Bay. In 1853 Lt. George Horatio Derby of the U.S. Army Corps of Engineers was ordered to deepen the old channel and build a levee from the foot of Presidio Hill to the foot of Point Loma. The rather flat and direct connection between Old Town and Ocean Beach created by the dike, which became known as the “Derby Dike,” served as a new means of access for visitors, who continued to picnic there. The first permanent settler of Ocean Beach took up residence around the time the Derby Dike was first constructed.

In 1887 the first subdivision map was filed within the limits of the current community planning area by Carlson and Higgins (Map No. 279, “Ocean Beach” dated May 28, 1887). Despite their best efforts to draw buyers to the subdivision with a grand Victorian-era hotel named “Cliff House”, and a struggling streetcar line, the national economic “bust” of 1888 curtailed their plans as well as development in Ocean Beach. At the end of the 19th century, Ocean Beach reverted back to a remote vacation and picnic destination and would remain that way for the next twenty years. D.C. Collier, who arrived in Ocean Beach in 1907, bought acreage and parlayed it into a livable community. Collier introduced water, gas and electricity to Ocean Beach. He built a school and street car line and is considered the true father of Ocean Beach.

In 1913, in an effort to promote Ocean Beach as a resort town and weekend destination, Chamberlain and his business associates at the Ocean Bay Beach Company built Wonderland Park, San Diego's first large amusement park. Covering eight paved acres at the foot of Voltaire Street with a grand entrance accented by two white towers and 22,000 lights, Wonderland boasted the largest roller coaster on the coast. The park was wildly successful, bringing an estimated 35,000 visitors to Ocean Beach on the first day of operation alone. Increased popularity and development brought additional improvements for Ocean Beach, including finish grading of streets in the original Ocean Beach subdivision and the installation of a sewer system in 1913-1914. By 1916 Wonderland Park had closed, a victim of the slowing attendance and severe damage from a storm. Ocean Beach, however, continued to thrive. Extremely popular with weekend visitors, the boardwalk and beaches continued to bustle with activity, especially at the foot of Newport.

Built circa 1900, the Newport Hotel (originally the Pearl Hotel) on the south side of Newport Avenue east of Bacon Street is reportedly the oldest remaining hotel in Ocean Beach, and is currently home to the Ocean Beach International Hostel.

Recreational and entertainment uses, including dancing pavilions and bath houses were located along the coast. The first theater in Ocean Beach, built in 1913 was located on the south side of Newport Avenue not far from Benbough's dance pavilion. In 1925 the Strand Theater, a Mission Revival style structure on the north side of Newport Avenue was built roughly one block to the east. The Strand became an important landmark in the community and spurred additional growth along Newport Avenue. By the late 1920's Ocean Beach had begun the transition from a seaside resort to a community. Street paving began in the mid-1920s and would continue through the end of the decade.

In 1928 the current Ocean Beach Branch Library opened on the southwest corner of Santa Monica Avenue and Sunset Cliffs Boulevard. In 1930, the first zoning maps and regulations were established in the City. Zoning in Ocean Beach was divided into three residential zones along Voltaire Street, Newport Avenue and Point Loma Avenue. High density residential zones were located generally west of Sunset Cliffs Boulevard and low density residential zones were located generally east of Sunset Cliffs Boulevard.

The population and development in Ocean Beach exploded in the wake of the World War II. Between 1940 and 1950 the population of Ocean Beach doubled from 12,500 to 25,000 as military personnel, the wartime civilian workforce, and later returning GIs and their families flooded the community. Single family and low density multi-family housing began to fill the once-sparse hillside.

4.4.4 Research Results

Survey efforts were limited to a cursory windshield survey conducted by historical resources staff in 2007 and 2009. Staff observed early residential cottage/bungalow structures scattered throughout the Planning Area, not all of which have been evaluated for significance to the Ocean Beach Cottage Emerging Historical District. Post-World War II development is scattered throughout the community, but is found in the greatest concentrations on the hillside to the far east and south, and west of Sunset Cliffs Boulevard close to the ocean where land values and density allowances are higher. The three commercial districts appear to retain at varying degrees of integrity. Individually significant resources may be present throughout the community. Historic street lighting is extant in several locations, including Abbott Street, Newport Avenue, Santa Monica Avenue, Voltaire Street and Bacon Street.

Ocean Beach contains a variety of property types and architectural styles reflecting the significant themes and associated periods of development in the community. Residential structures are the most prevalent structure types, with low-density development located on the hillside east of Sunset Cliffs Boulevard and higher-density development located west of Sunset Cliffs Boulevard. Commercial development is located primarily along three locations at Voltaire Street, Newport Avenue and Point Loma Avenue. Institutional uses, such as schools, churches and government buildings are generally grouped along Sunset Cliffs Boulevard. Architectural styles vary and transition from simple vernacular shacks and tents in the earliest period of development, to Craftsman and Spanish Revival style buildings during the first third of the twentieth century, to Streamline Moderne and Minimal Traditional styles during the Depression and World War II years, and finally Contemporary, Post and Beam, and Ranch styles in the post-War Period through 1970. Each of these property types is discussed in greater detail, including eligibility criteria and integrity thresholds, in the historic context statement. A summary of the character defining features of each of these styles is found in Table 4.4-2 below.

The earliest residential development was somewhat scattered and by 1921 residential development was dispersed throughout Ocean Beach, primarily west of Sunset Cliffs Boulevard with some low-density development on the hillside. Build-out of the community occurred during the post-War years, at which time empty lots on the hillside were in-filled with low-density residential development and areas west of Sunset Cliffs were developed and redeveloped with higher density residential development.

HRB designation Criteria most likely applicable to residential buildings eligible for individual listing are HRB Criterion A as a special element of the neighborhood's development, Criterion B for an association with a historically significant individual, Criterion C as an architecturally significant structure, and Criterion D as a notable work of a Master Architect or Master Builder. To be eligible for individual listing a building must retain a majority of its character-defining

features and elements. Residential cottage and bungalow buildings may also be eligible under HRB Criterion F as a contributing resource to the Ocean Beach Cottage District, provided that the property falls within the period of significance (1887-1931).

Commercial development in Ocean Beach reflects the resort town and small community character of the Planning Area. Commercial development includes visitor and resident-serving commercial structures such as shops, restaurants and offices; hotels and other lodging catering to visitors; and entertainment venues such as theaters, dance halls, skating rinks, and swimming pools. These buildings some of the reflect the same stylistic trends as residential and institutional development, including vernacular, Craftsman, Spanish Revival, Streamline Moderne, Minimal Traditional, Contemporary, Post and Beam, and Ranch styles.

Commercial areas are found primarily in three locations: to the north along Voltaire Street between Abbott Street and Sunset Cliffs Boulevard (including the blocks immediately north and south of Voltaire Street on Abbott Street, Bacon Street and Sunset Cliffs Boulevard); in the center of the community down Newport Street from the beach to Sunset Cliffs Boulevard, as well as portions of Santa Monica Avenue and Niagara Avenue generally west of Bacon Street; and to the south along Point Loma Boulevard from the beach to Ebers Street. Retail, office and entertainment uses are found primarily in these areas. Hotels and lodging are also located in the core commercial areas and scattered throughout the community west of Sunset Cliffs Boulevard and especially near the shore.

As with residential buildings, HRB designation Criteria most likely applicable to commercial buildings eligible for individual listing are HRB Criterion A as a special element of the neighborhood's development, Criterion C as an architecturally significant structure, and Criterion D as a notable work of a Master Architect or Master Builder. Commercial buildings may also be eligible under HRB Criterion F as a contributing resource to the Ocean Beach Cottage District, provided that the property falls within the period of significance (1887-1931) and is directly tied to the historic context and significance of the District in an important way.

Retail and office buildings can be found throughout the Planning Area, but are located primarily along Voltaire Street, Newport Avenue area, and Point Loma Boulevard. There are no retail or office buildings currently designated. Hotels and lodging within Ocean Beach date back to the earliest development in the Planning Area and the construction of Cliff House. Other lodging and accommodations followed, including the Pearl Hotel (1900) on Newport Avenue which is reportedly the oldest remaining hotel in Ocean Beach and now home to the Ocean Beach International Hostel. Hotel and lodging uses are scattered in the area west of Sunset Cliffs Boulevard and concentrated to some degree along commercial and coastal areas. Post-War hotels and lodging were located at prime coastal locations, including the Ocean Villa Hotel at the foot

of Voltaire Street on the former Wonderland Park site, and the San Vincente Inn Hotel (now the Ocean Beach Hotel) at the foot of Newport Avenue.

As a seaside resort town, Ocean Beach was home to a number of dance halls, bathing houses, skating rinks, theaters, and even an amusement park. As visitors were drawn away to new resort areas and attractions such as Mission Beach, the Planning Area transitioned to a more traditional community with fewer entertainment venues. The 1921 Sanborn Map also shows a bath house on the west side of Abbott Street between Santa Monica and Newport Avenues and the Silver Spray Plunge on the bluffs just north of Narragansett. The bath house is gone by the publication of the 1950 map and the Silver Spray Plunge by the 1956 map. The merry-go-round built by O.F. Davis in 1918 at the northwest corner of Santa Monica Avenue and Abbott Street was briefly considered for reuse as a recreation center before the current recreation center was built in 1945. The merry-go-round was demolished sometime after the publication of the 1956 Sanborn Map and has been replaced with parking. The 1956 map also shows the presence of a bowling alley at the southeast corner of Santa Monica Avenue and Bacon Streets which is not present on the 1950 Sanborn Map. This building remains, but no longer serves as a bowling alley. The significance and integrity of the building has not yet been evaluated.

Theaters readily served visitors and residents alike, and appear to be one of the few entertainment venues remaining, although they have been converted to new uses. The 1921 Sanborn Map shows the location of the Ocean Theatre, labeled as “Moving Pictures”, at 5051 Newport Avenue. By 1950 the theater had been converted to a store and the address changed to 5049 Newport Avenue. A building with a similar footprint remains at this location today and serves as a restaurant. No clear evidence of a theater use remains, and the significance and level of integrity has not been evaluated. In 1925 the Ocean Theatre was replaced by the Strand Theater, a Mission Revival style structure on the north side of Newport Avenue roughly one block to the east. The Strand became an important landmark in the community and spurred additional growth along Newport Avenue. The building has undergone several modifications over the years, but was nonetheless designated as Historic Resource Site #561 for its importance to the Ocean Beach community as well as the Ocean Beach Cottage Emerging Historical District. The building has been adaptively reused and currently serves as retail space.

Based on available information, it is not expected that many entertainment venues are extant. The existing buildings at the sites of the former Ocean Theater and bowling alley should be evaluated for significance and integrity. The HRB designation Criterion most likely applicable to these buildings is HRB Criterion A for significance within the development of the community. However, this determination cannot be made without an intensive level evaluation.

Ocean Beach contains smaller community serving institutional buildings. These include a library, school, recreation center, fire, police and lifeguard stations, a post office and churches.

These buildings will reflect the same stylistic trends as residential and commercial development, including vernacular, Craftsman, Spanish Revival, Streamline Moderne, Minimal Traditional, Contemporary, Post and Beam, and Ranch styles. Institutional uses are generally concentrated around the area of Sunset Cliffs Boulevard and Santa Monica Avenue.

The original Fire Station No. 15 built in 1914 in the Mission Revival style on the north side of Newport Avenue near Cable Street was demolished after the fire station was relocated in 1949. The new fire station is located at 4711 Voltaire Street, near the northeast edge of the Planning Area. The original school built by Collier in 1908 was demolished in 1923 and replaced with the current Ocean Beach School on the same site at Sunset Cliffs Boulevard and Santa Monica Avenue. The school is designed in the Spanish Revival style and appears to retain a fairly high degree of integrity, although there have been additions of permanent and temporary buildings to the school site. The Ocean Beach Library located at 4801 Santa Monica Avenue was constructed in 1928 in a Spanish/Monterey style and is designated as Historical Resources Board Site #565 (as well as Ocean Beach Cottage Emerging Historical District Site #442-065). The Ocean Beach Recreation Center, located at 4726 Santa Monica Avenue, was designed by Master Architects William Templeton Johnson and Harold Abrams and built in 1945. The structure is an International style masonry structure and appears to retain a high degree of integrity. A small police substation and lifeguard station is present on the 1950 Sanborn Map at the foot of Santa Monica Avenue. The current lifeguard station is located at the same location (1950 Abbott Street), and may have been expanded into its current configuration. The Post Office at 4833 Santa Monica Avenue, designed in the Modernist Contemporary style, was built c.1960 according to water permit records.

Ocean Beach is home to several community-serving churches, most of which are clustered along Sunset Cliffs Boulevard between Brighton Avenue and Santa Monica Avenue. The first permanent church in Ocean Beach was a redwood structure located on the north side of Santa Monica Avenue 200 feet west of Sunset Cliffs Boulevard and was occupied by the Union Congregationalist Church. In 1928 the building was given to the Ocean Beach School, who relocated it to their site and used it for classrooms until 1944, when it was donated to the Ocean Beach Women's Club and relocated to its present site at the southwest corner of Muir Avenue and Bacon Street for their club. The building is still in use and has undergone some modifications. A summary of the churches found in Ocean Beach, as well as their construction date and location, can be found in Table 4 of the context statement.

Objects and streetscape features contribute to the historic and cultural landscape of the Ocean Beach community. These resources may include remnants of streetcar lines, including streetcars converted to housing and track buried in paving; historic light posts; sidewalk stamps, coloring and scoring related to one of the historic periods; and infrastructure projects such as the pier.

Mature landscaping, especially those within the public right-of-way, also contribute to the historic streetscape and should be preserved whenever possible.

Many of the objects and streetscape features may not be eligible for individual listing. These resources will most likely be eligible for listing under Criterion F within the context of a District designation. However, the historic light posts, taken together and listed under a multiple property listing, may be eligible for designation. Many of the light posts have undergone painting and have been modified with the addition of parking signs and community identification signs and banners. These modifications are not significant and would not preclude designation.

Finally, although not addressed in detail in this analysis, resources which embody or reflect the surfing history and culture of Ocean Beach, which extends from the early part of the twentieth century through the present, may be significant and should be evaluated. This may be done on a property-by-property basis; however, development of a complete context related to the surfing culture of Ocean Beach should be undertaken to assist with the identification, evaluation and preservation of these resources.

4.5.5 Impacts

Significance Determination Thresholds

Historical resources significance determination, pursuant to the City of San Diego's Significance Determination Thresholds, consists first of determining the sensitivity or significance of identified historical resources and, secondly, determining direct and indirect impacts that would result from project implementation.

Based on the City's Significance Determination Thresholds, impacts related to historical resources would be significant if the OBCPU would:

1. Result in the alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, object or site;
2. Result in any impact to existing religious or sacred uses within the potential impact area; or
3. Result in the disturbance of any human remains, including those interred outside of formal cemeteries.

Issue 1: *Would implementation of the proposed CPU result in adverse physical or aesthetic effects to prehistoric, historic, or architecturally significant buildings, structures, objects, or sites?*

Impact Analysis

The Historic Preservation Element of the OBCPU includes goals and recommendations addressing the history and historic resources unique to the proposed OBCPU area in order to encourage appreciation of the community's history and culture. These goals and recommendations, along with General Plan policies, provide a comprehensive historic preservation strategy. The three overarching goals in the OBCPU Historic Preservation Element are to identify and preserve the rich history of Ocean Beach, increase use of educational opportunities and incentives related to historical resources in Ocean Beach, and to increase heritage tourism opportunities. These goals are implemented within the proposed CPU area through the adoption of recommendations related to the identification and treatment of historical resources, education and preservation incentives, as provided below.

OBCPU Historic Preservation Element Recommendations

Identification and Treatment of Historical Resources

HPE-1.Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in Ocean Beach.

HPE-2 Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.

HPE-3.Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites at the project level. In order to determine ethnic or cultural significance of archaeological sites or landscapes to the Native American community, meaningful consultation is necessary.

HPE-4.Include measures during new construction to monitor and recover buried deposits from the historic period and address significant research questions related to prehistory.

HPE-5.Identify, designate, preserve, and restore historical buildings in Ocean Beach and encourage their adaptive reuse

HPE-6. Conduct a reconnaissance survey of the Planning Area to identify more precisely the location of potentially significant historic resources.

HPE-7.Conduct an intensive survey of the Planning Area to identify any remaining resources not previously brought forward for designation as part of the Ocean Beach Cottage Emerging Historical District. Convert the District to a Multiple Property Listing under the Beach Cottage context.

HPE-8.Conduct an intensive survey of the three commercial areas at Voltaire Street, Newport Avenue and Point Loma Avenue to determine whether or not historic districts may be present at these locations and process any potential districts.

HPE-9.Evaluate Depression-era and Post-World War II structures for significance to the post-War development of Ocean Beach and for architectural significance within the San Diego Modernism Historic Context Statement.

HPE-10. Catalogue and preserve historic street lighting and furniture. Maintain and preserve other non-structural features of the historic and cultural landscape, such as sidewalk scoring and coloring, sidewalk stamps and landscaping.

HPE-11. Develop a historic context statement related to the surfing culture of Ocean Beach to assist with the identification, evaluation and preservation of resources significant to that history.

Education

HPE-12. Include well-preserved archaeological artifacts in an exhibit that could temporarily be housed at the Ocean Beach Library to better inform the public about the prehistoric occupation and the historic development of Ocean Beach.

HPE-13. Provide opportunities for education and interpretation of Ocean Beach's early resort town history through the distribution of printed brochures and walking tours, and the installation of interpretative signs, markers, displays, and exhibits at public buildings and parks.

HPE-14 Partner with the Ocean Beach Historical Society to better inform and educate the public on the merits of historic preservation by providing information on the resources themselves, as well as the purpose and objectives of the preservation program. Support the ongoing efforts of the Ocean Beach Historical Society to advance the understanding and preservation of the history of Ocean Beach.

Preservation Incentives

HPE-15. Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historical resources through a variety of financial and development incentives.

HPE-16. Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.

HPE-17. Work with local businesses and organizations, such as the Ocean Beach Main Street Association and the Ocean Beach Historical Society, to create and promote new heritage tourism programs.

The proposed OBCPU area includes known historic and prehistoric resources. Future build-out of the project would facilitate future development that has the potential to impact these resources at the project level. The demolition, relocation or substantial alteration of a resource listed on, or formally determined eligible for listing on the NRHP or the CRHR, including contributors to NRHP Historic Districts or California Register Historic Districts, or listed on the San Diego Historical Resources Register, including contributors to San Diego Register Historic Districts; or that otherwise meet the CEQA definition of historical resource would constitute a significant direct impact to historical resources and the environment. Grading, excavation, and other ground disturbing activities associated with development projects that affect significant archaeological sites or traditional cultural properties would also represent a significant direct impact to historical resources and the environment. While the proposed project does not specifically propose demolition or substantial alteration of a resource or ground disturbing activities such as grading or excavation, it can be assumed that future development consistent with the goals and objectives of the proposed OBCPU has the potential to result in significant direct and/or indirect impacts to historical resources.

Goals, policies, and recommendations enacted by the City, combined with the federal, state, and local regulations described above, provide a framework for developing project-level historical resources mitigation measures for future discretionary projects. All future project submittals with the potential to affect historic structures would be subject to site-specific review in accordance with the Regulations and Guidelines, through future site-specific review of discretionary projects. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan and affected Community Plan.

Significance of Impacts

The proposed OBCPU area includes known historic and prehistoric resources. Implementation of the project would facilitate future development that has the potential to significantly impact these resources.

Mitigation, Monitoring, and Reporting

All future development projects are subject to discretionary review, due to the OBCPU location within the coastal overlay zone, and the historical resources regulations. Projects that would

result in significant impacts to historical resources shall be subject to the Mitigation Framework detailed below.

a. Archaeological Resources

HIST-1: Prior to issuance of any permit for a future development project implemented in accordance with the CPU area that could directly affect an archaeological resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

INITIAL DETERMINATION

The City will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g. Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

STEP 1:

Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeology Center and any tribal repositories or museums.
In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site distribution, and archeological, architectural, and historical site

inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance must be performed by a qualified archaeologist.

STEP 2:

Once a historical resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines.

The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates

there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

STEP 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. These provisions are outlined in the Mitigation Monitoring and Reporting Program (MMRP) included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

STEP 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to

identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and traditional cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

STEP 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation. Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the

archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36 Code of Federal Regulations 79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

b. Historic Buildings, Structures, and Objects (Built Environment)

HIST-2: Prior to issuance of any permit for a future development project implemented in accordance with the CPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

a. Preparing a historic resource management plan;
b. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
c. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
d. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource;
e. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; and
f. Removing industrial pollution at the source of production.

Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance. If required, mitigation programs can also be included in the report.

Significance after Mitigation

Future development implemented in accordance with the OBCPU that would potentially result in impacts to historical resources would be required to incorporate the Mitigation Framework measures adopted in conjunction with the certification of this PEIR. Therefore, the program-level impact related to prehistoric or historical archaeological sites and historic resources of the built environment would be reduced to below a level of significance.

Issue 2: *Would implementation of the proposed OBCPU result in impacts to existing religious or sacred uses within the city or the disturbance of any human remains, including those interred outside formal cemeteries?*

Impact Analysis

The impact analysis for Issue 2 would be the same as outlined above for Issue 1, if impacts on religious or sacred places or human remains cannot be avoided. Spirituality of place is often impossible to define because it transcends material remains, which archaeologists can recover during significance testing or data recovery programs. Sever the connection that someone has to a religious or sacred place and you harm them in ways that cannot be mitigated. Therefore, significant, irrevocable impacts could occur through insensitive planning and project implementation. Impacts on sacred or religious places could result during construction activities associated with implementation of the CPU. Due to the sensitivity of these resources, these impacts would be considered significant.

Avoiding impacts to religious or sacred places or human remains may be unavoidable in certain circumstances when resources are discovered during construction. Impact thresholds for human remains depend on whether sites or places containing human remains occur within the potential impact area of a project. Although Native American human remains have not been identified in the OBCPU area, there is a potential for human remains to be encountered during future construction activities associated with implementation of the OBCPU. All future development implemented in accordance with the OBCPU would be subject to the development review process to ensure compliance with federal, state and local criteria for the appropriate treatment of human remains.

The discovery of human remains also demands that certain laws and protocols be followed before proceeding with any action that might disturb the remains further. If human remains are discovered, then the provisions set forth in California Public Resources Code Section 5097.98 and State Health and Safety Code Section 7050.5 would be implemented in consultation with the assigned Most Likely Descendant as identified by the NAHC.

Significance of Impacts

Impacts to known resources and those not yet found and formally recorded could occur within the OBCPU. Future grading of original in situ soils could also expose buried human remains. Potential impacts to historical resources associated with construction of projects implemented in accordance with CPU would be considered significant (refer to Issue 1).

Mitigation, Monitoring, and Reporting

While it is not expected that religious or sacred places or human remains would be disturbed as a result of build out of the OBCPU area, there remains the potential for the presence of these resources. In the unlikely event of the discovery of human remains during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) and described above in the Mitigation Framework for Issue 1.

The Mitigation Framework for religious or sacred places and human remains (Issue 2) would be the same as outlined for Issue 1 - Archaeological Resources. Please refer to Mitigation Framework HIST-1.

Significance After Mitigation

Implementation of the Mitigation Framework measures adopted in conjunction with the certification of this PEIR would be required as outlined in HIST-1 above. Therefore, the program-level impact related to religious or sacred places and human remains would be reduced to below a level of significance.

Table 4.4-1: General Plan Historic Preservation Element Policies

Policy	Description
HP-A.1	Strengthen historic preservation planning.
HP-A.2	Fully integrate the consideration of historical and cultural resources in the larger land use planning process.
HP-A.3	Foster government to government relationships with the Kumeyaay/ Diegueño tribes of San Diego.
HP-A.4	Actively pursue a program to identify, document, and evaluate the historical and cultural resources in the City.
HP-A.5	Designate and preserve significant historical and cultural resources for current and future generations.
HP-B.1	Foster greater public participation and education in historical and cultural resources.
HP-B.2	Promote the maintenance, restoration, and rehabilitation of historical resources through a variety of financial and development incentives. Continue to use existing programs and develop new approaches as needed. Encourage continued private ownership and utilization of historic structures through a variety of incentives.
HP-B.3	Develop a historic preservation sponsorship program.
HP-B.4	Increase opportunities for cultural heritage tourism. Additional discussion and policies can be found in the Economic Prosperity Element, Section I.

SOURCE: City General Plan Historic Preservation Element 2008

Table 4.4-2: Character Defining Features

Style/Type	Period	Character Defining Features
Vernacular Shacks	1887-1915	» Single wall board and batten construction; » 400 to 600 square feet in size; » Pier and post foundation; » Minimal interior amenities; and may also include » Front porches; and » Garages off the alleys.
Vernacular Tents	1887-1915	» Canvas stretched over a wooden frame; » Gable roof; » Windows; and may also include » Front porch
Craftsman	1905-1930	» Gabled roofs; » Overhanging eaves with exposed rafter tails (clipped or boxed eaves are less common); » Wood siding in shingle or lap form; and » Windows are typically simple one-over-one single or double-hung wood windows and casement windows, although multi-lite windows may be present.
Spanish Revival	1915-1940	» Flat roofs with simple parapets or gabled clay tile roofs (or a combination of both); » Stucco walls; and » Windows are typically one-over-one single or double-hung wood windows and casement windows, although multi-lite windows may be present.
Streamline Moderne	1925-1950	» Flat roofs with coping or a flat parapet; » Asymmetrical façade; » Horizontal massing and emphasis; » Smooth stucco or concrete exterior finish; » Horizontal accents; » Restrained detailing; and may also include » Curved building corners; » Curved horizontal railings, overhangs, & coping with horizontal projections above doorways & at the cornice; » Steel sash windows; » Corner windows; » Glass block; and » Round “porthole” windows.
Minimal Traditional	1935-1955	» Compact size, which is usually single story; » Low-pitch gabled or hipped roofs with shallow overhangs; » Simplified details of limited extent, reflecting traditional or

Style/Type	Period	Character Defining Features
		moderne themes; » Use of traditional building materials; and may also include » Simple floor plan with minimal corners; » Small front porches; » Modestly sized wood framed windows; and » Detached or attached front-facing garages.
Contemporary	1955-1965	» Strong roof forms, typically with deep overhangs; 0 » Large windows, often aluminum framed; » Non-traditional exterior finishes such as vertical wood siding, concrete block, stucco, flagstone and mullion-free glass; and may also include » Angular massing; » Sun shades, screens or shadow block accents; » Attached garages or carports; » Split-level design; » Horizontally oriented commercial buildings; » Distinctive triangular, parabolic or arched forms; » "Eyebrow" overhangs on commercial buildings; and » Integrated, stylized signage on commercial buildings.
Post and Beam	1950-1970	» Direct expression of the structural system; » Horizontal massing; » Flat or shallow pitch roofs; » Floor-to-ceiling glass; and may also include » Repetitive façade geometry; » Minimal use of solid load bearing walls; » Absence of applied decoration; » Strong interior/exterior connections; » Open interior floor plans; and » Exterior finish materials of wood, steel and glass.
Ranch	1950-1975	» Horizontal massing, usually single-story; » Low sloped gabled roofs with deep overhangs; and may also include » Attached carports or garages; » Traditional details such as wood shutters, wood windows, and wide brick or stone chimneys; and » Traditional building materials such as wood shingle roofing, wood siding, brick, stucco and stone.

4.5 Air Quality

Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographic features that influence pollutant movement and dispersal. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants and consequently affect air quality.

The following section is based on the Air Quality Technical Report prepared by OB-1 Analyses (2012) (Appendix D) for the project.

4.5.1 Existing Conditions

California is a diverse state with many sources of air pollution. To estimate the sources and quantities of pollution, CARB, in cooperation with local air districts and industry, maintains an inventory of California emission sources. Sources are subdivided into four major emission categories: stationary sources, area wide sources, mobile sources, and natural sources. Stationary source emissions are based on estimates made by facility operators and local air districts. Emissions from specific facilities can be identified by name and location. CARB and local air district staffs estimate area-wide emissions. Emissions from area-wide sources may be from either small individual sources, such as residential fireplaces, or from widely distributed sources that cannot be tied to a single location, such as consumer products and dust from unpaved roads. CARB staff estimates mobile source emissions with assistance from districts and other government agencies. Mobile sources include on-road cars, trucks, and buses and other sources such as boats, off-road recreational vehicles, aircraft, and trains. CARB staff and the air district also estimate natural sources. These sources include geogenic (e.g., petroleum seeps), biogenic (vegetation) sources, and wildfires.

Table 4.5-1 summarizes estimated 2010 emissions of key-criteria air pollutants from major categories of air pollutant sources. For each pollutant, estimated emissions are presented for San Diego County. No further spatial refinement is available.

Monitoring Data

Meteorology acts on the emissions released into the atmosphere to produce pollutant concentrations. These airborne pollutant concentrations are measured throughout California at air quality monitoring sites. CARB operates a statewide network of monitors. Data from this network are supplemented with data collected by local air districts, other public agencies, and private contractors. There are more than 250 criteria pollutant monitoring sites in California. Each year, more than ten million air quality measurements from all of these sites are collected and stored in a comprehensive air quality database maintained by CARB.

Existing levels of ambient air quality and historical trends and projections in the project area are best documented by measurements made air monitoring stations in San Diego County. Ambient air pollutant concentrations in the SDAB are measured at 10 air quality monitoring stations operated by the SDAPCD. The project is located on the coast just north of Point Loma in the City of San Diego. The closest air quality monitoring station to the Ocean Beach area is located on Beardsley Street in San Diego, approximately 6.5 miles southeast of the Project boundary. This station is run by the SDAPCD and has been operational since July of 2005. The Station measures ozone, $PM_{2.5}$, PM_{10}, CO, NO_2, and SO_2. Table 1.5-2 presents the ambient air quality for the Beardsley Station for the last six years.

The monitoring data shows that there were no violations of SO_2, CO, or NO_2 in the last six years, the Station demonstrated the general air quality problems of the County in that it exceeded the State 8-hour ozone standard, the State PM_{10} standard, and the federal and State $PM_{2.5}$ standards. None of the State or federal standards were exceeded in the past two years.

It is important to note that the exceedance of the State PM_{10} standard in 2007 occurred only on one day where PM_{10} ambient concentration was measured at 110 $\mu g/m^3$. However, since the one day reading was on October 21st, which was the day after a number of wildfires started burning in Southern California. In fact, the two biggest were located in San Diego County, with the Witch Creek Fire was the second largest fire in California history. Since PM_{10} is typically measured every six days, the next measurement day was October 27th, where the PM_{10} read only 58 $\mu g/m^3$ and since the entire County and the neighboring South Coast Air Basin had similar extreme PM_{10} concentrations, that the October 21, 2007, reading may be determined to be an Extreme Concentration Event, an Exceptional Event, or an Unusual Concentration Event.

Existing Sources of Pollution

The SDAPCD maintains more than 12,500 active air quality permits. SDAPCD engineers evaluate and issue construction and operating permits to ensure proposed new or modified commercial and industrial equipment and operations comply with air pollution control laws.
Using CARB's Facility Search Tool it was determined that there are six permitted facilities in the Ocean Beach area. Two dry cleaners that emit ROG and a TAC called perchloroethylene and four gas stations that emit ROG and TACs (2,2,4-trimethylpentane, benzene, ethyl benzene, hexane, toluene, and xylenes). Table 4.5-3 identifies these facilities and presents 2008 estimated emissions.

4.5.2 Regulatory Framework

If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as a moderate, serious, severe, or extreme non-attainment area for that pollutant (there is also a marginal classification for federal non-attainment areas). Once a non-attainment area

has achieved the air quality standards for a particular pollutant, it may be re-designated to an attainment area for that pollutant. To be re-designated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the Clean Air Act. Areas that are re-designated to attainment are called maintenance areas.

Environmental Protection Agency (EPA)

EPA is the federal agency responsible for overseeing state air programs as they relate to the federal Clean Air Act (FCAA), approving State Implementation Plans (SIP), establishing National Ambient Air Quality Standards (NAAQS) and setting emission standards for mobile sources under federal jurisdiction. EPA has delegated the authority to implement many of the federal programs to the states while retaining an oversight role to ensure that the programs continue to be implemented.

California Air Resources Board (CARB)

CARB is the state agency responsible for establishing California Ambient Air Quality Standards (CAAQS), adopting and enforcing emission standards for various sources including mobile sources (except where federal law preempts their authority), fuels, consumer products, and toxic air contaminants. CARB is also responsible for providing technical support to California's 35 local air districts, which are organized at the county or regional level, overseeing local air district compliance with State and federal law, approving local air plans and submitting the SIP to the EPA. The CARB also regulates mobile emission sources in California, such as construction equipment, trucks, and automobiles.

For the purposes of managing air quality in California, the California Health & Safety Codes Section 39606(a)(2) gave CARB the responsibility to "based upon similar meteorological and geographic conditions and consideration for political boundary lines whenever practicable, divide the State into air basins to fulfill the purposes of this division". The SDAB consists of the entirety of San Diego County.

South Diego Air Pollution Control District (SDAPCD)

The SDAPCD is the local agency responsible for the administration and enforcement of air quality regulations for San Diego County, including Ocean Beach. The SDAPCD regulates most air pollutant sources, except for motor vehicles, marine vessels, aircrafts, and agricultural equipment, which are regulated by CARB or EPA. State and local government projects, as well as projects proposed by the private sector, are subject to SDAPCD requirements if the sources are regulated by the SDAPCD. Additionally, the SDAPCD, along with CARB, maintains and operates ambient air quality monitoring stations at numerous locations throughout San Diego

County. These stations are used to measure and monitor criteria and toxic air pollutant levels in the ambient air.

Attainment Status

Federal

EPA has identified nonattainment and attainment areas for each criteria air pollutant. Under amendments to the FCAA, EPA has classified air basins or portions thereof as "attainment," "nonattainment," or "unclassifiable," based on whether or not the national standards have been achieved. EPA uses two categories to designate areas with respect to $PM_{2.5}$ and NO_2, which include (1) does not meet the standard (nonattainment) and (2) cannot be classified or better than national standards (unclassifiable/attainment). The EPA uses four categories to designate for SO_2 but the only two that are applicable in California are nonattainment or unclassifiable. EPA uses three categories to designate for PM_{10}: attainment, nonattainment, and unclassifiable.

The FCAA uses the classification system to design clean-up requirements appropriate for the severity of the pollution and set realistic deadlines for reaching clean-up goals. If an air basin is not in federal attainment (that is, it does not meet federal standards) for a particular pollutant, the basin is classified as a marginal, moderate, serious, severe, or extreme nonattainment area, based on the estimated time it would take to reach attainment. Nonattainment areas must take steps towards attainment by a specific timeline.

State

The last published Area Designations and Maps from the CARB was in 2011. The area designations are made on a pollutant-by-pollutant basis, for all pollutants listed above. The state designation criteria specify four categories: nonattainment, nonattainment-transitional, attainment, and unclassified. A nonattainment designation indicates one or more violations of the state standard have occurred. A nonattainment-transitional designation is a subcategory of nonattainment that indicates improving air quality, with only occasional violations or exceedance of the state standard. In contrast, an attainment designation indicates no violations of the state standard are available to evaluate attainment status. Finally, an unclassified designation indicates either no air quality data or an incomplete set of air quality data. State attainment designations in the affected area are listed in Table 4.5-4.

Legislation

Federal Clean Air Act Requirements

The FCAA requires plans to provide for the implementation of all reasonably available control measures including the adoption of reasonably available control technology for reducing emissions from existing sources. The FCAA encourages market-based approaches to emission control innovations. Other federal requirements addressed include mechanisms to track plan implementation and milestone compliance for ozone and CO.

The 8-hour ozone standard was set at a concentration of 0.08 ppm and represented a tightening of the old 1-hour ozone standard that was set at 0.12 ppm, which was officially revoked in 2005. Under the form of the standard adopted by EPA, areas are allowed to disregard their three worst measurements every year and average their fourth highest measurements over 3 years to determine if they meet the standard.

For particulate matter, EPA established annual and 24-hour standards for $PM_{2.5}$ to complement the existing PM_{10} standards. The annual $PM_{2.5}$ standard was set at 15 micrograms per cubic meter ($\mu g/m^3$) and the 24-hour $PM_{2.5}$ standard was set at 65 $\mu g/m^3$. The annual component of the standard was set to provide protection against typical day-to-day exposures as well as longer-term exposures, while the daily component protects against more extreme short-term events. For the 24-hour $PM_{2.5}$ standard, the form of the standard is based on the 98^{th} percentile of 24-hour $PM_{2.5}$ concentrations measured in a year (averaged over 3 years) at the monitoring site with the highest measured values in an area. This form of the standard reduces the impact of a single high exposure event that may be due to unusual meteorological conditions and thus provide a more stable basis for effective control programs.

While EPA has retained the annual PM_{10} standard of 50 $\mu g/m^3$, it has modified the form of the 24-hour PM_{10} standard set at 150 $\mu g/m^3$. More specifically, EPA revised the one-expected exceedance form of the current standard with a 99^{th} percentile form, averaged over 3 years.

San Diego County Regional Air Quality Strategy (RAQS)

The SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis. The RAQS was updated in 1995, 1998, 2001, 2004, and most recently in April 2009. The RAQS outlines the SDAPCD's plans and control measures designed to attain the State air quality standards for ozone. The SDAPCD has also developed the air basin's input to the SIP, which is required under the FCAA for areas that are out of attainment of air quality standards.

The RAQ relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County as part of the development of the County's General Plan. As such, projects that propose development that is consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project would propose development which is less dense than anticipated within the general plan, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the General Plan and SANDAG's growth projections, the project might be in conflict with the RAQS and SIP, and might have a potentially significant impact on air quality.

The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. The SIP also includes rules and regulations that have been adopted by the SDAPCD to control emissions from stationary sources. These SIP-approved rules may be used as a guideline to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the NAAQS for ozone.

Toxic Air Contaminants (TAC)

Air quality regulations also focus on TACs. In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no threshold level below which adverse health impacts may not be expected to occur. This contrasts with the criteria air pollutants for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, EPA and CARB regulate hazardous air pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology for toxics to limit emissions at the source. These, in conjunction with additional rules set forth by SDAPCD, establish the regulatory framework for TACs.

Federal Hazardous Air Pollutant Programs

EPA has programs for identifying and regulating HAPs. Title III of the FCAA directed EPA to promulgate National Emissions Standards for HAPs (NESHAP). The NESHAP may be different for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The FCAA called on EPA to promulgate emissions standards in two phases. In the first phase (1992 through 2000), EPA developed technology-based emission standards designed to produce the maximum emission

reduction achievable. These standards are generally referred to as requiring maximum achievable control technology. For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), EPA is required to promulgate health risk-based emissions standards were deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

The FCAA also required EPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions, at a minimum for benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 of the FCAA required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

State and Local Toxic Air Contaminant Programs

TACs in California are primarily regulated through the Tanner Air Toxics Act (Assembly Bill [AB] 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (Hot Spots Act) (AB 2588). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review must occur before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted EPA's list of HAPs as TACs. DPM was added to the CARB list of TACs in 1998.

Once a TAC is identified, CARB then adopts an airborne toxics control measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions (e.g., an ATCM limits truck idling to 5 minutes [13 CCR Chapter 10 Section 2485]).

The Hot Spots Act requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with TAC sources. While not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help protect children and other sensitive populations.

At the local level, The SDAPCD is the implementing agency for approximately 1,600 San Diego facilities required to comply with the Hot Spots Act. The Act requires facilities to submit

information that is used to achieve the objectives of the program. For larger industrial facilities, this information includes inventory plans and plan updates; emission inventory reports; health risk assessments; public notification; and risk reduction audits and plans.

In addition the SDAPCD's Rule 1200 (Toxic Air Contaminants - New Source Review), adopted on June 12, 1996, requires evaluation of potential health risks for any new, relocated, or modified emission unit which may increase emissions of one or more toxic air contaminants. The rule requires projects with an increase in cancer risk between 1 and 10 in one million to install toxics best available control technology. Additionally, projects with an increase in cancer risk between 10 and 100 in one million must meet significantly more stringent requirements to mitigate risks before they can be approved. In calendar 2002 about 500 projects were reviewed under Rule 1200. Approximately 96 percent had an estimated risk below one in one million and the remaining 4 percent had an estimated risk of one to 10 in one million

.

No permitted toxic-emitting facilities exist in the Ocean Beach area.

4.5.3 Impacts

Thresholds of Significance

CEQA Thresholds

According to the CEQA Guidelines, Appendix G, a significant air quality impact could occur if implementation of the Community Plan Update would:

a. Conflict with or obstruct implementation of the applicable air quality plan?
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is nonattainment under an applicable federal or State air quality standard?
d. Expose sensitive receptors to substantial pollutant concentrations?
e. Create objectionable odors affecting a substantial number of people?

SDAPCD Thresholds

The City of San Diego's Significance Determination Thresholds implements the screening-level thresholds (SLTs) outlined in SDAPCD Rule 20.2 to be used to demonstrate that a project's total emissions (e.g., stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. These SLTs are presented in Table 4.5-5. Ocean Beach is located in the SDAB, which is currently classified as a nonattainment area for the federal ozone standard and a maintenance area for the federal CO standard. In addition, the

SDAB is classified as a serious nonattainment area for State ozone standard and a nonattainment area for the State $PM_{2.5}$ and PM_{10} standards. All areas (in this case the air basin) designated as nonattainment are required to prepare plans showing how the area would meet the State and federal air quality standards by its attainment dates. The RAQS, developed by the SDAPCD, is the region's plan for improving air quality in the region and addresses the State and federal requirements and demonstrates attainment with ambient air quality standards.

Issue 1: *Could implementation of the OBCPU conflict with or obstruct implementation of the applicable air quality plan?*

Impact Analysis

The project site is located in the SDAB, which is currently classified as a nonattainment area for the federal ozone standard and a maintenance area for the federal CO standard. In addition, the SDAB is classified as a serious nonattainment area for State ozone standard and a nonattainment area for the State $PM_{2.5}$ and PM_{10} standards. All areas (in this case the air basin) designated as nonattainment are required to prepare plans showing how the area would meet the State and federal air quality standards by its attainment dates. The RAQS, developed by the SDAPCD, is the region's plan for improving air quality in the region and addresses the State and federal requirements and demonstrates attainment with ambient air quality standards.

The effects of the OBCPU would be predominantly associated with the potential future changes in land use, and housing that may occur through these future projects, and have the potential to result in a physical impact. Air quality effects for the entire City of San Diego were addressed in the Final PEIR prepared for the City of San Diego's General Plan; the EIR associated with the Regional Transportation Plan (MOBILITY 2030) produced by SANDAG; and the Final PEIR for the Regional Comprehensive Plan (RCP) produced by SANDAG.

Implementation of the Ocean Beach Community Plan Update would result in infill, redevelopment, and new development occurring in selected areas, maintaining the existing residential character; limiting commercial growth to existing commercial centers; preserving the natural features while developing active and passive recreational facilities; and developing means to accommodate future increase in traffic while de-emphasizing the automobile as the major means of transportation.

The OBCPU sets out a long-range vision and comprehensive policy framework that would allow Ocean Beach to guide future development that fits the City of Villages growth strategy, while still maintaining the qualities appreciated by the residents of Ocean Beach. The implementation of the OBCPU would not conflict with or obstruct implementation of the applicable air quality plan and significant impacts would not occur.

Significance of Impacts

Significant impacts were not identified.

Mitigation, Monitoring, and Reporting

Impacts would be less than significant and mitigation is not required.

Issue 2: *Could implementation of the OBCPU violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Impact Analysis

While the City's General Plan provides the policy framework to address growth, actual land use designations are made through the City's community plans. The effects of the current long term land use policy were evaluated during the CEQA review of the City's General Plan, which concluded that impacts to air quality would be significant and unavoidable. Due to this conclusion, it is necessary to analyze the potential adverse effects of the proposed changes to the OBCPU. The impacts addressed in this section include the effects of increase emissions from existing mobile, stationary, and area sources and any new construction emissions as it may apply in the Ocean Beach area.

Table 4.5-6 shows the additional land uses projected to occur by 2030 under existing conditions. Estimated air quality emissions from these proposed land uses were analyzed using the California Emissions Estimator Model (CalEEMod™), which provides a simple platform to calculate both construction emissions and operational emissions from a land use project. The results are discussed below and are available in detail in Appendix D.

The efficiencies of the on- and off-road mobile sources are predicted to continue to improve, which creates an overall cleaner fleet from which to estimate emissions. Since the quantitative thresholds presented in Table 4.5-5 are in pounds per day, CalEEMod™ was used to determine the maximum daily emissions.

For operational emission estimates, in order to more approximate actual emissions for a project with such a long horizon (18 years), the air quality study segmented the overall development into near-term conditions (up to 2018), mid-term conditions (up to 2024), and project completion in 2030. Each segment accumulates the growth attached to the previous segment to represent stages of potential emissions.

For construction emissions estimates, construction activity was distributed evenly throughout the 18 year period. The maximum daily emissions were estimated for each term; near-term activities

are from 2013 to 2018; mid-term activities are between 2019 through 2024; and the final period is from 2025 through 2030.

Tables 4.5-7, 4.5-8 and 4.5-9 show the estimated maximum daily emissions during near-term conditions for the Ocean Beach area, the mid-term conditions, and at project completion in 2030. These tables show that in the near-term, the proposed increases in land use activities do not exceed any of the SLTs but in mid-term conditions the estimated VOC emissions and PM_{10} emissions are projected to exceed the thresholds. Under buildout conditions under the existing plan, VOC emissions, PM_{10} emissions, and CO emissions are projected to exceed the threshold and impacts would be considered significant.

Since in 2030 approximately 80 percent of the emissions of these three pollutants come from the operational emissions, as opposed to construction emissions, the primary contributor to the exceedances would be mobile sources. In order to address the significant impacts identified in the General Plan the proposed OBCPU Mobility Element has provided the following recommendations to reduce air quality impacts.

3.1.1 Implement pedestrian improvements including, but not limited to, sidewalks and curb ramps where missing, bulbouts, and enhanced marked crosswalks aimed at improving safety, accessibility, connectivity and walkability as identified and recommended in the City's Pedestrian Master Plan effort.

3.2.1 Support the implementation of transit priority measures for buses as feasible.

3.2.2 Coordinate with SANDAG on the needed project-level studies for Rapid Bus service

3.2.3 Coordinate with MTS on providing shelters and benches at all bus stops to make transit more attractive to current and potential riders.

3.2.4 Coordinate with MTS on providing a shuttle service during summer months to serve the beach and residential areas via a route that would travel east-west with transfer opportunities to and from the two bus routes serving Ocean Beach.

3.2.5 Synchronize and adjust traffic signal timing to address seasonal change in traffic volumes and patterns at all signalized intersections along Sunset Cliffs Boulevard, Voltaire Street, and West Point Loma Boulevard.

3.2.6 Install a traffic signal at the intersections of Bacon Street with West Point Loma Boulevard as warranted

3.2.7 Evaluate and install second left-turn lanes on the eastbound and westbound approaches of West Point Loma Boulevard at its intersection with Nimitz Boulevard.

3.2.8 Evaluate and install a second right turn lane on the southbound approach of the intersection of Sunset Cliffs Boulevard with West Point Loma Boulevard

3.2.9 Support improving Nimitz Boulevard between Sunset Cliffs Boulevard to West Point Loma Boulevard to function as a six lane primary arterial.

3.2.10 Implement bicycle facilities to develop a rich bicycle network that connects destination areas within and outside the community.

3.2.11 Expand the City's bike share program to provide bike stations at convenient and visible locations that effectively serve the commercial core, the beach, the recreation center and the library.
3.2.12 Provide parking in conjunction with a bike station within the northeast corner of Robb Field and establish a Park and Bike facility.
3.2.13 Provide short term bicycle parking in high activity areas.

Goals, policies, and recommendations enacted by the City combined with the federal, State, and local regulations provide a framework for developing project level air quality protection measures for future discretionary projects. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations from the Community Plan. When considering that the proposed OBCPU would only be responsible for an increase of 62 single family units, as a result of the Rezone, and is not currently proposing to construct these dwelling units impacts to air quality would be less than significant.

Significance of Impacts

Significant impacts were not identified.

Mitigation, Monitoring, and Reporting

Impacts would be less than significant and no mitigation is required.

Issue 3: *Could implementation of the OBCPU result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is nonattainment under an applicable federal or State air quality standard?*

Impact Analysis

Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time. Cumulative impacts must be discussed when they are significant. The level of detail in the discussion of cumulative impacts should reflect the severity of the impacts, and their likelihood of occurrence, but the discussion need not provide as much detail as for the direct effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness.

A project may have a significant impact if it results in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable NAAQS or CAAQS. The Project is a Community within the City of San Diego, which was

analyzed recently during the CEQA process for the San Diego General Plan. The PEIR related that according to the Regional Growth Forecast the City of San Diego is forecast to increase approximately 28 percent between 2004 and 2030 and concluded that even with each future discretionary project requiring mitigation, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis. Therefore, incremental emissions were considered cumulatively significant and unavoidable in the General Plan EIR. In the case of Ocean Beach according to SANDAG's 2050 Regional Growth Forecast, the growth rate in the OBCPU is less than what is projected for the entire City, i.e. approximately 12.4 percent.
In addition to operational emissions construction emissions would also occur, these emissions would be temporary and isolated to the individual area of future projects. Implementation of construction Best Management Practices such as watering for dust abatement would reduce potential impacts related to construction activities to minimal levels. Compliance with air quality control Best Management Practices is required of all projects and is not considered to be mitigation. Construction also would not result in a cumulatively considerable net increase of any criteria pollutant for which the San Diego region is in non-attainment under applicable federal or State ambient air quality standards. Based upon the analysis above incremental effects from the implementation of the OBCPU would not result in a cumulatively considerable significant effect.

Significance of Impact

No significant impacts were identified.

Mitigation

None required.

Issue 4: *Could implementation of the Ocean Beach Community Plan Update expose sensitive receptors to substantial pollutant concentrations?*

Impact Analysis

Although the SDAB is currently an attainment area for CO, exhaust emissions can potentially cause a direct, localized ―hotspot impact at or near the proposed development. The primary source of this pollutant for the San Diego Air Basin in 2010 was mobile sources (mostly on-road passenger vehicles). CO is a product of incomplete combustion of fossil fuel; unlike ozone, CO is emitted directly out of a vehicle exhaust pipe and is quickly dissipated. The primary concerns for CO are congested major roadway intersections with sensitive receptors nearby, and where vehicles are either idling or moving at a stop-and-go pace. In order to analyze the potential

impacts, a CO hotspot analysis is recommended. A CO hotspot is a localized concentration of CO that is above the state or national 1-hour or 8-hour CO ambient air standards.

If the traffic study indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F or substantially worsen an already existing LOS F on one or more streets or at more or more intersections in the project vicinity. A CO hot-spot analysis was prepared in accordance with the Transportation Project-Level Carbon Monoxide Protocol (CO Protocol). According to the CO Protocol, intersections with a LOS E or F require detailed analysis.

The hot-spot analysis was performed on the two worst intersections, based on LOS and delay times, listed in the traffic impact study discussed in Section 4.2. One intersection analyzed was Sunset Cliffs Boulevard at Nimitz Boulevard, which was projected to be an LOS F with 210.3 seconds of average control delay and the other is Sunset Cliffs Boulevard at Interstate 8 (I-8) westbound (WB) off-ramp, which was also projected to remain an LOS F and a 208.8 second average control delay. CALINE4 was used to predict the potential CO concentrations at these two intersections. CALINE4 is a dispersion model produced by Caltrans that predicts CO impacts near roadways.

There are several inputs to the CALINE4 model. One input is the traffic volumes, which is from the study, and another input is roadway widths. Although the traffic impact study assumes specific roadway and intersection improvements, existing roadway widths were used in this analysis to provide a conservative scenario. Table 4.5-10 shows estimated CO concentrations at the worst-case receptor location for the two intersections. The CALINE4 output is added to the 1-hour and 8-hour backgrounds to produce the concentrations. Backgrounds were established by averaging the last 5 years of 8-hour CO monitoring data and dividing the 8-hour by a persistence factor of 0.7 to generate the 1-hour background. Based upon the Hotspot analysis significant CO Concentration impacts would not occur.

Significance of Impact

Significant impacts were not identified.

Mitigation, Monitoring, and Reporting

Significant impacts were not identified and mitigation is not required.

Issue 5: *Could implementation of the OBCPU create objectionable odors affecting a substantial number of people?*

Impact Analysis

Projects that involve offensive odors may be a nuisance to neighboring uses, including businesses, residences, sensitive receptors, and public areas. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the District. Any project with the potential to frequently expose large number of people to objectionable odors would be deemed to have a significant impact. Analysis of potential odor impacts should be conducted for sources of odorous emissions, and receptors located near odorous sources.

Land uses included in the proposed project are residential and commercial. While some relatively minor odor generators may occur, the location of a major odor source is considered unlikely. There were no odors detected during site reconnaissance. The potential exists that future development of land slated for commercial use could result in odor problems depending on how close the odor source is to residences. However, the SDAPCD has a public nuisance rule (Rule 51) designed to prevent odor sources from becoming a problem. Any actions related to odors are based on citizen complaints to local governments and the local air districts. Rule 51 reads:

> "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations in the growing of crops or raising of fowls or animals."

In addition the San Diego Municipal Code also addresses odor impacts at Chapter 14, Article 2, Division 7 paragraph 142.0710, ―Air Contaminant Regulations which states:

> "Air contaminants including smoke, charred paper, dust, soot, grime, carbon, noxious acids, toxic fumes, gases, odors, and particulate matter, or any emissions that endanger human health, cause damage to vegetation or property, or cause soiling shall not be permitted to emanate beyond the boundaries of the premises upon which the use emitting the contaminants is located."

Therefore, the construction and operation of future development consistent with the OBCPU would not result in significant odor impacts.

Significance of Impact

Significant impacts were not identified.

Mitigation, Monitoring, and Reporting

Significant impacts were not identified and mitigation was not required.

Table 4.5-1: San Diego County 2010 Emissions Inventory (tons/day)

Emission Category	ROG	CO	NO_x	PM_{10}	$PM_{2.5}$
Fuel combustion	3.37	21.89	8.87	1.95	1.80
Waste disposal	2.21	0.11	0.28	0.10	0.08
Cleaning and surface coatings	15.52	0	0	0	0
Petroleum production and marketing	9.31	0.01	0.01	0	0
Industrial processes	2.72	0.36	0.21	6.95	4.57
Solvent evaporation	31.11	0	0	0.01	0.01
Miscellaneous processes	5.21	28.22	2.73	96.50	16.41
On-road motor vehicles	44.55	456.24	87.85	5.47	3.88
Other mobile sources	35.45	242.50	64.11	5.70	5.20
Natural sources	76.13	137.58	4.22	13.94	11.83
TOTAL	**225.67**	**886.90**	**168.29**	**130.62**	**43.78**

Notes: All values in tons per day. 2010 is estimated from a base year inventory for 2008 based on growth and control factors available from CARB. The sum of values may not equal total shown due to rounding.

Source: California Air Resources Board, 2012.

Table 1.5-2: Air Quality Monitoring Summary - Beardsley Station

Air Pollutant	2006	2007	2008	2009	2010	2011
Ozone (O_3)						
Max 1 Hour (ppm)	0.082	0.087	0.087	0.085	0.078	0.082
Days > CAAQS (0.09 ppm)	0	0	0	0	0	0
Max 8 Hour (ppm)	**0.070**	**0.072**	**0.073**	0.063	0.066	0.061
Days > NAAQS (0.08 ppm)	0	0	0	0	0	0
Days > CAAQS (0.070 ppm)	1	1	1	0	0	0
Carbon Monoxide (CO)						
Max 8 Hour (ppm)	3.27	3.01	2.60	2.77	2.17	2.44
Days > NAAQS (9 ppm)	0	0	0	0	0	0
Days > CAAQS (9.0 ppm)	0	0	0	0	0	0
Particulate Matter (PM_{10})						
Max Daily State Measurement	**71**	**110**	**58**	**60**	40	49
Days > NAAQS (150 µg/m^3)	0	0	0	0	0	0
Days > CAAQS (50 µg/m^3)	11	4	4	3	0	0
Particulate Matter ($PM_{2.5}$)						
Max Daily National Measurement	**63.3**	**69.6**	**42.0**	**52.1**	29.7	34.7
Days > NAAQS (35 µg/m^3)	2	8	3	3	0	0
State Annual Average	**13.1**	11.7	10.7	11.8	*	10.9
> CAAQS (Y/N?) (12 µg/m^3)	Y	N	N	N	*	N
Nitrogen Dioxide (NO_2)						
Max 1 Hour (ppm)	0.094	0.098	0.091	0.078	0.077	0.067
Days > CAAQS (0.18 ppm)	0	0	0	0	0	0
Sulfur Dioxide (SO_2)						
Max 24-hr Average (ppm)	0.009	0.006	0.007	0.006	0.002	0.003
Days > CAAQS (0.04 ppm)	0	0	0	0	0	0

Abbreviations:

ppm = parts per million *□g/m^3 = micrograms per cubic meter*
CAAQS = California Ambient Air Quality Standard *NAAQS = National Ambient Air Quality Standard*
Mean = Annual Arithmetic Mean ***Bold** = exceedance*
** No Data / Insufficient Data*

Source: CARB 2012

Table 4.5-3: Existing Ocean Beach Stationary Sources

Facility Name	Address	ROG (t/y)	TAC (lbs/d)
ARCO #9751	1902 Sunset Cliffs Blvd	3.62	852
Shell	4794 Voltaire St	2.27	535
Ocean Beach Gas	2305 Sunset Cliffs Blvd	2.10	494
Point Loma Gas & Market	4792 Point Loma Ave	0.84	198
Embassy Cleaners	4320 Voltaire St	0.18	536
Las Brisas Fabric Care Center	1785 Sunset Cliffs Blvd	0.03	81

Source: CARB 2012

Table 4.5-4: Designations/Classifications for San Diego Area

Pollutant	State Designation	Federal Designation (Classification)
Ozone	Nonattainment	Nonattainment (Marginal)*
CO	Attainment	Attainment
PM_{10}	Nonattainment	Unclassifiable
$PM_{2.5}$	Nonattainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	Attainment	(no federal standard)
H_2S	Unclassified	
Visibility	Unclassified	

* *The Federal 1-hour ozone standard was vacated in 2005. However, prior to 2005 the Project area was designated Attainment.*

Source: SDAPCD 2012

Table 4.5-5: SDAPCD Screening-level Thresholds

Pollutant	Emissions (lbs/day)
PM_{10}	100
$PM_{2.5}$	55
NO_X	250
SO_X	250
CO	550
VOC	75

Table 4.5-6: Proposed Increases in Land Uses

Land Uses	Metric	Quantity of New Development		
		2018	2024	2030
Government office building	$10^3 ft^2$	0.3	0.7	1
Multiple du's at a density of under 20 du per acre	du	1.7	3.3	5
Multiple du's at a density of over 20 du per acre	du	273.7	547.3	821
Single family residential	du	162.7	325.3	488
Commercial	$10^3 ft^2$	25.6	51.2	76.8

Notes: *$10^3 ft^2$ = thousand square feet* *du = dwelling units*

Table 4.5-7: Maximum Daily Emissions During Near-term

Category	Maximum Daily Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction	33.64	187.37	173.72	0.30	46.01	22.39
Operational	38.75	48.57	251.00	0.38	42.58	3.91
Total	**72.4**	**235.9**	**424.7**	**0.7**	**88.6**	**236.3**
SLT's	*75*	*250*	*550*	*250*	*100*	*55*
Exceed?	*N*	*N*	*N*	*N*	*N*	*N*

Table 4.5-8: Maximum Daily Emissions During Mid-term

Category	Maximum Daily Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction	24.26	118.21	129.31	0.30	41.71	17.63
Operational	64.74	65.65	348.53	0.76	84.58	5.54
Total	**89.0**	**183.9**	**477.8**	**1.1**	**126.3**	**23.2**
SLT's	*75*	*250*	*550*	*250*	*100*	*55*
Exceed?	***Y***	*N*	*N*	*N*	***Y***	*N*

Table 4.5-9: Maximum Daily Emissions at Project Completion

Category	Maximum Daily Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction	19.07	76.32	109.26	0.03	39.23	15.15
Operational	89.73	81.78	452.83	1.15	126.85	8.25
Total	**108.8**	**128.1**	**562.1**	**1.5**	**166.1**	**23.4**
SLT's	*75*	*250*	*550*	*250*	*100*	*55*
Exceed?	***Y***	*N*	***Y***	*N*	***Y***	*N*

Table 4.5-10: CO Concentrations Summary

Intersection	Estimated CO Concentration (ppm)		Significant Impact?
	1-hour	**8-hour**	
Sunset Cliffs Blvd @ Nimitz Blvd	0.40	0.28	N
Sunset Cliffs Blvd @ I-8 WB off-ramp	0.60	0.42	N

4.6 Noise

The following section is based upon the noise technical report prepared by LDN Consulting, Inc. in April 2013. The complete technical report is included in Appendix E of this EIR. This section evaluates the existing noise environment.

4.6.1 Existing Noise Conditions

Community with Respect to Roadway Noise

A community noise survey was conducted to document noise exposure at various areas within the Ocean Beach community. To determine the existing noise conditions and assess the potential impacts, noise measurements were taken Tuesday, October 16, 2012 and Wednesday, October 17, 2012. Noise measurements were taken with a Larson-Davis Model LxT Type 1 Integrating Sound Level Meter, serial number 2412. The noise meter was programmed, in "slow" mode, to record noise levels in "A" weighted form. The sound level meter and microphone were mounted on a tripod, five feet above the ground and equipped with a windscreen during all measurements. The sound level meter was calibrated before and after the monitoring using a Larson-Davis calibrator, Model CAL 200.

The ambient measurements were taken at sixteen locations within the Ocean Beach Community. The weather was partially cloudy to clear and dry with moderate breezes from the west averaging 1 to 3 miles per hour (mph) with occasional gusts of up to 8 mph. The results of the short-term noise measurements are summarized in Table 4.6-1. Detailed measurement data are provided in Attachment A. Traffic counts were conducted during the measurements, which were used to develop a vehicle classification mix for use traffic-noise modeling. Table 4.6-2 summarizes the traffic counts and observed community noise sources (i.e., aircraft). The noise measurement locations are shown in Figure 4.6-1.

Community with Respect to Airport Noise

Ocean Beach is within the Airport Influence Area (AIA) for the San Diego International Airport (SDIA) at Lindbergh Field. The AIA serves as the boundary for the Airport Land Use Compatibility Plan (ALUCP). The ALUCP contains policies and criteria that address land use compatibilities concerning noise and safety aspects of airport operations and land uses, heights of buildings, residential densities and residential intensities. Noise and the over flight of aircraft are the two major compatibility factors affecting Ocean Beach. The state requires that the City submit any General Plan/community plan amendment in the AIA to the Airport Land Use Commission (ALUC) for a consistency determination with the adopted ALUCP.

As the ALUC, the San Diego County Regional Airport Authority is in the process of updating the ALUCP for SDIA that will establish new land use policies and criteria for the communities surrounding SDIA, including Ocean Beach. Current policies addressing airport land use compatibility are contained in the ALUCP as amended in 2004 and are implemented by the Airport Approach and Airport Environs overlay zones of the San Diego Municipal Code.

4.6.2 Regulatory Setting

General Plan

The City specifies compatibility standards for different categories of land use in the Noise Element of the General Plan. Noise standards are expressed in CNEL, a 24-hour A-weighted average decibel level [dB(A)] that accounts for frequency correction and the subjective response of humans to noise by adding five dB(A) and 10 dB(A) to the evening and nighttime hours, respectively.

As shown, the "compatible" noise level for noise sensitive land uses, including single and multi-family residential, is 60 CNEL. Compatibility indicates that standard construction methods will attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference.

Exterior noise levels ranging between 65 and 70 CNEL are considered "conditionally compatible" for multiple units, mixed-use commercial/residential, live work, and group living accommodations. For single-family units, mobile homes, and senior housing, exterior noise levels ranging between 60 and 65 CNEL are considered "conditionally compatible." Conditionally compatible uses are permissible, provided interior noise levels will not exceed 45 CNEL. Projects sited on land that falls into the "conditionally compatible" noise environment would require an acoustical study.

Although not generally considered compatible, the General Plan conditionally allows multiple unit and mixed-use residential uses up to 75 dB(A) CNEL in areas affected primarily by motor vehicle traffic noise with existing residential uses. Any future residential use above the 70 dB(A) CNEL must include noise attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and be located in an area where a community plan allows multiple unit and mixed-use residential uses.

City of San Diego Municipal Code

Section 59.5.0101 et seq. of the SDMC, the Noise Abatement and Control Ordinance, regulates the making and creating of disturbing, excessive, or offensive noises within the City limits.

Sound level limits are established for various types of land uses and are measured in one-hour averages. The one-hour, A-weighted equivalent sound level, $L_{eq}(h)$, is the energy average of the A-weighted sound levels occurring during a one-hour period. The Ordinance states that it is unlawful for any person to cause noise by any means to the extent that the one–hour average sound level exceeds the applicable limit given for that land use. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

Noise-sensitive residential/habitable interior spaces have an interior standard of 45 CNEL, as stated in the City's 2011 Significance Determination Thresholds and the California Noise Insulation Standards. The Significance Determination Thresholds indicate that for multi-family development, exterior noise levels would be considered significant if future projected traffic would result in noise levels exceeding 65 CNEL at exterior usable areas or interior noise levels exceeding 45 CNEL.

The City assumes that standard construction techniques will provide a 15 dB reduction of exterior noise levels to an interior receiver. Given this assumption, standard building construction could be assumed to result in interior noise levels of 45 CNEL or less when exterior noise sources are 60 CNEL or less. When exterior noise levels are greater than 60 CNEL, consideration of specific non-standard building construction techniques is required.

California Code of Regulations

Title 24, Chapter 12, Section 1207, of the CBC requires that interior noise levels, attributable to exterior sources, not exceed to 45 CNEL in any habitable room within a residential structure, other than single-family. A habitable room in a building is used for living, sleeping, eating or cooking; bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable spaces. An acoustical study is required for proposed multiple-unit residential and hotel/motel structures within areas where the CNEL noise contours exceeds 60 dB(A). The studies must demonstrate that the design of the building will reduce interior noise to 45 dB(A) CNEL or lower in inhabitable rooms. If compliance requires windows to be inoperable or closed, the structure must include ventilation or air-conditioning (24 CCR 1207 2010).

SDIA ALUCP

As discussed in Section 4.6-1, the project is located within the SDIA, The adopted ALUCP for SDIA contains policies that limit residential uses in areas experiencing noise above 60 dB(A) CNEL by placing conditions on residential uses within the 60 dB(A) CNEL contour.

4.6.3 Impacts

City of San Diego Significance Determination Thresholds

Based on the City's 2011 Significance Determination Thresholds, a significant noise impact would occur if implementation of the proposed CPU would:

1. Result in the exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted General Plan, noise ordinance, ALUCP, or applicable standards of other agencies?
2. Result in a substantial increase in the existing ambient noise levels?
3. Result in increased land use incompatibilities associated with noise?

Issue 1: *Would the project exceed the City's adopted noise ordinance or would conflict with the City's General Plan Noise Element?*

Impact Analysis

Significant impacts would occur under this issue area if the proposed OBCPU would result in exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted General Plan, noise ordinance, ALUCP (discussion of the ALCUP will be addressed in the Land Use Section), or applicable standards of other agencies. Significant impacts would also occur if the project would result in a land use incompatibilities.

Potential noise impacts could result from traffic and construction associated with the project within the OBCPA. The acoustical study analyzed if these potential impacts would be significant.

Noise impacts from construction are dependent on the noise generated by the construction equipment, the location and sensitivity of affected land uses, as well as the timing and duration of the activities. Noise levels adjacent to the active construction sites would increase during construction. Construction would not result in long-term impacts, since it would be temporary and daily construction activities would be limited by the City's Noise Ordinance (Section 59.5.0404) to hours of less noise sensitivity.

In general, construction activities are carried out in stages, and each stage has its own noise characteristics based on the construction equipment in use. Typical maximum noise levels at a distance of 50 feet from various pieces of construction equipment are shown in Table 4.6-3.

Typical construction projects, with equipment moving from one point to another, work breaks, and idle time, have hourly noise level that are lower than loud short-term, or instantaneous, peak

noise events. For purposes of analysis of this project, a maximum 1-hour average noise level of 80 dBA L_{eq} at a distance of 50 feet from the center of the construction area is assumed to occur. Noise levels of other activities, such as framing or paving, would be less. Maximum noise levels of 90 dBA L_{max} may occur during grading and excavation, when there may be a combination of noise from several pieces of equipment in close proximity, including the noise of backup alarms, and these activities are near the construction site periphery.

Noise levels from construction activities are considered as point sources and would drop off at a rate of 6 dBA per doubling of distance over hard sites, such as streets and parking lots; the drop-off rate would increase slightly to 7.5 dBA over soft sites such as grass fields and open terrain with vegetation (FTA 2006). For purposes of this analysis the project area is considered acoustically hard, and all potential exterior receptors were assumed to be 5 feet above grade. All construction equipment is assumed to have an exhaust outlet height (source height) of 10 to 14 feet.

The majority of the plan area is multiple-family residential with single-family residential scattered throughout the Proposed Plan. Ocean Beach Elementary School is located along Sunset Cliffs Boulevard between Newport and Santa Monica Avenues. Commercial land uses are predominately located along Newport Avenue, Voltaire Street, Sunset Cliffs Boulevard, and Bacon Street, and to a lesser extent Niagara Avenue, Santa Monica Avenue, and Cable Street. Residences and businesses within, and in the vicinity of, the plan area would be affected by construction noise. No industrial uses are located within the Proposed Plan area.

Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction durations last over extended periods of time. Major noise-generating construction activities would include removal of existing pavement and structures, site grading and excavation, building framing, paving, and landscaping. The distance from these activities to the nearest noise-sensitive receptors would be approximately 50 feet.

The highest construction noise levels during typical construction activities would be generated during grading, excavation, road base construction, and foundation work, with lower noise levels occurring during building construction and paving. As shown in Table 4.6-3, large pieces of earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 85 to 90 dBA L_{max} at a distance of 50 feet. However, typical construction-generated hourly noise levels are about 75 to 80 dBA L_{eq} measured at a distance of 50 feet from the site during busy construction periods.

As discussed, noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. However, intervening structures would result in lower noise levels at greater distances. Sound levels may be attenuated 3.0 to 5.0 dBA by a first row of houses/buildings and 1.5 dBA for each additional row of houses in built-up environments (FHWA 1978). These factors generally limit the distance construction noise travels and ensure noise impacts from construction are localized.

Future construction projects would likely be located adjacent to existing structures. Construction activities may include demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Excavation for underground levels could also occur on some project sites and vibratory pile driving could be used to stabilize the walls of excavated areas. Piles or drilled caissons may also be used to support building foundations.

Pile driving has the potential to generate the highest ground-borne vibration levels and is the primary concern for structural damage when it occurs within 100 feet of structures. Vibration levels generated by pile driving activities would vary depending on project conditions, such as soil conditions, construction methods, and equipment used. Pile driving activities generate vibrations at various frequencies. The dominant frequency of propagating waves from impact sources ranges mostly between 3 Hz and 60 Hz (Svinkin 1992). Using the middle range for illustration purposes, equipment operating at a frequency range of 30 Hz would exceed the perceptible range at approximately 100 feet. Depending on the proximity of existing structures to each construction site, the structural soundness of the existing buildings, and the methods of construction used, vibration levels caused by pile driving or other foundation work with a substantial impact component such as rock or caisson drilling, and site excavation or compaction may be high enough to be perceptible within 150 feet and may be high enough to damage existing structures within 50 feet. This would represent a potentially significant impact at sensitive receptors.

Other project construction activities, such as site preparation work, excavation of parking and subfloors, foundation work, and building construction, and the use of jackhammers, other high-power or vibratory tools, compactors, and tracked equipment, may also potentially generate substantial vibration in the immediate vicinity, typically within 25 feet of the equipment. Thus, typical building construction is not anticipated to be a source of substantial vibration. By use of administrative controls, such as scheduling, typical construction activities would be restricted to hours with least potential to affect nearby properties. Thus, perceptible vibration can be kept to a minimum and, as such, typical construction activities would result in a less than significant impact with respect to perception.

Noise levels projected for various roadway segments in this report were calculated using the methods in the *Highway Noise Prediction Model* published by the Federal Highway Administration (FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108, December, 1978). The FHWA Model uses the traffic volume, vehicle mix, speed, and roadway geometry to compute the equivalent noise level.

A spreadsheet calculation was used which computes equivalent noise levels for each of the time periods used in the calculation of CNEL. Weighting these equivalent noise levels and summing them gives the CNEL for the traffic projections. The noise contours are then established by iterating the equivalent noise level over many distances until the distance to the desired noise contour(s) are found.

Traffic volumes were taken from the project traffic report (Wilson 2012). Traffic volumes were taken from the project traffic report. The traffic classification mix used in the modeling was developed from traffic counts taken during the noise measurements. Traffic speeds were taken from the project traffic report and observed speed limits. All roadways were modeled on acoustically hard ground type. The model outputs are noise levels at 50 feet from the centerline of affected streets in the plan area with distances to various noise level contours (see Table 4.6-4). These noise contours do not account for intervening structures, differences in ground absorption or other shielding. Graphically, the existing noise contours are provided in Figure 4.6-2.
As the Proposed Plan contains strategies to increase development densities within the plan area, traffic increases could result in related traffic-noise levels increases, which could adversely affect existing and future land uses (see Table 4.6-5). Thus, noise levels are predicted along project roadways to determine future noise levels and potential increases.

The increase in traffic noise levels between existing and future traffic volumes are shown in Table 4.6-6. Noise levels along these affected roadways would range between -1 and +4 dBA. Therefore, with the exception of segments of Abbott Avenue, Bacon Street, and Narragansett Avenue, direct project traffic-noise level increases along area roadways would be less than 3 dBA, which is considered a less than significant increase in noise levels. While noise level along Abbott Avenue, between Newport Avenue and Santa Monica Avenue, are estimated to increase by +4 dBA, noise levels 50 feet from the centerline of the roadway would be 60 dBA CNEL, which would be considered a compatible noise level for the most sensitive uses listed in the. Similarly, while increases along Bacon Street, between Narragansett Avenue and Santa Monica Avenue, and Narragansett Avenue, between Sunset Cliffs Boulevard and Froude Street, would be +3 dBA, the noise levels at 50 feet would be 59 and 60 dBA CNEL, respectively. These noise levels would not exceed City compatibility thresholds, thus the increase in ambient noise levels are considered a less than significant impact on ambient noise levels. The future anticipated noise contours are provided graphically in Figure 4.6-3.

Commercial uses developed under the Project along most of the Plan area roadways would meet the 1-hour exterior commercial land use compatibility guidelines. The interior criterion for commercial sales and offices is 50 dBA CNEL. As indicated, the majority of commercial land uses are located along Newport Avenue, Santa Monica, Voltaire Street, Bacon Street, and Sunset Cliffs Boulevard. The noise levels along these roadways would be 65 dBA CNEL or less at 50 feet, with the exception of portions of Sunset Cliffs Boulevard north of the West Point Loma Boulevard. However, the 65 dBA CNEL contour would fall approximately 36 feet from the centerline of the roadway and would fall near the edge of the roadway at this location. Thus, neither of these locations would be exposed to noise levels in excess of the City compatibility standards from Plan related traffic noise. This would be a less-than-significant impact.

In terms of operational noise development projects implemented under the OBCPU often include residential uses located in proximity to commercial uses and along major roadways. New residential and mixed-use development that could occur with implementation of the OBCPU would potentially be constructed within the same building or adjacent to commercial land uses.

Noise sources associated with commercial land uses include mechanical equipment operations, public address systems, parking lot noise (e.g., opening and closing of vehicle doors, people talking, car alarms), delivery activities (e.g., use of forklifts, hydraulic lifts), trash compactors, and air compressors. Noise from such equipment can reach intermittent levels of approximately 90 dBA, 50 feet from the source (EPA 1974). These elevated noise levels that have the potential to be generated by commercial uses within mixed-use land use designations would expose nearby noise-sensitive land uses (e.g., residential units) to excessive noise levels that may violate the City Noise Ordinance. The juxtaposition of potential future land uses could result in significant noise impacts; however, applicable regulations identified in Section 4.6.2 along with policies/recommendations from the General Plan and OBCPU would reduce direct and indirect impacts associated with construction noise.

Commercial operations have, on occasion, been known to utilize equipment or processes that have a potential to generate ground-borne vibration. However, vibrations found to be excessive for human exposure that are the result of commercial machinery are generally addressed from an occupational health and safety perspective. The residual vibrations are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses.

Distribution of materials to and from commercial land uses can have the potential to generate higher levels of ground-borne vibration than that of the mechanical equipment. Heavy trucks used for delivery and distribution of materials to commercial sites generally operate at very low speeds. Therefore, the ground-borne vibration induced by heavy truck traffic at commercial land uses is not anticipated to be perceptible at distances greater than 25 feet (typical distance from roadway centerline to edge of roadway right-of-way for a single-lane road).

Based on the operational characteristics of mechanical equipment used for commercial land uses, it is not anticipated that the operations would result in ground-borne vibration levels that approach or exceed applicable vibration-level limits. This would be a less-than-significant impact. Table 4.6-7 provides the Noise Compatibility Guidelines from the General plan.

In order to address noise within the community the Noise Element of the OBCPU has provided the following recommendations.

8.2.1 Encourage site design techniques that help to reduce the effect of noise from commercial operations for new commercial uses without affecting the existing older urban form and community character, where possible.

8.2.2 Work cooperatively with the commercial use owners and operators to develop operational strategies and practices that minimize excessive noise, especially during late night and early morning hours.

8.2.3 Consider applying restrictions on hours of operation and outside uses where new commercial development abuts a residential neighborhood

8.3.1 Enforce the state vehicle code to ensure that motor vehicles, including buses, motorcycles and motor scooters, are equipped with a functioning muffler and are not producing excessive noise levels.

8.4.1 Work with property owners and the community to implement a program to reduce excessive public noise related to persistent party activities.

8.5.1 Work cooperatively with event organizers and promoters to develop operational strategies and practices that minimize excessive noise, especially during nighttime hours.

In addition, recommendations are being implemented to address aircraft noise.

8.1.1 Work with the Airport Authority as the operator of SDIA to provide noise attenuation for older existing residential and other noise-sensitive uses in areas affected by aircraft noise above the projected 65 dBA CNEL noise contour in a timely manner.

8.1.2 Work with the ALUC to implement the adopted ALUCP policies and criteria affecting the Ocean Beach community including the provision of noise attenuation and aviation easements for new noise-sensitive uses.

Furthermore, the General Plan establishes policies applicable to future development, which would reduce the potential for noise sensitive uses to be exposed to excessive noise levels. The applicable General Plan policies are identified as the following:

Policy NE-A.4: Require an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the Land Use - Noise Compatibility

Guidelines, so that noise mitigation measures can be included in the project design to meet the noise guidelines.

Policy NE-B.3: Require any future residential use above the 70 dB(A) CNEL to implement noise attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and be located in an area where a community plan allows multiple unit and mixed-use residential uses.

Policy NE-I.2: Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.

Policy NE-I.3: Consider noise attenuation measures and techniques addressed by the Noise Element, as well as other feasible attenuation measures not addressed as potential mitigation measures, to reduce the effect of noise on future residential and other noise-sensitive land uses to an acceptable noise level.

Significance of Impacts

The noise study has identified potentially significant noise impacts related to construction, most notably pile driving based on future construction projects. However, the OBCPU is not proposing new development or any changes to land use designations. The OBCPU would correct inconsistencies between existing land use designations and underlying zoning. The project is designed to revise the Plan with respect to organization and content for consistency with the General Plan. The Rezone would correct an inconsistency between existing zoning and land use designation and substantial development within the Rezone area is not anticipated in the near future.

The Ocean Beach Community Planning area is within the Coastal Overlay Zone, and would be subject to the City's Noise Ordinance, CEQA Significance Thresholds, policies of the proposed OBCPU and General Plan, as well as other applicable noise regulations. Because future projects within the OBCPU would be subject to discretionary review, further project level environmental review under CEQA would be required and potential impacts in this category would be analyzed in conjunction with all applicable policies and requirements. Due to limited physical scope of the project along with implementation of the policies and recommendations from the General Plan and OBCPU noise impacts would be less than significant. The proposed OBCPU would not result in the exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted General Plan, noise ordinance, or applicable standards of other agencies. Nor would the project create an increase of an incompatible land use.

Mitigation, Monitoring, and Reporting

No mitigation is required.

Issue 2: *Would implementation of the proposed OBCPU result in a substantial increase in the existing ambient noise levels?*

Impact Analysis

According to CEQA, "a substantial increase" is necessary to cause a significant environmental impact. The City's 2011 Significance Determination Thresholds state that a change in the ambient noise level of less than 3 dB(A) is not perceptible to the general population, and therefore, would not constitute "a substantial increase." A noise increase of 3 dB(A) or greater would be substantial and therefore, result in a potentially significant impact. Table 4.6-8 shows the City's Traffic Noise Significance Thresholds for various land uses for both interior and exterior spaces, along with general indicators of potential significance.

If traffic-related noise associated with build-out of the proposed CPU would result in an exceedance of an established threshold above, then a potentially significant impact could occur. However, if an area is already exposed to noise levels in excess of the significance thresholds for traffic noise level stated in the table above, and new noise levels would result in a less than 3 dB(A) increase, then the thresholds state that the impact is not considered significant. If the proposed CPU would result in traffic generation that would cause a 3 dB(A) or greater increase in the CNEL for any roadway where the existing noise level is already in excess of the City standard, then a potentially significant impact also could occur.

As shown under Issue number 1 vehicular traffic on roadways in the proposed OBCPU area would not exceed the thresholds and significant impacts would not occur. The proposed OBCPU may include additional vehicular noise as well as stationary noise sources such as commercial development. As previously discussed, enforcement of the City's Noise Ordinance and implementation of General Plan and proposed OBCPU policies would assist in reducing ambient noise impacts to below a level than significance.

Significance of Impacts

The project will not result in a substantial ambient noise increase and impacts would not occur.

Mitigation, Monitoring, and Reporting

Significant impacts were not identified and mitigation is not required.

NO SCALE

THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR

Figure 4.6-1
Noise Measurement Locations


Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.6-2
Existing Modeled Roadway
Noise Contours (CNEL)*
70 CNEL
65 CNEL
60 CNEL
Ocean Beach Community Plan Boundary
*Note: CNEL is Community Noise Equivalent Level
0
600
Feet


Pacific Ocean
0
800
Feet
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.6-3
Year 2030 Future Roadway
Noise Contours (CNEL)*
70 CNEL
65 CNEL
60 CNEL
Ocean Beach Community Plan Boundary
*Note: CNEL is Community Noise Equivalent Level

Table 4.6-1: Short-term Noise Measurement Summary

Location	Description	Date	Start Time of Measurement	L_{eq} dBA
1	Mariners Cove – 100 feet from I-8	10/16/2012	1:30 PM	61.3
2	Mariners Cove Entrance – 10 Feet from curb	10/16/2012	1:54 PM	63.0
3	Point Loma at Sunset Cliffs – 10 Feet from curb	10/16/2012	2:25 PM	64.6

4	Froude at Voltaire – 5 Feet from curb	10/16/2012	2:54 PM	66.4
5	Sunset Cliffs at Cape May – 5 Feet from curb	10/16/2012	3:17 PM	67.9
6	Newport at the OB Elementary – 10 Feet from curb	10/16/2012	3:39 PM	61.4
7	Sunset Cliffs at Narraganset – 5 Feet from curb	10/16/2012	4:02 PM	68.8
8	Froude and Coronado – 10 Feet from curb	10/16/2012	4:27 PM	57.9
9	Sunset Cliffs at Orchard – 5 Feet from curb	10/17/2012	12:59 PM	59.7
10	Point Loma at Sunset Cliffs – 5 Feet from curb	10/17/2012	1:20 PM	68.2

11	Bacon at Coronado – 5 Feet from curb	10/17/2012	1:45 PM	59.7
12	Niagara near the OB Pier – 5 Feet from curb	10/17/2012	2:06 PM	61.8
13	Cable at Newport – 5 Feet from curb	10/17/2012	2:28 PM	63.6
14	Ocean Beach Park	10/17/2012	2:51 PM	63.0
15	Brighton at Bacon – 5 Feet from curb	10/17/2012	3:12 PM	63.5
16	Point Loma at Abbott – 5 Feet from curb	10/17/2012	3:34 PM	62.7

Table 4.6-2: Noise Measurement Traffic Counts

Location	Autos	Medium Trucks	Heavy Trucks	Aircraft
1	10	0	0	9
2	20	0	0	5
3	112	1	1	2
4	160	2	1	5
5	339	3	2	4
6	50	1	0	1
7	295	6	2	2
8	14	0	0	4
9	109	2	0	3
10	53	0	0	6
11	36	0	0	5
12	20	1	0	5
13	110	1	0	2
14	6	0	0	6
15	118	0	0	3
16	112	0	0	2

Table 4.6-3: Typical Maximum Construction Equipment Noise Levels

Equipment	Noise Level at 50 ft (dBA L_{max})	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 KVA or less)	70	50%
Generator (more than 25 KVA)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
Insitu Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%

Source: FTA 2006; Thalheimer 2000

KVA = kilovolt amps

Table 4.6-4: Existing Modeled Noise Levels

Roadway	Segment	CNEL @ 50 Feet	Distance in feet to Noise Level Contour (CNEL)		
			70 dB	65 dB	60 dB
Abbott St	Newport St to Santa Monica Ave	56	2	6	19
	Santa Monica Ave to W Point Loma Blvd	56	2	6	19
Bacon St	Santa Cruz Ave to Narragansett Ave	56	2	7	21
	Narragansett Ave to Santa Monica Ave	56	2	7	21
	Santa Monica Ave to W Point Loma Blvd	59	4	14	44
Cable St	Orchard Ave to Narragansett Ave	57	2	8	24
	Narragansett Ave to Newport Ave	57	2	8	24
	Newport Ave to W Point Loma Blvd	74	133	419	1,326
Sunset Cliffs Blvd	Adair St to Narragansett Ave	64	13	40	128
	Narragansett Ave to Voltaire St	64	12	39	123
	Voltaire St to W Point Loma Blvd	65	16	50	157
	W Point Loma Blvd to Nimitz Blvd	67	25	79	250
	Nimitz Blvd to I-8 WB off-ramp	74	115	364	1,151
	I-8 WB off-ramp to Sea World Dr	74	115	364	1,151
Ebers St	Coronado Ave to Narragansett Ave	57	2	7	23
	Narragansett Ave to Newport Ave	57	2	7	23
	Newport Ave to Voltaire St	59	4	12	39
	Voltaire St to W point Loma Blvd	61	6	18	56
Nimitz Blvd	Sunset Cliffs Blvd to W Point Loma Blvd	74	133	419	1,326
W Point Loma Blvd	Abbott St to Sunset Cliffs Blvd	64	13	40	128
	Sunset Cliffs Blvd to Nimitz Blvd	65	15	47	147
	Nimitz Blvd to Famosa Blvd	65	17	54	170
Voltaire St	Abbott St to Bacon St	56	2	6	20
	Bacon St to Cable St	58	3	10	31
	Cable St to Sunset Cliffs Blvd	58	3	10	31
	Sunset Cliffs Blvd to Froude St	62	8	24	76
Santa Monica Ave	Abbott St to Sunset Cliffs Blvd	61	6	18	58
Newport Ave	Abbott St to Cable St	64	12	36	115
	Cable St to Sunset Cliffs Blvd	62	8	26	82
	Sunset Cliffs Blvd to Froude St	62	8	26	82
Narragansett Ave	Bacon St to Sunset Cliffs Blvd	57	3	8	25
	Sunset Cliffs Blvd to Froude St	57	2	7	23
Orchard Ave	Cable St to Sunset Cliffs Blvd	55	1	5	14
Point Loma Ave	Sunset Cliffs Blvd to Froude St	58	3	10	31
I-8	Sunset Cliffs Blvd to W Mission Bay Dr*	71	58	184	582

Table 4.6-5: Future Modeled Noise Levels

Roadway	Segment	CNEL @ 50 Feet	Distance in feet to Noise Level Contour (CNEL)		
			70 dB	65 dB	60 dB
Abbott St	Newport St to Santa Monica Ave	60	2	5	17
	Santa Monica Ave to W Point Loma Blvd	58	1	3	10
Bacon St	Santa Cruz Ave to Narragansett Ave	57	1	2	8
	Narragansett Ave to Santa Monica Ave	59	1	4	11
	Santa Monica Ave to W Point Loma Blvd	59	1	4	13
Cable St	Orchard Ave to Narragansett Ave	57	1	2	8
	Narragansett Ave to Newport Ave	59	1	4	13
	Newport Ave to W Point Loma Blvd	76	70	221	699
Sunset Cliffs Blvd	Adair St to Narragansett Ave	66	7	22	69
	Narragansett Ave to Voltaire St	65	6	18	56
	Voltaire St to W Point Loma Blvd	65	5	17	52
	W Point Loma Blvd to Nimitz Blvd	69	11	36	115
	Nimitz Blvd to I-8 WB off-ramp	76	57	181	573
	I-8 WB off-ramp to Sea World Dr	75	54	170	538
Ebers St	Coronado Ave to Narragansett Ave	58	1	3	10
	Narragansett Ave to Newport Ave	59	1	4	12
	Newport Ave to Voltaire St	60	2	5	15
	Voltaire St to W point Loma Blvd	62	3	9	27
Nimitz Blvd	Sunset Cliffs Blvd to W Point Loma Blvd	76	70	221	699
W Point Loma Blvd	Abbott St to Sunset Cliffs Blvd	66	7	22	69
	Sunset Cliffs Blvd to Nimitz Blvd	66	7	21	66
	Nimitz Blvd to Famosa Blvd	65	5	17	54
Voltaire St	Abbott St to Bacon St	57	1	3	9
	Bacon St to Cable St	59	1	4	12
	Cable St to Sunset Cliffs Blvd	60	2	5	15
	Sunset Cliffs Blvd to Froude St	63	3	10	31
Santa Monica Ave	Abbott St to Sunset Cliffs Blvd	62	2	8	24
Newport Ave	Abbott St to Cable St	64	4	12	36
	Cable St to Sunset Cliffs Blvd	61	2	7	22
	Sunset Cliffs Blvd to Froude St	61	2	6	19
Narragansett Ave	Bacon St to Sunset Cliffs Blvd	59	1	4	12
	Sunset Cliffs Blvd to Froude St	60	2	5	16
Orchard Ave	Cable St to Sunset Cliffs Blvd	57	1	3	8
Point Loma Ave	Sunset Cliffs Blvd to Froude St	59	1	4	13
I-8	Sunset Cliffs Blvd to W Mission Bay Dr*	73	29	91	288

Table 4.6-6: Change in Existing and Future Modeled Noise Levels (dBA at 50 feet)

Roadway	Segment	Existing CNEL	Future CNEL	Change
Abbott St	Newport St to Santa Monica Ave	56	60	4
	Santa Monica Ave to W Point Loma Blvd	56	58	2
Bacon St	Santa Cruz Ave to Narragansett Ave	56	57	1
	Narragansett Ave to Santa Monica Ave	56	59	3
	Santa Monica Ave to W Point Loma Blvd	59	59	0
Cable St	Orchard Ave to Narragansett Ave	57	57	0
	Narragansett Ave to Newport Ave	57	59	2
	Newport Ave to W Point Loma Blvd	74	76	2
Sunset Cliffs Blvd	Adair St to Narragansett Ave	64	66	2
	Narragansett Ave to Voltaire St	64	65	1
	Voltaire St to W Point Loma Blvd	65	65	0
	W Point Loma Blvd to Nimitz Blvd	67	69	2
	Nimitz Blvd to I-8 WB off-ramp	74	76	2
	I-8 WB off-ramp to Sea World Dr	74	75	1
Ebers St	Coronado Ave to Narragansett Ave	57	58	1
	Narragansett Ave to Newport Ave	57	59	2
	Newport Ave to Voltaire St	59	60	1
	Voltaire St to W point Loma Blvd	61	62	1
Nimitz Blvd	Sunset Cliffs Blvd to W Point Loma Blvd	74	76	2
W Point Loma Blvd	Abbott St to Sunset Cliffs Blvd	64	66	2
	Sunset Cliffs Blvd to Nimitz Blvd	65	66	1
	Nimitz Blvd to Famosa Blvd	65	65	0
Voltaire St	Abbott St to Bacon St	56	57	1
	Bacon St to Cable St	58	59	1
	Cable St to Sunset Cliffs Blvd	58	60	2
	Sunset Cliffs Blvd to Froude St	62	63	1
Santa Monica Ave	Abbott St to Sunset Cliffs Blvd	61	62	1
Newport Ave	Abbott St to Cable St	64	64	0
	Cable St to Sunset Cliffs Blvd	62	61	-1
	Sunset Cliffs Blvd to Froude St	62	61	-1
Narragansett Ave	Bacon St to Sunset Cliffs Blvd	57	59	2
	Sunset Cliffs Blvd to Froude St	57	60	3
Orchard Ave	Cable St to Sunset Cliffs Blvd	55	57	2
Point Loma Ave	Sunset Cliffs Blvd to Froude St	58	59	1
I-8	Sunset Cliffs Blvd to W Mission Bay Dr*	71	73	2

Table 4.6-7: Land Use - Noise Compatibility Guidelines

Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	60	65	70	75	
Open Space and Parks and Recreational					
Community & Neighborhood Parks; Passive Recreation					
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Outdoor Spectator Sports, Water Recreational Facilities; Horse Stables; Park Maint. Facilities					
Agricultural					
Crop Raising & Farming; Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables					
Residential					
Single Units; Mobile Homes; Senior Housing		45			
Multiple Units; Mixed-Use Commercial/Residential; Live Work; Group Living Accommodations **For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.*		45	45*		
Institutional					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities		45			
Vocational or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges, Colleges, or Universities)		45	45		
Cemeteries					
Sales					
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories			50	50	
Commercial Services					
Building Services; Business Support; Eating & Drinking; Financial Institutions; Assembly & Entertainment; Radio & Television Studios; Golf Course Support			50	50	
Visitor Accommodations		45	45	45	
Offices					
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters			50	50	
Vehicle and Vehicular Equipment Sales and Services Use					
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking					
Wholesale, Distribution, Storage Use Category					
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse;					

Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	60	65	70	75	
Wholesale Distribution					
Industrial					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries					
Research & Development				50	

	Compatible	**Indoor Uses**	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.
		Outdoor Uses	Activities associated with the land use may be carried out.
	Conditionally Compatible	**Indoor Uses**	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas. Refer to Section I.
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated t make the outdoor activities acceptable. Refer to Section I.
	Incompatible	**Indoor Uses**	New construction should not be undertaken.
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

Table 4.6-8: Traffic Noise Significance Thresholds

Structure or Proposed Use that would be impacted by Traffic Noise	Interior Space	Exterior Usable Space	General Indication of Potential Significance
Single-family detached	45 dB	65 dB	Structure or outdoor useable area is < 50 feet from the center of the closest (outside) lane on a street with existing or future ADTs > 7500
Multi-family, schools, libraries, hospitals, day care, hotels, motels, parks, convalescent homes.	Development Services Department (DSD) ensures 45 dB pursuant to Title 24	65 dB	
Offices, Churches, Business, Professional Uses	n/a	70 dB	Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 20,000
Commercial, Retail, Industrial, Outdoor Spectator Sports Uses	n/a	75 dB	Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 40,000

4.6 Noise

The following section is based upon the noise technical report prepared by LDN Consulting, Inc. in April 2013. The complete technical report is included in Appendix E of this EIR. This section evaluates the existing noise environment.

4.6.1 Existing Noise Conditions

Community with Respect to Roadway Noise

A community noise survey was conducted to document noise exposure at various areas within the Ocean Beach community. To determine the existing noise conditions and assess the potential impacts, noise measurements were taken Tuesday, October 16, 2012 and Wednesday, October 17, 2012. Noise measurements were taken with a Larson-Davis Model LxT Type 1 Integrating Sound Level Meter, serial number 2412. The noise meter was programmed, in "slow" mode, to record noise levels in "A" weighted form. The sound level meter and microphone were mounted on a tripod, five feet above the ground and equipped with a windscreen during all measurements. The sound level meter was calibrated before and after the monitoring using a Larson-Davis calibrator, Model CAL 200.

The ambient measurements were taken at sixteen locations within the Ocean Beach Community. The weather was partially cloudy to clear and dry with moderate breezes from the west averaging 1 to 3 miles per hour (mph) with occasional gusts of up to 8 mph. The results of the short-term noise measurements are summarized in Table 4.6-1. Detailed measurement data are provided in Attachment A. Traffic counts were conducted during the measurements, which were used to develop a vehicle classification mix for use traffic-noise modeling. Table 4.6-2 summarizes the traffic counts and observed community noise sources (i.e., aircraft). The noise measurement locations are shown in Figure 4.6-1.

Community with Respect to Airport Noise

Ocean Beach is within the Airport Influence Area (AIA) for the San Diego International Airport (SDIA) at Lindbergh Field. The AIA serves as the boundary for the Airport Land Use Compatibility Plan (ALUCP). The ALUCP contains policies and criteria that address land use compatibilities concerning noise and safety aspects of airport operations and land uses, heights of buildings, residential densities and residential intensities. Noise and the over flight of aircraft are the two major compatibility factors affecting Ocean Beach. The state requires that the City submit any General Plan/community plan amendment in the AIA to the Airport Land Use Commission (ALUC) for a consistency determination with the adopted ALUCP.

As the ALUC, the San Diego County Regional Airport Authority is in the process of updating the ALUCP for SDIA that will establish new land use policies and criteria for the communities surrounding SDIA, including Ocean Beach. Current policies addressing airport land use compatibility are contained in the ALUCP as amended in 2004 and are implemented by the Airport Approach and Airport Environs overlay zones of the San Diego Municipal Code.

4.6.2 Regulatory Setting

General Plan

The City specifies compatibility standards for different categories of land use in the Noise Element of the General Plan. Noise standards are expressed in CNEL, a 24-hour A-weighted average decibel level [dB(A)] that accounts for frequency correction and the subjective response of humans to noise by adding five dB(A) and 10 dB(A) to the evening and nighttime hours, respectively.

As shown, the "compatible" noise level for noise sensitive land uses, including single and multi-family residential, is 60 CNEL. Compatibility indicates that standard construction methods will attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference.

Exterior noise levels ranging between 65 and 70 CNEL are considered "conditionally compatible" for multiple units, mixed-use commercial/residential, live work, and group living accommodations. For single-family units, mobile homes, and senior housing, exterior noise levels ranging between 60 and 65 CNEL are considered "conditionally compatible." Conditionally compatible uses are permissible, provided interior noise levels will not exceed 45 CNEL. Projects sited on land that falls into the "conditionally compatible" noise environment would require an acoustical study.

Although not generally considered compatible, the General Plan conditionally allows multiple unit and mixed-use residential uses up to 75 dB(A) CNEL in areas affected primarily by motor vehicle traffic noise with existing residential uses. Any future residential use above the 70 dB(A) CNEL must include noise attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and be located in an area where a community plan allows multiple unit and mixed-use residential uses.

City of San Diego Municipal Code

Section 59.5.0101 et seq. of the SDMC, the Noise Abatement and Control Ordinance, regulates the making and creating of disturbing, excessive, or offensive noises within the City limits.

Sound level limits are established for various types of land uses and are measured in one-hour averages. The one-hour, A-weighted equivalent sound level, $L_{eq}(h)$, is the energy average of the A-weighted sound levels occurring during a one-hour period. The Ordinance states that it is unlawful for any person to cause noise by any means to the extent that the one–hour average sound level exceeds the applicable limit given for that land use. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

Noise-sensitive residential/habitable interior spaces have an interior standard of 45 CNEL, as stated in the City's 2011 Significance Determination Thresholds and the California Noise Insulation Standards. The Significance Determination Thresholds indicate that for multi-family development, exterior noise levels would be considered significant if future projected traffic would result in noise levels exceeding 65 CNEL at exterior usable areas or interior noise levels exceeding 45 CNEL.

The City assumes that standard construction techniques will provide a 15 dB reduction of exterior noise levels to an interior receiver. Given this assumption, standard building construction could be assumed to result in interior noise levels of 45 CNEL or less when exterior noise sources are 60 CNEL or less. When exterior noise levels are greater than 60 CNEL, consideration of specific non-standard building construction techniques is required.

California Code of Regulations

Title 24, Chapter 12, Section 1207, of the CBC requires that interior noise levels, attributable to exterior sources, not exceed to 45 CNEL in any habitable room within a residential structure, other than single-family. A habitable room in a building is used for living, sleeping, eating or cooking; bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable spaces. An acoustical study is required for proposed multiple-unit residential and hotel/motel structures within areas where the CNEL noise contours exceeds 60 dB(A). The studies must demonstrate that the design of the building will reduce interior noise to 45 dB(A) CNEL or lower in inhabitable rooms. If compliance requires windows to be inoperable or closed, the structure must include ventilation or air-conditioning (24 CCR 1207 2010).

SDIA ALUCP

As discussed in Section 4.6-1, the project is located within the SDIA, The adopted ALUCP for SDIA contains policies that limit residential uses in areas experiencing noise above 60 dB(A) CNEL by placing conditions on residential uses within the 60 dB(A) CNEL contour.

4.6.3 Impacts

City of San Diego Significance Determination Thresholds

Based on the City's 2011 Significance Determination Thresholds, a significant noise impact would occur if implementation of the proposed CPU would:

1. Result in the exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted General Plan, noise ordinance, ALUCP, or applicable standards of other agencies?
2. Result in a substantial increase in the existing ambient noise levels?
3. Result in increased land use incompatibilities associated with noise?

Issue 1: *Would the project exceed the City's adopted noise ordinance or would conflict with the City's General Plan Noise Element?*

Impact Analysis

Significant impacts would occur under this issue area if the proposed OBCPU would result in exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted General Plan, noise ordinance, ALUCP (discussion of the ALCUP will be addressed in the Land Use Section), or applicable standards of other agencies. Significant impacts would also occur if the project would result in a land use incompatibilities.

Potential noise impacts could result from traffic and construction associated with the project within the OBCPA. The acoustical study analyzed if these potential impacts would be significant.

Noise impacts from construction are dependent on the noise generated by the construction equipment, the location and sensitivity of affected land uses, as well as the timing and duration of the activities. Noise levels adjacent to the active construction sites would increase during construction. Construction would not result in long-term impacts, since it would be temporary and daily construction activities would be limited by the City's Noise Ordinance (Section 59.5.0404) to hours of less noise sensitivity.

In general, construction activities are carried out in stages, and each stage has its own noise characteristics based on the construction equipment in use. Typical maximum noise levels at a distance of 50 feet from various pieces of construction equipment are shown in Table 4.6-3.

Typical construction projects, with equipment moving from one point to another, work breaks, and idle time, have hourly noise level that are lower than loud short-term, or instantaneous, peak

noise events. For purposes of analysis of this project, a maximum 1-hour average noise level of 80 dBA L_{eq} at a distance of 50 feet from the center of the construction area is assumed to occur. Noise levels of other activities, such as framing or paving, would be less. Maximum noise levels of 90 dBA L_{max} may occur during grading and excavation, when there may be a combination of noise from several pieces of equipment in close proximity, including the noise of backup alarms, and these activities are near the construction site periphery.

Noise levels from construction activities are considered as point sources and would drop off at a rate of 6 dBA per doubling of distance over hard sites, such as streets and parking lots; the drop-off rate would increase slightly to 7.5 dBA over soft sites such as grass fields and open terrain with vegetation (FTA 2006). For purposes of this analysis the project area is considered acoustically hard, and all potential exterior receptors were assumed to be 5 feet above grade. All construction equipment is assumed to have an exhaust outlet height (source height) of 10 to 14 feet.

The majority of the plan area is multiple-family residential with single-family residential scattered throughout the Proposed Plan. Ocean Beach Elementary School is located along Sunset Cliffs Boulevard between Newport and Santa Monica Avenues. Commercial land uses are predominately located along Newport Avenue, Voltaire Street, Sunset Cliffs Boulevard, and Bacon Street, and to a lesser extent Niagara Avenue, Santa Monica Avenue, and Cable Street. Residences and businesses within, and in the vicinity of, the plan area would be affected by construction noise. No industrial uses are located within the Proposed Plan area.

Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction durations last over extended periods of time. Major noise-generating construction activities would include removal of existing pavement and structures, site grading and excavation, building framing, paving, and landscaping. The distance from these activities to the nearest noise-sensitive receptors would be approximately 50 feet.

The highest construction noise levels during typical construction activities would be generated during grading, excavation, road base construction, and foundation work, with lower noise levels occurring during building construction and paving. As shown in Table 4.6-3, large pieces of earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 85 to 90 dBA L_{max} at a distance of 50 feet. However, typical construction-generated hourly noise levels are about 75 to 80 dBA L_{eq} measured at a distance of 50 feet from the site during busy construction periods.

As discussed, noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. However, intervening structures would result in lower noise levels at greater distances. Sound levels may be attenuated 3.0 to 5.0 dBA by a first row of houses/buildings and 1.5 dBA for each additional row of houses in built-up environments (FHWA 1978). These factors generally limit the distance construction noise travels and ensure noise impacts from construction are localized.

Future construction projects would likely be located adjacent to existing structures. Construction activities may include demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Excavation for underground levels could also occur on some project sites and vibratory pile driving could be used to stabilize the walls of excavated areas. Piles or drilled caissons may also be used to support building foundations.

Pile driving has the potential to generate the highest ground-borne vibration levels and is the primary concern for structural damage when it occurs within 100 feet of structures. Vibration levels generated by pile driving activities would vary depending on project conditions, such as soil conditions, construction methods, and equipment used. Pile driving activities generate vibrations at various frequencies. The dominant frequency of propagating waves from impact sources ranges mostly between 3 Hz and 60 Hz (Svinkin 1992). Using the middle range for illustration purposes, equipment operating at a frequency range of 30 Hz would exceed the perceptible range at approximately 100 feet. Depending on the proximity of existing structures to each construction site, the structural soundness of the existing buildings, and the methods of construction used, vibration levels caused by pile driving or other foundation work with a substantial impact component such as rock or caisson drilling, and site excavation or compaction may be high enough to be perceptible within 150 feet and may be high enough to damage existing structures within 50 feet. This would represent a potentially significant impact at sensitive receptors.

Other project construction activities, such as site preparation work, excavation of parking and subfloors, foundation work, and building construction, and the use of jackhammers, other high-power or vibratory tools, compactors, and tracked equipment, may also potentially generate substantial vibration in the immediate vicinity, typically within 25 feet of the equipment. Thus, typical building construction is not anticipated to be a source of substantial vibration. By use of administrative controls, such as scheduling, typical construction activities would be restricted to hours with least potential to affect nearby properties. Thus, perceptible vibration can be kept to a minimum and, as such, typical construction activities would result in a less than significant impact with respect to perception.

Noise levels projected for various roadway segments in this report were calculated using the methods in the *Highway Noise Prediction Model* published by the Federal Highway Administration (FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108, December, 1978). The FHWA Model uses the traffic volume, vehicle mix, speed, and roadway geometry to compute the equivalent noise level.

A spreadsheet calculation was used which computes equivalent noise levels for each of the time periods used in the calculation of CNEL. Weighting these equivalent noise levels and summing them gives the CNEL for the traffic projections. The noise contours are then established by iterating the equivalent noise level over many distances until the distance to the desired noise contour(s) are found.

Traffic volumes were taken from the project traffic report (Wilson 2012). Traffic volumes were taken from the project traffic report. The traffic classification mix used in the modeling was developed from traffic counts taken during the noise measurements. Traffic speeds were taken from the project traffic report and observed speed limits. All roadways were modeled on acoustically hard ground type. The model outputs are noise levels at 50 feet from the centerline of affected streets in the plan area with distances to various noise level contours (see Table 4.6-4). These noise contours do not account for intervening structures, differences in ground absorption or other shielding. Graphically, the existing noise contours are provided in Figure 4.6-2.
As the Proposed Plan contains strategies to increase development densities within the plan area, traffic increases could result in related traffic-noise levels increases, which could adversely affect existing and future land uses (see Table 4.6-5). Thus, noise levels are predicted along project roadways to determine future noise levels and potential increases.

The increase in traffic noise levels between existing and future traffic volumes are shown in Table 4.6-6. Noise levels along these affected roadways would range between -1 and +4 dBA. Therefore, with the exception of segments of Abbott Avenue, Bacon Street, and Narragansett Avenue, direct project traffic-noise level increases along area roadways would be less than 3 dBA, which is considered a less than significant increase in noise levels. While noise level along Abbott Avenue, between Newport Avenue and Santa Monica Avenue, are estimated to increase by +4 dBA, noise levels 50 feet from the centerline of the roadway would be 60 dBA CNEL, which would be considered a compatible noise level for the most sensitive uses listed in the. Similarly, while increases along Bacon Street, between Narragansett Avenue and Santa Monica Avenue, and Narragansett Avenue, between Sunset Cliffs Boulevard and Froude Street, would be +3 dBA, the noise levels at 50 feet would be 59 and 60 dBA CNEL, respectively. These noise levels would not exceed City compatibility thresholds, thus the increase in ambient noise levels are considered a less than significant impact on ambient noise levels. The future anticipated noise contours are provided graphically in Figure 4.6-3.

Commercial uses developed under the Project along most of the Plan area roadways would meet the 1-hour exterior commercial land use compatibility guidelines. The interior criterion for commercial sales and offices is 50 dBA CNEL. As indicated, the majority of commercial land uses are located along Newport Avenue, Santa Monica, Voltaire Street, Bacon Street, and Sunset Cliffs Boulevard. The noise levels along these roadways would be 65 dBA CNEL or less at 50 feet, with the exception of portions of Sunset Cliffs Boulevard north of the West Point Loma Boulevard. However, the 65 dBA CNEL contour would fall approximately 36 feet from the centerline of the roadway and would fall near the edge of the roadway at this location. Thus, neither of these locations would be exposed to noise levels in excess of the City compatibility standards from Plan related traffic noise. This would be a less-than-significant impact.

In terms of operational noise development projects implemented under the OBCPU often include residential uses located in proximity to commercial uses and along major roadways. New residential and mixed-use development that could occur with implementation of the OBCPU would potentially be constructed within the same building or adjacent to commercial land uses.

Noise sources associated with commercial land uses include mechanical equipment operations, public address systems, parking lot noise (e.g., opening and closing of vehicle doors, people talking, car alarms), delivery activities (e.g., use of forklifts, hydraulic lifts), trash compactors, and air compressors. Noise from such equipment can reach intermittent levels of approximately 90 dBA, 50 feet from the source (EPA 1974). These elevated noise levels that have the potential to be generated by commercial uses within mixed-use land use designations would expose nearby noise-sensitive land uses (e.g., residential units) to excessive noise levels that may violate the City Noise Ordinance. The juxtaposition of potential future land uses could result in significant noise impacts; however, applicable regulations identified in Section 4.6.2 along with policies/recommendations from the General Plan and OBCPU would reduce direct and indirect impacts associated with construction noise.

Commercial operations have, on occasion, been known to utilize equipment or processes that have a potential to generate ground-borne vibration. However, vibrations found to be excessive for human exposure that are the result of commercial machinery are generally addressed from an occupational health and safety perspective. The residual vibrations are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses.

Distribution of materials to and from commercial land uses can have the potential to generate higher levels of ground-borne vibration than that of the mechanical equipment. Heavy trucks used for delivery and distribution of materials to commercial sites generally operate at very low speeds. Therefore, the ground-borne vibration induced by heavy truck traffic at commercial land uses is not anticipated to be perceptible at distances greater than 25 feet (typical distance from roadway centerline to edge of roadway right-of-way for a single-lane road).

Based on the operational characteristics of mechanical equipment used for commercial land uses, it is not anticipated that the operations would result in ground-borne vibration levels that approach or exceed applicable vibration-level limits. This would be a less-than-significant impact. Table 4.6-7 provides the Noise Compatibility Guidelines from the General plan.

In order to address noise within the community the Noise Element of the OBCPU has provided the following recommendations.

8.2.1 Encourage site design techniques that help to reduce the effect of noise from commercial operations for new commercial uses without affecting the existing older urban form and community character, where possible.

8.2.2 Work cooperatively with the commercial use owners and operators to develop operational strategies and practices that minimize excessive noise, especially during late night and early morning hours.

8.2.3 Consider applying restrictions on hours of operation and outside uses where new commercial development abuts a residential neighborhood

8.3.1 Enforce the state vehicle code to ensure that motor vehicles, including buses, motorcycles and motor scooters, are equipped with a functioning muffler and are not producing excessive noise levels.

8.4.1 Work with property owners and the community to implement a program to reduce excessive public noise related to persistent party activities.

8.5.1 Work cooperatively with event organizers and promoters to develop operational strategies and practices that minimize excessive noise, especially during nighttime hours.

In addition, recommendations are being implemented to address aircraft noise.

8.1.1 Work with the Airport Authority as the operator of SDIA to provide noise attenuation for older existing residential and other noise-sensitive uses in areas affected by aircraft noise above the projected 65 dBA CNEL noise contour in a timely manner.

8.1.2 Work with the ALUC to implement the adopted ALUCP policies and criteria affecting the Ocean Beach community including the provision of noise attenuation and aviation easements for new noise-sensitive uses.

Furthermore, the General Plan establishes policies applicable to future development, which would reduce the potential for noise sensitive uses to be exposed to excessive noise levels. The applicable General Plan policies are identified as the following:

Policy NE-A.4: Require an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the Land Use - Noise Compatibility

Guidelines, so that noise mitigation measures can be included in the project design to meet the noise guidelines.

Policy NE-B.3: Require any future residential use above the 70 dB(A) CNEL to implement noise attenuation measures to ensure an interior noise level of 45 dB(A) CNEL and be located in an area where a community plan allows multiple unit and mixed-use residential uses.

Policy NE-I.2: Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.

Policy NE-I.3: Consider noise attenuation measures and techniques addressed by the Noise Element, as well as other feasible attenuation measures not addressed as potential mitigation measures, to reduce the effect of noise on future residential and other noise-sensitive land uses to an acceptable noise level.

Significance of Impacts

The noise study has identified potentially significant noise impacts related to construction, most notably pile driving based on future construction projects. However, the OBCPU is not proposing new development or any changes to land use designations. The OBCPU would correct inconsistencies between existing land use designations and underlying zoning. The project is designed to revise the Plan with respect to organization and content for consistency with the General Plan. The Rezone would correct an inconsistency between existing zoning and land use designation and substantial development within the Rezone area is not anticipated in the near future.

The Ocean Beach Community Planning area is within the Coastal Overlay Zone, and would be subject to the City's Noise Ordinance, CEQA Significance Thresholds, policies of the proposed OBCPU and General Plan, as well as other applicable noise regulations. Because future projects within the OBCPU would be subject to discretionary review, further project level environmental review under CEQA would be required and potential impacts in this category would be analyzed in conjunction with all applicable policies and requirements. Due to limited physical scope of the project along with implementation of the policies and recommendations from the General Plan and OBCPU noise impacts would be less than significant. The proposed OBCPU would not result in the exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted General Plan, noise ordinance, or applicable standards of other agencies. Nor would the project create an increase of an incompatible land use.

Mitigation, Monitoring, and Reporting

No mitigation is required.

Issue 2: *Would implementation of the proposed OBCPU result in a substantial increase in the existing ambient noise levels?*

Impact Analysis

According to CEQA, "a substantial increase" is necessary to cause a significant environmental impact. The City's 2011 Significance Determination Thresholds state that a change in the ambient noise level of less than 3 dB(A) is not perceptible to the general population, and therefore, would not constitute "a substantial increase." A noise increase of 3 dB(A) or greater would be substantial and therefore, result in a potentially significant impact. Table 4.6-8 shows the City's Traffic Noise Significance Thresholds for various land uses for both interior and exterior spaces, along with general indicators of potential significance.

If traffic-related noise associated with build-out of the proposed CPU would result in an exceedance of an established threshold above, then a potentially significant impact could occur. However, if an area is already exposed to noise levels in excess of the significance thresholds for traffic noise level stated in the table above, and new noise levels would result in a less than 3 dB(A) increase, then the thresholds state that the impact is not considered significant. If the proposed CPU would result in traffic generation that would cause a 3 dB(A) or greater increase in the CNEL for any roadway where the existing noise level is already in excess of the City standard, then a potentially significant impact also could occur.

As shown under Issue number 1 vehicular traffic on roadways in the proposed OBCPU area would not exceed the thresholds and significant impacts would not occur. The proposed OBCPU may include additional vehicular noise as well as stationary noise sources such as commercial development. As previously discussed, enforcement of the City's Noise Ordinance and implementation of General Plan and proposed OBCPU policies would assist in reducing ambient noise impacts to below a level than significance.

Significance of Impacts

The project will not result in a substantial ambient noise increase and impacts would not occur.

Mitigation, Monitoring, and Reporting

Significant impacts were not identified and mitigation is not required.

NO SCALE

THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR

Figure 4.6-1
Noise Measurement Locations


Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.6-2
Existing Modeled Roadway
Noise Contours (CNEL)*
70 CNEL
65 CNEL
60 CNEL
Ocean Beach Community Plan Boundary
*Note: CNEL is Community Noise Equivalent Level
0
600
Feet


Pacific Ocean
0
800
Feet
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.6-3
Year 2030 Future Roadway
Noise Contours (CNEL)*
70 CNEL
65 CNEL
60 CNEL
Ocean Beach Community Plan Boundary
*Note: CNEL is Community Noise Equivalent Level

Table 4.6-1: Short-term Noise Measurement Summary

Location	Description	Date	Start Time of Measurement	L_{eq} dBA
1	Mariners Cove – 100 feet from I-8	10/16/2012	1:30 PM	61.3
2	Mariners Cove Entrance – 10 Feet from curb	10/16/2012	1:54 PM	63.0
3	Point Loma at Sunset Cliffs – 10 Feet from curb	10/16/2012	2:25 PM	64.6
4	Froude at Voltaire – 5 Feet from curb	10/16/2012	2:54 PM	66.4
5	Sunset Cliffs at Cape May – 5 Feet from curb	10/16/2012	3:17 PM	67.9
6	Newport at the OB Elementary – 10 Feet from curb	10/16/2012	3:39 PM	61.4
7	Sunset Cliffs at Narraganset – 5 Feet from curb	10/16/2012	4:02 PM	68.8
8	Froude and Coronado – 10 Feet from curb	10/16/2012	4:27 PM	57.9
9	Sunset Cliffs at Orchard – 5 Feet from curb	10/17/2012	12:59 PM	59.7
10	Point Loma at Sunset Cliffs – 5 Feet from curb	10/17/2012	1:20 PM	68.2
11	Bacon at Coronado – 5 Feet from curb	10/17/2012	1:45 PM	59.7
12	Niagara near the OB Pier – 5 Feet from curb	10/17/2012	2:06 PM	61.8
13	Cable at Newport – 5 Feet from curb	10/17/2012	2:28 PM	63.6
14	Ocean Beach Park	10/17/2012	2:51 PM	63.0
15	Brighton at Bacon – 5 Feet from curb	10/17/2012	3:12 PM	63.5
16	Point Loma at Abbott – 5 Feet from curb	10/17/2012	3:34 PM	62.7

Table 4.6-2: Noise Measurement Traffic Counts

Location	Autos	Medium Trucks	Heavy Trucks	Aircraft
1	10	0	0	9
2	20	0	0	5
3	112	1	1	2
4	160	2	1	5
5	339	3	2	4
6	50	1	0	1
7	295	6	2	2
8	14	0	0	4
9	109	2	0	3
10	53	0	0	6
11	36	0	0	5
12	20	1	0	5
13	110	1	0	2
14	6	0	0	6
15	118	0	0	3
16	112	0	0	2

Table 4.6-3: Typical Maximum Construction Equipment Noise Levels

Equipment	Noise Level at 50 ft (dBA L_{max})	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 KVA or less)	70	50%
Generator (more than 25 KVA)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
Insitu Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%

Source: FTA 2006; Thalheimer 2000

KVA = kilovolt amps

Table 4.6-4: Existing Modeled Noise Levels

Roadway	Segment	CNEL @ 50 Feet	Distance in feet to Noise Level Contour (CNEL)		
			70 dB	65 dB	60 dB
Abbott St	Newport St to Santa Monica Ave	56	2	6	19
	Santa Monica Ave to W Point Loma Blvd	56	2	6	19
Bacon St	Santa Cruz Ave to Narragansett Ave	56	2	7	21
	Narragansett Ave to Santa Monica Ave	56	2	7	21
	Santa Monica Ave to W Point Loma Blvd	59	4	14	44
Cable St	Orchard Ave to Narragansett Ave	57	2	8	24
	Narragansett Ave to Newport Ave	57	2	8	24
	Newport Ave to W Point Loma Blvd	74	133	419	1,326
Sunset Cliffs Blvd	Adair St to Narragansett Ave	64	13	40	128
	Narragansett Ave to Voltaire St	64	12	39	123
	Voltaire St to W Point Loma Blvd	65	16	50	157
	W Point Loma Blvd to Nimitz Blvd	67	25	79	250
	Nimitz Blvd to I-8 WB off-ramp	74	115	364	1,151
	I-8 WB off-ramp to Sea World Dr	74	115	364	1,151
Ebers St	Coronado Ave to Narragansett Ave	57	2	7	23
	Narragansett Ave to Newport Ave	57	2	7	23
	Newport Ave to Voltaire St	59	4	12	39
	Voltaire St to W point Loma Blvd	61	6	18	56
Nimitz Blvd	Sunset Cliffs Blvd to W Point Loma Blvd	74	133	419	1,326
W Point Loma Blvd	Abbott St to Sunset Cliffs Blvd	64	13	40	128
	Sunset Cliffs Blvd to Nimitz Blvd	65	15	47	147
	Nimitz Blvd to Famosa Blvd	65	17	54	170
Voltaire St	Abbott St to Bacon St	56	2	6	20
	Bacon St to Cable St	58	3	10	31
	Cable St to Sunset Cliffs Blvd	58	3	10	31
	Sunset Cliffs Blvd to Froude St	62	8	24	76
Santa Monica Ave	Abbott St to Sunset Cliffs Blvd	61	6	18	58
Newport Ave	Abbott St to Cable St	64	12	36	115
	Cable St to Sunset Cliffs Blvd	62	8	26	82
	Sunset Cliffs Blvd to Froude St	62	8	26	82
Narragansett Ave	Bacon St to Sunset Cliffs Blvd	57	3	8	25
	Sunset Cliffs Blvd to Froude St	57	2	7	23
Orchard Ave	Cable St to Sunset Cliffs Blvd	55	1	5	14
Point Loma Ave	Sunset Cliffs Blvd to Froude St	58	3	10	31
I-8	Sunset Cliffs Blvd to W Mission Bay Dr*	71	58	184	582

Table 4.6-5: Future Modeled Noise Levels

Roadway	Segment	CNEL @ 50 Feet	Distance in feet to Noise Level Contour (CNEL)		
			70 dB	65 dB	60 dB
Abbott St	Newport St to Santa Monica Ave	60	2	5	17
	Santa Monica Ave to W Point Loma Blvd	58	1	3	10
Bacon St	Santa Cruz Ave to Narragansett Ave	57	1	2	8
	Narragansett Ave to Santa Monica Ave	59	1	4	11
	Santa Monica Ave to W Point Loma Blvd	59	1	4	13
Cable St	Orchard Ave to Narragansett Ave	57	1	2	8
	Narragansett Ave to Newport Ave	59	1	4	13
	Newport Ave to W Point Loma Blvd	76	70	221	699
Sunset Cliffs Blvd	Adair St to Narragansett Ave	66	7	22	69
	Narragansett Ave to Voltaire St	65	6	18	56
	Voltaire St to W Point Loma Blvd	65	5	17	52
	W Point Loma Blvd to Nimitz Blvd	69	11	36	115
	Nimitz Blvd to I-8 WB off-ramp	76	57	181	573
	I-8 WB off-ramp to Sea World Dr	75	54	170	538
Ebers St	Coronado Ave to Narragansett Ave	58	1	3	10
	Narragansett Ave to Newport Ave	59	1	4	12
	Newport Ave to Voltaire St	60	2	5	15
	Voltaire St to W point Loma Blvd	62	3	9	27
Nimitz Blvd	Sunset Cliffs Blvd to W Point Loma Blvd	76	70	221	699
W Point Loma Blvd	Abbott St to Sunset Cliffs Blvd	66	7	22	69
	Sunset Cliffs Blvd to Nimitz Blvd	66	7	21	66
	Nimitz Blvd to Famosa Blvd	65	5	17	54
Voltaire St	Abbott St to Bacon St	57	1	3	9
	Bacon St to Cable St	59	1	4	12
	Cable St to Sunset Cliffs Blvd	60	2	5	15
	Sunset Cliffs Blvd to Froude St	63	3	10	31
Santa Monica Ave	Abbott St to Sunset Cliffs Blvd	62	2	8	24
Newport Ave	Abbott St to Cable St	64	4	12	36
	Cable St to Sunset Cliffs Blvd	61	2	7	22
	Sunset Cliffs Blvd to Froude St	61	2	6	19
Narragansett Ave	Bacon St to Sunset Cliffs Blvd	59	1	4	12
	Sunset Cliffs Blvd to Froude St	60	2	5	16
Orchard Ave	Cable St to Sunset Cliffs Blvd	57	1	3	8
Point Loma Ave	Sunset Cliffs Blvd to Froude St	59	1	4	13
I-8	Sunset Cliffs Blvd to W Mission Bay Dr*	73	29	91	288

Table 4.6-6: Change in Existing and Future Modeled Noise Levels (dBA at 50 feet)

Roadway	Segment	Existing CNEL	Future CNEL	Change
Abbott St	Newport St to Santa Monica Ave	56	60	4
	Santa Monica Ave to W Point Loma Blvd	56	58	2
Bacon St	Santa Cruz Ave to Narragansett Ave	56	57	1
	Narragansett Ave to Santa Monica Ave	56	59	3
	Santa Monica Ave to W Point Loma Blvd	59	59	0
Cable St	Orchard Ave to Narragansett Ave	57	57	0
	Narragansett Ave to Newport Ave	57	59	2
	Newport Ave to W Point Loma Blvd	74	76	2
Sunset Cliffs Blvd	Adair St to Narragansett Ave	64	66	2
	Narragansett Ave to Voltaire St	64	65	1
	Voltaire St to W Point Loma Blvd	65	65	0
	W Point Loma Blvd to Nimitz Blvd	67	69	2
	Nimitz Blvd to I-8 WB off-ramp	74	76	2
	I-8 WB off-ramp to Sea World Dr	74	75	1
Ebers St	Coronado Ave to Narragansett Ave	57	58	1
	Narragansett Ave to Newport Ave	57	59	2
	Newport Ave to Voltaire St	59	60	1
	Voltaire St to W point Loma Blvd	61	62	1
Nimitz Blvd	Sunset Cliffs Blvd to W Point Loma Blvd	74	76	2
W Point Loma Blvd	Abbott St to Sunset Cliffs Blvd	64	66	2
	Sunset Cliffs Blvd to Nimitz Blvd	65	66	1
	Nimitz Blvd to Famosa Blvd	65	65	0
Voltaire St	Abbott St to Bacon St	56	57	1
	Bacon St to Cable St	58	59	1
	Cable St to Sunset Cliffs Blvd	58	60	2
	Sunset Cliffs Blvd to Froude St	62	63	1
Santa Monica Ave	Abbott St to Sunset Cliffs Blvd	61	62	1
Newport Ave	Abbott St to Cable St	64	64	0
	Cable St to Sunset Cliffs Blvd	62	61	-1
	Sunset Cliffs Blvd to Froude St	62	61	-1
Narragansett Ave	Bacon St to Sunset Cliffs Blvd	57	59	2
	Sunset Cliffs Blvd to Froude St	57	60	3
Orchard Ave	Cable St to Sunset Cliffs Blvd	55	57	2
Point Loma Ave	Sunset Cliffs Blvd to Froude St	58	59	1
I-8	Sunset Cliffs Blvd to W Mission Bay Dr*	71	73	2

Table 4.6-7: Land Use - Noise Compatibility Guidelines

Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	60	65	70	75	
Open Space and Parks and Recreational					
Community & Neighborhood Parks; Passive Recreation					
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Outdoor Spectator Sports, Water Recreational Facilities; Horse Stables; Park Maint. Facilities					
Agricultural					
Crop Raising & Farming; Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables					
Residential					
Single Units; Mobile Homes; Senior Housing		**45**			
Multiple Units; Mixed-Use Commercial/Residential; Live Work; Group Living Accommodations **For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.*		**45**	**45***		
Institutional					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities		**45**			
Vocational or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges, Colleges, or Universities)		**45**	**45**		
Cemeteries					
Sales					
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories			**50**	**50**	
Commercial Services					
Building Services; Business Support; Eating & Drinking; Financial Institutions; Assembly & Entertainment; Radio & Television Studios; Golf Course Support			**50**	**50**	
Visitor Accommodations		**45**	**45**	**45**	
Offices					
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters			**50**	**50**	
Vehicle and Vehicular Equipment Sales and Services Use					
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking					
Wholesale, Distribution, Storage Use Category					
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse;					

Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	60	65	70	75	
Wholesale Distribution					
Industrial					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries					
Research & Development				50	

	Compatible	**Indoor Uses**	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.
		Outdoor Uses	Activities associated with the land use may be carried out.
	Conditionally Compatible	**Indoor Uses**	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas. Refer to Section I.
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated t make the outdoor activities acceptable. Refer to Section I.
	Incompatible	**Indoor Uses**	New construction should not be undertaken.
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

Table 4.6-8: Traffic Noise Significance Thresholds

Structure or Proposed Use that would be impacted by Traffic Noise	Interior Space	Exterior Usable Space	General Indication of Potential Significance
Single-family detached	45 dB	65 dB	Structure or outdoor useable area is < 50 feet from the center of the closest (outside) lane on a street with existing or future ADTs > 7500
Multi-family, schools, libraries, hospitals, day care, hotels, motels, parks, convalescent homes.	Development Services Department (DSD) ensures 45 dB pursuant to Title 24	65 dB	
Offices, Churches, Business, Professional Uses	n/a	70 dB	Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 20,000
Commercial, Retail, Industrial, Outdoor Spectator Sports Uses	n/a	75 dB	Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 40,000

4.7 Paleontological Resources

The following section provides background information on existing paleontological resources within the proposed OBCPU area. The following analysis is based on a review of available literature, including the Geotechnical Desktop Study Ocean Beach Community Plan Update (Bodhi Group Inc, February 2013) (Appendix H), City's General Plan, Kennedy maps, the City's Paleontological Guidelines, and the County of San Diego Paleontological Resources by Deméré and Walsh.

4.7.1 Existing Conditions

As discussed in Section 2.4 of this PEIR, the Cretaceous Point Loma Formation underlies the coastal bluffs from the Ocean Beach Pier to the southern boundary of the OBCPU area and is composed of very dense marine sandstone and very hard clay and siltstone.

Quaternary Very Old Paralic deposits overlies the Point Loma Formation in the gentle hills east of Ebers Street. These sediments were deposited on a wave cut terrace cut into the Point Loma Formation.

The late to middle Pleistocene Old Paralic Unit 6 deposits overlie the Point Loma Formation throughout most of the CPU area and are made up of poorly bedded, dense clayey sand, clay and conglomerate. Unconsolidated medium to fine grained sand has been deposited along the beach between the Ocean Beach Pier and the south jetty of the San Diego River.
Alluvium associated with the San Diego River is located between West Point Loma Boulevard and the San Diego River Jetty. The alluvial sediment is composed of unconsolidated and predominately silty fine sand. The alluvial sediments are mixed with unconsolidated fills dredged during the channelization of the San Diego River and fills placed for building pads.

Paleontological Resource Potential

Paleontological resources (fossils) are the remains and/or traces of prehistoric animal and plant life, exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, leaves, and other fossils are found in the geologic deposits (rock formations) within which they were originally buried. Fossil remains are important, as they provide indicators of the earth's chronology and history. They represent a limited, nonrenewable, and sensitive scientific and educational resource.

The potential for fossil remains at a given location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they are entombed. Geologic formations possess a specific paleontological resource

potential wherever the formation occurs based on discoveries made elsewhere in that particular formation. To evaluate paleontological resources in the proposed CPU area, the presence and distribution of geologic formations and the respective potential for paleontological resources were reviewed.

Geologic formations are rated for paleontological resource potential according to the following scale (Deméré and Walsh 1994):

- High Sensitivity - These formations contain a large number of known fossil localities. Generally, highly sensitive formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.
- Moderate Sensitivity - These formations have a moderate number of known fossil localities. Generally, moderately sensitive formations produce invertebrate fossil remains in high abundance or vertebrate fossil remains in low abundance.
- Low and/or Unknown Sensitivity - These formations contain only a small number of known fossil localities and typically produce invertebrate fossil remains in low abundance. Unknown sensitivity is assigned to formations from which there are no known paleontological resources, but which have the potential for producing such remains based on their sedimentary origin.
- Very Low Sensitivity - Very low sensitivity is assigned to geologic formations that, based on their relative youthful age and/or high-energy depositional history, are judged to be unlikely to produce any fossil remains.

4.7.2 Regulatory Framework

Pursuant to Section 15065 of the State CEQA Guidelines (California Code of Regulations Sections 15000–15387), a lead agency must find that a project would have a significant effect on the environment where the project has the potential to eliminate important examples of the major periods of California prehistory, which includes the destruction of significant paleontological resources.

According to the City's Significance Determination Thresholds, impacts to paleontological resources are considered potentially significant for areas with a high sensitivity if grading would exceed 1,000 cubic yards and extend to a depth of 10 feet or greater, and for areas with moderate sensitivity if grading would exceed 2,000 cubic yards and extend to a depth of 10 feet or greater. Additionally, impacts would be considered significant in areas of shallow grading where formational soils are exposed at the surface (i.e., as a result of previous grading) and where fossil localities have already been identified (City of San Diego 2011).

4.7.3 Impacts

Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, impacts related to paleontological resources would be significant if the proposed CPU would:

1. Allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a medium to high fossil bearing potential.

Issue 1: *Would the proposed OBCPU allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a medium to high fossil bearing potential?*

Impacts Analysis

Because human understanding of history is obtained, in part, through the discovery and analysis of paleontological resources, activities which excavate or grade geologic formations which could contain fossil remains would be significant. The proposed OBCPU area contains geologic formations considered to be of high (Point Loma Formation) and low (Fills and Alluvium) sensitivity for fossils. The majority of proposed OBCPU area is currently developed with urbanized uses. However, grading associated with future development projects that involves excavation of native soils in high potential deposits could expose this formation and unearth fossil remains, which could destroy paleontological resources if the fossils are not recovered and salvaged. Thus, impacts resulting from future development in areas underlain by sensitive formations would be significant.

Future development projects would be subject to CEQA review. For projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater, mitigation would be required in compliance with mitigation measures identified below which include retention of a qualified grading monitor during ground disturbing activities where previously undisturbed soils would be affected. This requirement for monitoring would be consistent with the detailed mitigation measure included below for significant impacts and required as part of the pre-construction and construction phase of the development. Implementation of the monitoring measures would result in a less than significant impact to paleontological.

Significance of Impacts

Implementation of future development for the proposed OBCPU has the potential to result in significant impacts to paleontological resources on sites within the areas of high sensitivity of

paleontological resources. Therefore, grading into these sensitive formations could potentially destroy fossil remains.

Discretionary review prior to approval for future projects located in sensitive areas would ensure that all future development projects would be screened to identify any potential for presence of fossils based on the mapped Old Paralic Deposit and grading (e.g., excess of 1,000 cubic yards, extending to a depth of 10 feet or greater). If a development project meets both of these thresholds, a qualified grading monitor would be required to be present during all ground disturbing activities where previously undisturbed soils would be affected. Implementation of the monitoring measures would result in a less than significant impact to paleontological resources.

Mitigation, Monitoring, and Reporting

Paleo-1

Prior to approval of development projects the City shall determine, based on review of the project application, that future projects are sited and designed to minimize impacts on paleontological resources in accordance with the City Paleontological Resources 2011 Significance Thresholds and 2002 Paleontological Resources Guidelines. Monitoring for paleontological resources required during construction activities would be implemented at the project level and would provide mitigation for the loss of important fossil remains with future discretionary projects that are subject to environmental review. Future design of projects as noted below in accordance with the City's Paleontological Resources 2011 Significance Thresholds and City 2002 Paleontology Guidelines shall be based on the recommendations of a project-level analysis of potential impacts on paleontological resources completed in accordance with the steps presented below.

I. Prior to Project Approval

A. The environmental analyst shall complete a project level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:

- Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.
- Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
- Require construction within a known fossil location or fossil recovery site.

Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.

B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.

- Monitoring is always required when grading on a fossil recovery site or a known fossil location.
- Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).
- Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.
- Monitoring is not required when grading documented artificial fill.

When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities .

Significance After Mitigation

Compliance with the above mitigation related to paleontological resources would reduce those impacts to below a level of significance.

4.8 Geology and Soils

The following discussion of geologic conditions is based upon the Geologic Study (Bodhi Group, Inc. 2013) prepared for the Ocean Beach Community Plan Update PEIR. This study is included as Appendix H to this PEIR. A review of the City Seismic Safety Study (SDSSS) and other secondary source information was also conducted.

4.8.1 Existing Conditions

Geologic Setting

The Ocean Beach planning area is located in the western central portion of the City of San Diego, at the northern end of Point Loma. The planning area is bound to the east by Froude Street, to the south by Adair Street, to the west by the Pacific Ocean and to the north by the San Diego River. The southwestern edge of the area is characterized by steep ocean bluffs up to 20-feet high. West of Point Loma Avenue, the Site is relatively flat ranging from nearly sea level to 60 feet above sea level. The Site rises gently east of Ebers Street between Newport Avenue and Pescadero Avenue. The northern portion of the Site is located in a portion of the San Diego River basin that has been filled to create level parks and building areas. Ocean Beach is occupied by residential and commercial buildings, paved and unpaved streets, parks, schools and other public buildings. Structures are generally less than 3 stories high and are of light construction.

The Ocean Beach Community Plan area is located within the Peninsular Ranges Geomorphic Province of California. This province is characterized by rugged north-south trending mountains separated by subparallel faults, and a coastal plain of subdued landforms underlain by Mesozoic and Cenozoic sedimentary formations. The Site is located within coastal plain portion of the province. The Site is underlain at depth by the Cretaceous Point Loma Formation, Pleistocene Very Old Paralic sediments in the low hills and Old Paralic Unit 6 in the flat lying central portion of the area. Quaternary beach sand, alluvium and fill overlie the older sediments along the northern and northwestern margins of the area. The distribution of geologic units within Ocean Beach is shown on Figure 4.8-1.

Southern California is dominated by right-lateral active faulting and San Diego is no exception. The Rose Canyon fault is located 6 kilometers east of Ocean Beach. The fault is responsible for lifting Mount Soledad and creating the basin known today as San Diego Bay. There are two large active faults off shore from Ocean Beach; the Coronado Banks and San Diego Trough. There are no known active faults (faults that show evidence of movement in the last 11,000 years) at the Site. The nearest Quaternary fault (a fault that shows evidence of movement in the last 2.5 million years, but not in the last 11,000 years) is the Point Loma fault (Figure 4.8-2).

Groundwater conditions at the Site are highly variable. Throughout most of the central and northern portions of the Site, the groundwater is controlled by sea level and the flood level of the San Diego River. To the south and east, groundwater is controlled by the relatively impermeable Point Loma Formation. Groundwater, primarily from local irrigation, percolates downward through the Very Old Paralic sediments and Old Paralic Unit 6 sediments and becomes perched on the Point Loma Formation. Due to the gentle westward tilt of the old wave cut terrace, the groundwater eventually migrates to the coastal bluffs where it can be observed as seeps in the cliff faces. Geologic units that underlie the Site, from oldest to youngest, are described below.

Point Loma Formation (Map Symbol - Kpl)

The Cretaceous Point Loma Formation is anticipated to underlie most of the CPUA and is exposed in the coastal bluffs from the Ocean Beach Pier to the southern boundary of Ocean Beach. The Point Loma Formation is composed of very dense marine sandstone and very hard clay and siltstone. The formation has a gentle north east dip which is generally favorable for slope stability. However, the formation is jointed and contains numerous steeply dipping inactive faults that can erode when attacked by waves in coastal bluffs. The Point Loma Formation is overlain by the mid to late Pleistocene Old Paralic Unit 6 sediments.

Quaternary Very Old Paralic Deposits (Map Symbol - Qvop)

Early to middle Pleistocene estuarine, beach, alluvial and colluvial deposits overlies the Point Loma Formation in the gentle hills east of Ebers Street. These sediments were deposited on a wave cut terrace cut into the Point Loma Formation. This formation was formerly mapped as the Linda Vista Formation and is composed of reddish brown poorly indurated sandstone, mudstone and conglomerate. The Very Old Paralic deposits are relatively incompressible and perform well in slopes protected from erosion. Where unprotected, these sediments are susceptible to erosion.

Old Paralic Unit 6 (Map Symbol - Qop6)

Late to middle Pleistocene estuarine, alluvial and colluvial deposits overlie the Point Loma Formation throughout most of the Site. Unit 6 is composed of poorly bedded, dense clayey sand, clay and conglomerate. The sediments are relatively incompressible under light building loads and are not susceptible to slope instabilities if exposed in low (10 feet or less) slopes inclined no steeper than 2:1 (horizontal to vertical). Where unprotected, slopes in this unit are susceptible to erosion.

Holocene Marine Beach Sand (Map Symbol Qmb)

Unconsolidated medium to fine grained sand has been deposited along the beach between the Ocean Beach Pier and the south jetty of the San Diego River. The sand is susceptible to erosion due to waves or running water.

Alluvium and Fill (Map Symbol Qal + Fill)

Alluvium associated with the San Diego River is located between West Point Loma Boulevard and the San Diego River Jetty. The alluvial sediment is composed of unconsolidated and predominately silty fine sand. The alluvial sediments are mixed with unconsolidated fills dredged during the channelization of the San Diego River and fills placed for building pads.

Geologic Hazards

According to the City of San Diego Seismic Safety Study (1995), the Site is susceptible to a number of geologic hazards. The geohazards map (Figure 4.8-2) depicts the various hazards and their anticipated locations. The geologic hazard boundaries nearly always coincide with geologic unit contacts. The number designations on the map correspond to designations from the City of San Diego Seismic Safety Study. In addition to the hazards identified in the City of San Diego Seismic Safety Study, seismic shaking from earthquakes and tsunami inundation has been included as geologic hazards that should be considered for the Site.

Seismicity and Ground Motion

The Site will be subject to hazards caused by ground shaking during seismic events on regional active faults. Figure 4.8-3 shows the locations of known active faults within 100 kilometers of the Site. The centroid of the Site is located at about latitude 32.7452º north and longitude 117.2468º west in the North American Datum of 1983 in decimal degree coordinates. Commercially-available computer software was used to evaluate potential seismicity at the Site. These programs determine the distance between the Site centroid and known faults. Table 4.8-1 summarizes the properties of these faults based on the program EQFAULT and supporting documentation (Blake, 2000). EQFAULT was used to perform a deterministic seismic analysis of known active faults within 100 kilometers of the Site. Deterministic analysis is conducted by assuming that each fault will rupture at the nearest distance to the Site. The results do not have substantial statistical significance, but they are useful for indicating the relative contribution of each of the nearby faults to the total seismic risk at the Site.

The program FRISKSP was also used to perform a probabilistic seismic hazard analysis for the Site. The analysis was conducted using the characteristic earthquake distribution of Youngs and

Coppersmith (1985). Based on the results of our probabilistic analyses, the peak ground accelerations with a 2, 5 and 10 percent probability of being exceeded in a 50 year period are 0.55g, 0.41g and 0.31g, respectively. The identified levels of risk are often referred to as the Maximum Considered, Upper Bound and Design Basis Earthquakes, respectively. By comparison, the California Building Code (United States Geological Survey [USGS] Seismic Hazard Curves and Uniform Response Spectra) indicates that the Peak Ground Acceleration for the Site is 0.39g.

The program EQSEARCH (Blake, 2000) was used to evaluate historical seismicity. The results of EQSEARCH indicate that 19 historical earthquakes of magnitude 5.0 or greater have occurred within 100 km of the Site in the last 206 years. These earthquakes were estimated to have produced peak ground accelerations (PGA) of up to roughly 0.23g at the Site.

Surface Rupture

Surface rupture is the result of movement on an active fault reaching the surface. Figure 4.8-3 shows the Site in relation to known active faults in the region. The nearest previously mapped named fault to the site is the Point Loma fault located in the northeastern portion of the Site, roughly underlying Nimitz Boulevard. The Point Loma fault has geomorphic expression and is reported to offset geologic units of Pleistocene age, but is not known to offset sediments or soils of Holocene age. As a result, the fault is considered potentially active fault and the City of San Diego will require additional investigation for structures constructed within the fault buffer zone. The nearest known active fault is the Rose Canyon fault zone, which is located about 6 kilometers east of the Site based on City of San Diego (1995) fault maps. There are no known active faults underlying, or projecting toward the Site. The Site is not located within an Alquist-Priolo Earthquake Fault Zone. In our opinion, the probability of surface rupture due to faulting beneath the Site is negligible.

Liquefaction (Geologic Hazard Map Symbol 31)

Liquefaction is a process in which soil grains in saturated sand or silt deposits lose contact due to earthquakes or other sources of ground shaking. The soil deposit temporarily behaves as a viscous fluid; pore pressures rise, and the strength of the deposit is greatly diminished. Liquefaction is often accompanied by sand boils, lateral spread, and post-liquefaction settlement as the pore pressures dissipate. Liquefiable soils typically consist of cohesionless sands and silts that are loose to medium dense, and saturated. To liquefy, soils must be subjected to ground shaking of sufficient magnitude and duration. The geologic conditions susceptible to liquefaction at the Site are in the low lying areas north of West Point Loma Boulevard. Ground failure and lateral spreading could occur in the residential area in the northeast corner of the planning area if the ground was not sufficiently prepared prior to grading and construction of buildings.

Stable Beach Sand (Geologic Hazard Map Symbol 48)

Beach sand is relatively stable but is subject to rapid erosion due to storm waves, flooding and tsunamis. The beach at Ocean Beach is somewhat protected from long shore currents by the South Mission Bay Jetty. Annual sand movement is generally onshore during the summer months and off shore during the winter months. The beach is replenished periodically by floods in the San Diego River. These factors have created a relatively stable over-all sand budget. Localized erosion and flooding do occur during winter storms when the sand has migrated off-shore. The combination of storm waves, storm surge and high tides have and will continue to flood the low lying areas of Ocean Beach immediately adjacent to the beach. If global sea levels rise in the future, flooding may become more frequent.

Coastal Bluff Retreat (Geologic Map Symbol 43)

Coastal bluff erosion and subsequent retreat in the Sunset Cliffs area of Point Loma are well documented. The main factors causing bluff erosion are geologic structure and sea level. Wave action attacks weak points (faults, fractures, and joints) in the Point Loma Formation causing localized increased erosion. Over time, the erosion grows to the point where the overlying Old Paralic Unit 6 sediments are undercut and fail resulting in a landward migration of the bluff top. Where the Point Loma Formation has not been affected by faulting, fracturing, or jointing, bluffs are quite stable. Sea level affects wave attack by controlling how and where waves break. At higher levels (such as high tide) waves can beat against the bluffs without breaking. This causes a piston-like action on the bedrock and is much more damaging than waves that have broken further to sea. Sea levels have been documented to have risen 10 centimeters in the last 70 years (Spaulding and Crampton, 2001). If this trend continues, the forces acting on the bluffs will increase as well.

Retreat rates are highly variable. When failures do occur, they are episodic and often catastrophic. An annualized rate of 0.75 to 1.5 inches has been shown for parts of the Sunset Cliffs just south of the Site (Spaulding and Crampton, 2001). It should be noted that the mode of failure consists of an initial collapse that causes retreat measured in feet followed by years of quiescence.

Stable Geology (Geologic Hazards Map Symbol 52)

A majority of Ocean Beach is designated as having a low risk for geologic hazards (Figure 4.8-2). The area with map symbol 52 has low topographic relief, which minimizes slope stability hazards or erosion. However, slopes steeper than 2:1 (horizontal : vertical) and higher than 8 feet may be subject to erosion, or instability due to adverse drainage or geologic structure and will require specific geotechnical investigation to evaluate slope stability The soils underlying this

area are relatively well consolidated and are not typically subject to settlement, subsidence, or liquefaction.

Tsunami Inundation, Flooding

The California Geologic Survey issued tsunami inundation maps for the coastal portions of California in 2009 (CGS, 2009). The inundation line for the La Jolla 7.5 Minute Quadrangle has been reproduced on the geohazards map. The line is based on an elevation where a reasonable estimated event may extend. Source events include nearby offshore faults, submarine landslides and distant (worldwide) seismic sources. There is no probability assigned to this run-up line.

4.8.2 Regulatory Setting

a. Earthquake Fault Zoning Act (Alquist-Priolo Act)

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the Act, the State Geologist has established regulatory zones (known as Earthquake Fault Zones) around surface traces of active faults. These have been mapped for affected cities, including San Diego. A detailed geologic investigation must be prepared prior to receiving a permit in an area extending 100 feet on both sides of known potentially and recently active earthquake fault zone traces (Centre City Development Corporation 2006, City of San Diego, 2008f).

b. City of San Diego Seismic Safety Study

The SDSSS is a series of maps indicating likely geologic hazards throughout the City. The maps do not provide site-specific information; they are to be used as a guide to determine relative risk. The SDSSS identifies areas prone to liquefaction and earthquake induced landslides as Zones of Required Investigation which require a report of the geotechnical condition prior to obtaining a permit (City of San Diego 2008f). The level of technical geological study is dependent on the following:

- The type of permit being sought (e.g., land-planning, land-development, and/or building)
- Geological Hazard Category
- The building type/land use group
- Relative Risk

When required, the geologic technical report will either consist of a preliminary study, a geologic reconnaissance, or an in-depth geologic investigation report that includes field work and analysis. The geologic reconnaissance report and the geologic investigation report shall include all pertinent requirements as established by the City.

In addition, the City may require a geologic reconnaissance report or a geologic investigation report for any site if the Building Official has reason to believe that a geologic hazard may exist at the site.

Section 145.1802 of the San Diego Municipal Code discusses in more detail the requirements related to the geotechnical report outlined in the SDSSS (City of San Diego 2009c).

City of San Diego General Plan Policies

The City's General Plan presents goals and policies for geologic and soil safety as well as disaster preparedness in the Public Facilities, Services, and Safety Element. Relevant policies from this element are listed below.

PF-Q.1. Protect public health and safety through the application of effective seismic, geologic and structural considerations.

a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action.
b. Maintain updated citywide maps showing faults, geologic hazards, and land use capabilities, and related studies used to determine suitable land uses.
c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.
d. Utilize the findings of a beach and bluff erosion survey to determine the appropriate rate and amount of coastline modification permissible in the City.
e. Coordinate with other jurisdictions to establish and maintain a geologic "data bank" for the San Diego area.
f. Regularly review local lifeline utility systems to ascertain their vulnerability to disruption caused by seismic or geologic hazards and implement measures to reduce any vulnerability.
g. Adhere to state laws pertaining to seismic and geologic hazards.

PF-Q.2. Maintain or improve integrity of structures to protect residents and preserve communities.

a. Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio-economic consequences of the attendant relocation and housing programs.
b. Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements.

c. Support legislation that would empower local governing bodies to require structural inspections for all existing pre-Riley Act (1933) buildings, and any necessary remedial work to be completed within a reasonable time.

4.8.3 Impacts

Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, impacts related to geology and soils would be significant if the proposed CPU would:

1. Result in the exposure of people or property to geologic hazards such as groundshaking, fault rupture, landslides, mudslides, ground failure, or similar hazards;
2. Result in a substantial increase in wind or water erosion of soils; or
3. Result in allowing structures to be located on a geological unit or soil that is unstable or that would become unstable and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse.

Issue 1: *Would the proposed OBCPU result in the exposure of people or property to geologic hazards such as ground shaking, fault rupture, landslides, mudslides, ground failure, or similar hazards?*

Impact Analysis

Both The City's General Plan and the OBCPU contain numerous goals and policies in relation to geologic hazards. An overall goal of the OBCPU's Public Facilities, Services, and Safety Element is to ensure that the community has an adequate plan to prepare and respond to issues resulting from seismic conditions. In addition, the General Plan's goals include the protection of public health and safety through abated structural hazards and mitigated risks posed by seismic conditions and encouraging development that avoids inappropriate land uses in identified seismic risk areas. These goals are implemented through the policies listed above in section 4.8-2.

a. Surface/Fault Rupture and Ground Shaking

Subsequent land use activities associated with the implementation of the proposed OBCPU could result in the exposure of more people, structures, and infrastructure to seismic hazards.

Potentially active and active faults are not mapped within the OBCPU area. Therefore, the potential for surface rupture hazard due to faulting is considered minimal.

The Seismic Hazards Mapping Act requires that cities use the Seismic Hazard Zone Maps in their land use planning and building permit processes. It also requires that site-specific geotechnical investigations be conducted within the Zones of Required Investigation in order to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. If surface rupture hazards are identified, the use of structural setbacks or similar measures would be used.

Impacts related to surface rupture hazards would be considered less than significant.

Continued implementation of the City's updated Municipal Code (effective August 30, 2012) and the California Building Code (CBC) would ensure that people, structures, and infrastructure are not adversely impacted by seismic hazards.

All new development and redevelopment would be required to comply with the current adopted CBC, which includes design criteria for seismic loading and other geologic hazards. This includes design criteria for geologically induced loading that governs sizing and structural members and provides calculation methods to assist in the design process. Thus, while shaking impacts could be potentially damaging, they would also tend to be reduced and minimized in their effects during the design process due to CBC criteria. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design.

b. Liquefaction

As discussed in Section 4.8.1 the geologic conditions susceptible to liquefaction at the CPU area are in the low lying areas north of West Point Loma Boulevard. Ground failure and lateral spreading could occur in the residential area in the northeast corner of the planning area if the ground was not sufficiently prepared prior to grading and construction of buildings. Most of the OB is located outside of a liquefaction area and impacts would are not anticipated.
Future projects would utilize proper engineering design and utilization of standard construction practices in order to ensure that potential impacts liquefaction would remain less than significant. In addition, all construction documents would be reviewed by City Engineering to ensure compliance with all applicable State and Local Building Codes.

c. Landslides and Mudslides

There are no landslides or mudslides in the proposed OBCPU area or in a location that could impact the proposed CPU area. No impacts were identified.

d. Tsunamis and Seiches

As shown in Figure 4.8.2 the northwest portion of the project area is within the inundation line for tsunamis. The CPU is not proposing any changes within the flood inundation line but would implement key policies from the General Plan that would ready the area in case of natural disasters therefore the project would not expose people to impacts from tsunamis or seiches.

Significance of Impacts

Impacts related to geologic hazards for would be avoided or reduced to a level less than significant through adherence to the City's Municipal Code and CBC. Furthermore, the geologic hazard conditions addressed above are an existing condition and the implementation of the OBCPU would not exacerbate these conditions, but in affect would improve conditions and therefore, impacts would be less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.

Issue 2: *Would the proposed OBCPU result in a substantial increase in wind or water erosion of soils?*

Impacts Analysis

The majority of the OBCPU area is developed and was previously graded. Implementation of the proposed OBCPU could lead to construction and grading activities that could expose topsoil and increase soil erosion from water and wind. Development of parcels within the proposed OBCPU for future projects could remove the existing pavement and cover, thereby exposing soils to potential runoff and erosion. However, continued implementation of the City's Municipal Code would ensure that there are no adverse impacts from erosion and loss of topsoil. The City's Municipal Code grading regulations require extensive measures to control erosion during and after grading or construction. These include:

- Desilting basins, improved surface drainage, or planting of ground covers installed early in the improvement process in areas that have been stripped of native vegetation or areas of fill material;
- Short-term measures, such as sandbag placement and temporary detention basins;
- Restrictions on grading during the rainy season (November through March), depending on the size of the grading operation, and on grading in proximity to sensitive wildlife habitat; and,

- Immediate post-grading slope revegetation or hydroseeding with erosion-resistant species to ensure coverage of the slopes prior to the next rainy season.

Conformance to such mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Furthermore, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres, or any project involving less than one acre that is part of a larger development plan, is subject to NPDES General Construction Storm Water Permit provisions. Additionally, any development of this significant size within the City would be required to prepare and comply with an approved SWPPP that would consider the full range of erosion control BMPs, including any additional site-specific and seasonal conditions. Project compliance with NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development.

However, the beach area has experienced significant sand erosion over the years, due in part to the Mission Bay and San Diego River jetties which block the southward migration of sand. Sand replenishment programs have been implemented by the regional planning agency in the past and periodic replenishment should continue in order to protect Ocean Beach Park. Bluff erosion between the Fishing Pier and Adair Street is also a problem. These bluffs, which include the tide pools adjacent to the Fishing Pier, as well as several street-end beaches, are part of a unique, beautiful and living coastal environment. Bluff erosion is proceeding in a non-uniform rate, with certain areas experiencing more than others. The rate of erosion is a factor when considering development proposals for structures along the bluffs, as well as emergency permits for revetments to save structures determined to be in imminent danger from bluff collapse.

The following recommendations within the proposed Conservation Element address erosion along the bluffs and beaches of the OBCPU area.

7.3.1 Setback new development on property containing a coastal bluff at least 40 feet from the bluff edge. This setback may be reduced to not less than 25 feet if evidence is provided that indicates the site is stable enough to support the development without requiring construction of shoreline protective devices. Do not allow a bluff edge setback less than 40 feet if erosion control measures or shoreline protective devices exist on the sites which are necessary to protect the existing principal structure in danger from erosion.

7.3.2 Ensure the preservation of the coastal bluffs in their natural state by working cooperatively with the community, City officials, and the California Coastal Commission.

7.3.3 Work with San Diego Association of Governments to implement a clean sand replenishment program to restore, maintain and enhance beach areas.7.3.4 Allow the placement of shoreline protective works, such as concrete seawalls, revetments and

parapets, only when required to serve coastal-dependent uses or when there are no other feasible means to protect existing principal structures, such as homes, in danger from erosion.

7.3.5 To the maximum extent possible, implement Low Impact Development practices on new construction or infill development in conformance with the City's Storm Water Standards Manual to minimize storm water runoff and bluff erosion.

All projects implemented under the proposed OBCPU would be required to comply with City Municipal Code and NPDES storm water regulations and adhere to an approved SWPPP prior to start of grading and/or construction and also would be subject to the above recommendations. Based upon these measures impacts associated with erosion would reduced and avoided and would be less than significant.

Significance of Impacts

Adherence to the City Municipal Code grading regulations and construction requirements and implementation of the recommendations and standards would preclude significant erosion impacts. Impacts are determined to be less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.

Issue 3: *Would the proposed OBCPU result in allowing structures to be located on a geological unit or soil that is unstable or that would become unstable and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?*

Impact Analysis

With the exception of the liquefaction area within Famosa Slough and along the Coastal Bluffs The majority of the OBCPU area is located in an area with stable geology. Any development within or directly adjacent to the Slough would be very limited or not existent. Development along the bluff edge has been addressed under Issue 2 and impacts were not identified. Therefore significant impacts under this issue would be less than significant.

However, future development and improvements implemented under the proposed OBCPU could experience stresses on various sections of foundations and connected utilities, as well as structural failure and damage to infrastructure if located on expansive or unstable soils.

Continued implementation of the City's Municipal Code and compliance with the CBC would ensure that potential development is not adversely impacted by unstable soils.

Projects implemented under the proposed OBCPU would be required to comply with City Municipal Code and the CBC to ensure that the future structures and occupants would not be affected by unstable soils. Therefore, impacts would be less than significant.

Significance of Impacts

Adherence to the City's Municipal Code and the CBC would reduce the effects resulting from developing on unstable soils to a minimum. Therefore, this impact is considered to be less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.


Qal+Fill
Qmb
Kp
Qop6
Kp
Qvop
Kp
Point Loma Fault
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
Figure 4.8-1
Geology Layers
Fault
The Bodhi Group
Notes:
Only geological layers, symbols, and colors for the Ocean Beach Community Planning Area are shown.
Geological units outside the areas are not symbolized.
Adopted from: Kennedy, M.P. and Tan, S.S. compilers, 2008. Geologic Map of the San Diego 30' x 60' Quadrangle, California, California Geological Survey, Regional Geologic Map No. 3, 1:100,000 scale.


SITE
31
48
52
43
43
43
Point Loma Fault
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
Figure 4.8-2
Geological Hazards
The Bodhi Group
Notes:
Only geological hazards for the Ocean Beach Community Planning Area are shown.
Geological hazards outside the areas are not symbolized.
Adopted from: City of San Diego, 2008, Geologic Hazards and Faults Maps.
San Diego Seismic Safety Study.
California Geological Survey, 2009, Tsunami Inundation
Map for Emergency Planning, La Jolla Quadrangle.


Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.8-3
Faults
Other Faults
qfault_25_Project
Ocean Beach Community Plan Boundary
Source: Sangis
0
800
Feet

Table 4.8-1: Seismic, Geologic, and Structural Hazards

Seismic Geologic, and Structural Hazards	
Ground Shaking	When a break or rapid relative displacement occurs along the two sides of a fault, the tearing and snapping of the earth's crust creates seismic waves which are felt as a shaking motion at the ground surfaces. The most useful measure of severity of ground shaking for planning purposes is the Modified Mercalli Intensity scale. This scale, ranging from Intensities I to XII, judges shaking severity by the amount of damage it produces. Intensity VII marks the point at which damage becomes significant. Intensity VIII and above correspond to severe damage and problems that are of great community concern. For comparison, the Rose Canyon Fault, capable of producing a 6.9 magnitude earthquake, would have an intensity of VII-IX. Intensity IX earthquakes are characterized by great damage to structures including collapse.
Ground Displacement	Ground displacement is characterized by slippage along the fault, or by surface soil rupture resulting from displacement in the underlying bedrock. Such displacement may be in any direction and can range from a fraction of an inch to tens of feet. In San Diego, exposures are generally poor and most faults are either potentially active or inactive. However, if ground displacement were to occur locally, it would most likely be on an existing fault. Failure of the ground beneath structures during an earthquake is a major contributor to damage and loss of life. Many structures would experience severe damage from foundation failures resulting from the loss of supporting soils during the earthquake.
Seismically Induced Settlement / Subsidence	Settlement of the ground may come from fault movement, slope instability, and liquefaction and compaction of the soil at the site. Settlement is not necessarily destructive. It is usually differential settlement that damages structures. Differential or uneven settlement occurs when the subsoil at a site is of non-uniform depth, density, or character, and when the severity of shaking varies from one place to another.
Liquefaction	Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state during strong ground shaking.
Soil Lurching	Soil lurching is the movement of land at right angles to a cliff, stream bank, or embankment due to the rolling motion produced by the passage of surface waves. It can cause severe damage to buildings because of the formation of cracks in the ground surface. The effects of lurching are likely to be most significant near the edge of alluvial valleys or shores where the thickness of soft sediments varies appreciably under a structure.
Tsunamis and Seiches	A tsunami is a sea wave generated by a submarine earthquake, landslide, or volcanic action. A major tsunami from either of the latter two events is considered to be remote for the San Diego area. However, submarine earthquakes are common along the edge of the Pacific Ocean, and all of the Pacific coastal areas are therefore exposed to the potential hazard of tsunamis to a greater or lesser degree. A seiche is an earthquake-induced wave in a confined body of water, such as a lake, reservoir, or bay.

Table 4.8-1: Seismic, Geologic, and Structural Hazards

Seismic Geologic, and Structural Hazards	
Landslide and Slope Stability	Old landslides and landslide-prone formations are the principal non-seismic geologic hazards with the City. Conditions which should be considered in regard to slope instability include inclination, characteristics of the soil and rock orientation of the bedding, and the presence of groundwater. The causes of classic landslides start with the preexisting condition inherent within the rock body itself that can lead to failure. The actuators of landslides can be both natural events such as earthquakes, rainfall and erosion and human activities such as grading and filling. Some of the areas where landslides have occurred are: Otay Mesa; the east side of Point Loma; the vicinities of Mount Soledad, Rose Canyon, Sorrento Valley, and Torrey Pines; portions of Rancho Bernardo and Los Peñasquitos; and along Mission Gorge in the vicinity of the second San Diego Aqueduct.
Coastal Bluffs	Coastal bluffs are land features that have resulted from the actions of sea wave forces on geologic formations and soil deposits. Geologic factors that affect the stability of bluffs include rock type, jointing and fracturing, faulting and shear zones, and base erosion. Where bluffs are eroding quickly, measures to reduce bluff degradation may be necessary in order to preserve the bluff line. In the Torrey Pines area, the coastal bluffs have experienced sizeable landslides where oversteepening of the sea cliff has resulted in unstable conditions. In addition, rock falls have occurred in the Sunset Cliffs area due to undermining of the sandstone.
Debris Flows or Mudslides	A debris flow or mudslide is a form of shallow landslide involving soils, rock, plants, and water forming a slurry that flows downhill. This type of earth movement can be very destructive to property and cause significant loss during periods of heavy rainfall. The City is susceptible to mudslides due to abundant natural, hilly terrain and steep manufactured slopes. Steeply graded slopes tend to be difficult to landscape and are often planted with shallow-rooted vegetation on a thin veneer of topsoil. When saturated, these loose soils behave like a liquid and fail.
Buildings	It is roughly estimated that about 800 (mainly nonresidential) masonry buildings within the City may constitute structural hazards. The majority of these are located in the downtown area; however, appreciable numbers are also found in the older sections of the Hillcrest, North Park, and La Jolla business districts, among others. Policies regulating the rehabilitation of such structures, and construction of new structures, are addressed in the City's Land Development Code.
Utility Systems	Utility systems are peculiarly subject to failure in earthquakes because of their largely underground location, and the inevitability that some lines will cross faults. Major transmission lines crossing fault zones should be carefully designed and constructed so that ground movement can be accommodated. In general, this suggests the use of flexible pipe and rubber ring joints rather than rigid lengths of pipe that are welded or glued. Frequent valving to permit the isolation of broken mains is also indicated, along with provision for utilizing redundant routes or systems.

4.8 Geology and Soils

The following discussion of geologic conditions is based upon the Geologic Study (Bodhi Group, Inc. 2013) prepared for the Ocean Beach Community Plan Update PEIR. This study is included as Appendix H to this PEIR. A review of the City Seismic Safety Study (SDSSS) and other secondary source information was also conducted.

4.8.1 Existing Conditions

Geologic Setting

The Ocean Beach planning area is located in the western central portion of the City of San Diego, at the northern end of Point Loma. The planning area is bound to the east by Froude Street, to the south by Adair Street, to the west by the Pacific Ocean and to the north by the San Diego River. The southwestern edge of the area is characterized by steep ocean bluffs up to 20-feet high. West of Point Loma Avenue, the Site is relatively flat ranging from nearly sea level to 60 feet above sea level. The Site rises gently east of Ebers Street between Newport Avenue and Pescadero Avenue. The northern portion of the Site is located in a portion of the San Diego River basin that has been filled to create level parks and building areas. Ocean Beach is occupied by residential and commercial buildings, paved and unpaved streets, parks, schools and other public buildings. Structures are generally less than 3 stories high and are of light construction.

The Ocean Beach Community Plan area is located within the Peninsular Ranges Geomorphic Province of California. This province is characterized by rugged north-south trending mountains separated by subparallel faults, and a coastal plain of subdued landforms underlain by Mesozoic and Cenozoic sedimentary formations. The Site is located within coastal plain portion of the province. The Site is underlain at depth by the Cretaceous Point Loma Formation, Pleistocene Very Old Paralic sediments in the low hills and Old Paralic Unit 6 in the flat lying central portion of the area. Quaternary beach sand, alluvium and fill overlie the older sediments along the northern and northwestern margins of the area. The distribution of geologic units within Ocean Beach is shown on Figure 4.8-1.

Southern California is dominated by right-lateral active faulting and San Diego is no exception. The Rose Canyon fault is located 6 kilometers east of Ocean Beach. The fault is responsible for lifting Mount Soledad and creating the basin known today as San Diego Bay. There are two large active faults off shore from Ocean Beach; the Coronado Banks and San Diego Trough. There are no known active faults (faults that show evidence of movement in the last 11,000 years) at the Site. The nearest Quaternary fault (a fault that shows evidence of movement in the last 2.5 million years, but not in the last 11,000 years) is the Point Loma fault (Figure 4.8-2).

Groundwater conditions at the Site are highly variable. Throughout most of the central and northern portions of the Site, the groundwater is controlled by sea level and the flood level of the San Diego River. To the south and east, groundwater is controlled by the relatively impermeable Point Loma Formation. Groundwater, primarily from local irrigation, percolates downward through the Very Old Paralic sediments and Old Paralic Unit 6 sediments and becomes perched on the Point Loma Formation. Due to the gentle westward tilt of the old wave cut terrace, the groundwater eventually migrates to the coastal bluffs where it can be observed as seeps in the cliff faces. Geologic units that underlie the Site, from oldest to youngest, are described below.

Point Loma Formation (Map Symbol - Kpl)

The Cretaceous Point Loma Formation is anticipated to underlie most of the CPUA and is exposed in the coastal bluffs from the Ocean Beach Pier to the southern boundary of Ocean Beach. The Point Loma Formation is composed of very dense marine sandstone and very hard clay and siltstone. The formation has a gentle north east dip which is generally favorable for slope stability. However, the formation is jointed and contains numerous steeply dipping inactive faults that can erode when attacked by waves in coastal bluffs. The Point Loma Formation is overlain by the mid to late Pleistocene Old Paralic Unit 6 sediments.

Quaternary Very Old Paralic Deposits (Map Symbol - Qvop)

Early to middle Pleistocene estuarine, beach, alluvial and colluvial deposits overlies the Point Loma Formation in the gentle hills east of Ebers Street. These sediments were deposited on a wave cut terrace cut into the Point Loma Formation. This formation was formerly mapped as the Linda Vista Formation and is composed of reddish brown poorly indurated sandstone, mudstone and conglomerate. The Very Old Paralic deposits are relatively incompressible and perform well in slopes protected from erosion. Where unprotected, these sediments are susceptible to erosion.

Old Paralic Unit 6 (Map Symbol - Qop6)

Late to middle Pleistocene estuarine, alluvial and colluvial deposits overlie the Point Loma Formation throughout most of the Site. Unit 6 is composed of poorly bedded, dense clayey sand, clay and conglomerate. The sediments are relatively incompressible under light building loads and are not susceptible to slope instabilities if exposed in low (10 feet or less) slopes inclined no steeper than 2:1 (horizontal to vertical). Where unprotected, slopes in this unit are susceptible to erosion.

Holocene Marine Beach Sand (Map Symbol Qmb)

Unconsolidated medium to fine grained sand has been deposited along the beach between the Ocean Beach Pier and the south jetty of the San Diego River. The sand is susceptible to erosion due to waves or running water.

Alluvium and Fill (Map Symbol Qal + Fill)

Alluvium associated with the San Diego River is located between West Point Loma Boulevard and the San Diego River Jetty. The alluvial sediment is composed of unconsolidated and predominately silty fine sand. The alluvial sediments are mixed with unconsolidated fills dredged during the channelization of the San Diego River and fills placed for building pads.

Geologic Hazards

According to the City of San Diego Seismic Safety Study (1995), the Site is susceptible to a number of geologic hazards. The geohazards map (Figure 4.8-2) depicts the various hazards and their anticipated locations. The geologic hazard boundaries nearly always coincide with geologic unit contacts. The number designations on the map correspond to designations from the City of San Diego Seismic Safety Study. In addition to the hazards identified in the City of San Diego Seismic Safety Study, seismic shaking from earthquakes and tsunami inundation has been included as geologic hazards that should be considered for the Site.

Seismicity and Ground Motion

The Site will be subject to hazards caused by ground shaking during seismic events on regional active faults. Figure 4.8-3 shows the locations of known active faults within 100 kilometers of the Site. The centroid of the Site is located at about latitude 32.7452º north and longitude 117.2468º west in the North American Datum of 1983 in decimal degree coordinates. Commercially-available computer software was used to evaluate potential seismicity at the Site. These programs determine the distance between the Site centroid and known faults. Table 4.8-1 summarizes the properties of these faults based on the program EQFAULT and supporting documentation (Blake, 2000). EQFAULT was used to perform a deterministic seismic analysis of known active faults within 100 kilometers of the Site. Deterministic analysis is conducted by assuming that each fault will rupture at the nearest distance to the Site. The results do not have substantial statistical significance, but they are useful for indicating the relative contribution of each of the nearby faults to the total seismic risk at the Site.

The program FRISKSP was also used to perform a probabilistic seismic hazard analysis for the Site. The analysis was conducted using the characteristic earthquake distribution of Youngs and

Coppersmith (1985). Based on the results of our probabilistic analyses, the peak ground accelerations with a 2, 5 and 10 percent probability of being exceeded in a 50 year period are 0.55g, 0.41g and 0.31g, respectively. The identified levels of risk are often referred to as the Maximum Considered, Upper Bound and Design Basis Earthquakes, respectively. By comparison, the California Building Code (United States Geological Survey [USGS] Seismic Hazard Curves and Uniform Response Spectra) indicates that the Peak Ground Acceleration for the Site is 0.39g.

The program EQSEARCH (Blake, 2000) was used to evaluate historical seismicity. The results of EQSEARCH indicate that 19 historical earthquakes of magnitude 5.0 or greater have occurred within 100 km of the Site in the last 206 years. These earthquakes were estimated to have produced peak ground accelerations (PGA) of up to roughly 0.23g at the Site.

Surface Rupture

Surface rupture is the result of movement on an active fault reaching the surface. Figure 4.8-3 shows the Site in relation to known active faults in the region. The nearest previously mapped named fault to the site is the Point Loma fault located in the northeastern portion of the Site, roughly underlying Nimitz Boulevard. The Point Loma fault has geomorphic expression and is reported to offset geologic units of Pleistocene age, but is not known to offset sediments or soils of Holocene age. As a result, the fault is considered potentially active fault and the City of San Diego will require additional investigation for structures constructed within the fault buffer zone. The nearest known active fault is the Rose Canyon fault zone, which is located about 6 kilometers east of the Site based on City of San Diego (1995) fault maps. There are no known active faults underlying, or projecting toward the Site. The Site is not located within an Alquist-Priolo Earthquake Fault Zone. In our opinion, the probability of surface rupture due to faulting beneath the Site is negligible.

Liquefaction (Geologic Hazard Map Symbol 31)

Liquefaction is a process in which soil grains in saturated sand or silt deposits lose contact due to earthquakes or other sources of ground shaking. The soil deposit temporarily behaves as a viscous fluid; pore pressures rise, and the strength of the deposit is greatly diminished. Liquefaction is often accompanied by sand boils, lateral spread, and post-liquefaction settlement as the pore pressures dissipate. Liquefiable soils typically consist of cohesionless sands and silts that are loose to medium dense, and saturated. To liquefy, soils must be subjected to ground shaking of sufficient magnitude and duration. The geologic conditions susceptible to liquefaction at the Site are in the low lying areas north of West Point Loma Boulevard. Ground failure and lateral spreading could occur in the residential area in the northeast corner of the planning area if the ground was not sufficiently prepared prior to grading and construction of buildings.

Stable Beach Sand (Geologic Hazard Map Symbol 48)

Beach sand is relatively stable but is subject to rapid erosion due to storm waves, flooding and tsunamis. The beach at Ocean Beach is somewhat protected from long shore currents by the South Mission Bay Jetty. Annual sand movement is generally onshore during the summer months and off shore during the winter months. The beach is replenished periodically by floods in the San Diego River. These factors have created a relatively stable over-all sand budget. Localized erosion and flooding do occur during winter storms when the sand has migrated off-shore. The combination of storm waves, storm surge and high tides have and will continue to flood the low lying areas of Ocean Beach immediately adjacent to the beach. If global sea levels rise in the future, flooding may become more frequent.

Coastal Bluff Retreat (Geologic Map Symbol 43)

Coastal bluff erosion and subsequent retreat in the Sunset Cliffs area of Point Loma are well documented. The main factors causing bluff erosion are geologic structure and sea level. Wave action attacks weak points (faults, fractures, and joints) in the Point Loma Formation causing localized increased erosion. Over time, the erosion grows to the point where the overlying Old Paralic Unit 6 sediments are undercut and fail resulting in a landward migration of the bluff top. Where the Point Loma Formation has not been affected by faulting, fracturing, or jointing, bluffs are quite stable. Sea level affects wave attack by controlling how and where waves break. At higher levels (such as high tide) waves can beat against the bluffs without breaking. This causes a piston-like action on the bedrock and is much more damaging than waves that have broken further to sea. Sea levels have been documented to have risen 10 centimeters in the last 70 years (Spaulding and Crampton, 2001). If this trend continues, the forces acting on the bluffs will increase as well.

Retreat rates are highly variable. When failures do occur, they are episodic and often catastrophic. An annualized rate of 0.75 to 1.5 inches has been shown for parts of the Sunset Cliffs just south of the Site (Spaulding and Crampton, 2001). It should be noted that the mode of failure consists of an initial collapse that causes retreat measured in feet followed by years of quiescence.

Stable Geology (Geologic Hazards Map Symbol 52)

A majority of Ocean Beach is designated as having a low risk for geologic hazards (Figure 4.8-2). The area with map symbol 52 has low topographic relief, which minimizes slope stability hazards or erosion. However, slopes steeper than 2:1 (horizontal : vertical) and higher than 8 feet may be subject to erosion, or instability due to adverse drainage or geologic structure and will require specific geotechnical investigation to evaluate slope stability The soils underlying this

area are relatively well consolidated and are not typically subject to settlement, subsidence, or liquefaction.

Tsunami Inundation, Flooding

The California Geologic Survey issued tsunami inundation maps for the coastal portions of California in 2009 (CGS, 2009). The inundation line for the La Jolla 7.5 Minute Quadrangle has been reproduced on the geohazards map. The line is based on an elevation where a reasonable estimated event may extend. Source events include nearby offshore faults, submarine landslides and distant (worldwide) seismic sources. There is no probability assigned to this run-up line.

4.8.2 Regulatory Setting

a. Earthquake Fault Zoning Act (Alquist-Priolo Act)

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the Act, the State Geologist has established regulatory zones (known as Earthquake Fault Zones) around surface traces of active faults. These have been mapped for affected cities, including San Diego. A detailed geologic investigation must be prepared prior to receiving a permit in an area extending 100 feet on both sides of known potentially and recently active earthquake fault zone traces (Centre City Development Corporation 2006, City of San Diego, 2008f).

b. City of San Diego Seismic Safety Study

The SDSSS is a series of maps indicating likely geologic hazards throughout the City. The maps do not provide site-specific information; they are to be used as a guide to determine relative risk. The SDSSS identifies areas prone to liquefaction and earthquake induced landslides as Zones of Required Investigation which require a report of the geotechnical condition prior to obtaining a permit (City of San Diego 2008f). The level of technical geological study is dependent on the following:

- The type of permit being sought (e.g., land-planning, land-development, and/or building)
- Geological Hazard Category
- The building type/land use group
- Relative Risk

When required, the geologic technical report will either consist of a preliminary study, a geologic reconnaissance, or an in-depth geologic investigation report that includes field work and analysis. The geologic reconnaissance report and the geologic investigation report shall include all pertinent requirements as established by the City.

In addition, the City may require a geologic reconnaissance report or a geologic investigation report for any site if the Building Official has reason to believe that a geologic hazard may exist at the site.

Section 145.1802 of the San Diego Municipal Code discusses in more detail the requirements related to the geotechnical report outlined in the SDSSS (City of San Diego 2009c).

City of San Diego General Plan Policies

The City's General Plan presents goals and policies for geologic and soil safety as well as disaster preparedness in the Public Facilities, Services, and Safety Element. Relevant policies from this element are listed below.

PF-Q.1. Protect public health and safety through the application of effective seismic, geologic and structural considerations.

a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action.
b. Maintain updated citywide maps showing faults, geologic hazards, and land use capabilities, and related studies used to determine suitable land uses.
c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.
d. Utilize the findings of a beach and bluff erosion survey to determine the appropriate rate and amount of coastline modification permissible in the City.
e. Coordinate with other jurisdictions to establish and maintain a geologic "data bank" for the San Diego area.
f. Regularly review local lifeline utility systems to ascertain their vulnerability to disruption caused by seismic or geologic hazards and implement measures to reduce any vulnerability.
g. Adhere to state laws pertaining to seismic and geologic hazards.

PF-Q.2. Maintain or improve integrity of structures to protect residents and preserve communities.

a. Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio-economic consequences of the attendant relocation and housing programs.
b. Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements.

c. Support legislation that would empower local governing bodies to require structural inspections for all existing pre-Riley Act (1933) buildings, and any necessary remedial work to be completed within a reasonable time.

4.8.3 Impacts

Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, impacts related to geology and soils would be significant if the proposed CPU would:

1. Result in the exposure of people or property to geologic hazards such as groundshaking, fault rupture, landslides, mudslides, ground failure, or similar hazards;
2. Result in a substantial increase in wind or water erosion of soils; or
3. Result in allowing structures to be located on a geological unit or soil that is unstable or that would become unstable and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse.

Issue 1: *Would the proposed OBCPU result in the exposure of people or property to geologic hazards such as ground shaking, fault rupture, landslides, mudslides, ground failure, or similar hazards?*

Impact Analysis

Both The City's General Plan and the OBCPU contain numerous goals and policies in relation to geologic hazards. An overall goal of the OBCPU's Public Facilities, Services, and Safety Element is to ensure that the community has an adequate plan to prepare and respond to issues resulting from seismic conditions. In addition, the General Plan's goals include the protection of public health and safety through abated structural hazards and mitigated risks posed by seismic conditions and encouraging development that avoids inappropriate land uses in identified seismic risk areas. These goals are implemented through the policies listed above in section 4.8-2.

a. Surface/Fault Rupture and Ground Shaking

Subsequent land use activities associated with the implementation of the proposed OBCPU could result in the exposure of more people, structures, and infrastructure to seismic hazards.

Potentially active and active faults are not mapped within the OBCPU area. Therefore, the potential for surface rupture hazard due to faulting is considered minimal.

The Seismic Hazards Mapping Act requires that cities use the Seismic Hazard Zone Maps in their land use planning and building permit processes. It also requires that site-specific geotechnical investigations be conducted within the Zones of Required Investigation in order to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. If surface rupture hazards are identified, the use of structural setbacks or similar measures would be used.

Impacts related to surface rupture hazards would be considered less than significant.

Continued implementation of the City's updated Municipal Code (effective August 30, 2012) and the California Building Code (CBC) would ensure that people, structures, and infrastructure are not adversely impacted by seismic hazards.

All new development and redevelopment would be required to comply with the current adopted CBC, which includes design criteria for seismic loading and other geologic hazards. This includes design criteria for geologically induced loading that governs sizing and structural members and provides calculation methods to assist in the design process. Thus, while shaking impacts could be potentially damaging, they would also tend to be reduced and minimized in their effects during the design process due to CBC criteria. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design.

b. Liquefaction

As discussed in Section 4.8.1 the geologic conditions susceptible to liquefaction at the CPU area are in the low lying areas north of West Point Loma Boulevard. Ground failure and lateral spreading could occur in the residential area in the northeast corner of the planning area if the ground was not sufficiently prepared prior to grading and construction of buildings. Most of the OB is located outside of a liquefaction area and impacts would are not anticipated.
Future projects would utilize proper engineering design and utilization of standard construction practices in order to ensure that potential impacts liquefaction would remain less than significant. In addition, all construction documents would be reviewed by City Engineering to ensure compliance with all applicable State and Local Building Codes.

c. Landslides and Mudslides

There are no landslides or mudslides in the proposed OBCPU area or in a location that could impact the proposed CPU area. No impacts were identified.

d. Tsunamis and Seiches

As shown in Figure 4.8.2 the northwest portion of the project area is within the inundation line for tsunamis. The CPU is not proposing any changes within the flood inundation line but would implement key policies from the General Plan that would ready the area in case of natural disasters therefore the project would not expose people to impacts from tsunamis or seiches.

Significance of Impacts

Impacts related to geologic hazards for would be avoided or reduced to a level less than significant through adherence to the City's Municipal Code and CBC. Furthermore, the geologic hazard conditions addressed above are an existing condition and the implementation of the OBCPU would not exacerbate these conditions, but in affect would improve conditions and therefore, impacts would be less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.

Issue 2: *Would the proposed OBCPU result in a substantial increase in wind or water erosion of soils?*

Impacts Analysis

The majority of the OBCPU area is developed and was previously graded. Implementation of the proposed OBCPU could lead to construction and grading activities that could expose topsoil and increase soil erosion from water and wind. Development of parcels within the proposed OBCPU for future projects could remove the existing pavement and cover, thereby exposing soils to potential runoff and erosion. However, continued implementation of the City's Municipal Code would ensure that there are no adverse impacts from erosion and loss of topsoil. The City's Municipal Code grading regulations require extensive measures to control erosion during and after grading or construction. These include:

- Desilting basins, improved surface drainage, or planting of ground covers installed early in the improvement process in areas that have been stripped of native vegetation or areas of fill material;
- Short-term measures, such as sandbag placement and temporary detention basins;
- Restrictions on grading during the rainy season (November through March), depending on the size of the grading operation, and on grading in proximity to sensitive wildlife habitat; and,

- Immediate post-grading slope revegetation or hydroseeding with erosion-resistant species to ensure coverage of the slopes prior to the next rainy season.

Conformance to such mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Furthermore, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres, or any project involving less than one acre that is part of a larger development plan, is subject to NPDES General Construction Storm Water Permit provisions. Additionally, any development of this significant size within the City would be required to prepare and comply with an approved SWPPP that would consider the full range of erosion control BMPs, including any additional site-specific and seasonal conditions. Project compliance with NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development.

However, the beach area has experienced significant sand erosion over the years, due in part to the Mission Bay and San Diego River jetties which block the southward migration of sand. Sand replenishment programs have been implemented by the regional planning agency in the past and periodic replenishment should continue in order to protect Ocean Beach Park. Bluff erosion between the Fishing Pier and Adair Street is also a problem. These bluffs, which include the tide pools adjacent to the Fishing Pier, as well as several street-end beaches, are part of a unique, beautiful and living coastal environment. Bluff erosion is proceeding in a non-uniform rate, with certain areas experiencing more than others. The rate of erosion is a factor when considering development proposals for structures along the bluffs, as well as emergency permits for revetments to save structures determined to be in imminent danger from bluff collapse.

The following recommendations within the proposed Conservation Element address erosion along the bluffs and beaches of the OBCPU area.

7.3.1 Setback new development on property containing a coastal bluff at least 40 feet from the bluff edge. This setback may be reduced to not less than 25 feet if evidence is provided that indicates the site is stable enough to support the development without requiring construction of shoreline protective devices. Do not allow a bluff edge setback less than 40 feet if erosion control measures or shoreline protective devices exist on the sites which are necessary to protect the existing principal structure in danger from erosion.

7.3.2 Ensure the preservation of the coastal bluffs in their natural state by working cooperatively with the community, City officials, and the California Coastal Commission.

7.3.3 Work with San Diego Association of Governments to implement a clean sand replenishment program to restore, maintain and enhance beach areas.7.3.4 Allow the placement of shoreline protective works, such as concrete seawalls, revetments and

parapets, only when required to serve coastal-dependent uses or when there are no other feasible means to protect existing principal structures, such as homes, in danger from erosion.

7.3.5 To the maximum extent possible, implement Low Impact Development practices on new construction or infill development in conformance with the City's Storm Water Standards Manual to minimize storm water runoff and bluff erosion.

All projects implemented under the proposed OBCPU would be required to comply with City Municipal Code and NPDES storm water regulations and adhere to an approved SWPPP prior to start of grading and/or construction and also would be subject to the above recommendations. Based upon these measures impacts associated with erosion would reduced and avoided and would be less than significant.

Significance of Impacts

Adherence to the City Municipal Code grading regulations and construction requirements and implementation of the recommendations and standards would preclude significant erosion impacts. Impacts are determined to be less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.

Issue 3: *Would the proposed OBCPU result in allowing structures to be located on a geological unit or soil that is unstable or that would become unstable and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?*

Impact Analysis

With the exception of the liquefaction area within Famosa Slough and along the Coastal Bluffs The majority of the OBCPU area is located in an area with stable geology. Any development within or directly adjacent to the Slough would be very limited or not existent. Development along the bluff edge has been addressed under Issue 2 and impacts were not identified. Therefore significant impacts under this issue would be less than significant.

However, future development and improvements implemented under the proposed OBCPU could experience stresses on various sections of foundations and connected utilities, as well as structural failure and damage to infrastructure if located on expansive or unstable soils.

Continued implementation of the City's Municipal Code and compliance with the CBC would ensure that potential development is not adversely impacted by unstable soils.

Projects implemented under the proposed OBCPU would be required to comply with City Municipal Code and the CBC to ensure that the future structures and occupants would not be affected by unstable soils. Therefore, impacts would be less than significant.

Significance of Impacts

Adherence to the City's Municipal Code and the CBC would reduce the effects resulting from developing on unstable soils to a minimum. Therefore, this impact is considered to be less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.


Qal+Fill
Qmb
Kp
Qop6
Kp
Qvop
Kp
Point Loma Fault
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
Figure 4.8-1
Geology Layers
Fault
The Bodhi Group
Notes:
Only geological layers, symbols, and colors for the Ocean Beach Community Planning Area are shown.
Geological units outside the areas are not symbolized.
Adopted from: Kennedy, M.P. and Tan, S.S. compilers, 2008. Geologic Map of the San Diego 30' x 60' Quadrangle, California, California Geological Survey, Regional Geologic Map No. 3, 1:100,000 scale.


SITE
31
48
52
43
43
43
Point Loma Fault
THE CITY OF SAN DIEGO
Ocean Beach Community Plan
Figure 4.8-2
Geological Hazards
The Bodhi Group
Notes:
Only geological hazards for the Ocean Beach Community Planning Area are shown.
Geological hazards outside the areas are not symbolized.
Adopted from: City of San Diego, 2008, Geologic Hazards and Faults Maps.
San Diego Seismic Safety Study.
California Geological Survey, 2009, Tsunami Inundation
Map for Emergency Planning, La Jolla Quadrangle.


Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.8-3
Faults
Other Faults
qfault_25_Project
Ocean Beach Community Plan Boundary
Source: Sangis
0
800
Feet

Table 4.8-1: Seismic, Geologic, and Structural Hazards

Seismic Geologic, and Structural Hazards	
Ground Shaking	When a break or rapid relative displacement occurs along the two sides of a fault, the tearing and snapping of the earth's crust creates seismic waves which are felt as a shaking motion at the ground surfaces. The most useful measure of severity of ground shaking for planning purposes is the Modified Mercalli Intensity scale. This scale, ranging from Intensities I to XII, judges shaking severity by the amount of damage it produces. Intensity VII marks the point at which damage becomes significant. Intensity VIII and above correspond to severe damage and problems that are of great community concern. For comparison, the Rose Canyon Fault, capable of producing a 6.9 magnitude earthquake, would have an intensity of VII-IX. Intensity IX earthquakes are characterized by great damage to structures including collapse.
Ground Displacement	Ground displacement is characterized by slippage along the fault, or by surface soil rupture resulting from displacement in the underlying bedrock. Such displacement may be in any direction and can range from a fraction of an inch to tens of feet. In San Diego, exposures are generally poor and most faults are either potentially active or inactive. However, if ground displacement were to occur locally, it would most likely be on an existing fault. Failure of the ground beneath structures during an earthquake is a major contributor to damage and loss of life. Many structures would experience severe damage from foundation failures resulting from the loss of supporting soils during the earthquake.
Seismically Induced Settlement / Subsidence	Settlement of the ground may come from fault movement, slope instability, and liquefaction and compaction of the soil at the site. Settlement is not necessarily destructive. It is usually differential settlement that damages structures. Differential or uneven settlement occurs when the subsoil at a site is of non-uniform depth, density, or character, and when the severity of shaking varies from one place to another.
Liquefaction	Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state during strong ground shaking.
Soil Lurching	Soil lurching is the movement of land at right angles to a cliff, stream bank, or embankment due to the rolling motion produced by the passage of surface waves. It can cause severe damage to buildings because of the formation of cracks in the ground surface. The effects of lurching are likely to be most significant near the edge of alluvial valleys or shores where the thickness of soft sediments varies appreciably under a structure.
Tsunamis and Seiches	A tsunami is a sea wave generated by a submarine earthquake, landslide, or volcanic action. A major tsunami from either of the latter two events is considered to be remote for the San Diego area. However, submarine earthquakes are common along the edge of the Pacific Ocean, and all of the Pacific coastal areas are therefore exposed to the potential hazard of tsunamis to a greater or lesser degree. A seiche is an earthquake-induced wave in a confined body of water, such as a lake, reservoir, or bay.

Table 4.8-1: Seismic, Geologic, and Structural Hazards

Seismic Geologic, and Structural Hazards	
Landslide and Slope Stability	Old landslides and landslide-prone formations are the principal non-seismic geologic hazards with the City. Conditions which should be considered in regard to slope instability include inclination, characteristics of the soil and rock orientation of the bedding, and the presence of groundwater. The causes of classic landslides start with the preexisting condition inherent within the rock body itself that can lead to failure. The actuators of landslides can be both natural events such as earthquakes, rainfall and erosion and human activities such as grading and filling. Some of the areas where landslides have occurred are: Otay Mesa; the east side of Point Loma; the vicinities of Mount Soledad, Rose Canyon, Sorrento Valley, and Torrey Pines; portions of Rancho Bernardo and Los Peñasquitos; and along Mission Gorge in the vicinity of the second San Diego Aqueduct.
Coastal Bluffs	Coastal bluffs are land features that have resulted from the actions of sea wave forces on geologic formations and soil deposits. Geologic factors that affect the stability of bluffs include rock type, jointing and fracturing, faulting and shear zones, and base erosion. Where bluffs are eroding quickly, measures to reduce bluff degradation may be necessary in order to preserve the bluff line. In the Torrey Pines area, the coastal bluffs have experienced sizeable landslides where oversteepening of the sea cliff has resulted in unstable conditions. In addition, rock falls have occurred in the Sunset Cliffs area due to undermining of the sandstone.
Debris Flows or Mudslides	A debris flow or mudslide is a form of shallow landslide involving soils, rock, plants, and water forming a slurry that flows downhill. This type of earth movement can be very destructive to property and cause significant loss during periods of heavy rainfall. The City is susceptible to mudslides due to abundant natural, hilly terrain and steep manufactured slopes. Steeply graded slopes tend to be difficult to landscape and are often planted with shallow-rooted vegetation on a thin veneer of topsoil. When saturated, these loose soils behave like a liquid and fail.
Buildings	It is roughly estimated that about 800 (mainly nonresidential) masonry buildings within the City may constitute structural hazards. The majority of these are located in the downtown area; however, appreciable numbers are also found in the older sections of the Hillcrest, North Park, and La Jolla business districts, among others. Policies regulating the rehabilitation of such structures, and construction of new structures, are addressed in the City's Land Development Code.
Utility Systems	Utility systems are peculiarly subject to failure in earthquakes because of their largely underground location, and the inevitability that some lines will cross faults. Major transmission lines crossing fault zones should be carefully designed and constructed so that ground movement can be accommodated. In general, this suggests the use of flexible pipe and rubber ring joints rather than rigid lengths of pipe that are welded or glued. Frequent valving to permit the isolation of broken mains is also indicated, along with provision for utilizing redundant routes or systems.

4.9 Hydrology

Hydrology is defined as the science dealing with the properties, distribution, and circulation of surface water, ground water and atmospheric water. The quantity of water which flows in a creek or river is calculated based on historic climactic conditions combined with the watershed characteristics. The slope and shape of the watershed, soil properties, recharge area, and relief features are watershed characteristics which influence the quantity of surface flows.
As land is developed, impervious area is increased, thereby increasing runoff. The increased volume of water in a drainage may have short-lived, but rather dramatic, impacts during storm events. The potentially adverse impacts include, but are not limited to, property damage and disturbance of wildlife habitat.

4.9.1 Existing Conditions

Groundwater conditions within the OBCPU area are highly variable. Throughout most of the central and northern portions, the groundwater is controlled by sea level and the flood level of the San Diego River. To the south and east, groundwater is controlled by the relatively impermeable Point Loma Formation. Groundwater, primarily from local irrigation, percolates downward through the Very Old Paralic sediments and Old Paralic Unit 6 sediments and becomes perched on the Point Loma Formation. Due to the gentle westward tilt of the old wave cut terrace, the groundwater eventually migrates to the coastal bluffs where it can be observed as seeps in the cliff faces.

Storm water drains from the hillsides east of Ocean Beach and from the upland Hill Neighborhood of the community toward the coast. Sand berms are regularly installed at Ocean Beach Park to prevent further erosion and associated flooding from tidal action.

The San Diego River, although outside of the community boundaries, is a very important environmental resource to Ocean Beach. Extending fifty-two miles from the river's headwaters in the Cleveland National Forest to its resolution as a coastal estuary adjacent to Ocean Beach, the river is home to numerous wildlife species. The tidal estuary at the mouth of the San Diego River is home to seasonal bird populations and acts as a natural bio-filter that washes pollutants from storm water runoff and developments upstream before they enter the Pacific Ocean. During heavy rains or storm water overflow episodes, the estuary can become overtaxed and unable to filter excess pollution collected from upstream by the San Diego River and its associated watershed.

Storm events result in the occasional influx of wastes and pollution into Dog Beach and the Pacific Ocean and causes beach closures. In addition to community beach clean-ups, volunteer organizations are involved in wetland restoration where the San Diego River meets the Pacific, including trail maintenance, removal of non-native invasive plants and trash, and planting of native species.

At the northeastern limit of the community is the tidally influenced Famosa Slough which is within the San Diego River Flood Control Channel. As the San Diego River reaches the ocean, it forms a coastal estuary known as Dog Beach. Adjacent to the estuary is the Ocean Beach Park

which extends south to the Ocean Beach Fishing Pier. Further south lie small beaches, tide pools and adjacent bluffs.

Water flows resulting from either storms or from the population's use of water both require management strategies to protect public safety and property in the case of extreme water events, and to recognize environmental and aesthetic requirements and benefits associated with everyday use of outdoor water.

Urban runoff is storm water runoff generated from surfaces associated with urbanization. It picks up pollutants from city streets, parking lots, sidewalks, building roofs and other surfaces which then enter the storm drains and waterways. Even if the community's waterway and drainage areas do not contain development, development near or adjacent to them may cause impacts to natural areas.

The General Plan Conservation Element contains policies to manage urban runoff, including protecting and restoring water bodies and preserving natural attributes of floodplains and floodways. The Element also contains policies supporting water quality protection through development practices to protect water quality. The City complies with the requirements of its National Pollutant Discharge Elimination System Permit by documenting Best Management Practices – designed to prevent pollutants from entering storm water and urban runoff – in its annual Urban Runoff Management Plan.

Hydrologic Unit/Hydrologic Sub Area

The proposed OBCPU area is located within the Pueblo and the San Diego River Hydrologic Units as defined by the Basin Plan. The Pueblo Watershed covers a total watershed area of 60 square miles. The watershed drainage consists of a group of relatively small local creeks and pipe conveyances, many of which are concrete-lined. The San Diego River watershed is a major hydrologic unit in San Diego County, draining sub-basins from the Laguna Mountains to the Pacific Ocean. The watershed encompasses approximately 277,500 acres and includes diverse land uses including residential, commercial, industrial, and agricultural areas.

Sensitive Water Bodies

The Regional Water Quality Control Board (RWQCB) is the regional agency that is responsible for establishing ground and surface water quality objectives for the San Diego region, which are identified in the Basin Plan. In addition, the Storm Water Standards section of the City's Land Development Manual identifies San Diego Bay as a Water Quality Sensitive Area. In a Water Quality Sensitive Area, measures such as erosion and sediment control, vegetated buffers or other treatment control BMPs, and source control measures may be required for projects proposing to discharge to the sensitive receiving water body.

Impaired Water Bodies

Based on recommendations from the Regional Water Quality Control Board (RWQCB) the Lower San Diego River was 303(d) listed as impaired for bacterial contamination. Second, the State's AB411 criteria have been exceeded numerous times at the mouth of the San Diego River.

Dog Beach has been among the most frequently posted sites for bacterial standard exceedance in the County and was posted for contamination warnings a total of 123 days in 2000. Bacterial counts at adjacent Ocean Beach have also been high. In 2000, Ocean Beach was posted for contamination warnings a total of 127 days. Potential sources of contamination were urban runoff, sewage spills and/or other non-point sources.

Flood Hazards

The Federal Emergency Management Agency (FEMA) identifies high-risk areas that would be inundated by the 100- and 500-year flood hazard areas, both of which are considered Special Flood Hazard Area (SFHA). Due to its location near the San Diego River Flood Control Channel, areas of proposed OBCPU are mapped as flood zones within the 100 year flood plain and the 100 year floodway, see Figure 4.9-1. As shown on the figure the northern boundary of the CPU area is within the 100 year flood plain and abuts the 100 year floodway.
Regulations are in place for future development projects within one of the SFHA Zones. Development within the SFHA must comply with local floodplain management ordinances, including Council Policy 600-14, Development within Areas of Special Flood Hazard, to reduce future flood losses, and Development Regulations for Special Flood Hazard Areas (contained within Sections 143.0145 and 143.0146 of the LDC). The City regulates the type of structures placed in SFHA, which includes the floodway and floodplain fringe, to ensure that access during flood events is not limited and structures do not impede or redirect flood waters or affect downstream properties.

4.9.2 Regulatory Setting

Various federal, state, and local regulations impose requirements on new development for erosion control, control of runoff contaminants, and control of direct discharge of water quality pollutants. These requirements are summarized below.

a. Federal Clean Water Act

The Clean Water Act is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The Clean Water Act established basic guidelines for regulating discharges of pollutants into the waters of the U.S. and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the Clean Water Act.
Section 401 of the Clean Water Act requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility which may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the Clean Water Act established the NPDES to regulate the discharge of pollutants from point sources, and Section 404 established a permit program to regulate the discharge of dredged material into waters of the U.S.

b. California Department of Fish and Wildlife Code – Streambed Alteration Program

CDFW is responsible for protecting, conserving, and managing wildlife, plant, fish, and riparian resources in the state of California. Under Sections 1600–1607 of the Fish and Game Code, CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats (e.g., southern willow scrub) associated with watercourses. CDFW jurisdictional resources are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. A Streambed Alteration Agreement is required for a project that impacts CDFW jurisdictional resources. The Agreement with CDFW typically requires mitigation in the form of on-site, off-site, or in-lieu fee mitigation, or combination of all of the above.

c. Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act established the principal California legal and regulatory framework for water quality control. The Porter-Cologne Water Quality Control Act is embodied in the California Water Code. The California Water Code authorizes the SWRCB to implement the provisions of the federal Clean Water Act. The State of California is divided into nine regions governed by RWQCBs. The RWQCBs implement and enforce provisions of the California Water Code and the Clean Water Act under the oversight of the SWRCB. The City is located within the purview of the San Diego RWQCB (Region 9). The Porter-Cologne Act also provides for the development and periodic review of Water Quality Control Plans (Basin Plans) that designate beneficial uses of California's major rivers and groundwater basins and establish water quality objectives for those waters.

d. Water Quality Control Plan for the San Diego Basin

The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange counties. The basin is composed of 11 major HUs, 54 Hydrologic Areas, and 147 HSAs, extending from Laguna Beach southerly to the U.S./Mexico border. Drainage from higher elevations in the east flows to the west, ultimately into the Pacific Ocean. The RWQCB prepared the Basin Plan, which defines existing and potential beneficial uses and water quality objectives for coastal waters, groundwater, surface waters, imported surface waters, and reclaimed waters in the basin. Water quality objectives seek to protect the most sensitive of the beneficial uses designated for a specific water body. Beneficial uses are defined as: "the uses of water necessary for the survival or well being of man, plants, and wildlife. These uses of water serve to promote the tangible and intangible economic, social and environmental goals of mankind" (RWQCB 1994).

e. Local Drainage Design Manual

Chapter 14, Article 2, Division 2 of the Municipal Code outlines Storm Water Runoff and Drainage Regulations which apply to all development in the City, regardless of whether or not a development permit or other approval is required. In addition, drainage design policies and procedures are provided in the City's Drainage Design Manual (which is incorporated in the Land Development Manual as Appendix B). The Drainage Design Manual provides a guide for

designing drainage, and drainage-related, facilities for developments within the City. Of particular relevance to a fully built-out community such as proposed CPU area is basic objective (10) from the Drainage Design Manual, which requires projects to coordinate proposed designs with existing structures and systems handling the same flows to ensure that new projects do not result in any increased runoff or generate increased sediment or pollutants. In addition to coordinating proposed design with existing structures and systems, coordination with the Navy may be necessary where storm water runoff from proposed CPU area flows across Naval Station San Diego.

f. Storm Water Standards Manual

The City's current Storm Water Standards Manual provides information to project applicants on how to comply with the permanent and construction storm water quality requirements in the City. Significant elements of the Storm Water Standards Manual include:

- LID BMP Requirements
- Source Control BMPs
- BMPs Applicable to Individual Priority Development Project Categories
- Treatment Control BMPs

LID BMPs would be significant to site planning because these features require an area on-site to retain storm water for infiltration, re-use, or evaporation. The Storm Water Standards Manual states:

> For Priority Development Projects [e.g., tentative maps and development permits, construction permits, and public projects that have not begun initial design that have not been deemed complete prior to a certain date], the feasible portion of the post-project runoff volumes and peak flows from the water quality design storm . . . shall be infiltrated on-site. If it is shown to be infeasible to infiltrate the requisite volume of water, that water may be retained on-site for re-use or evapotranspiration. If it is shown to be infeasible to retain the requisite volume of water, then that water must be treated with treatment control BMPs.

Although the footprint of the LID BMPs can often be fit into planned landscaping features, this requires early planning to ensure that the features are located in places where they can intercept the drainage and safely store the water without adverse effects to adjacent slopes, structures, roadways, or other features.

The Storm Water Standards Manual also addresses "Hydromodification – Limitations on Increases of Runoff Discharge Rates and Durations." Hydromodification management requirements would dictate design elements in locations where downstream channels are susceptible to erosion from increases in storm water runoff discharge rates and durations. Future development projects within the proposed CPU area would typically be exempt from hydromodification management requirements because of the location. Projects discharging into underground storm drains discharging directly to bays or the ocean are exempt. Downstream drainage systems from the proposed CPU area are hardened to San Diego Bay and/or are tidally influenced, and therefore are not susceptible to erosion from increases in storm water runoff discharge rates and durations.

The Storm Water Standards Manual also provides minimum requirements for construction site management, inspection, and maintenance of construction BMPs, monitoring of the weather and implementation of emergency plans as needed, and provides minimum performance standards, including: pollution prevention measures so that there would be no measurable increase of pollution (including sediment) in runoff from the site, no slope erosion, water velocity moving off-site must not be greater than pre-construction levels, and preserve natural hydraulic features and riparian buffers where possible.

g. General Plan

The City's General Plan presents goals and policies for storm water infrastructure in the Public Facilities, Services, and Safety Element, and presents goals and policies for open space (including floodplain management) and urban runoff management in the Conservation Element.

h. Applicable Permits & Regulations

Pursuant to Section 402 of the Clean Water Act, the EPA has established regulations under the NPDES program to control direct storm water discharges. In California, the State Water Resources Control Board administers the NPDES permitting programs and is responsible for developing waste discharge requirements. The RWQCB is responsible for developing waste discharge requirements specific to its jurisdiction. General waste discharge requirements that would directly apply to design and construction of development projects within the proposed CPU area include the General Construction Permit and the Municipal Storm Water Permit. These permits may be reissued several times during the life of the Ocean Beach Community Plan. In addition to the General Construction and Municipal Storm Water Permits, other permits may be applicable to specific activities or project sites.

Municipal Storm Water Permit

The RWQCB issues the Municipal Storm Water Permit in order to establish the conditions under which pollutants can be discharged from the storm drain system to local streams, coastal lagoons, and the ocean. The Municipal Storm Water Permit implements requirements of the Clean Water Act and Federal NPDES storm water regulations. The City is a co-permittee under the Municipal Storm Water Permit. As a co-permittee, the City must implement several storm water management programs, including programs designed to control storm water discharges from new development and redevelopment. Specific Sections of the Municipal Storm Water Permit that apply to design and construction include Section D.1, Development Planning Component, and D.2, Construction Component. These titles refer to required components of the City's Jurisdictional Urban Runoff Management Program, which is one of the programs that must be implemented by the City under the Municipal Storm Water Permit.

The City implements the requirements through their Jurisdictional Urban Runoff Management Program and Storm Water Standards Manual. In addition, Section H of the Municipal Permit, Total Maximum Daily Loads (TMDL), provides requirements for TMDLs and for the maximum amount of a given pollutant such as chemicals, bacteria, or sediment that can be released to a given water body. A TMDL is a "pollution budget" designed to help restore the beneficial uses of an impaired water body. A TMDL defines the maximum amount of a pollutant the water body

can safely receive while meeting the water quality objectives identified in the Basin Plan. The City would also implement these requirements through their Storm Water Standards Manual, and these requirements would affect design of permanent post-construction BMPs.

Total Maximum Daily Loads

The Clean Water Act requires the development of TMDLs when the beneficial uses of a water body are found be impaired. The TMDL requires the restoration of the beneficial uses by the issuance of Waste Load Allocations requiring the responsible parties to take actions to reduce pollutant loads within a specific time schedule. This determination results in responsible parties taking actions to achieve compliance with the interim and final reductions, and verified by monitoring. Currently there are three adopted TMDLs in the Las Chollas Creek watershed. First is the Diazinon TMDL that required the complete reduction of Diazinon by 2011. The second TMDL, , requires an 80.5 percent reduction of dissolved copper, lead, and zinc by 2018, and 100 percent reductions by 2028. The third TMDL is for bacteria requiring both dry weather and wet weather reductions. Dry weather has an interim 50 percent reduction, and a 100 percent reduction in 10 years. Wet requires 100 percent reduction in 20 years, and is combined with the dissolved metals implementation. All TMDLs require submission of an implementation plan or a comprehensive load reduction plan to demonstrate the methodology a responsible party plans to achieve the TMDL goals.

Comprehensive Load Reduction Plan

The City, in cooperation with the cities of Lemon Grove and La Mesa, County of San Diego, Port District, U.S. Navy, and Caltrans, proposed strategies that are identified in the Comprehensive Load Reduction Plan to comply with the TMDL reduction requirements. These strategies include non-structural activities (e.g., education, enforcement, street sweeping, rain barrel rebates, etc.), and structural controls (e.g., grass swales, detention basins, etc.) that will be implemented over the next 20 years. As mandated, the Comprehensive Load Reduction Plan will be submitted to the RWQCB on October 4, 2012.

General Construction Permit

During the construction phase, any project that is one acre or greater in size, or that is less than one acre in size but is part of a larger common plan of development, would be subject to the requirements of the General Construction Permit. For coverage by the General Construction Permit, the project owner would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) describing BMPs to be used during and after construction to prevent the discharge of sediment and other pollutants in storm water runoff from the project.

Projects that are less than one acre in size and not part of a larger common plan of development are not subject to the requirements of the General Construction Permit. However, in the city, construction storm water requirements apply to all new development and redevelopment activities based on the City's Storm Water Management and Discharge Control Ordinance (San Diego Municipal Code Section 43.03 et. seq.). These projects are required to have a Water Pollution Control Plan, which identifies the pollution prevention measures that would be taken.

General Industrial Permit
Industrial facilities are subject to "Waste Discharge Requirements for Discharges of Storm Water Associated with Industrial Activities Excluding Construction Activities" (General Industrial Permit). The General Industrial Permit requires the implementation of storm water management measures and development of a SWPPP for operation of existing industrial facilities and proposed new industrial facilities.

Individual Waste Discharge Requirements
Existing ship construction, modification, repair, or maintenance facilities require individual waste discharge requirements for discharge to navigable waters such as San Diego Bay. Whether individual waste discharge requirements would be needed for future development projects under the proposed CPU depends on the specific type and location of the project proposed.

Temporary Groundwater Extraction
Because the capacity of San Diego Bay to assimilate pollutants is limited, sites requiring temporary groundwater extraction (such as for dewatering during construction) would be subject to "General Waste Discharge Requirements for Discharges From Temporary Groundwater Extraction and Similar Waste Discharges to San Diego Bay, Tributaries Thereto Under Tidal Influence, and Storm Drains or Other Conveyance Systems Tributary Thereto". This permit does not cover permanent groundwater extraction discharges.

Other Regulatory Permits

Alteration to waters of the U.S. and/or State would require permits issued at many levels from federal, state, and local agencies, including a Section 404 (of the Clean Water Act) Permit from the USACE, a Section 401 Water Quality Certification from the RWQCB, and a Streambed Alteration Agreement with CDFG.

4.9.3 Impacts

City of San Diego CEQA Significance Determination Thresholds

Based on the City's significance thresholds, impacts related to hydrology would be significant if the proposed CPU would:

1. Result in changes in absorption rates, drainage patterns, or the rate of surface runoff;
2. Result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body; or
3. Otherwise impact local and regional water quality, including groundwater.

Issue 1: *Would the proposed OBCPU result in changes in absorption rates, drainage patterns, or the rate of surface runoff?*

Impact Analysis

Future development projects under the proposed OBCPU have the potential to change surface runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns. An increase in the volume or rate of runoff could result in flooding or erosion. A change in drainage patterns could also result in flooding or erosion. This is evaluated for the local (proposed OBCPU area) and watershed (floodplain impacts) perspective.

The proposed OBCPU would allow for a minimal increase in density and from a hydrologic perspective, the Rezone would occur in an area that is fully developed and nearly 100 percent impervious; therefore, the volume or rate of runoff is not likely to be increased by future development projects. Instead, the proposed Rezone would have some potential to slightly decrease the volume of storm water runoff because current storm water quality regulations would require implementation of LID practices that retain a portion of storm water on-site for infiltration, reuse, or evaporation.

The major existing storm water conveyance system in the community consists of: the Abbott Street, Bacon Street, Newport Avenue, and Point Loma Avenue systems, each of which has a system to divert non-storm low water flows to the sanitary sewer systems during dry weather periods. There are also a few smaller non-diverted storm drain systems located along the coast. The City has adopted the Master Storm Water Maintenance Program to address flood control issues by cleaning and maintaining the channels to reduce the volume of pollutants that enter the receiving waters.

The proposed OBCPUcontains goals and policies to improve drainage patterns and decrease surface runoff. Specifically one of the goals of the Public Facilities, Services, and Safety Element is to provide a reliable system of storm water facilities that serve the existing and future needs of the community. Recommendations from the element that directly address water quality are listed below.

5.2.1 Upgrade infrastructure for water, waste water, and storm water, facilities and institute a program to clean the storm drain system prior to the rainy season.

5.2.2 Install 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, extend or otherwise affect the storm water conveyance system, and include design considerations for maintenance and inspection.

The Conservation Element of the OBCPU provides several recommendations related to the improvement of water quality within the project area. The specific recommendations from the Conservation Element are listed below.

7.4.1 Apply all Best Management Practices found in General Plan, Conservation Element Section C, D and E, to reduce the impacts of construction on adjacent properties and open space or other environmentally sensitive areas.

7.4.2 Incorporate criteria from the City's Storm Water Standards Manual and the Low Impact Development (LID) practices into public and private project design, including but not limited to, bioretention, porous paving & landscape permeability, and green roofs to

reduce the volume of runoff, slow runoff, and absorb pollutants from these urban surfaces.

7.4.3 Educate the community to recognize situations where LID design may have degenerated from the original installation and rehabilitation efforts are necessary.

7.4.4 Repair and maintain drainage structures that discharge directly to, or are within, open space lands.

7.4.5 Investigate the possibility of utilizing permeable surfaces to re-pave all public areas, including the parking lot at Ocean Beach Park, and in conjunction with public right-of-way improvements.

The General Plan Conservation Element also contains policies to manage urban runoff, including protecting and restoring water bodies and preserving natural attributes of floodplains and floodways. The Element also contains policies supporting water quality protection through development practices to protect water quality. The City complies with the requirements of its National Pollutant Discharge Elimination System Permit by documenting Best Management Practices – designed to prevent pollutants from entering storm water and urban runoff – in its annual Urban Runoff Management Plan.

In addition to the above referenced policies, all development in the City is subject to drainage regulations through the San Diego Municipal Code, which requires that the existing flows of a property proposed for development, or redevelopment, be maintained to ensure that the existing structures and systems handling the flows are sufficient. Redevelopment that adheres to this basic objective of the existing drainage regulations would not be expected to change drainage patterns in a manner that would result in flooding or erosion on- or off-site. Adherence to the requirements of the City's Drainage Design Manual and Storm Water Standards Manual, which require installation of LID practices such as bioretention areas, pervious pavements, cisterns, and/or rain barrels, can be expected to improve surface drainage conditions or, at a minimum, not exacerbate flooding or cause erosion. Furthermore, redevelopment that adheres to these requirements is likely to reduce the volume and rate of surface runoff compared to the existing condition rather than increase runoff. The quantity of runoff reduction would depend on the actual design of open space and pervious areas, and the manner of implementation of these low-impact development practices.

Consistent with the analysis above, all future development within the OBCPU area would be required to demonstrate that the proposed development would not result in greater flows than currently exist, and that appropriate LID design and BMPs have been integrated into the project design as part of the ministerial review process. Therefore, the proposed OBCPU would result in a less than significant impact.

b. Floodplain Impacts

As mentioned in Section 4.9.1, three areas within the community are mapped as being within the 100-year floodplain by the Federal Emergency Management Agency. While the OBCPU does not propose to place housing within a 100-year flood hazard area, future redevelopment along the floodplain could have the potential to increase flooding on- or off-site.

Development in a SFHA area must be elevated above the base flood elevations, or new structures that are not elevated must be flood proofed below the base flood elevation. The City requires that

the lowest floor of any structure be elevated at least two feet above the base flood elevation to protect from flooding, and fully enclosed areas below the lowest floor that are subject to flooding shall comply with FEMA's requirements for flood proofing (City Municipal Code Section 143.0146(c)). Pursuant to City Municipal Code Section 143.0145, any future specific development projects must be studied to determine the effects to base flood elevations and ensure they will not result in flooding, erosion, or sedimentation imp acts on or off-site.

Future specific development projects in this area would be required to demonstrate that the passage of floodwater would not be blocked or result in an increase in flooding on- or off-site.

The General Plan Conservation Element contains policies to manage urban runoff, including protecting and restoring water bodies and preserving natural attributes of floodplains and floodways. Additionally, the Conservation Element from the OBCPU contains the following recommendation that directly addresses development within flood areas.

7.4.6 Allow new construction within floodplain areas only in accordance with adopted development regulations.

Through future projects' compliance with these regulations, flood hazard impacts associated with the proposed OBCPU are anticipated to be reduced to a less than significant level through project design.

Significance of Impacts

All development is subject to drainage and floodplain regulations in the Municipal Code, and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual; therefore, the volume and rate of surface runoff would be reduced when compared to the existing condition. Impacts would be less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.

Issue 2: *Would the proposed OBCPU result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?*

Impact Analysis

Future development projects under the proposed OBCPU would have the potential to change pollutant discharges. As discussed above in relation to drainage, the volume of runoff from the project area is not expected to increase as a result of redevelopment and may even be slightly reduced through the required implementation of LID design. LID practices not only reduce pollution by reducing runoff volume, but also can provide treatment by filtration and microbial action for runoff that will ultimately be discharged through underdrains. The existing development typically does not include any other structural practices to prevent the transport of pollutants off-site, such as trash traps or manufactured filtration devices.

Urban runoff is storm water runoff generated from surfaces associated with urbanization. It picks up pollutants from city streets, parking lots, sidewalks, building roofs and other surfaces which then enter the storm drains and waterways. Even if the community's waterway and drainage areas do not contain development, development near or adjacent to them may cause impacts to natural areas.

The General Plan Conservation Element contains policies supporting water quality protection through development practices to protect water quality. The City complies with the requirements of its National Pollutant Discharge Elimination System Permit by documenting Best Management Practices – designed to prevent pollutants from entering storm water and urban runoff – in its annual Urban Runoff Management Plan.

Under current storm water regulations in the City, all projects requiring discretionary approvals are subject to certain minimum storm water requirements. Types of storm water BMPs required for new development includes site design, source control, and treatment control practices, many of which overlap with LID practices. The storm water BMPs will reduce the amount of pollutants transported from the proposed development project to receiving waters. Impacts are less than significant.

In addition, the RWQCB has initiated TMDL studies for the specific pollutants that are currently causing impairment of Las Chollas Creek and the San Diego Bay Shoreline. TMDL studies ultimately are used to establish control actions needed to restore and protect bodies of water. Once the TMDLs are developed and adopted, control actions will be implemented through the Municipal Storm Water Permit, and any applicable requirements for new development or redevelopment will be implemented through the City's Storm Water Standards Manual.

New development under the proposed OBCPU would be required to implement storm water BMPs into project design to address the potential for transport of pollutants of concern through either retention or filtration. Furthermore, because much of the existing development was constructed before the storm water regulations were adopted, the future development within the proposed CPU area would likely result in a decrease in surface flows that contain pollutants of concern that affect local tributaries and water bodies. The implementation of LID design and storm water BMPs will reduce the amount of pollutants transported from Ocean Beach to receiving waters. Impacts are less than significant.

Significance of Impacts

The OBCPU would not result in a considerably increase the level of pollutants within a receiving body and a significant impact would not occur.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.

Issue 3: *Would the proposed OBCPU otherwise impact local and regional water quality, including groundwater?*

Impact Analysis

Redevelopment of the project area has potential to improve groundwater quality through the recommendations from the OBCPU, City and State Regulations and policies within the General Plan, all of which has been described above. Specifically, current storm water regulations that require infiltration of some storm water runoff where feasible include design requirements for protection of groundwater resources. Therefore, the proposed OBCPU would not be expected to impact groundwater quality.

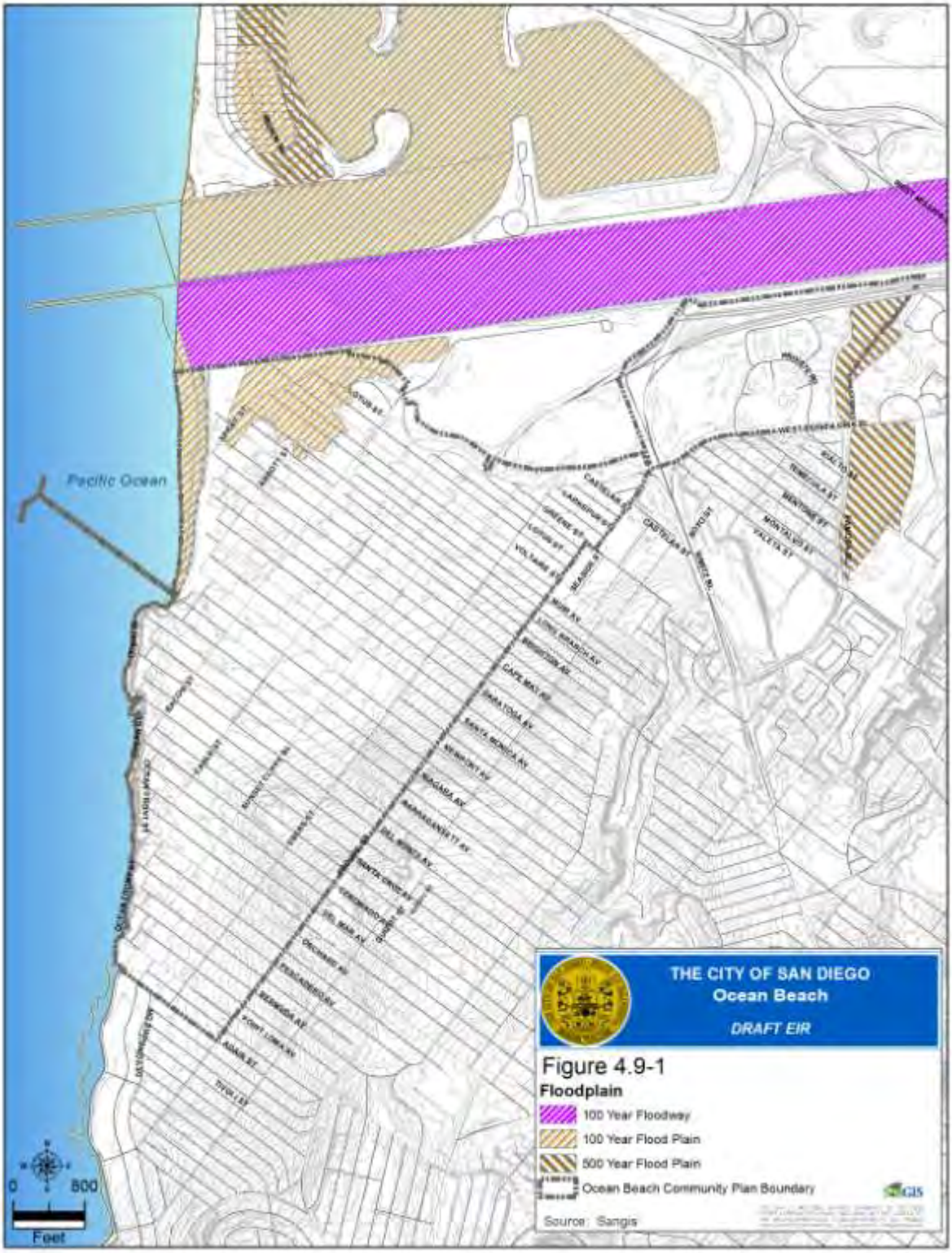
Roadway variables, including truck traffic, curbs, barriers, grass shoulders, landscaping; traffic characteristics such as speed and braking; vehicle characteristics such as age and maintenance; roadway composition and maintenance practices; and societal practices (e.g., littering) also affect pollutant concentrations. The City requires implementation of storm water BMPs for streets that would reduce the flow of pollutant concentrations to receiving waters. All future development within CPUA area would be required to demonstrate that the proposed development would not result in any increase in pollutant concentrations beyond those that presently exist, and would not affect water quality conditions associated with both surface waters and groundwater. Adherence to the requirements of the City's Storm Water Standards Manual for design of new development and infrastructure under the proposed CPU can be expected to improve water quality conditions, or at a minimum, to not exacerbate existing water quality impairments. Impacts are less than significant.

Significance of Impacts

Because future development would adhere to the requirements of the City's Stormwater Standards Manual, water quality conditions, both surface and groundwater, are not expected to have an adverse effect on water quality. Impacts are less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required


Pacific Ocean
THE CITY OF SAN DIEGO
Ocean Beach
DRAFT EIR
Figure 4.9-1
Floodplain
100 Year Floodway
100 Year Flood Plain
500 Year Flood Plain
Ocean Beach Community Plan Boundary
Source: Sangis
0
800
Feet

4.10 Visual Effects and Neighborhood Character

This section describes prominent skyline and urban features as they relate to neighborhood character and visual resources and analyzes the potential project impacts to community visual character if the OBCPU was implemented. The visual aspects of the proposed OBCPU, including height, bulk, and scale, and architectural and landscape design, are assessed for compatibility with existing and planned patterns of development in the surrounding area. In addition, the project's consistency is assessed with relevant design regulations, including the currently adopted General Plan and existing Community Plan.

4.10.1 Existing Conditions

Architecture

Development in Ocean Beach presents an eclectic mix of architectural styles. While there is no dominant architectural style, there are several aspects of architecture which combine to create quality design. The aspects include fenestration, roofs, materials, height, and bulk and scale.
North Ocean Beach typifies the history of the community as a beach resort destination. Although multi-family complexes provide the majority of housing opportunities in the neighborhood, there remain numerous smaller residential structures that reflect the early development pattern of the community. Smaller residential structures contribute to the community's emerging beach cottage historic district. The newer multi-family residences are typically two, but sometimes three-stories tall. Most residential neighborhoods have alleyway access.

East Ocean Beach, known as The Hill, is a neighborhood of mainly single-family residences. Many have been remodeled to add second stories, rooftop decks, and guest quarters. Structures tend to be newer and larger on The Hill and in South Ocean Beach. All residential land use designations and underlying zoning allow multiple dwellings on a single parcel.

South Ocean Beach is similar to North Ocean Beach in terms of proportionality of multi-family residential development and mixture of older single-family homes.

Architecturally, the older beach cottages are an eclectic blend of styles and materials, with consistent front and side-yard setbacks. These attributes contribute to the pedestrian, small-scale character of the established neighborhoods and maintain a human scale. Alleyways provide access to detached parking garages and for public services for the majority of residential parcels. By placing the parking in the rear of the property, the street frontage is not dominated by garages, and provides an opportunity to engage the street with visually interesting fenestration, offsets, and porches or balconies.

Northeast Ocean Beach is characterized by multi-family housing, private/commercial recreation uses, and open space. The Famosa Slough channel provides an opportunity for passive recreation uses such as trails and bird-watching.

Older multi-family housing constructed in accordance with previous development regulations do not observe front yard setbacks, and allowed parking in the front yards. Architecturally, the newer structures appear to be boxy, plain, and unarticulated, and exhibit massing that does not respect the small-scale, pedestrian-friendly character of Ocean Beach.

There are also a number of residential lots throughout the community that do not have alleyway access. Lacking alleyway access presents a unique design challenge when attempting to minimize the bulk and scale of new construction while providing required parking.

Bulk and Scale

Building bulk and scale has the greatest impact on new and infill development's overall appearance and integration with existing neighborhood character. Breaking down large surfaces through the creation of façade articulation is a valuable concept when designing new projects for maintaining a pedestrian orientation and human scale with the public right-of-way.

Roofs

The roofscape of any neighborhood is a significant component of its overall visual character. Ocean Beach presents a collection of individual buildings that has grown over time, with the visible input of many different designs from different historical periods contributing to a diverse skyline.

Materials

There is no predominant material which defines the Ocean Beach character. There is however, existing precedent of materials used in the various residential and commercial districts. It is critical that new and infill construction relate in a compatible way to the materials, colors and textures of their immediate neighbors, as well as facades across the street and the predominant patterns in the area in which they are sited

Coastal Views

Coastal views from western street ends and the southeastern upslope of the community are expansive. However, the coastal views from the upslope at the eastern community boundary vary. In the northern part there are no appreciable ocean views until Muir Avenue, which provides a framed/obstructed view to Ebers Street, after which the view terminates. Framed

coastal views to the coast occur at Long Branch, Brighton, Cape May and Saratoga Avenues. Coastal views are also discussed in Section 4.1.3.

Landform

The Site is located in the western central portion of the City of San Diego, at the northern end of Point Loma. The Site is bound to the east by Froude Street, to the south by Adair Street, to the west by the Pacific Ocean and to the north by the San Diego River. The southwestern edge of the area is characterized by steep ocean bluffs up to 20-feet high. West of Point Loma Avenue, the Site is relatively flat ranging from nearly sea level to 60 feet above sea level. The Site rises gently east of Ebers Street between Newport Avenue and Pescadero Avenue. The northern portion of the Site is located in a portion of the San Diego River basin that has been filled to create level parks and building areas. The Site is occupied by residential and commercial buildings, paved and unpaved streets, parks, schools and other public buildings. Structures are generally less than 3 stories high.

4.10.2 Applicable Design Regulations

Several existing design guidelines and development regulations provide pertinent visual quality and neighborhood character criteria for development in the proposed OBCPU area. The General Plan outlines important guidelines for village-type development.

General Plan

The General Plan includes citywide design goals and policies regarding visual elements that complement the goals for pedestrian-oriented and walkable villages from the City of Villages concept. A village environment includes high-quality public spaces, civic architecture, and the enhancement of visual quality of all types of development.
The Urban Design Element establishes a set of design principles from which future physical design decisions can be based. Policies call for respecting San Diego's natural topography and distinctive neighborhoods, providing public art, and encouraging the development of walkable, transit-oriented communities.

In its introduction, the Urban Design Element of the General Plan states:

> As the availability of vacant land becomes more limited, designing infill development and redevelopment that builds upon our existing communities becomes increasingly important. A compact, efficient, and environmentally sensitive pattern of development becomes increasingly important as the City

continues to grow. In addition, future development should accommodate and support existing and planned transit service (City of San Diego 2008a).

The Urban Design Element policies relevant to planning at the community plan level involves architectural and landscape elements as well as the design of transit and parking and residential. As part of community planning, this element also contains policies related to public spaces and cultural amenities that contribute to the character of each neighborhood..

Existing Community Plan (Precise Plan and Action Plan)

The visual quality is summarized in the existing Community Plan as follows:
The Ocean Beach Planning Board affirmed the following "community character" ideals (which may also be set forth in other elements of the Action Plan).

1. Continue to provide avenues for local decision making and activism through City support of the local Planning Board, Recreation Council, Main Street Association, Ocean Beach Community Development Corporation (s) and other groups.
2. Maintain the natural attractions of Ocean Beach:
    * Maintain and enhance the Ocean Beach coastline (Dog Beach-Sunset Cliffs) as safe places to walk, sunbathe, swim or surf.
    * Maintain and enhance the California State Fishing Pier.
3. Retain the small town atmosphere:
    * Maintain and enhance Newport Avenue as a "Main Street USA" commercial district
    . Encourage the preservation of small scale housing and historically significant cottage homes.
    * Study ways to encourage pedestrian, ~~and~~ bicycle ~~activity~~ and alternative transportation as the significant and preferred modes of travel.
4. Create new public spaces.
5. Retain the eclectic of architectural styles of the community.

Coastal Overlay Zone

The proposed CPU area is entirely within the Coastal Overlay Zone. Generally, development within the Coastal Overlay would require a Coastal Development Permit. Section 126.0704 of the LDC exempts certain projects from the regulations, such as repairs or improvements to structures not within a coastal bluff edge or wetland, public utilities, etc. The Coastal Height Limit Overlay Zone limits new buildings or additions to existing structures within the Coastal Zone to a 30-foot height limit.

4.10.3 Impacts

Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, a significant visual effects and neighborhood character impact would occur if implementation of the proposed CPU would:

1. Result in a substantial change in the topography or ground surface relief features of any areas of the proposed OBCPU area;
2. Allow development that is incompatible in shape, form, or intensity such that public views from designated open space areas, scenic highways, or to any significant visual landmarks or scenic vistas (e.g., mountains, bays, rivers, ocean) would be substantially blocked; or
3. Result in projects that would negatively and substantially alter the existing character of the neighborhood.

Issue 1: *Would the project result in a substantial landform alteration?*

Impact Analysis

Impacts would be significant under this issue if the proposed OBCPU would result in a substantial change in the topography or ground surface relief features of any areas of the proposed OBCPU area. It is not anticipated that future development as allowed by the OBCPU would result in significant landform alteration.

Because the project is adoption of a plan, development would occur over an extended time period. Specific grading quantities associated with future development in accordance with the OBCPU are presently unknown. However, no mass grading is anticipated since the OBCPU area is already nearly fully developed with urban uses. As future development proposals come forward pursuant to the OBCPU , they would be reviewed to determine whether the grading plans demonstrate compliance with the City's significance thresholds for grading or if excavation is required for alternative design features. Prior to approval of grading plans for future development proposals, the applicant would prepare grading and building plans that conform to the landform grading guidelines contained in the grading ordinance and General Plan. These plans would be prepared to the satisfaction of the City of San Diego.

Significance of Impacts

It is not anticipated that implementation of the goals and policies contained in the proposed OBCPU would result in significant landform alteration impacts, nor would the land use plans as proposed.

Mitigation, Monitoring, and Reporting

Impacts would be less than significant; therefore, no mitigation is required.

Issue 2: *Would the proposed OBCPU allow development that is incompatible in shape, form, or intensity such that public views from designated open space areas, scenic highways or to any significant visual landmarks or scenic vistas (e.g., mountains, bays, rivers, and ocean) would be substantially blocked?*

Impacts Analysis

Due to its proximity to the ocean, it is the intent of the OBCPU to preserve and enhance public views within the proposed CPU area, and reduce or eliminate existing land use conflicts that affect public views.

A "Scenic Overlook" is an elevated place that affords an extensive unobstructed view. A "View Cone" is typically located at a street end and also provides extensive views. A "Framed View Corridor" is an unobstructed view framed by street trees or structures down a public right-of-way, Coastal view overlooks, cones, and framed view corridors are identified in Figure 4.1-2.

Coastal views from western street ends and the southeastern upslope of the community are expansive. However, the coastal views from the upslope at the eastern community boundary vary. In the northern part there are no appreciable ocean views until Muir Avenue, which provides a framed/obstructed view to Ebers Street, after which the view terminates. Framed coastal views to the coast occur at Long Branch, Brighton, Cape May and Saratoga Avenues. The following recommendations from Urban Design Element will serve to protect ocean views in Ocean Beach:

4.6.1 Design multi-story buildings to avoid "walling off" public views and incorporate building articulation techniques including front, side and rear and upper story step backs, and aligning gable end with view corridor to maximize public coastal views.

4.6.2 Protect and improve visual access at street ends in conjunction with coastal physical access projects. Such improvements should consider inclusion of

benches, landscaping, improved walkways, bicycle racks and stairwells from street ends to the beaches below.

4.6.3 Enhance visual access by requiring development near the bluff top and within the area between the ocean and the first public right-of-way from the ocean to maintain setbacks free from structural or landscape elements greater than three feet (3') in height, allowing taller plants outside setbacks.

4.6.4 Utilize cross-gabling on upper stories to align with view corridors

4.6.6 Delineate building roofs and meet the sky with a thinner form, through utilization of successive step backs on upper stories along view corridors.

Given existing visibility conditions (i.e., obstructions to significant public views of the ocean) and policies intended to improve views within the community, the proposed CPU would not substantially alter or block public views from critical view corridors, designated open space areas, public roads, or public parks. Furthermore, the land use plans as proposed under the CPU would not change the maximum height allowed within the area. The proposed CPU would enhance public view corridors through use of setbacks and design improvements along major roadways within the plan area. Therefore, public view impacts would be less than significant.

Significance of Impacts

The OBCPU would have a less than significant impact to public views.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.

Issue 3: *Would the proposed OBCPU result in projects that would negatively and substantially alter the existing character of the neighborhood?*

Impacts Analysis

As discussed above, the current makeup of the OBCPU area includes areas with a mix of land uses that have been allowed to develop under the previous plan. The OBCPU would, over time, improve land use compatibility and reduce some negative visual effects associated with existing areas exhibiting a disorganized land use pattern. Buffers or transitional uses would be established through redevelopment, separating sensitive residential areas from industrial use areas as compared to what is currently allowed under the existing Community Plan, thereby improving overall community character. Bulk and scale also play a key role in defining the proposed CPU's design. The Urban Design element from the OBCPU provides the following recommendations to address future development and the existing character of Ocean Beach.

4.1.1 Building bulk should be minimized through the use of vertical and horizontal offsets and other architectural features, including step backs and articulation which serve to break up building facades.

4.1.2 Ensure that the scale and articulation of projects are compatible with the surrounding development.

4.1.3 Building doors, windows and other openings should create visual rhythms or patterns that break down the horizontal and vertical scale of taller buildings, as well as allowing light and the free flow of ocean breezes.

4.1.4 Proportion fenestration to reflect the scale and function of interior spaces.

4.1.5 New residential and commercial development on corner lots must be mindful of both street frontages.

4.1.6 Encourage a variety of roof types for new and infill development in Ocean Beach, including but not limited to flat and pitched roofs of various forms such as hips, gables, lean-to and saw-tooth roofs. A variety of roof types helps to provide visual interest and minimize the bulk and scale of development.

4.1.7 Avoid large areas of uninterrupted, blank surfaces. Highly reflective, mirrored or tinted glasses are strongly discouraged.

4.1.8 Incorporate water quality protection measures to new development projects in conformance with the City's Storm Water Standards Manual.

4.1.9 Encourage the use of permeable landscaping for yards and driveways in new private and public construction projects.

As noted under Issue No. 1 the project consists of the adoption of a plan and currently is not proposing any development. However, as future projects are proposed they would be reviewed in accordance with Urban Design element and the Urban Design element from the OBCPU including the recommendations above. The OBCPU would encourage residential development which forms neighborhood units and enhances community character while also providing appropriate transitions between residential and commercial uses. As such, neighborhood character impacts would be less than significant.

Significance of Impacts

The OBCPU would not substantially alter the existing character of the community planning area; therefore, impacts would be less than significant.

Mitigation, Monitoring, and Reporting

Impacts would be less than significant; therefore, no mitigation is required.

4.11 Public Utilities

4.11.1 Existing Conditions

In order to address public utilities including water supply for the OBCPU the *Ocean Beach Community Plan Update Potable Water Technical Report*, (Dexter Wilson Engineering, Inc. December 2011, Appendix G) was prepared.

The City purchased the water supply system in 1901 and through continual expansion provides water service to more than 1.3 million residents over 404 square miles of developed land in the south central portion of San Diego County, including the proposed OBCPU area. The Public Utility Department (PUD) purchases up to 90 percent of its water from the San Diego County Water Authority (Water Authority), which in turn purchases most of its water from the Metropolitan Water District (MWD). While the PUD imports the majority of its water, it also relies on local surface water, recycled water, and conservation.

The City water system consists primarily of nine raw water storage facilities with over 408,000 AF of storage capacity, three water treatment plants, 31 treated water storage facilities, and more than 3,213 miles of transmission and distribution lines. The local surface raw water storage facilities are connected directly or indirectly to the City's water treatment operations, Otay Water Treatment Plant, Alvarado Water Treatment Plant, or Miramar Water Treatment Plant. These three plants have a total capacity of 294.4 million gallons per day.

The two City recycled water facilities, North City Water Reclamation Plan and South Bay Water Reclamation Plant, were built to treat wastewater to a level approved for landscaping irrigation, manufacturing, and other specified non-potable uses. These recycled water facilities not only provide water to City residents and business, but also to other jurisdictions and water districts, including the City of Poway and the Olivenhain Municipal Water District.

The PUD emphasizes the importance of water conservation to minimize water demand and avoid excessive water use. The PUD's Water Conservation Program, established in 1985, accounts for approximately 34,000 AF of potable water savings per year. These savings have been achieved through creation of a water conservation ethic and implementation of programs, policies, and ordinances designed to promote water conservation practices, including irrigation management. In accordance with Municipal Code Section 147.04, all residential, commercial, and industrial buildings, prior to a change in ownership, are required to be certified as having water-conserving plumbing fixtures in place. The PUD also examines new water saving technologies and annually checks progress toward conservation goals, working collaboratively with the MWD and Water Authority to formulate new conservation initiatives.

In May 2011, the City issued a draft 2010 Urban Water Management Plan (UWMP) which addresses the City's water system, water supply sources, historic and projected water use and provides a comparison of water supply to water demands during normal, single-dry, and multiple-dry years. To date, the plan has not been adopted but is available of review.
In accordance with the Conservation Element of the City's General Plan (Policy CE-A.11), development projects shall implement sustainable landscape design such as planting "deciduous shade trees, evergreen trees, and drought-tolerant native vegetation, as appropriate, to contribute to sustainable development goals" and using "recycled water to meet the needs of development projects to the maximum extent feasible" to aid in water conservation (City of San Diego 2008a).

Metropolitan Water District of Southern California

The MWD was formed in 1928 to develop, store, and distribute supplemental water in southern California for domestic and municipal purposes. The MWD is a wholesale supplier of water to its member agencies. It obtains supplies from local sources as well as the Colorado River via the Colorado River Aqueduct which it owns and operates, and the Sacramento-San Joaquin Delta via the State Water Project. Planning documents such as the Regional Urban Water Management Plan (RUWMP) and Integrated Water Resources Plan (IWRP) help ensure the reliability of water supplies and the infrastructure necessary to provide water to southern California. MWD's 2010 RUWMP (November 2010) documents the availability of these existing supplies and additional supplies necessary to meet future demands, includes the resource targets included in the IWRP, and contains a water supply reliability assessment that includes a detailed evaluation of the supplies necessary to meet demands over a 25-year period in average, single-dry year and multiple-dry year periods. The recently adopted IWRP (October 2010) identifies a mix of resources (imported and local) that, when implemented, will provide 100 percent reliability for full-service demands. Services demands will be met through the attainment of regional targets set for conservation, local supplies, State Water Project supplies, Colorado River supplies, groundwater banking and water transfers, through year 2035.

San Diego County Water Authority

The Water Authority purchases water from the MWD that is delivered to the region through two aqueducts. Of the MWD's 26 cities and member agencies, the Water Authority is the largest member agency in terms of deliveries and purchases about 25 percent of all the water the MWD delivered in fiscal year 2007. As a retail member agency of the Water Authority, the PUD purchases water from the Water Authority for retail distribution within its service area.

The Water Authority's 2010 UWMP was adopted by the Water Authority Board on June 23, 2011, in accordance with state law and the RUWMP. The Plan contains a water supply reliability assessment that identified a diverse mix of imported and local supplies necessary to meet

demands over the next 25 years in average, single-dry year and multiple-dry year periods. The UWMP documents that no shortages are anticipated within its service area. The Water Authority also prepared an annual water supply report for use by its members that provides updated documentation on existing and projected water supplies.

Sewer

The PUD provides wastewater collection, treatment, and disposal services to the San Diego region through its Metropolitan Sewerage System. Wastewater is conveyed to the North City Reclamation Plant, the Point Loma Wastewater Treatment Plant, and the South Bay Water Reclamation Plant. Treated effluent is discharged to the Pacific Ocean through two ocean outfalls, one at Point Loma and the other north of the International Border with Mexico. Solids from the wastewater treatment plants are processed at the Metro Biosolids Center located at the Marine Corps Air Station (Miramar).

The largest Pump Stations are Pump Stations #1 and #2. Pump Station #1 is located on East Harbor Drive, collects all of south San Diego's wastewater, and has an average daily flow of 75 million gallons (City of San Diego 2011). The wastewater flows north via the eight-mile South Metro Interceptor to Pump Station #2, located on North Harbor Drive. The average daily flow into Pump Station #2 is approximately 180 million gallons. This station pumps the wastewater to the Point Loma Wastewater Treatment Plant through two 8-inch force mains (City of San Diego 2011).

The City is operating under a Partial Consent Decree given litigation over past sewer spills. The need exists to upgrade or replace many pipelines, trunk sewers, and pump stations to meet the City's wastewater management needs in accordance with state and federal requirements (General Plan EIR).

Solid Waste

The City provides refuse, recycling, and yard waste collection and disposal services to some residents under the People's Ordinance (SDMC § 66.0127), adopted by initiative in 1919. Under a 1986 amendment, the City is required to provide solid waste collection services to eligible residences, at no fee. Eligible waste generators primarily consist of certain residences on public streets. For those eligible for City-provided service, solid waste collection is funded by the General Fund, and the household recyclables and greenery collection are funded by the Recycling Enterprise Fund. The Fiscal Year (FY) 2010 budget for trash (black bin) collection services was approximately $34,000,000, and the budget for curbside collection of household recyclables (blue bin) and greenery (green bin) was approximately $16,000,000. Waste generators that are not eligible for City collection services may select from any of several

franchised waste haulers. In 1989 the State Legislature passed the Integrated Waste Management Act, which mandated that all cities reduce waste disposed of in landfills by 50 percent. The City added several programs to those adopted prior to enactment of the Integrated Waste Management Act, including the Recycling Ordinance in November 2007. The ordinance required that all single-family residences, City-serviced multi-family residences and privately serviced businesses, commercial/institutional facilities, apartments, and condominiums, as well as all special events requiring a City permit, are required to provide collection service for recyclable materials.

The California Legislature passed Assembly Bill (AB) 341 in 2011, which established a policy goal for California that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by 2020.

Energy

a. Electricity

SDG&E is the owner and operator of electricity transmission, distribution, and natural gas distribution infrastructure in San Diego County and currently provides gas and electric services to the project site. SDG&E is regulated by the California Public Utilities Commission (CPUC). The CPUC sets the gas and electricity rates for SDG&E and is responsible for making sure that California utilities customers have safe and reliable utility service at reasonable rates, protecting utilities customers from fraud, and promoting the health of California's economy.
The major operating power plant in San Diego County: is the Encina Power. There are also a number of smaller generating plants in the county that are used as backup during times of peak power demand. These in-region assets are currently capable of generating approximately 2,360 megawatts (MW) of electricity, about 55 percent of the region's summer peak demand. However, San Diego's older in-region resources typically run at partial capacity (1,628 MW) due to air quality, high fuel cost, and other reasons. Power generation and power use are not linked geographically. Electricity generated is fed into the statewide grid and is generally available to any users statewide. SDG&E purchases electricity from this statewide grid through various long-term contracts.

b. Natural Gas

Along with traditional utilities, private generating companies, and state agencies, the California Independent System Operator (ISO) is a component of the state's electricity industry. The ISO is a not-for-profit public benefit organization that operates the state's wholesale power grid. The California ISO strives to make sure California's electricity needs are met. Natural gas is imported into the San Diego region by pipeline after being produced at any of several major

supply basins located from Texas to Alberta, Canada. Although the San Diego region has access to all of these basins by interstate pipeline, the final delivery into the SDG&E system is dependent on just one Southern California Gas Company (SoCalGas) pipeline.
Natural gas consumption by sector varies somewhat each year. In general, power plants account for the highest percentage of natural gas consumption in the San Diego region. Residential consumption of natural gas is the second highest percentage, followed by cogeneration, commercial consumption, industrial consumption, and natural gas vehicles.

c. Solar Energy

In San Diego, solar energy can be used as an alternative to fossil-fuel energy via private on-site installation/generation or through earmarked purchase of green power from SDG&E or another quasi-public energy provider. Currently, SDG&E obtains roughly six percent of its total energy procurement from solar or other alternative/renewable energies. The California Energy Commission (CEC) has mandated SDG&E to provide 20 percent of its total energy from solar or other renewable energy sources by the year 2010. While SDG&E missed this goal in 2010, the *Renewables Portfolio Standard Quarterly Report, 1st and 2nd Quarter 2012*, issued by the California Public Utilities Commission (State of California 2012) states that SDG&E, the region's primary energy provider, "served 20.8 percent of its 2011 retail sales with RPS-eligible renewable energy".

Currently, there are no mandated standards or ordinances requiring reliance on alternative energy by new developments. Title 24 of the California Public Resources Code, however, does contain mandated energy efficiency requirements that all new developments must comply with.

Communications

Communications systems for telephone, computers, and cable television are serviced by utility providers such as AT&T, IBM, Cox, and other independent cable companies. Facilities are located above and below ground within private easements. In recent years, the City has initiated programs to promote economic development through the development of high-tech infrastructure and integrated information systems. The City also works with service providers to underground overhead wires, cables, conductors, and other overhead structures associated with communication systems in residential areas in accordance with proposed development projects. Individual projects consisting of more than four lots are subject to San Diego Municipal Code Section 144.0240, which requires privately owned utility systems and service facilities to be placed underground.

4.11.2 Impacts

Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, impacts related to water, sewer, solid waste, energy, and communications, public utilities would be significant if the proposed OBCPU would:

1. Result in the use of excessive amounts of water beyond projected available supplies;
2. Promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives;
3. Result in impacts to solid waste management, including the need for construction of new solid waste landfills; or result in a land use plan that would not promote the achievement of a 75 percent target for waste diversion and recycling as required under AB 341; or
4. Result in the use of excessive amounts of electrical power, fuel, or other forms of energy.

Issue 1: *Would the proposed OBCPU result in the use of excessive amounts of water beyond projected available supplies?*

Impact Analysis

Water is provided to the City of San Diego by the Metropolitan Water District in Los Angeles via the San Diego County Water Authority. Due to increased demand in the western states and increased environmental protections involving water sources, the City's supply of water is dependent on allocations of outside decision makers. Therefore, to meet the needs of the existing and future population, measures must be taken to protect and use our water allocation as efficiently as possible. In addition, state planning law requires water supply planning to be integrated into large-scale planning efforts, including community plans.

The City of San Diego 2008 General Plan Conservation Element discusses water resources management addressing: a balanced water conservation strategy with incentives; landscape regulations' efficient use of water; development of watershed management plans; and, participating in regional efforts to maintain and increase reliable water supplies with minimal environmental effects. Education of water-users on wise water practices is an ongoing Citywide strategy. The Conservation Element for Ocean Beach reinforces the General Plan element through recommendation 7.5.7 which would seek to implement applicable General Plan water resources management goals and policies as discussed in its Conservation Element.

Water supply for the Ocean Beach community is addressed as part of the City of San Diego's comprehensive city-wide approach and water supply planning is an on-going effort by the City of San Diego's Public Utilities Department. This department has the responsibility to forecast expected water demand throughout the City and ensure that adequate sources of water are available to meet the demand.

Water demand projections are affected primarily by two factors: land use changes and population growth. Land use changes may increase water demand when higher density development is proposed where a lower density land use existed, or water demand may decrease if land use intensity is lowered. For the Ocean Beach community plan, there are no major land use changes being proposed. Therefore, there is no change expected to the estimated build-out water demand for the Ocean Beach community planning area.

The second factor in projecting future water demand is population growth. This component of the water demand projections is addressed by using future population projections developed by SANDAG. The use of the SANDAG projections provides a measure of uniformity and stability in the growth estimates because the database used by SANDAG is much greater than the City of San Diego. In addition, all the local agencies subscribe to and rely on the SANDAG data for their future growth forecasting in many different fields of interest and for numerous purposes.

To address the State of California requirement as well as to fulfill the local need to project future water supply needs, the City of San Diego, as well as all other water purveyors, prepares an urban water management plan once every five years. This document addresses historical and projected water use within the City's service area, it discusses efforts for developing local water sources and for continuing water conservation practices among its customers, it summarizes water supply sources, and ensures that sufficient water supply will be available to meet projected demands for a 20-year study period.

The latest City of San Diego Urban Water Management Plan is dated 2010 and concludes that sufficient water supply is available to meet the projected water demands through the year 2035. Since there are no land use changes planned for Ocean Beach and the expected population growth in Ocean Beach was taken into account by the SANDAG projections, it is determined that the water distribution system serving the Ocean Beach community area is in good condition and that there is sufficient water supply through the year 2035.

Significance of Impacts

Significant impacts were not identified.

Mitigation, Monitoring and Reporting
\Mitigation is not required.

Issue 2: *Would the proposed OBCPU promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?*

Impact Analysis

Ocean Beach is an older urbanized community that developed prior to current public facilities standards, leading to current facilities deficiencies. Some new residential infill development may occur, although most is expected as part of mixed use projects in the community commercial districts. Since new development will pay only its proportionate fair share of facility costs, sources of funding for new facilities which would address deficiencies of current facilities must be sought through Capital Improvements funding and other outside sources. Public facilities in the community must also be prioritized to address the greatest need and desires. The General Plan also contains policies related to citywide or regional services that apply in Ocean Beach.
In addition to the General Plan policies, the proposed OBCPU contains the following recommendations from the Public Facilities, Services and Safety element that address Water, Waste Water, and Storm Water:

5.2.1 Upgrade infrastructure for water, waste water, and storm water, facilities and institute a program to clean the storm drain system prior to the rainy season.
5.2.2 Install 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, extend or otherwise affect the storm water conveyance system, and include design considerations for maintenance and inspection.

Maintaining, monitoring and upgrading the community's existing infrastructure occurs on an ongoing basis. Replacement of storm water infrastructure is based on a prioritization process and is performed through the General Fund, as funding allows.

Storm water runoff and tidal actions contribute to erosion of the bluffs, which directly impacts the ocean's water quality. Storm water drains from the hillsides east of Ocean Beach and from the upland Hill Neighborhood of the community toward the coast. Sand berms are regularly installed at Ocean Beach Park to prevent further erosion and associated flooding from tidal action.

The major existing storm water conveyance system in the community consists of: the Abbott Street, Bacon Street, Newport Avenue, and Point Loma Avenue systems, each of which has a system to divert non-storm low water flows to the sanitary sewer systems during dry weather periods. There are also a few smaller non-diverted storm drain systems located along the coast. The City has adopted the Master Storm Water Maintenance Program to address flood control issues by cleaning and maintaining the channels to reduce the volume of pollutants that enter the receiving waters.

San Diego Gas and Electric Company, along with various telecommunications providers, are the primary builders and operators of non-city public utilities. Two visible products of utility system development and maintenance are the undergrounding of overhead utility lines and the placement of utility boxes needed to successfully maintain the underground systems. The impacts of both taking down of the lines as well as placement and design of above-ground utility boxes is a matter of importance to the community and should be compatible with other urban design elements of the communities.

The last few years have seen the proliferation of wireless communications antennae to service the huge demand for better service on the part of wireless users. In general, wireless communication facilities should be sited in commercial areas so as not to detract from the ambience of residential neighborhoods. Refer to Council Policy 600-43's discussion of purpose, intent, and procedures.

The Public Facilities, Services and Safety element contains recommendations that address communication facilities:

5.4.1 Support the ongoing utility line undergrounding program.

5.4.2. Require an environmental aesthetic involving landscaping, screening, and other methods to minimize impacts and to address community character in conjunction with siting of wireless communications facilities.

5.4.4 When reviewing applications for new wireless communication facilities, particular attention should be given to the quality and compatibility of design and screening; measures to minimize noise impacts; impacts on public views and the visual quality of the surrounding area; and the availability of other facilities and buildings for collocation.

The proposed OBCPU acknowledges that upgrades to sewer lines are an ongoing process. These upgrades are administered by the PUD and are handled on project-by-project basis. Because future developments of properties with the proposed OBCPU will likely increase demand, there may be a need to increase sizing of existing pipelines and mains for both wastewater and water. This future development would be consistent with the existing urban growth patterns of the community, and the necessary infrastructure improvements to the storm water, wastewater, and

water infrastructure would be standard practice for new development to maintain the existing system. Therefore, impacts to storm water, wastewater and water utilities would be less than significant.

Since impacts associated with utilities were not identified in any of the above areas the OBCPU does not have the potential to create the need to alter any such facilities and impacts are less than significant.

Significance of Impacts

No impacts were identified

Mitigation, Monitoring, and Reporting

None required.

Issue 3: *Would the proposed OBCPU result in impacts to solid waste management, including the need for construction of new solid waste landfills; or result in a land use plan that would not promote the achievement of a 75 percent target for waste diversion and recycling as required under AB 341?*

Impact Analysis

Projects under the proposed OBCPU would be required to comply with City regulations, including the City's Recycling Ordinance (updated July 2012). In addition, a Waste Management Plan (WMP) would be required for any project which exceeds the City's CEQA Significance Threshold (2011), which is currently 60 tons of waste generated. The type of project that typically exceeds this threshold is: (1) a single-family or multi-family construction of 50 units or more, or (2) a commercial construction of 40,000 square feet or more. The WMP would include measures to provide sufficient interior and exterior storage space for refuse and recyclable materials, and measures to handle landscaping and green waste materials associated with the occupancy of the proposed development. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.08 of the LDC, which outlines the requirements for refuse and recyclable materials storage.

The General Plan addresses waste management in Policies PF-I.1 through PF-I.5, focusing in on waste recycling and diversion of materials in PF-I.2. The proposed OBCPU includes Policy 8.2.28, which also promotes the use of building and site design to promote recycling as part of the solid waste disposal, such as a dual-chute for trash and recyclable materials. This

policy is intended to facilitate compliance with state requirements for 75 percent recycling and diversion of materials from the waste stream.

Recommendations from the CPU'S Public Facilities Services and Safety element would promote the efficient organized disposal and recycling of solid waste and are included below:

5.5.1 Investigate the selection of one franchised solid waste collection hauler for the entire community.
5.5.2 Maintain efficient waste collection and waste reduction services.

While continued expansion of existing landfills are currently being proposed, the proposed OBCPU would not result in a direct need for construction of increased or a new solid waste landfill, as the OBCPU does not exceed the CEQA threshold.

To ensure waste generation and recycling efforts during construction and post-construction future land use occupancy and operation (i.e., residential, commercial, industrial, mixed-use, etc.) a WMP as described above shall be prepared for future project proposed under the OBCPU and as projects are submitted under the proposed Rezone that exceeds the thresholds described above. Implementation of a final WMP would ensure that future development project impacts would be considered less than significant. For all other development projects proposed under the OBCPU that would fall short of the above-stated thresholds, compliance with the City Municipal Code and Recycling Ordinance would result in less than significant impacts associated with City compliance with waste reduction and diversion efforts at a 75 percent target under AB 341.

So in tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.08 of the LDC, which outlines the requirements for refuse and recyclable materials storage.

Therefore, compliance with the City Municipal Code and Recycling Ordinance would continue to reduce solid waste generation and increase recycling efforts, thereby resulting in a less than significant impact.

Significance of Impacts

Impacts would be less than significant.

Mitigation, Monitoring and Reporting

Impacts are less than significant; therefore, no mitigation is required.

Issue 4: *Would the proposed OBCPU result in the use of excessive amounts of electrical power, fuel or other forms of energy?*

Impacts Analysis

SDG&E would provide gas and electricity to the proposed OBCPU area. Given the scale of the proposed OBCPU, impacts would only be addressed generally and on a case-by-case basis. Because the proposed action is the adoption of a plan and does not specifically address any particular development project, impacts to energy resources can only be addressed generally.

Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects under the proposed OBCPU would be required to meet the mandatory energy standards of the current California energy code (Title-24 Building Energy Standards of the California Public Resources Code). Some efficiencies associated with the Energy Standards under Title 24 include the building heating, ventilating, and air conditioning (HVAC) mechanical system, water heating system, and lighting system. Additionally, there are rebate and incentive programs that promote the installation and use of energy efficient plug-in appliances and lighting, which is not covered under Title 24.

Future projects would also comply with the proposed OBCPU, which sets forth in the Urban Design Element which has the goal that new development should be environmentally friendly and would potentially achieve LEED certification.

The OBCPU's Conservation Element also sets forth goals to increase building energy efficiency and on-site production of renewable energy. The goals state that sustainable development and green building practices should be utilized to reduce dependence on non-renewable energy sources, lower energy costs, and reduce emissions and water consumption.

Other features of the proposed OBCPU may additionally serve to provide energy conservation by reducing VMT and associated fuel consumption. The proposed OBCPU area location, within an already urbanized area adjacent to some existing and planned public transit service, offers opportunity for transit use and reduced VMT.

Based on the planning level analysis of the proposed OBCPU and the limited scope of work and the energy reduction measures set forth in the OBCPU goals, impacts associated with energy use would be less than significant.

Significance of Impacts

Implementation of the proposed OBCPU is not anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities which would create physical impacts. Thus, impacts would be less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.

4.12 Public Services and Facilities

Public services are those functions that serve residents on a community-wide basis. Existing conditions for public services are included under Section 2.4, Public Infrastructure in the Environmental Setting. These functions include parks and recreation centers, libraries, schools, and fire and police protection. The following provides a discussion of these services and facilities as they relate to the proposed CPU. This section is based on letters prepared by the service providers, which are included in Appendix F of this EIR.

4.12.1 Existing Conditions

Parks and Recreation

The City Parks and Recreation Department maintains nearly 40,000 acres of developed and undeveloped parkland categorized as population-based parks, resource-based parks, and open space (2008a)).

Resource-based parks are located at, or centered on, notable natural or man-made features (beaches, canyons, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the citywide population, as well as visitors. Population-based parks (commonly known as Neighborhood and Community Parks) are facilities and services located in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. Open space lands are City-owned lands located throughout the City, consisting of canyons, mesas, and other natural landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking, and equestrian trails.

The City General Plan standard for population-based parks is 2.8 useable acres per 1,000 residents, which can be achieved through a combination of neighborhood, and community park acres and park equivalency acres. Based on the adopted Community Plan, there should be 27.44 acres of population-based park to serve the community's 9,801 residents. Per the General Plan Recreation Facilities are provided in each community, including Recreation Centers and Aquatic Complexes. Recreation Centers provide indoor recreation and community meeting rooms (17,000 square feet) and serve a population of 25,000. Aquatic Complex serves a population of 50,000 and can be shared between communities and located in a Community Park.

Based on the Ocean Beach Community Plan Update, the projected population at full community development is 15,071 residents. Therefore, according to General Plan Guidelines for population-based parks at full community development, the Ocean Beach Community should be served by a minimum of 42.20 useable acres of park land.

Ocean Beach has three population-based parks, a community park, a pocket park/plaza and a joint use facility; see Table 4.12-1, Existing Population-based Parks. The Ocean Beach Community Park, located in the center of the community, features a recreation center that provides space for informal indoor athletics, such as basketball and volleyball, as well as classes in karate, gymnastics, jazz, tap dancing, yoga, ceramics and senior programs. The community

park also has an outdoor basketball court, passive lawn areas and a tot lot which is referred to by the community as Saratoga Park. Ocean Beach Pocket Park, located at the north entry of the community, provides an artistic plaza, interpretive signs, benches, landscaping and a connection to Robb Field. The Ocean Beach Joint Use facility is located at Ocean Beach Elementary on school district land. This facility provides a ball field for community use during after school hours and on weekends. The existing Recreation Center for Ocean Beach is located within Ocean Beach Community Park and is 10,200 square feet. The Ocean Beach community does not have an aquatic complex.

Within and adjacent to the Ocean Beach Community are two resource-based parks: Ocean Beach Park and Mission Bay Park. Ocean Beach Park is located in the community on the western perimeter and stretches from the San Diego River Channel to the Ocean Beach Pier. Mission Bay Park is located outside the community along the northern boundary and includes the San Diego River Channel, Dog Beach, Robb Field and Dusty Rhodes Park. Open space lands include the Famosa Slough, and are located in the north east corner of the community. The Slough was once part of the San Diego River and features an estuary habitat for migrating seabirds.

Libraries

The proposed OBCPU area is within the service area of the City Library System. The City operates a central library located in downtown San Diego and 35 branch libraries in neighborhoods throughout the City. Total library attendance exceeded six million people in each year from 2009-2010, with branch libraries serving a majority of those visitors. Each service area for a library is two miles, although the area served depends on the proximity and access to residential, commercial, and civic uses, as well as roadways and transit. Proximity to active commercial areas, town centers, and other municipal or civic uses, as well as access to public transportation and parking, are all considered in the planning and siting of libraries. Since the automobile continues to be a prime source of transportation, it is important to locate the facility near major streets as well.

The General Plan contains policies to develop a central library to serve as the major resource and to design all branch libraries with a minimum of 15,000 square feet of dedicated library space, with adjustments for community-specific needs. As of April 2007, 22 of 35 branch libraries are currently under the 15,000-square-foot guideline.

The Ocean Beach Public Library, located on Santa Monica Avenue, was designated as a historic site by the Historic Preservation Board. The current library building was built in 1927 and is 4579 square feet. In 2012 preliminary designs for expansion onto an adjacent site were completed using the original 1927 wing of the building on the current site.

Schools

There is one public education facility in the Ocean Beach plan area, the Ocean Beach Elementary School, built in 1910, located on Santa Monica Avenue. No additional public school facilities are planned within the community.

Police, Fire, and Safety Protection

Ocean Beach is served by the Police Department's Western Division, located at 5215 Gaines Street in western Mission Valley and by the Peninsula Storefront on Sports Arena Boulevard in the Midway area. There is a "temporary" police trailer, placed in 1999, which occupies 6 parking spaces in the parking lot between the Ocean Beach Pier and at the westerly terminus of Newport Avenue.

Fire and rescue services are provided by Station 15, located at 4711 Voltaire Street in Ocean Beach, and by Station 22 at 1055 Catalina Boulevard in the Peninsula area. Emergency response vehicles are dispatched based on the closest unit using a global positioning system.

Lifeguard Services are provided from the main tower, built in 1983 and located at the western terminus of Santa Monica Street, and six portable "Dunleavy" towers that are deployed along the beach south of the San Diego River during the summer months. The San Diego City Lifeguard Service performs a variety of functions including rescue operations, boat tows, pump outs and salvages, public safety lectures, fire calls, first aid, arrests, parking citations, and lost and found.

City of San Diego General Plan Policies

The Public Facilities, Services, and Safety Element of the General Plan includes policies on the prioritization and provision of public facilities and services, evaluation of new growth, guidelines for implementing a financing strategy, and standards for the provision of specific facilities.
The Recreation Element of the General Plan seeks to acquire, develop, operate/maintain, increase, and enhance public recreation opportunities and facilities throughout the City. The element contains population-based guidelines for park and recreation facilities and presents alternative strategies to meet those guidelines.

4.12.3 Impacts

Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, a significant public services and facilities impact would occur if implementation of the proposed OBCPU would:

1. Promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives.

Issue 1: *Would the proposed OBCPU promote growth patterns result in the need for and/or provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives? These public services include fire protection, police protection, schools, maintenance of public facilities (including road), parks or other recreational facilities, and libraries.*

Impact Analysis

Parks

Opportunities for additional park land and recreation facilities within the Ocean Beach Community are anticipated to come through redevelopment of private and public properties and through the application of park equivalencies. While the City's primary goal is to obtain land for population-based parks, in some communities where vacant land is not available or is cost-prohibitive, the City's General Plan allows for the application of park equivalencies to be determined by the community and City staff through a set of guidelines during a community plan update process. The guidelines suggest what type of facilities can be considered and how to evaluate these facilities. Facilities that may be considered as population-based parks include: joint use facilities, trails, portions of resource-based parks, privately-owned publicly-used parks, and non-traditional parks, such as roof top recreation facilities or indoor basketball or tennis courts.

The Ocean Beach community is an urbanized community where parkland equivalencies would be appropriate for satisfying some of the communities population-based park needs. All new park equivalencies as identified by the community and City staff will be added to the Ocean Beach Community's Public Facilities Financing Plan and be eligible to receive Development Impact Fee (DIF) funds to pay for a portion of the proposed park improvements.

Through the Ocean Beach Community Plan Update process, the community and City staff evaluated potential park equivalency sites for their uses and functions, public accessibility, consistency with General Plan policies, and if they could provide typical population-based park components and facilities. A variety of sites and facilities within and adjacent to the Ocean Beach Community do, or could, serve as park equivalencies, see Table 4.12-2, Park Equivalencies. These include three pocket park sites within Ocean Beach Park, three park sites within Mission Bay Park, two joint use sites and one trail within an open space area.

The three pocket park sites within Ocean Beach Park are referred to by the community as: Brighton Avenue Park, Saratoga Avenue Park and Veterans Park. Existing at each of these sites are passive lawn areas. The community would like to provide walkways, picnic areas, lighting, barbecues and hot coal receptacles to Brighton Avenue Park, walkways, a children's play area, plaza area, fitness course, seating and lighting to Saratoga Avenue Park and plaza area, walkways, seating, interpretive panels relating to the Veterans, lighting, landscaping and a park sign to further enhance the recreation value of these sites for community use.

Mission Bay Park is outside the Ocean Beach Community Plan Area, but due to close proximity to Ocean Beach, three park equivalences sites have been identified: Dog Beach, Robb Field, and Dusty Rhodes Park. Dog Beach is approximately 52 acres and located within the San Diego River Channel. Access to this area is by an existing, accessible 12' foot wide concrete path, built and paid for by the community, and contains benches within a large sand area. The Ocean Beach Community has identified five acres of this area as a park equivalency. Additional benches, plaza area, lighting, landscaping, and a retaining wall with an accessible pathway would be added to increase the community use of Dog Beach.

Robb Field, also within Mission Bay Park, is a large active sports complex serving both the region and local community of Ocean Beach. The Ocean Beach Community has identified 3.5 acres of an existing passive lawn area, east of Bacon Street, as a park equivalency. Within this area, a children's play area, picnic areas, benches, walkways, and an accessible pedestrian ramp to the San Diego River Park trail would be added to enhance the area for the community's use.

The third area of Mission Bay Park identified as a park equivalency is five acres of Dusty Rhodes Park. This existing park provides for passive recreation and a large off-leash dog area. Additional children's play area, picnic areas, parking, benches and a walkway connecting the west parking lot to the east parking lot would expand the community's use.

There are two locations in Ocean Beach where joint use facilities can serve as park equivalencies: Ocean Beach Elementary School and Barnes Tennis Center. The Ocean Beach Elementary School exists as a joint use facility providing one ball field on 1.20 acres. The joint use agreement was entered into in 1989 between the City of San Diego and the San Diego Unified School District for a 50-year term and will expire in the year 2039. The public has use of the ball field before and after school hours, on the weekends and holidays. The other joint use facility is proposed at the Barnes Tennis Center**.** This facility is operated by a non-profit organization and is located on City-owned land leased from the City. Various services are provided to the public including low-and no-cost tennis programs for youth and special programs for persons with disabilities and the economically disadvantaged. The facility includes tennis courts, which are open to the public for a fee, and a clubhouse where rooms are available for City or community use for a fee. Currently, there are three acres of undeveloped land located on the south side of the leasehold which are identified as a passive park in the lease agreement. Since the lessee has been unable to fund the development of this area, the Ocean Beach Community would like to develop approximately three acres into a neighborhood park and provide park amenities that could include passive picnic areas, children's play areas, a community garden, and a path with intermittent exercise equipment, pursuant to the community input process for park development.

The last park equivalency potential is the trail at the Famosa Slough Open Space. This dedicated open space is one of the best areas in Ocean Beach for observing coastal birds, located on the north side of West Point Loma Blvd. This unique open space is a natural slough that connects to the San Diego River and contains an undeveloped, informal trail along the east side of the slough. The Ocean Beach Community would like to develop approximately 0.55 acres of this open space as a park equivalency to include 1,200 linear feet of trail within a 20 foot wide corridor. Improvements would include an accessible trail, benches, interpretive/educational

signs, fencing where needed to control access and protect the natural resources, and native, drought tolerant landscaping.

The existing Recreation Center is currently 10,090 square feet and should be expanded to include 5,000 square feet to the east side of the building for community meeting rooms, senior citizen meeting and activity room and children's activity room to meet the community's needs. An Aquatic Complex is not planned specifically for Ocean Beach because the projected population at full community development is below the requirement of one per 50,000 residents. However, to meet the aquatic needs for the Ocean Beach community, a future Aquatic Complex is to be located at NTC Park at Liberty Station Park in the adjacent Peninsula community and will be shared between the Ocean Beach, Peninsula and Midway/Pacific communities.

Table 4.12-3 summarizes the existing and proposed population-based parks and park equivalencies to supplement the population-based park inventory. The future parks and park equivalencies will address a majority of the population-based park needs. The remaining park acre deficit will need to be fulfilled in the future by land acquisitions and donations or future equivalencies identified by the City of the community. In addition to the General Plan policies addressing "Park Planning", "Park Standards", "Equity", and "Implementation", the following are recommendations specific to Ocean Beach related to park and recreation facilities.

6.1.1 Continue to pursue land acquisition for the creation of public parks through urban infill and redevelopment proposals.

6.1.2 Provide improvements at: Brighton Avenue Park, Saratoga Beach Park, Veteran's Park, a portion of Dog Beach, Dusty Rhodes Neighborhood Park, Robb Field, Ocean Beach Elementary School Joint Use Facilities, Barnes Tennis Club and Famosa Slough Open Space Trail to help meet the community's park and recreation needs, and continue to pursue additional park and recreation "equivalencies" as opportunities arise.

6.1.3 As Ocean Beach redevelops, encourage new private project proposals to include public recreational facilities within their building footprint when there are land constraints. Provision of park and recreation amenities should be considered on rooftops of buildings and parking structures, and/or on the ground level or within new buildings.

6.1.4 As public agency land or buildings are redeveloped, such as the Ocean Beach Library or Fire Station, active or passive recreation should be incorporated into the buildings, or on the surrounding exterior land.

6.1.5 Increase recreational opportunities by acquiring and developing land through street/alley rights-of-way vacations, where appropriate, to provide pocket parks.

6.1.6 Retain and promote safety of Ocean Beach parks to the public by providing park designs that incorporate the City's 'Crime Prevention through Environmental Design' (CPTED) measures (see General Plan Policy UD-A.17).

6.1.7 Include storm water Low Impact Development practices in the development of recreation facilities.

6.1.8 Provide improvements to the Ocean Beach Community Park, within the area known as Saratoga Park, with seating and picnic tables for additional recreational opportunities and expand the Recreational Center by 5,000 square feet to provide for a community meeting room, senior citizen meeting and activity room and children's activity room.

The above analysis has shown that the OBCPA is currently park deficient. However, the proposed OBCPU would not create a substantial increase in population and thus would not substantially contribute to an existing park deficit issue. In fact, the implementation of the proposed Recreation Element would improve the situation. Based on these considerations, impacts related to the construction of new parkland or recreational facilities would be less than significant.

Libraries

In addition to the aforementioned General Plan policies regarding libraries, the proposed OBCPU contains the following recommendation from the Public Facilities and Safety Element.

5.3.3 Ensure that future library services provide the necessary resources to Ocean Beach residents.

Since adoption of the proposed OBCPU would not result in a substantial increase in population over the existing plan the need for new library services and facilities would not be required. Therefore the construction of new facilities as a result of the project's approval is not required and impacts are not significant. Although, it should be noted that the PFFP does contain a line item that would replace the existing library and build a new one. However, the construction for the library is not fully funded and is not being triggered as a mitigation measure within this PEIR.

Schools

The Public Facilities Services and Safety Element contains the following recommendation regarding school facilities.

5.3.1 Maintain park and school facilities and expand facilities where opportunities arise

Similarly to the Library discussion above the proposed OBCPU would not result in a substantial increase in population over the existing plan the need for new library services and facilities would not be required. Therefore the construction of new facilities as a result of the project's approval is not required and impacts are not significant

Police, Fire, and Safety Protection

In addition to the aforementioned General Plan policies regarding police, fire, and safety protection, the proposed Public Facilities Services and Safety Element contains the following recommendations.

5.1.1 Continue to fund infrastructure improvements that allow police, fire, and lifeguard services to continue meeting the needs of the community.
5.1.2 Maintain police and fire and rescue response levels within established San Diego Police and Fire-Rescue departmental goal levels.
5.1.3 Construct a new joint-use facility accommodating lifeguard, police and comfort station needs.
5.1.4 Remove the "temporary" police trailer from the parking lot at the westerly terminus of Newport Avenue.

The population increase as a result of the OBCPU would not result in the need to construct new police, fire, or safety protection facilities; however, the PFFP contains line items to address Fire and Safety Protection. These projects would include the expansion of Fire Station 15 located at 4711 Voltaire Street to meet current department standards and operational needs (meeting room or dorm rooms) to serve the growing population and for improvements to the Ocean Beach Lifeguard Station located at 1950 Abbott Street. The construction of these improvements is not the result of mitigation for the project and impacts are not significant

Significance of Impacts

As the above analysis showed the approval of the OBCPU would not result in the need to construct new public service facilities but improvements have been identified in the PFFP. It is reasonable to assume that these improvements would be built in the future even though they have not been fully funded. The construction of these improvements would be subject to separate environmental review at the time design plans are available. Therefore, impacts related to the construction of new facilities or improvements would be less than significant. Additionally, if parkland or recreational facilities are proposed as part of a development project, potential environmental effects would be analyzed at that time. Therefore, impacts related to the construction of new public service facilities would be less than significant.

Mitigation, Monitoring, and Reporting

Impacts associated with parkland and recreational facilities, libraries, schools, fire protection, and police services have all been determined to be less than significant; therefore, no mitigation is required

Table 4.12-1 Existing Population-based Parks and Recreation Facilities in Ocean Beach

Existing Population-Based Park Acreage	Existing Useable Acres
Community Parks:	
Ocean Beach Community Park	1.21 acres
Neighborhood and Pocket Parks:	
Ocean Beach Gateway Pocket Park	0.22 acres
Park Equivalency:	
Ocean Beach Elementary Joint Use Facility	1.20 acres
Total:	2.63 acres
Future Park Acreage Required	42.20 acres
Future Park Deficit	39.57 acres
**General Plan Guideline: 15,071 people divided by 1,000 = 15.07 x 2.8 acres = 42 acres of population-based parks*	

Existing Recreation Center(s):	Future Requirements	Future Deficit
10,090 square feet Ocean Beach Community Recreation Center	10,200 Square Feet**	110 Square Feet
***General Plan Guideline: Recreation Center (17,000 square feet) serves population of 25,000. 15,071 people divided by 25,000 people = 60 % of a 17,000 square foot Recreation Center = 10,200 square feet.*		

Existing Aquatic Complex:	Future Requirements	Future Deficit
0 Existing	30 % of an Aquatic Complex***	30 % of an Aquatic Complex
****General Plan Guideline: Aquatics Complex serves population of 50,000. 15,071 people divided by 50,000 people = 30 % of an Aquatics Complex.*		

Table 4.12-2 Park Equivalency Credits

Park Equivalencies	Net Useable Acreage to be used as a Park Equivalency Credit	Recreation Components and Amenities
Portion of Resource-Based Parks		
Brighton Avenue Park (within Ocean Beach Park)	2.00 acres	Walkways, picnic areas, lighting, barbecues and hot coal receptacles.
Saratoga Beach Park (within Ocean Beach Park)	1.20 acres	Walkways, children's play area, plaza area, fitness course, seating and lighting.
Veterans Park (within Ocean Beach Park)	0 .4o acres	A Plaza area, walkways, seating, interpretive panels, landscaping, lighting, and a park sign.
Dog Beach (within Mission Bay Park)	5.00 acres	A plaza area, landscape, accessible pathway, retaining wall and lighting.
Dusty Rhodes Park (within the Mission Bay Park)	5.00 acres	Children's play area, picnic areas, parking, benches, an accessible pedestrian path with security lighting connecting the west parking lot to the east parking lot.
Robb Field (within Mission Bay Park)	3.50 acres	Children's play area, small multi-purpose courts, picnic areas, benches, walkways, and and an accessible ramp to the San Diego River Park pathway.
Trails		
Famosa Slough Open Space Trail	.55 acres	Improve an existing trail to be meet accessibility standards and provide, benches, interpretive signs, fencing where needed, native landscaping, trash and recycling containers.
Joint Use Facilities		
Ocean Beach Elementary School	Existing	Turf and irrigation upgrades and/or replacement after the year 2014, 25 years into the term of the existing 50-year joint use agreement, to extend the life of the facility.
Barnes Tennis Center	3.00 acres	New passive park may include a comfort station, basketball courts, picnic facilities, barbecues, drinking fountains, children's play areas, security lighting, walkways, trash and recycling containers, community garden, landscaping and fencing, where needed.
Total Equivalencies Credit	**20.65 acres**	

Table 4.12-3: Revised Population-based Park Inventory Summary at Full Community Development

Existing Population-based Parks	2.63 acres
Park Equivalency Credits	20.65 acres
Future Park Acreage Required	42.20 acres
Future Park Deficit	18.92 acres

4.13 Greenhouse Gas Emissions

The following Greenhouse Gas (GHG) emissions analysis is based on the Greenhouse Gas Emissions Analysis for the Ocean Beach CPU prepared by OB-1 Air Analysis in February 2013. The complete analysis is included as Appendix I.

4.13.1 Existing Conditions and Greenhouse Gas Inventories

a. Statewide GHG Emissions

Statewide GHG inventories performed by the CARB over the past two decades report that statewide GHG emissions totaled 433 million metric tons of carbon dioxide equivalents ($MMTCO_2E$) in 1990, 458 $MMTCO_2E$ in 2000, 484 $MMTCO_2E$ in 2004, and 478 $MMTCO_2E$ in 2008 (CARB 2010a). Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

b. Project Area GHG Emissions

A baseline analysis of the existing GHG emissions from the OBCPU Plan Area land uses and associated traffic was performed using the CalEEMod™, Version 2011.1.1. This is the same methodology as that used for estimating GHG emissions resulting from proposed OBCPU buildout.

In brief, CalEEMod™ is a computer model that estimates GHG emissions from mobile (i.e., vehicular) sources, area sources (fireplaces, woodstoves, and landscape maintenance equipment), energy use (electricity and natural gas used in space heating and cooling, ventilation and lighting, and plug-in appliances), water use, and solid waste disposal. Emissions are estimated based on land use information inputted into the model by the model user. The input land use information consists of land use subtypes (such as the residential subtypes of single-family residential and multi-family medium-rise residential) and their unit or square footage quantities. Other inputs include the air basin, climate zone, setting (urban, suburban, or rural), and utility provider (in this case San Diego Gas & Electric, or SDG&E). In various places, the user can input additional information and/or override the default assumptions to account for project or location specific parameters. For this estimate of existing GHG emissions, the model default parameters, including vehicle trip lengths and energy intensity factors, were not changed.

Land use descriptions in the OBCPU Plan Area for existing and future proposed conditions were obtained from the traffic impact study (Appendix B) that was prepared for the project. lists the current and proposed land use distributions for the OBCPU Plan Area. To accommodate input requirements in CalEEMod™, some uses were combined into appropriate model categories.

Vehicle Emissions

As identified in the traffic study, approximately 128,177 total vehicle trips are assumed to occur daily in association with the proposed OBCPU area. Based on this quantity of trips and the trip rates for each land use subtype identified above and the default CalEEMod™ trip lengths as

inputs to CalEEMod™, almost 231 million vehicle miles are traveled (VMT) each year. This equates to a total of 110,017 tCO_2e of GHGs that are being emitted annually by vehicles associated with existing on-site land uses.

Energy Use Emissions

Based on the existing land use inputs identified in Table 4.13-1 and average electricity and natural gas consumption rates in CalEEMod™, the proposed OBCPU area's existing buildings were estimated to emit approximately 27,168 tCO_2e of GHGs in 2010 from the OBCPU area. Of this total, approximately 8,940 tCO_2e were generated from natural gas combustion and 18,226 tCO_2e were generated from electricity use.

Area Source Emissions

In this analysis, estimated area source emissions were primarily from hearth emissions. Only natural gas usage counted towards GHG emissions, since wood burning is considered biological CO_2 and is considered as just releasing sequestered CO_2. This analysis used existing CalEEMod™ defaults with the exception of no wood burning and estimated that in 2010, all existing area sources emitted approximately 10,328 tCO_2e of GHGs.

Water Use Emissions

Based on the existing land use inputs identified in Table 4.13-1 and default water use rates and embodied energy intensities, CalEEMod™ estimates that the embodied energy needed to supply and treat existing annual water consumption in the OBCPU area in 2010 generated approximately 4,894 tCO_2e of GHGs.

Solid Waste Emissions

Existing solid waste generation within the OBCPU area was estimated by CalEEMod™ by multiplying the land use inputs identified in Table 4.13-1 with average waste generation rates obtained from the California Department of Recycling (CalRecycle). The existing annual solid waste generation in the OBCPU area was thus estimated to be 7,423 tons. CalEEMod™ estimates that GHG emissions associated with disposing of this amount of waste would generate 3,385 tCO_2e in 2010.

Total Existing OBCPU Area GHG Emissions

The results of the analysis described above indicate that the existing OBCPU area uses are currently generating approximately 155,792 tCO_2e annually as shown in Error! Reference source not found.

Consequences of Global Climate Change

According to the IPCC's) Working Group II Report, worldwide average temperatures are likely to increase by 3 °F to 7 °F by the end of the 21st century. However, a global temperature increase does not directly translate to a uniform increase in temperature in all locations on the earth. Regional climate changes are dependent on multiple variables, such as topography. One region of the Earth may experience increased temperature, increased incidents of drought, and similar

warming effects, whereas another region may experience a relative cooling. According to the IPCC Report, climate change impacts to North America may include diminishing snowpack, increasing evaporation, exacerbated shoreline erosion, exacerbated inundation from sea level rising, increased risk and frequency of wildfire, increased risk of insect outbreaks, increased experiences of heat waves, and rearrangement of ecosystems, as species and ecosystem zones shift northward and to higher elevations.

Even though climate change is a global problem and GHGs are global pollutants, the effects of climate change on California have been studied. California direct impacts include temperature increases that are expected to be more pronounced in the summer and in inland areas; a 12 to 35 percent decrease in precipitation in Northern California; an estimated range of sea level rise along the California Coast between 43 and 69 inches by 2100; and increased pH of oceans due to CO_2 absorption.
In fact, the California Emergency Management Agency prepared a Guide focusing on understanding the ways in which climate change can affect a community to assist local agencies effectively project vulnerability. These impacts are organized into seven related "sectors."

- **Public Health, Socioeconomic, and Equity Impacts –** consisting of the public health and socioeconomic impacts of heat events, average temperature change, intense rainstorms, reduced air quality, and wildfires on people, focusing on groups who are most sensitive to these impacts because of both intrinsic factors (e.g., age, race/ethnicity, gender) and extrinsic factors (e.g., financial resources, knowledge, language, occupation).
- **Biodiversity and Habitat –** affecting terrestrial and freshwater aquatic habitats and the species that depend on them. Changes in the seasonal patterns of temperature, precipitation, and fire due to climate change can dramatically alter ecosystems that provide habitats for California's native species. These impacts can result in species loss, increased invasive species' ranges, loss of ecosystem functions, and changes in growing ranges for vegetation.
- **Ocean and Coastal Resources –** such as sea level rise, intensification of coastal storms, and ocean acidification may affect ocean and coastal resources. Potential environmental impacts of these changes include coastal flooding/ inundation, loss of coastal ecosystems, coastal erosion, shifts in ocean conditions (pH, salinity, etc.), and saltwater intrusion.
- **Water Management –** such as altered timing and amount of precipitation and increased temperatures that influence the availability of water supply. In addition, the sector includes an evaluation of the role that intense storms and rapid snowmelt can play in flooding.
- Infrastructure – increasing the likelihood of both delays and failures of infrastructure. Infrastructure provides the resources and services critical to community function. Roads, rail, water (pipes, canals, and dams), waste (sewer, storm, and solid waste), electricity, gas, and communication systems are all needed for community function.
- **Forest and Rangeland –** such as an influence on forest health and wildfire. In forest ecosystems, climate change can alter the species mix, moisture and fuel load, and number

of wildfire ignitions. These changes in wildfire character are related to a range of forest health indicators such as growth rate, invasive species, erosion, and nutrient loss.

- **Agriculture –** the potential to influence both crop and livestock operations. Climate change can affect agriculture through extreme events (e.g., flooding, fire) that result in large losses over shorter durations, or through more subtle impacts such as changes in annual temperature and precipitation patterns that influence growing seasons or livestock health.

4.13.2 Existing Regulatory Framework

There are numerous plans, policies, and regulations aimed at reducing GHG emissions. They exist at the international, national, state, and local levels. The discussion below is focused on the key state and local regulations affecting GHG emissions and analyses of land development projects.

a. State

Executive Order S-3-05—Statewide GHG Emission Targets

This 2005 Executive Order (EO) established the following GHG emission reduction targets for the state of California:

- by 2010 reduce GHG emissions to 2000 levels;
- by 2020 reduce GHG emissions to 1990 levels; and,
- by 2050 reduce GHG emissions to 80 percent below 1990 levels.

It also directed the secretary of the California EPA to oversee efforts made to reach these targets and to prepare biannual reports on the progress made toward meeting the targets, on the impacts to the state related to global warming, and on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years.

AB 32—California Global Warming Solutions Act

In response to EO S-3-05, the California legislature passed AB 32, the California Global Warming Solutions Act of 2006. It required CARB to adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. It also required CARB to adopt a plan indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

As directed, in December 2007, CARB approved a 2020 emission limit of 427 $MMTCO_2E$ and the following year completed a Climate Change Scoping Plan (Scoping Plan).

Climate Change Scoping Plan

The 2008 Scoping Plan includes strategies and reduction measures to reduce statewide GHG emissions to 1990 levels by 2020. The reduction measures would achieve an approximate 174 $MMTCO_2E$ reduction in GHG emissions, for approximately 29 percent less than the state's projected 2020 emission level of 596 $MMTCO_2E$ under a BAU scenario. CARB will update the Scoping Plan at least once every 5 years to allow evaluation of progress made and to correct the Scoping Plan's course where necessary.

Table 4.13-3 summarizes the reduction measures CARB identified in 2008 as necessary to reduce forecasted BAU 2020 emissions to target levels. As indicated in Table 4.15-3, the majority of reductions is directed at the sectors with the largest GHG emissions contributions—transportation and electricity generation—and involve statutory mandates affecting vehicle or fuel manufacture, public transit, and public utilities. To address emissions from vehicles, CARB is proposing a comprehensive three-prong strategy: reducing GHG emissions from vehicles, reducing the carbon content of the fuel these vehicles burn, and reducing the miles these vehicles travel.

To address emissions from energy use, the Scoping Plan includes enhanced energy efficiency programs that provide incentives for customers to purchase and install more efficient products; building, and appliance standards to ensure that manufacturers and builders bring improved products to market; and renewable energy mandates for public utilities. Over the long term, the recommended measures will increase the amount of electricity from renewable energy sources and improve the energy efficiency of industries, homes, and buildings. While energy efficiency would account for the largest GHG reductions, other applicable land development measures such as water conservation and waste reduction would achieve additional energy emissions reduction. Several Scoping Plan measures have been adopted as mandatory requirements in statewide regulations. The ones of most relevance to this analysis include the Pavley GHG Vehicle Standards, the Low Carbon Fuel Standards, and the Renewables Portfolio Standard.

AB 1493—Pavley GHG Vehicle Standards

AB 1493 (Pavley) enacted July 2002, directed CARB to adopt vehicle standards that lowered GHG emissions from passenger vehicles and light duty trucks to the maximum extent technologically feasible, beginning with the 2009 model year. However, due to a lawsuit by the Alliance of Automobile Manufacturers, their eventual implementation did not get authority until June 2009. Termed "Pavley," these regulations are expected to reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016 (CARB 2010b) for a total reduction of 31.7 $MMTCO_2E$ counted toward the total statewide reduction target (CARB 2008b) (see Table 4.15-2). These reductions are to come from improved vehicle technologies such as small engines with superchargers, continuously variable transmissions, and hybrid electric drives.

EO S-01-07—Low Carbon Fuel Standard

The Low Carbon Fuel Standard (LCFS) is the means by which the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020. CARB adopted the LCFS as a discrete early action measure pursuant to AB 32 in April 2009. The LCFS is a

performance standard with flexible compliance mechanisms intended to incentivize the development of a diverse set of clean, low-carbon transportation fuel options. Its aim is to accelerate the availability and diversity of low-carbon fuels such as biofuels, electricity, and hydrogen, by taking into consideration the full life-cycle of GHG emissions. A 10 percent reduction in the intensity of transportation fuels is expected to equate to a reduction of 16.5 $MMTCO_2E$ in 2020. However, in order to account for possible overlap of benefits between LCFS and the Pavley GHG standards, CARB has discounted the contribution of LCFS to 15 $MMTCO_2E$ (CARB 2008b).

The LCFS is currently being challenged in the U.S. Supreme Court, with plaintiffs arguing that it violates the Interstate Commerce Clause of the Constitution. One of the rulings preliminarily enjoined CARB from enforcing the regulation. In April 2012, the court granted CARB's motion for a stay of the injunction while it continues to consider CARB's appeal of the lower court's decision. However, the LCFS was upheld in federal appeals court on September 18, 2013.

Renewables Portfolio Standard

The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply. Originally adopted in 2002, with a goal to achieve a 20 percent renewable energy mix by 2020, the goal has been accelerated and increased, most recently by EO S-14-08 and EO S-21-09 to a goal of 33 percent by 2020. Its purpose is to achieve a 33 percent renewable energy mix statewide, where 33 percent of the state's electricity needs would be met by renewable energy sources by 2020 (CARB 2008b). Increasing the RPS to 33 percent was meant to accelerate the transformation of the electricity sector through investment in the transmission infrastructure and systems changes to allow integration of large quantities of intermittent wind and solar generation. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Increased use of renewables would decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. CARB estimates that full achievement of the RPS would decrease statewide GHG emissions by 21.3 $MMTCO_2E$ (CARB 2008b).

SB 375—Regional Emissions Targets

SB 375 was signed in September 2008, requiring CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Regional Transportation-related GHG Target Scoping Plan measure. Its purpose is to align regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation, in order to reduce GHG emissions by promoting high-density, mixed-use developments around mass transit hubs.

CARB, in consultation with the state's Metropolitan Planning Organizations, was required to provide each affected region with passenger vehicle GHG emissions reduction targets for 2020 and 2035 by September 30, 2010. On September 23, 2010, CARB approved a San Diego regional emissions target which requires a reduction in GHG emissions from cars and light trucks 7 percent per capita by 2020, and 13 percent by 2035 (SANDAG 2010f). The reduction targets are to be updated every 8 years, but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets.

In response to SB 375, SANDAG prepared a Sustainable Communities Strategy (SCS) in late 2011 as part of its 2050 RTP that demonstrates how the region will meet its regional GHG reduction targets through integrated land use, housing, and transportation planning. The SCS focuses on enhanced public transit service combined with incentives for land use development that provides a better market for public transit. SANDAG's 2050 RTP is the first such plan in the state that includes an SCS (CARB 2010c; SANDAG 2010f).

Title 24, Part 6—California Energy Code

The California Code of Regulations, Title 24, Part 6, is the California Energy Code. This code, originally enacted in 1978 in response to legislative mandates, establishes energy- efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. The most recent amendments to the Energy Code, known as 2008 Title 24, or the 2008 Energy Code, became effective January 1, 2010. 2008 Title 24 requires energy savings of 15–35 percent above the former 2005 Title 24 Energy Code. At a minimum, residential buildings must achieve a 15-percent reduction in their combined space heating, cooling, and water heating energy consumption compared to the 2005 Title 24 standards. Incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum 15 percent reduction over the 2005 Title 24. The reference to 2005 Title 24 is relevant in that many of the state's long-term energy and GHG reduction goals identify energy-saving targets relative to the 2005 Title 24. By reducing California's energy consumption, emissions of statewide GHGs may also be reduced.

With respect to new construction and major renovations, compliance with the current Energy Code must be demonstrated through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC-approved energy performance software that shows iterative increases in energy efficiency given selection of various HVAC,

sealing, glazing, insulation, and other components related to the building envelope. Title 24 governs energy consumed by the built environment, by the major building envelope systems such as space heating, space cooling, water heating, some aspects of the fixed lighting system, and ventilation. Non-building energy use, or "plug-in" energy use (such as appliances, equipment, electronics, plug-in lighting), are independent of building design and are not subject to Title 24.

Title 24, Part 11—California Green Building Standards

In 2007, Governor Schwarzenegger directed the California Building Standards Commission to work with state agencies on the adoption of green building standards for residential, commercial, and public building construction for the 2010 code adoption process. A voluntary version of the California Green Building Standards Code, referred to as CalGreen, was added to Title 24 as Part 11 in 2009. The 2010 version of CalGreen took effect January 1, 2011, and instituted mandatory minimum environmental performance standards for ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. The requirements for new construction include:

- 20 percent mandatory reduction in indoor water use relative to specified baseline levels, with voluntary goals for reductions of 30 percent and over;
- mandatory water submetering;
- mandatory diversion of 50 percent waste from landfills, with voluntary goal reductions of 65 percent for homes and 80 percent for commercial projects;
- mandatory inspections of energy systems to ensure optimal working efficiency, with voluntary goals for 15 percent (Tier I) and 30 percent (Tier II) in exceedance of 2008 Title 24; and
- requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

Similar to the compliance reporting procedure described above for demonstrating energy code compliance in new buildings and major renovations, compliance with the CalGreen water reduction requirements must be demonstrated through completion of water use reporting forms for both residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CalGreen or a reduced per-plumbing-fixture water use rate.

SB 97—CEQA GHG Amendments

Senate Bill 97 (SB 97) was passed by the legislature in 2007. It required the Office of Planning and Research (OPR) to prepare amendments to the CEQA Guidelines to assist public agencies in the evaluation of effects of GHGs and necessary mitigation measures, including effects associated with transportation and energy consumption, which became effective March 18, 2010.

Section 15064.4 of the amended CEQA Guidelines includes the following requirements for determining the significance of impacts from GHG emissions:

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
   (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
   (2) Rely on a qualitative analysis or performance-based standards.

While the amendments require calculation of a project's contribution of GHGs, they clearly do not establish a standard by which to judge a significant effect or a means to establish such a standard.

b. Local

San Diego Sustainable Community Program/Cities for Climate Protection

In 2002, the City Council approved the San Diego Sustainable Community Program (SCP) and requested that an advisory committee be established to provide recommendations that would decrease GHG emissions from City operations. The City subsequently became a participant in the ICLEI Cities for Climate Protection (CCP) campaign to reduce GHG emissions and in the California Climate Action Registry.

As a participant in the ICLEI CCP program, the City made a commitment to voluntarily decrease its GHG emissions by 2030 through a series of five milestones: (1) establish a CCP campaign, (2) engage the community to participate, (3) sign the U.S. Mayors Climate Protection Agreement, (4) take initial solution steps, and (5) perform a GHG audit. The City has advanced past Milestone 3 by signing the Mayor's agreement and establishing actions to decrease City Operations' emissions.

Climate Protection Action Plan

In July 2005, the City developed a Climate Protection Action Plan (CPAP) that identifies policies and actions to decrease GHG emissions from City operations. Recommendations included in the CPAP for transportation included measures such as increasing carpooling and transit ridership, improving bicycle lanes, and converting the City vehicle fleet to low-emission or non-fossil-fueled vehicles. Recommendations in the CPAP for energy and other non-transportation emissions reductions included increasing building energy efficiency (i.e., requiring

that all City projects achieve the U.S. Green Building Council's LEED Silver standard); reducing waste from City operations; continuing use of landfill methane as an energy source; reducing the urban heat island by avoiding dark roofs and roads which absorb and retain heat; and increasing shade tree and other vegetative cover plantings.

Because of City actions implemented between 1990 and 2002, moderate GHG emissions reductions were reported in the CPAP. City actions taken to capture methane gas from solid waste landfills and sewage treatment plants resulted in the largest decrease in GHG emissions. Actions taken thus far to incorporate energy efficiency and alternative renewable energy reached only 5 percent of the City's 2010 goal. The transportation sector remains a significant source of GHG emissions in 2010 and has had the lowest GHG reductions, reaching only 2.2 percent of the goal for 2010. The General Plan includes a Policy CE-A.13 to regularly monitor and update the CPAP.

Sustainable Building Policies

In several of its policies, the City aims to reduce GHG emissions by requiring sustainable development practices in City operations and incentivizing sustainable development practices in private development. In Council Policy 900-14—Green Building Policy, adopted in 1997, Council Policy 900-16—Community Energy Partnership, and the updated Council Policy 900-14—Sustainable Buildings Expedite Program, last revised in 2006, in which the City established a mandate for all City projects to achieve LEED Silver (or equivalent) for all new buildings and major renovations over 5,000 square feet. Incentives are also provided to private developers through the Expedite Program, which expedites project review of green building projects and discounts project review fees.

The City has also enacted codes and policies aimed at helping the City achieve the state's 75-percent waste diversion mandate under AB 341, including the Refuse and Recyclable Materials Storage Regulations (SDMC Chapter 14, Article 2, Division 8), Recycling Ordinance (O-19678; SDMC Chapter 6, Article 6, Division 7), and the Construction and Demolition (C&D) Debris Deposit Ordinance (0-19420 & 0-19694; SDMC Chapter 6, Article 6, Division 6).

General Plan

The 2008 General Plan update includes several climate change-related policies aimed at reducing GHG emissions from future development and City operations. For example, Conservation Element Policy CE-A.2 aims to "reduce the City's carbon footprint" and to "develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth" related to climate change. The Land Use and Community Planning Element; the Mobility Element; the Urban Design Element; and the Public Facilities, Services, and Safety Element also identify GHG reduction and climate change adaptation goals. These elements contain policy language related to sustainable land use patterns, alternative modes of transportation, energy efficiency, water conservation, waste reduction, and greater landfill efficiency. The overall intent of these policies is to support climate protection actions, while retaining flexibility in the design of implementation measures which could be influenced by new

scientific research, technological advances, environmental conditions, or state and federal legislation.

Cumulative impacts of GHG emissions were qualitatively analyzed and determined to be significant and unavoidable in the programmatic Environmental Impact Report (PEIR) for the General Plan. A PEIR Mitigation Framework was included that indicated "for each future project requiring mitigation (measures that go beyond what is required by existing programs, plans, and regulations), project-specific measures will [need to] be identified with the goal of reducing incremental project-level impacts to less than significant; or the incremental contributions of a project may remain significant and unavoidable where no feasible mitigation exists".

Climate Mitigation and Adaptation Plan (CMAP)

The CMAP is being developed to provide a mechanism for the City to achieve the goals of AB 32 and the CARB Scoping Plan at a program level and is currently under review. It was developed to provide a mechanism for the City to achieve the goals of AB 32 and the CARB Scoping Plan at a program level. The CMAP elements were prepared pursuant to guidance from the amended CEQA Guidelines and CARB recommendations for what constitutes an effective GHG reduction plan.

Goals of the City's CMAP are to establish a planning horizon of 2013 through 2035 and to quantify GHG emissions. The CMAP would establish GHG reduction targets for 2020, 2035, and 2050 and would identify strategies and measures to reduce GHG emissions while providing guidance for monitoring progress on an annual basis.

4.13.3 Impacts

Thresholds of Significance

The CEQA Guidelines Appendix G Environmental Checklist includes the following two questions regarding assessment of GHG emissions:

1) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
2) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs?

As stated in the Guidelines, these questions are "intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance." The City has not adopted its own GHG Thresholds of Significance for CEQA and is following guidance from the 2008 California Air Pollution Control Officers Association (CAPCOA) report *CEQA & Climate Change* to identify screening criteria to determine when a GHG analysis would be required and information from the CARB Scoping Plan and BAU 2020 Forecast to determine when a cumulatively significant contribution of GHGs has occurred.
The CAPCOA report references a 900-metric-ton guideline as a conservative threshold for requiring further analysis and mitigation. The City thus chose a 900-metric-ton screening

criterion for determining when a GHG analysis is required. To provide a screening tool, the 900 metric tons were translated into project types that would generally equate to a 900-metric-ton generation rate, allowing those projects that meet the following criteria to be exempt from preparing a GHG technical analysis report.

For projects that do not meet the criteria outlined in Table 4.13-4, the City requires a GHG emissions analysis to demonstrate that the proposed project design achieves a 28.3 percent reduction relative to BAU GHG emissions. This requirement is based on the CARB BAU 2020 Forecast and Scoping Plan prepared in 2008, which identifies reductions needed to achieve an approximate overall 28.3 percent reduction in statewide BAU emissions by 2020.

Thus, a project's estimated 2020 GHG emissions with GHG reductions are evaluated relative to the 2020 BAU GHG emissions for comparison to the City's reduction goal as follows:

$$\left(\frac{\dot{m}_{GHG,BAU} - \dot{m}_{GHG,PR}}{\dot{m}_{GHG,BAU}}\right) \times 100 \geq 28.3\,?$$

Where

$\dot{m}_{GHG,BAU}$ = Project's 2020 BAU GHG emissions; i.e., the GHG emissions that would be expected to occur in the absence of the Scoping Plan GHG reduction measures or project-level GHG-reducing design

$\dot{m}_{GHG,PR}$ = Project's 2020 GHG emissions with Scoping Plan measures and project-specific GHG-reducing features incorporated

If the project's 2020 GHG emissions, with incorporation of GHG-reducing regulations and design features, represent a 28.3 percent reduction relative to the project's BAU GHG emissions, the project would not result in a significant impact to global climate change.
For the analysis of the proposed CPU, all of the above thresholds are discussed to provide adequate disclosure of potential impacts of the proposed CPU associated with GHG emissions.

Issue 1: *Would implementation of the proposed OBCPU generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

Impact Analysis

Under issue 1, impacts would be significant if the proposed OBCPU's GHG emissions could not comply with the thresholds discussed above.

The results of the modeling, assumptions, and defaults of GHG emissions from the land uses under buildout conditions for Ocean Beach are listed in Table 4.13-1. However, as noted in Section 3.1, the OBCPU would only allow an additional 62 units over the existing plan.

Vehicle Emissions

GHG emissions would be emitted from vehicles associated with OBCPU buildout and would come from the combustion of fossil fuels (primarily gasoline and diesel) in vehicle engines. The quantity and type of transportation fuel consumed, and the number of miles driven determines the amount of GHGs emitted from a vehicle. The method for calculating these emissions is described above.

shows that the proposed land uses under buildout conditions for the Ocean Beach area would result in an increase of 1,314 residential dwelling units, a net increase of 1,000 square feet of retail/commercial uses, and various other minor changes. Using CalEEMod™ default trip rates and trip lengths there would be approximately 254,439,864 annual VMT. Since the annual VMT estimated in the base year CalEEMod™ run were only 230,977,729, there would be an estimated projected increase of 22,398,978 annual VMT, which represents approximately a 9.7 percent increase.

The increase in VMT is offset by the reduction that comes from the cleaning of the fleet, where natural attrition replaces dirtier older cars with cleaner new cars. In fact, using data from EMFAC2011the 2030 fleet average CO_2 emission rates for San Diego County is projected to drop by over 30 percent over the 2010 rates. This is not only due to Pavley and LCFS but also the new fuel efficiency standards. Even without Pavley and LCFS, the emission rates drop almost 20 percent.
Subsequently, the CO_2e emissions from mobile sources from buildout conditions is 91,507 tonnes, which is a 16.8 percent reduction from existing conditions of 110,017 tonnes.

Energy Use Emissions

GHG emissions would be generated by the OBCPU buildout use of electricity and combustion of natural gas. The method for calculating these emissions is described above. CalEEMod™ estimates that the total annual energy consumption associated with the OBCPU at projected buildout would be approximately 30,382 tCO_2e, which represents an 11.8 percent increase from current conditions. Of this total, approximately 10,239 tCO_2e would be generated annually from natural gas combustion, and 20,143 tCO_2e from electricity use.

Area Source Emissions

Buildout land uses would emit GHGs from the area sources of landscape maintenance equipment and fireplaces. The method for calculating these emissions is described above. CalEEMod™ estimates that approximately 12,062 tCO_2e would be emitted annually given land use projections, which represents a 16.8 percent increase from current conditions.

Water Use Emissions

The supply and treatment of water to OBCPU area end users would consume energy, known as embodied energy. GHGs would be emitted from the generation of this embodied energy. The method for calculating these emissions is described above. CalEEMod™ estimates that the

embodied energy needed to supply and treat future water use in the OBCPU area would emit 5,562 tCO_2e, which represents an 8.5 percent increase from current conditions.

Solid Waste Emissions

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. The method for calculating these emissions is described in above. CalEEMod™ estimates that projected land uses would generate approximately 3.672 tCO_2e associated with solid waste disposal, which represents a 13.7 percent increase from current conditions.

Construction Emissions

GHGs would be emitted from construction equipment, and worker and vendor vehicle trips associated with the development of new or renovated land uses. The method for calculating these emissions is described above.

Construction emissions estimates were calculated using only the land uses that would increase between current and buildout conditions. These land uses would include 1,000 square feet of Government Office Buildings, 76,800 square feet of Strip Mall, 5 Apartments Low Rise dwelling units, 821 Apartments Mid Rise dwelling units, and 488 Single Family Housing dwelling units. CalEEMod™ estimates that construction activities would generate a total of 23,944 tCO_2e during development of these land uses. For the purpose of this analysis total construction GHG emissions were divided by 30 years in order to identify annual construction GHG emissions. This is in accordance with SCAQMD's Interim Guidelines. Thus, annual construction GHG emissions associated with buildout of proposed land uses would approximate 765 tCO_2e each year.

In addition to the governing policies of the General Plan, the OBCPU includes plan recommendations that also govern activity in the Ocean Beach area. Following are some pertinent recommendations that could further lead to reduction of GHG emissions.

Commercial Element

- Commercial districts be contained in area in order to foster compactness and facilitate pedestrian orientation.
- Office and residential uses be encouraged, in addition to retail commercial, in the three districts, especially as mixed uses in the same structure.

Transportation Element

- The car pool program being developed by the City should be implemented.
- Existing bus service be improved by reducing travel time and developing more direct links to various parts of San Diego.
- Consideration be given to the establishment of a public transit system connecting Ocean Beach as directly as possible with area college campuses.

- Intra-community transit service be established by the San Diego Transit Corporation, linking the various activity centers in Ocean Beach.
- Upon development of parking reservoirs at the fringe of the community, public transit be instituted to transport beach users from their cars to the beach.
- A bikeway be marked adjacent to the coast the entire length of Ocean Beach.
- Adequate signs be established to identify all bikeways.

The Conservation Element of the OBCUP contains recommendations that specifically address the reduction of GHG emissions. The element addresses Climate Change, which is seen as a major issue that could affect the health and longevity of the community and the ecological environment in Ocean Beach. This element is intended to work in conjunction with the General Plan when reviewing development proposals. The specific recommendations from the element are listed below:

7.6.1 Encourage individual and community-level actions that contribute to implementation of General Plan and Climate Action Plan climate change and sustainability policies. Support development and implementation of citywide climate mitigation and adaptation measures that could include: innovative programs, regulations and incentives; identification of vulnerable populations, infrastructure and habitat; and other means.

7.6.2 Build on Ocean Beach's attributes as a walkable community, and its efficient land use patterns, to enhance the health of the community and its contribution to the City's sustainable development strategies. See Land Use and Mobility Elements of this plan.

7.6.3 Public and private project proponents should, using best available science, assess their projects for its vulnerability to impacts from sea level rise and, if vulnerable, propose a reasonable adaptation strategy.

7.6.4 Monitor sea level rise impacts and adjust adaptation strategies as needed over time.

Significance of Impacts

shows the total CO_2e emissions estimated to be generated in 2030 from the projected buildout land uses in the OBCPU under the existing community plan. The total of 143,949 tCO_2e is a reduction of approximately 7.6 percent from the 155,792 tCO_2e that was estimated to have been generated in 2010under the existing plan. This reduction relative to BAU falls short of meeting the City's goal of a minimum 28.3 percent reduction in GHG emissions.

The GHG analysis above has shown that the build-out conditions of the OBCPU would not reduce BAU by 28.3 percent. However, the OBCUP is not proposing new development or any changes to land use designations. The OBCPU would correct inconsistencies between existing land use designations and underlying zoning. The Rezone would correct an inconsistency between existing zoning and land use designation and substantial development within the Rezone area is not anticipated in the near future.

Since the OBCPU is within the Coastal Overlay Zone new development would be required to obtain a Coastal Development Permit along with a discretionary review. New development projects would be subject to the CEQA Significance Thresholds, policies of the proposed

OBCPU and General Plan, and other applicable regulations. Because future projects within the OBCPU would be subject to discretionary review, further project level environmental review under CEQA would be required and potential impacts in this category would be analyzed in conjunction with all applicable policies and requirements. Therefore, based upon the scope of work, which could only potentially add an additional 62 units to the community over a period of undetermined years along with the implementation of the policies and regulations GHG impacts would be less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.

Issue 2: *Would the OBCPU be inconsistent with Adopted Plans, Policies, and Regulations?*

Impact Analysis

Under this issue area significant impacts would occur if the OBCPU would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The regulatory plans and policies discussed extensively above aim to reduce national, State, and local GHG emissions by primarily targeting the largest emitters of GHGs: the transportation and energy sectors. The goals and regulatory standards discussed above are thus largely focused on the automobile industry and public utilities. For the transportation sector, the reduction strategy is generally three pronged: to reduce GHG emissions from vehicles by improving engine design; to reduce the carbon content of transportation fuels through research, funding, and incentives to fuel suppliers; and to reduce the miles vehicles traveled through land use change and infrastructure investments. The types of land use changes that can measurably reduce GHG emissions associated with vehicle use include: increased density; increased diversity (mixed-use); improved walkability design; improved transit accessibility; transit improvements; integration of below market-rate housing; and constrained parking. In CAPCOA's report on quantifying GHG reduction measures, many mitigation strategies are evaluated based on effectiveness. The effectiveness of these land-use strategies ranges from less than one percent up to a maximum 30 percent reduction in community wide VMT and are not additive.

For the energy sector, the reduction strategies of local, State and national plans aim to reduce energy demand; impose emission caps on energy providers; establish minimum building energy and green building standards; transition to renewable non-fossil fuels; incentivize homeowners and builders; fully recover landfill gas for energy; expand research and development; and so forth. At the plan or project-level, policies or incentive programs for builders to exceed the current Title 24 energy efficiency standards, to install high efficiency lighting and energy-efficient plug-in appliances (for energy uses not subject to Title 24), and to incorporate on-site renewable energy generation can result in substantial GHG emissions reductions, up to 35 percent or more. Energy use associated with water consumption and wastewater treatment can also be reduced by applying an overall water reduction strategy (e.g., of 20% on indoor and outdoor water use) and/or policies and actions related to using reclaimed and gray water,

installation of low-flow plumbing fixtures, use of water-efficient landscape design including turf reduction, and use of water-efficient irrigation systems. The institution of recycling and composting services can also reduce the energy embodied in the disposal of solid waste.

In addition to strategies aimed at reducing GHG emissions associated with vehicle and energy use, relevant local and State plans include GHG reduction strategies aimed at: reducing the heat island effect (and therefore energy-for-cooling demand) through urban forestry and shade tree programs; reducing area source emissions from woodstoves and fireplaces through stricter restrictions on fuel type and restriction against their use; and restricting the type of landscaping equipment used (such as use of only electric-powered lawn mowers, leaf blowers, and chain saws).

Additional policies and strategies focus on climate adaptation and include policies and strategies to increase climate adaptability and resilience through climate-sensitive building guidelines (e.g., through appropriate building orientation and glazing design), sea-level monitoring, and defensible building design.

As a planning area within the City of San Diego, Ocean Beach is governed by the Policies of the General Plan. As the General Plan describes it, the General Plan is:

> "…its constitution for development. It is the foundation upon which all land use decisions in the City are based. It expresses community vision and values, and it embodies public policy for the distribution of future land use, both public and private."

The General Plan provides strategy, called the City of Villages, for how the City can enhance its many communities and neighborhoods as growth occurs over time. The City of Villages is a smart growth strategy which demonstrates a strong commitment to sustainable land use practices. Its strategy focuses growth into mixed-use villages, of different scales, that are linked to the transit system, while respecting San Diego's natural environment and wealth of distinctive neighborhoods.

Policies which address local GHG mitigation strategies in San Diego are integrated within the SDGP, which has issues dealing with the City of Villages strategy; GHG emissions and alternative modes of transportation; energy efficiency; urban heat island effect; waste management and recycling; and water management and supply. As described below, in several cases these policies are also consistent with key state GHG reduction plans, regulations, and recommended mitigation measures. An overview of relevant General Plan recommendation and policies is outlined below.

Conservation Element

The purpose of the Conservation Element of the General Plan is to become an international model of sustainable development and conservation. Since climate change is a growing concern for cities around the world, the State and local governments have taken a leadership role in addressing mitigation and adaptation strategies for a changing climate. The Conservation

Element sets forth a citywide vision that ties various natural resource-based plans and programs together using a village strategy of growth and development. It contains policies for sustainable development, preservation of open space and wildlife, management of resources, and other initiatives to protect the public health, safety and welfare.

Climate Change & Sustainable Development

The energy requirement to maintain the built environment contributes nearly half of the GHG emissions nationally, and the second highest source is from vehicle emissions, however, in San Diego, vehicle emissions constitute more than half of the region's GHG emissions. Additionally, buildings represent a significant portion of the nation's consumption of raw materials and waste output.

Following are some of the General Plan policies that are specifically pertinent to the OBCU Planning Area.

CE-A.2 – Reduce the City's carbon footprint. Develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth in the General Plan to:

- Create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space;
- Reduce fuel emission levels by encouraging alternative modes of transportation and increasing fuel efficiency;
- Improve energy efficiency, especially in the transportation sector and buildings and appliances;
- Reduce the Urban Heat Island effect through sustainable design and building practices, as well as planting trees (consistent with habitat and water conservation policies) for their many environmental benefits, including natural carbon sequestration;
- Reduce waste by improving management and recycling programs;
- Plan for water supply and emergency reserves.

CE-A.5 – Employ sustainable or "green" building techniques for the construction and operation of buildings.

a. Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings. (See SDGP for list of factors).

CE-A.6 – Design new and major remodels to City buildings, and where feasible, long term building leases for City facilities, to achieve at a minimum, the Silver Rating goal identified by the Leadership in Energy and Environmental Design Green Building Rating System to conserve resources, including but not limited to energy and renewable resources.

CE-A.8 – Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.

CE-A.9 – Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible. (See SDGP for list of factors).

CE-A.10 – Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas. (See SDGP for specifics).

CE-A.11 – Implement sustainable landscape design and maintenance. (See SDGP for specifics).

CE-A.12 – Reduce the San Diego Urban Heat Island. (See SDGP for list of actions).

Open Space and Landform Preservation

The City's parks, open space, trails and pedestrian linkages are part of an integrated system that connect with regional and state resources and provide opportunities for residents and visitors to experience San Diego's open spaces.

CE-B.5 – Maximize the incorporation of trails and greenways linking local and regional open space and recreation areas into the planning and development review processes.

Coastal Resources

In the City, the Coastal Zone encompasses approximately 40,000 acres of public and private land and waters. Development in the coastal zone in California is governed by the California Coastal Act of 1976. The Coastal Act directs local governments to prepare Local Coastal Programs in accordance with the Act's policies. These policies are designed to guide development in the coastal areas, beach and lagoon resource management, public access, low-cost visitor-serving recreational uses and conservation of the unique qualities and nature of the coast.

CE-C.7 – Encourage conservation measures and water recycling programs that eliminate or discourage wasteful uses of water.

Water Resources Management

San Diego has a semi-arid coastal climate with coastal areas receiving an average of ten inches of rain annually. The City's historically reliable water supply is credited to its ability to import and store water supplies from the Colorado River and Northern California.

CE-D.1 – Implement a balanced, water conservation strategy as an effective way to manage demand by: reducing dependence on imported water supplies; maximizing the efficiency of existing urban water and agricultural supplies through conservation measures/programs; and developing alternative, reliable sources to sustain present and future water needs. (See SDGP for specifics).

CE-D.5 – Integrate water and land use planning into local decision-making, including using water supply and land use studies in the development review process.

Air Quality

The City has taken an additional step toward improving air quality beyond all the efforts on criteria pollutants by federal, State, and local agencies through participation in the Cities for Climate Protection program. The Climate Protection Action Plan is a component of this program,

and is designed to improve local air quality and to reduce GHG emissions that contribute to climate change.

CE-F.2 – Continue to upgrade energy conservation in City buildings and support community outreach efforts to achieve similar goals in the community.

CE-F.3 – Continue to use methane as an energy source from inactive and closed landfills.

CE-F.4 – Preserve and plant trees and vegetation that are consistent with habitat and water conservation policies and that absorb CO2 and pollutants.

CE-F.6 – Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking. Continue to implement programs to provide City employees with incentives for the use of alternatives to single-occupancy vehicles.

Sustainable Energy

San Diego's main drivers of energy demand are population, economic development, housing, and land use. Establishing more local energy sources, with an emphasis on clean, renewable sources, will provide increased economic stability and environmental benefits. Using renewable energy sources reduces dependence on fossil fuels and also helps to reduce carbon dioxide and other gases in the atmosphere. Water conservation also helps reduce energy use, as almost 60 percent of the energy used by the City organization goes for pumping water and sewage.

CE-I.4 – Maintain and promote water conservation and waste diversion programs to conserve energy.

CE-I.5 – Support the installation of photovoltaic panels, and other forms of renewable energy production.

CE-I.6 – Develop emergency contingency plans, in cooperation with other local agencies and regional suppliers, to assure essential energy supplies and reduce non-essential consumption during periods of energy shortage.

CE-I.8 – Improve fuel-efficiency to reduce consumption of fossil fuels.

CE-I.10 – Use renewable energy sources to generate energy to the extent feasible.

Urban Forestry

The City's urban forest, comprised of publicly and privately owned trees, helps reduce energy consumption, improve air quality, reduce storm water runoff, decrease soil erosion, improve the pedestrian environment, reduce glare, and improve community image and aesthetics.

CE-J.1 – Develop, nurture, and protect a sustainable urban/community forest. (See SDGP for specifics).

CE-J.4 – Continue to require the planting of trees through the development permit process.

a. Consider tree planting as mitigation for air pollution emissions, storm water runoff, and other environmental impacts as appropriate.

Environmental Education

Education offers individuals the information they need to make informed decisions on how their everyday actions may affect the environment.

CE-N.4 – Publicize voluntary water and energy conservation measures that focus on reducing waste and decreasing the possibility of rationing and other undesirable restrictions.

CE-N.5 – Actively encourage public discussion of air quality policies, understanding that it is individual decisions that are an essential component to their success.

CE-N.7 – Support education programs on waste minimization, reuse, recycling and resource recovery that involve the media, schools, industry, government, and academia.

Land Use and Community Planning Element

The purpose of the Land Use and Community Planning Element of the General Plan is to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in our communities. Since the majority of the City is developed, infill development and redevelopment will play an increasingly significant role in providing needed housing, jobs, and services in our communities.

City of Villages Strategy

The City of Villages strategy is to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system. Implementation of the City of Villages strategy is an important component of the City's strategy to reduce local contributions to greenhouse gas emissions, because the strategy makes it possible for larger numbers of people to make fewer and shorter auto trips.

Although there are no formally-designated mixed-use villages within Ocean Beach, the community's commercial districts have elements of Community and Neighborhood Village Centers as outlined in the General Plan. The Voltaire Street, Newport Avenue and the Point Loma Avenue Districts comprise vibrant commercial areas with residential units scattered above or near commercial uses. These areas, which are generally well-served by transit, have evolved over time into pedestrian-oriented public gathering spaces and should be preserved.
Following are some of the General Plan policies that are specifically pertinent to the OBCU Planning Area.

LU-A.2 – Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character, with input from recognized community planning groups and the general public.

LU-A.4 – Locate village sites where they can be served by existing or planned public facilities and services, including transit services.

LU-A.8 – Determine at the community plan level where commercial uses should be intensified within villages and other areas served by transit, and where commercial uses should be limited or converted to other uses.

Balanced Communities and Equitable Development

Balanced communities can contribute toward achievement of a fair and equal society, and have the additional advantage of providing more people with the opportunity to live near their work.

LU-H.6 – Provide linkages among employment sites, housing, and villages via an integrated

transit system and a well-defined pedestrian and bicycle network.

LU-H.7 – Provide a variety of different types of land uses within a community in order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community.

Mobility Element

The purpose of the Mobility Element of the General Plan is to improve mobility through development of a balanced, multi-modal transportation network. An overall goal of the Mobility Element is to further the attainment of a balanced, multi-modal transportation network that gets us where we want to go and minimizes environmental and neighborhood impacts. Taken together, these policies advance a strategy for congestion relief and increased transportation choices in a manner that strengthens the City of Villages land use vision and helps achieve a clean and sustainable environment.

Walkable Communities

People enjoy walking in places where there are sidewalks shaded with trees, lighting, interesting buildings or scenery to look at, other people outside, neighborhood destinations, and a feeling of safety. Pedestrian improvements in areas with land uses that promote pedestrian activities can help to increase walking as a means of transportation and recreation. The policies address safety, accessibility, connectivity, and walkability goals. More specific actions to implement these policies are recommended to be included in a citywide Pedestrian Master Plan.

Transit First

A primary strategy of the General Plan is to reduce dependence on the automobile in order to achieve multiple and inter-related goals including: increasing mobility, preserving and enhancing neighborhood character, improving air quality, reducing storm water runoff, reducing paved surfaces, and fostering compact development and a more walkable city. Expanding transit services is an essential component of this strategy.

Transportation Demand Management

Transportation Demand Management (TDM) is a general term for strategies that assist in reducing the demand by single-occupant vehicles to increase the efficiency of existing transportation resources. TDM strategies are also a part of the City's overall effort to reduce vehicle emissions that degrade air quality and contribute to global climate change.

Bicycling

Of all trips taken by all transportation modes, the average length is five miles—about a 30-minute bicycle ride. Many of these trips could be taken by bicycling, provided adequate consideration has been given to cycling infrastructure. Polices would seek to identify and implement a network of bikeways that are feasible and fundable.

Parking Management

Greater management of parking spaces can help achieve mobility, environmental, and community development goals.

Regional Coordination and Financing

The funding of necessary improvements to our transportation system is a major challenge. There are still many desired projects that are unfunded, such as neighborhood-based transit service (circulators and shuttles).

Public Facilities, Services, and Safety Element

The purpose of the Public Facilities, Services, and Safety Element of the General Plan is to provide the public facilities and services needed to serve the existing population and new growth. Following are some of the General Plan policies that are specifically pertinent to the OBCU.

Wastewater

The City's wastewater system protects ocean water quality and the environment, supplements a limited water supply, and meets all federal and state standards. Facilities should be constructed to maintain and accommodate regional growth projections that are consistent with sustainable development policies.

Water Infrastructure

The City's potable water system serves the City and certain surrounding areas, including both retail and wholesale customers. In addition to delivering potable water the City has a recycled water use program to optimize the use of local water supplies, lessen the reliance on imported water, and free up capacity in the potable system.

Waste Management

A primary component of any integrated solid waste management strategy is waste reduction. As emphasized in State, County, and City laws and planning documents, the less waste material that is produced in the first place, the better, both from an economic and an environmental perspective. Waste reduction is essential in all facets of society, including the home, government and private offices, farms, manufacturing facilities, and entertainment establishments. It is the City's responsibility to manage the collection, recycling/composting, and disposal of waste materials.

Recreation Element

The goals and policies of the Recreation Element have been developed to take advantage of the City's natural environment and resources, to build upon existing recreation facilities and services, to help achieve an equitable balance of recreational resources, and to adapt to future recreation needs.

Following is an SDGP policy that is specifically pertinent to the OBCU Planning Area.

RE-A.7 – Establish a policy for park design and development which encourages the use of sustainable methods and techniques to address water and energy conservation, green buildings, low maintenance plantings and local environmental conditions, such as soil and climate.

Urban Design Element

Urban design describes the physical features that define the character or image of a street, neighborhood, community, or the City as a whole. Urban design is the visual and sensory relationship between people and the built and natural environment.

A major challenge for the City is to return to the traditional pedestrian-oriented forms of development but with modifications to reflect modern realities such as crime, safety and automobile dependency. A compact, efficient, and environmentally sensitive pattern of development becomes increasingly important as the City continues to grow. In addition, future development should accommodate and support existing and planned transit service.

Following are some of the SDGP policies that are specifically pertinent to the OBCU Planning Area.

General Urban Design

There are several urban design issues relating to existing City form and the compact and environmentally sensitive pattern of development envisioned in the City of Villages strategy. These issues provide a framework for the goals of the Urban Design Element.

UD-A.2 – Use open space and landscape to define and link communities.

a. Link villages, public attractions, canyons, open space and other destinations together by connecting them with trail systems, bikeways, landscaped boulevards, formalized parks, and/or natural open space, as appropriate.

UD-A.3 – Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.

n. Provide public pedestrian, bicycle, and equestrian access paths to scenic view points, parklands, and where consistent with resource protection, in natural resource open space areas.

UD-A.4 – Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.

UD-A.5 – Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.

i. Maximize natural ventilation, sunlight, and views.

UD-A.8 – Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.

a. Maximize the planting of new trees, street trees and other plants for their

shading, air quality, and livability benefits.

b. Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available.

UD-A.9 – Incorporate existing and proposed transit stops or stations into project design. (See SDGP for specifics).

UD-A.10 – Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity.

Distinctive Neighborhoods and Residential Design

The design and quality of infill housing is critical to ensuring that new housing fits into our existing neighborhoods. New development, whether it is in the form of infill, redevelopment, or first-time development, should contribute to the creation and preservation of neighborhood character and creation of a sense of place.

Mixed-Use Villages and Commercial Areas

The City of Villages strategy identifies a village as a mixed-use center of a community where residential, commercial, employment, and civic uses are present. The intent is that a high quality of urban design will achieve the maximum possible integration of uses and activities connected to the surrounding community fabric and the transit system.

Consistency with State GHG Reduction Measures

California's AB 32 Scoping Plan encourages local governments to adopt a GHG emissions reduction goal consistent with the State's overall goal of reducing Statewide emissions to 1990 levels by 2020 (an approximate 15% reduction from today's levels). However, since 1990 data on a jurisdictional level may not be available, ARB suggests that local governments set their targets based on today's levels, using the most current and best available GHG emissions data for their jurisdictions.

Local governments are essential partners in achieving California's goals to reduce GHGs. They have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Many of the measures in the Scoping Plan to reduce GHG emissions rely on local government actions.
In fact, CARB has synthesized the potential role local government plays in implementing GHG reduction measures and demonstrates how local governments taking an environmental or sustainability approach to their decisions can greatly impact GHG emission reductions within their community.

CARB recommends local governments set local GHG reduction goals; develop Climate Action Plans; and adopt Best Practices. San Diego's CAS, SCS, and CMAP are consistent with this role. CARB also proposes that local governments establish energy efficiency programs, reduce energy consumption, use renewable fuels, establish green building standards and practices, adopt environmentally preferable purchasing policies, increase diversion from landfills, control landfill

methane emissions, improve municipal water system energy efficiency/usage, increase water recycling, incorporate GHG reduction into general plan policies, and promote transit incentive programs. All of these suggestions are present in the SDGP and other climate change programs and policies in the San Diego region.

In addition to the governing policies of the General Plan, the Conservation Element of the OBCPU contains recommendations that specifically address the reduction of GHG emissions. The element addresses Climate Change, which is seen as a major issue that could affect the health and longevity of the community and the ecological environment in Ocean Beach. This element is intended to work in conjunction with the General Plan when reviewing development proposals. The specific recommendations from the element are listed below:

7.6.1 Implement the General Plan climate change and sustainability policies through climate protection measures, innovative regulations and the project review process, as discussed in the General Plan.

7.6.2 Build on Ocean Beach's attributes as a walkable community, and its efficient land use patterns, to enhance the health of the community and its contribution to the City's sustainable development strategies.

7.6.3 Project proponents should, using best available science, assess their projects for its vulnerability to impacts from sea level rise and, if vulnerable, propose a reasonable adaptation strategy.

Significance of Impacts

Since the project would implement polices from the General Plan and the OBCPU that are designed to be consistent with the goals and strategies of local and State plans, policies, and regulations aimed at reducing GHG emissions, impacts associated with potential plan conflict would be less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.

Table 4.13-1: Existing and Proposed Future Land Uses in Ocean Beach

CalEEMod™ Land Use Category	Metric	Existing	Proposed	Difference
Apartments Low Rise	DU	601	606	5
Apartments Mid Rise	DU	5,621	6,442	821
Arena	Acre	0.84	0.84	0
Automobile Care Center	10^3ft^2	37.2	18.8	-18.4
Banks	10^3ft^2	14.7	10.2	-4.5
Park	Acre	19.2	19.4	0.2
Convenience Market	10^3ft^2	6.4	3.0	-3.4
Pharmacy Drug Store	10^3ft^2	20	0	-20
Elementary School	Student	600	600	0
Fast Food with Drive Thru	10^3ft^2	3.2	3.2	0
Government Office Building	10^3ft^2	8.3	9.3	1.0
Gasoline/Service Station	pump	21	21	0
General Office Building	10^3ft^2	67.7	67.7	0
High Turnover (Sit Down Restaurant)	10^3ft^2	58	43.7	-14.3
Junior College (2yr)	10^3ft^2	29.9	26.7	-3.2
Medical Office Building	10^3ft^2	25.8	25.8	0
Motel	Rooms	152	152	0
Place of Worship	10^3ft^2	70.6	70.6	0
User Defined Commercial (self-service carwash)	Stall	5	0	-5
Single Family Housing	DU	1,602	2,090	488
Strip Mall*	10^3ft^2	534.9	611.7	76.8
Supermarket	10^3ft^2	31.2	16.2	-15.0

DU = dwelling unit 10^3ft^2 = thousand square feet

*Strip mall was used as a catch-all for several business types that did not have specific CalEEMod™ categories, such as tire store, furniture store, and nursery.

Table 4.13-2: Plan Area GHG Emissions in 2010

Sector	Tonnes CO_2e
Mobile	110,017
Energy Use	27,168
Area Sources	10,328
Water Use	4,894
Solid Waste Disposal	3,385
Total	***155,792***

Table 4.13-3: Recommended Reduction Measures

Recommended Reduction Measures	Reductions Counted Towards 2020 Target In $MMTCO_2E$ (% total) [2]
ESTIMATED REDUCTIONS RESULTING FROM THE COMBINATION OF CAPPED SECTORS AND COMPLEMENTARY MEASURES	**146.7**
California Light-duty Vehicle Greenhouse Gas Standards • Implement Pavley Standards • Develop Pavley II light-duty vehicle standards	31.7 (22%)
Energy Efficiency • Building/appliance efficiency, new programs, etc. • Increase CHP generation by 30,000 Gigawatt hours (GWh) • Solar Water Heating (AB 1470 goal)	26.3 (18%)
Renewables Portfolio Standard (33% by 2020)	21.3 (14%)
Low Carbon Fuel Standard	15 (10%)
Regional Transportation-related GHG Targets[1]	5 (4%)
Vehicle Efficiency Measures	4.5 (3%)
Goods Movement • Ship Electrification at Ports • System wide Efficiency Improvements	3.7 (3%)
Million Solar Roofs	2.1 (2%)
Medium/Heavy Duty Trucks • Heavy-Duty Vehicle Greenhouse Gas Emissions Reduction (Aerodynamic Efficiency) • Medium- and Heavy-duty Vehicle Hybridization	1.4 (<1%)
High Speed Rail	1.0 (<1%)
Industrial Measures (for sources covered under cap & trade program) • Refinery Measures • Energy Efficiency and Co-benefits Audits	0.3 (<.5%)
Additional Reductions Necessary to Achieve the Cap	34.4 (23%)
ESTIMATED REDUCTIONS RESULTING FROM UNCAPPED SECTORS	**27.3**
Industrial Measures (for sources not covered under cap & trade program) • Oil and Gas Extraction and Transmission	1.1
High Global Warming Potential Gas Measures	20.2
Sustainable Forests	5.0
Recycling and Waste (landfill methane capture)	1.0
TOTAL REDUCTIONS COUNTED TOWARDS 2020 TARGET	**174**[3]

CARB SCOPING PLAN-RECOMMENDED GHG REDUCTION MEASURES

Source: Table 2 of CARB 2008b.

[1] This number represents an estimate of what may be achieved from local land use changes. It is not the Senate Bill (SB) 375 regional target. CARB will establish regional targets for each Metropolitan Planning Organization following input of the Regional Targets Advisory Committee and a public stakeholders' consultation process per SB 375.

[2] Percentages are relative to the capped sector subtotal of 146.7 $MMTCO_2E$, and may not total 100 due to rounding.

[3] The total reduction for the recommended measures slightly exceeds the 169 MMTCO2E of reductions estimated in the BAU 2020 Emissions Forecast. This is the net effect of adding several measures and adjusting the emissions reduction estimates for some other measures.

Table 4.13-4: Project Types That Require A GHG Analysis & Mitigation

Project Type	Project Size that Generates Approximately 900 Metric Tons of GHGs per Year
Single Family Residential	50 units
Apartments/Condominiums	70 units
General Commercial Office Space	35,000 square feet
Retail Space	11,000 square feet
Supermarket/Grocery Space	6,300 square feet

Table 4.13-5: Projected Plan Area GHG Emissions in 2030

Sector	**Tonnes CO_2e**
Mobile	91,507
Energy Use	30,382
Area Sources	12,062
Water Use	5,562
Solid Waste Disposal	3,672
Construction	765
Total	***143,949***

4.14 Human Health/Public Safety/Hazardous Materials

As residential redevelopment and new residential construction occurs in or near areas historically used for industry, agriculture, commerce, solid waste (e.g. landfills, former landfill sites, or fuel storage) contaminated soils and groundwater can be found. As part of the environmental review process, steps must be taken to disclose and address the safe removal, disposal and/or remediation of hazardous materials. There are federal, state and local government requirements that must be incorporated into projects which address these issues. Affected facilities would range in scope from establishments specifically designed to handle hazardous/toxic materials (e.g., waste treatment facilities) to underground tanks associated with automotive service stations. In addition there are other public safety issues associated with development proposals in proximity to airports, in flood-prone areas, and in areas susceptible to brush fires.

4.14.1 Existing Conditions

Hazardous Materials

The California Waterboards Geotracker database was used to determine the extent of hazardous materials cases in the OBCPU area. The database search identified 9 cases within the area, all of which were closed. The cases consisted of gas stations, auto repair businesses and a cab company.

4.14.2 Regulatory Setting

Numerous federal, state, and local laws and regulations regarding hazardous materials and public safety have been developed with the intent of protecting public health, the environment, surface water, and groundwater resources. Over the years, the laws and regulations have evolved to deal with different aspects of the handling, treatment, storage, and disposal of hazardous substances. Relevant laws and regulations include:

- 1972 Federal Water Pollution Control Act (also referenced as the Clean Water Act). This act established a federal framework for the regulation of water quality.
- CERCLA was enacted in 1980, also known as "Superfund," and the Superfund Amendments and Reauthorization Act (SARA) of 1986 (amended CERCLA, SARA Title III). CERCLA, SARA Title III provides a federal framework for setting priorities for cleanup of hazardous substances releases to air, water, and land. This framework provides for the regulation of the cleanup process, cost recovery, response planning, and communication standards.

- Federal Resource Conservation and Recovery Act (RCRA) of 1976. This act established the authority of the U.S. EPA to develop regulations to track and control hazardous substances from their production, through their use, to their disposal.
- Title 40 CFR, Part 257, establishes criteria for the classification of solid waste disposal facilities and practices (Sections 257.1 to 257.30). The U.S. EPA has the authority under RCRA to authorize states to implement RCRA, and California is a RCRA authorized state.
- Title 40 California Code of Regulations, Part 290, establishes technical standards and corrective action requirements for owners and operators of Underground Storage Tanks (USTs) under RCRA.
- Water Quality Control Plan ("Basin Plan") for the San Diego region establishes policies and requirements for the protection of groundwater and surface water quality in the region. The Basin Plan also summarizes drinking water standards as specified in the California Department of Health Services, the California Inland Surface Waters Plan (State Water Resources Control Board [SWRCB] 1991), and Title 40 CFR Part 131, which establishes federal water quality standards under the Clean Water Act.
- San Diego County Area Plan (Area Plan), established by the San Diego County Department of Environmental Health (DEH), Hazardous Materials Division established the Area Plan for the emergency response to a release, or threatened release, of a hazardous material within the County. The Hazardous Materials Program and Response Plan contained in the Area Plan serves the proposed CPU area. The Federal Risk Management Plan, as incorporated and modified by the State of California Accidental Release Prevention program, has a goal to make all facilities that handle regulated substances free of catastrophic incidents.
- Hazardous Materials Transportation Act (49 CFR Parts 101, 106, and 107), established by Caltrans, regulates hazardous materials transport. Unlicensed residents and business are not permitted to transport hazardous waste over 5.0 gallons or more than 50.0 pounds total per vehicle per trip, as enforced by the California Highway Patrol.
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City of San Diego General Plan Policies

The City's General Plan presents goals and policies for geologic and soil safety as well as disaster preparedness in the Public Facilities, Services, and Safety Element. Relevant policies from this element are listed below.

PF-P.1. Ensure operational readiness of the City's Emergency Operations Center (EOC).

PF-P.2. Establish communications with all City elected officials and managers regarding Office of Homeland Security issues.

PF-P.3. Develop and maintain current, integrated, and comprehensive Emergency Operations and Disaster Plans on an annual basis (see also PF-H.3).

a. Prepare and maintain a comprehensive multi-modal evacuation plan.

PF-P.4. Coordinate the development and implementation of a City business continuity plan to ensure the continuity of operations and government in the event of a major disaster or emergency.

PF-P.5. Ensure that citywide guidelines for Operational Conditions (OPCON) are aligned with the U.S. Department of Homeland Security and integrated into each City department's procedures and Emergency Operations Plans.

PF-P.6. Coordinate citywide emergency management and disaster planning and response through the integration of key City departments into the preparedness and decision-making process.

PF-P.7. Develop a comprehensive exercise program consistent with the U.S. Department of Homeland Security Office of Domestic Preparedness requirements.

PF-P.8. Coordinate with other urban area jurisdictions to execute a variety of exercises to test operational and emergency plans.

PF-P.9. Collaborate with other local, state, and federal jurisdictions and private entities to plan and promote the integration and improvement of regional response capabilities.

PF-P.10. Facilitate the execution of the City's Community Emergency Response Team (CERT) program to meet the requirements set forth by the Emergency Preparedness and Response directorate of the U.S. Department of Homeland Security and the San Diego Citizen's Corps Council.

PF-P.11. Ensure that disaster recovery efforts involving the disposal of materials adhere to the policies in Section I of this element.

PF-P.12. Develop, implement, and sustain a robust disaster preparedness community outreach and education program.

PF-P.13. As part of the community plan update process, update plans and zoning to limit future development in hazard areas.

PF-P.14. Continue to participate in and implement the San Diego County Multi-Jurisdictional Hazard Mitigation Plan to further coordinate hazard mitigation planning on a regional level.

Airports

As indicated in Section 2.0 the project is located within the San Diego International Airport Land Use Compatibility Plan. The adopted ALUCP identifies Runway Protection Zones (RPZs). The RPZs are trapezoidal areas off the end of runways that serve to enhance the protection of people and property on the ground in the event an aircraft lands or crashes beyond the runway end. The ALUCP limits the types of future land uses within the RPZ. A RPZ has not been designated within Ocean Beach.

Floods, Tsunamis, Seiches, and Mudflows

The Federal Emergency Management Agency (FEMA) identifies high-risk areas that would be inundated by the 100- and 500-year flood hazard areas, both of which are considered Special Flood Hazard Area (SFHA). Due to its location near the San Diego River Flood Control Channel, areas of proposed OBCPU are mapped as flood zones within the 100 year flood plain and the 100 year floodway, see Figure 4.9-1 in Section 4.9. As shown on the figure the northern boundary of the CPU area is within the 100 year flood plain and abuts the 100 year floodway.

A tsunami is a sea wave generated by a submarine earthquake, landslide, or volcanic action. As shown on Figure 4.9-1 the northwest portion of the proposed CPU area along the Pacific Ocean is within the tsunami inundation area as mapped by the City.

Seiches are water waves generated in enclosed or partly enclosed bodies of water such as reservoirs, lakes, bays and rivers by the passage of seismic waves (ground shaking) caused by earthquakes. While seiches are common and natural in the City, they usually are undetectable due to low periods, depths, and lengths of the local bodies of water (City of San Diego 2008d).

Mudflows result from steep hillside soils becoming rapidly saturated with water, extensive erosion, and/or a large disturbance on the hillside such as an earthquake or boulder collapse. The topography throughout the proposed CPU area is nearly level, so the hazard of mudflows does not exist.

Emergency Response Plans

In 1995, the City updated its 1995 Multi-Hazard Functional Plan and modernized its Emergency Operations Center (EOC), which identifies resources available for emergency response and establishes coordinated action plans for specific emergency situations including earthquake, fire, major rail and roadway accidents, flooding, hazardous materials incidents, terrorism, and civil disturbances (City of San Diego 2008d).

If a hazardous materials emergency occurred within the proposed OBCPU area, the first response would be from the San Diego Fire-Rescue Department and the County of San Diego Hazardous Incident Response Team, located within the city of San Diego.

4.14.3 Impacts

City of San Diego Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, a significant health and safety impact would occur if implementation of the proposed OBCPU would:

1. Expose people or sensitive receptors to potential health hazards (e.g., exposing sensitive receptors to hazardous materials in industrial areas);
2. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including as a result of dam or levee failure;
3. Expose people or structures to a significant risk of loss, injury, or death from seiche, tsunami, or mudflow;
4. Expose people or structures to a significant risk of loss, injury, or death from off-airport aircraft operations accidents; or
5. Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Issue 1: *Would the proposed CPU expose people or sensitive receptors to potential health hazards (e.g., exposing sensitive receptors to hazardous materials in industrial areas)?*

Impact Analysis

Hazardous materials are used and transported throughout the City for a variety of purposes, including maintenance and operations at airfields and waterfront ports, manufacturing, service industries, various small businesses, agriculture, medical uses, schools, and households. Freeways, rail, and surface street systems can carry hazardous materials, but the City has no direct authority to regulate the transport of hazardous materials on state highways or rail lines. Transportation of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation (DOT). The DOT regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. The California Health Services Department regulates the haulers of hazardous waste. The presence or emission of hazardous materials within 1/4 of a mile of a school is of particular concern when evaluating impacts of proposed projects (City 2008b).

The use of hazardous materials may be required during construction of any structures within the Rezone area or listed on the PFFP. These materials would require proper storage, handling, use, and disposal. Another potential hazardous materials concern is that individual projects could be constructed adjacent to known contamination sites (even if the file has been closed by the Department of Environmental Health). Even minimal grading or other site preparation can

disturb contaminated soils. Hazards may therefore result from excavation, grading, or dewatering activities.

As mentioned in Section 4.14.1, there are 9 hazardous material sites indentified within Ocean Beach. The County of San Diego's Department of Environmental Health (DEH) has closed all of these cases. DEH often closes a listing when there is no longer danger to the existing use on the property. Where a change in use is proposed the DEH should be consulted. Excavation, which would disturb contaminated soils, potentially resulting in the migration of hazardous substances (e.g., along utility trench lines), would require consultation with the DEH. As proposed the project would not result in any land use changes within or directly adjacent to one of the closed cases.

With implementation of standards and regulations, the OBCPU would not create a direct or indirect hazard by releasing hazardous materials used or discovered during construction into the environment. Regulations and policies are in place to regulate the handling and disposal of materials used in construction (fuels, lubricants, solvents, etc.) and materials that may be discovered such as asbestos-containing building materials (ACBM), lead based paint (LBP), polychlorinated Biphenyls (PCBs), and hydrocarbon contaminated soils. Individual projects implemented under the OBCPU would incorporate project design features, as well as incorporate specifications for construction to meet the local, state, and federal requirements to address hazardous materials used or discovered during construction.

Significance of Impacts

With the application of all the required laws and requirements significant impacts would not occur.

Mitigation, Monitoring, and Reporting

Significant impacts were not identified and mitigation is not required.

Issue 2: *Would the proposed OBCPU expose people or structures to a significant risk of loss, injury or death involving flooding, including as a result of dam or levee failure?*

Impact Analysis

As mentioned in the OBCPU's Conservation Element as global patterns of rainfall, snow and ice cover, and sea levels change, there could be significant impacts on coastal resources in San Diego in terms of coastal flooding. Sea level rise caused by climate change is an issue of growing concern in California and in coastal communities around the world and could lead to

flooding along San Diego's coast. The State of California projects a rise of 10 to 17 inches (.26 to .43 m) by the year 2050 and a rise of 31 to 69 inches (.78 to 1.76 m) by the year 2100 (State of California, Sea Level Rise Task Force of the coastal and Ocean Working Group of the California Climate Action Team, *Sea Level Rise Interim Guidance Document*, October 2010).

As discussed in Section 4.13 the California Global Warming Solutions Act of 2006 (Assembly Bill 32) requires that the state's global warming emissions be reduced to 1990 levels by the year 2020. In accordance with AB 32 the City of San Diego General Plan discusses climate change and provides a broad range of policies designed to reduce greenhouse gas emissions citywide. As of 2013, the City is in the process of updating its Climate Action Plan to more specifically address green house gas reduction in accordance with AB 32. The Climate Action Plan includes adaptation measures to proactively prepare for a range of anticipated climate change impacts.

The beaches and the areas along the flood channel are located within the 100-year flood hazard area and would be the most susceptible to flooding. Development within the 100-year flood hazard must be elevated above the base flood elevations, or new structures that are not elevated must be flood-proofed below the base flood elevation. The City's requirements for protection from flooding are that the lowest floor of any structure must be elevated at least two feet above the base flood elevation, and fully enclosed areas below the lowest floor that are subject to flooding shall comply with FEMA's requirements for flood proofing (City Municipal Code Section 143.0146(c)). Pursuant to City Municipal Code Section 143.0145, any future specific development/redevelopment projects must be studied to determine the effects to base flood elevations and ensure they will not result in flooding, erosion, or sedimentation impacts on or off-site.

To address flooding disasters the OBCPU is implementing policies from General Plan listed in Section 4.14.2 as well as the following recommendations from its Conservation Element to address Climate change.

7.6.1 Encourage individual and community-level actions that contribute to implementation of General Plan and Climate Action Plan climate change and sustainability policies. Support development and implementation of citywide climate mitigation and adaptation measures that could include: innovative programs, regulations and incentives; identification of vulnerable populations, infrastructure and habitat; and other means.

7.6.3 Public and private project proponents should, using best available science, assess their projects for its vulnerability to impacts from sea level rise and, if vulnerable, propose a reasonable adaptation strategy.

7.6.4 Monitor sea level rise impacts and adjust adaptation strategies as needed over time.

Since the project is not proposing any development within the 100 year flood plain and would apply recommendations/polices to address sea level rise and disaster preparedness significant impacts would not occur. In addition, the City floodplain requirements discussed above would be in effect and through future projects' compliance with these regulations, flood hazard impacts associated with the proposed OBCPU would be reduced to below a level of significance.

Significance of Impacts

Impacts are less than significant.

Mitigation, Monitoring, and Reporting

Significant impacts were not identified and mitigation is not required.

Issue 3: *Would the proposed CPU expose people or structures to a significant risk of loss, injury, or death from seiche, tsunami, or mudflow?*

Impact Analysis

Secondary seismic effects, including seiches, tsunamis, and mudflow, could result from the energy of a high magnitude earthquakes. Earthquakes are common along the edge of the Pacific Ocean, and all of the Pacific coastal areas, including the proposed OBCPU area, and therefore exposed to the potential hazard of tsunamis (City of San Diego 2008d). As shown in Figure 4.8.2 the northwest portion of the project area is within the inundation line for tsunamis. However, the OBCPU is not proposing any changes within the flood inundation line and is implementing polices from the General Plan to address disaster preparedness.

While seiches are common and natural in the City, they usually are undetectable due to the low water level periods and associated shallow depths of the local bodies of water. A geologic or other natural event of an unprecedented scale for the region would be required to induce a seiche capable of significant damage. Because the OBCPU area lacks enclosed deep bodies of water, the potential for seiches is low according to information presented on the California Emergency Management Agency Hazard Mitigation Portal (2009a). Impacts would be less than significant.

As stated in Section 4.14.2 mudflows result from steep hillside soils becoming rapidly saturated with water, extensive erosion, and/or a large disturbance on the hillside such as an earthquake or boulder collapse. Much of the topography throughout Ocean Beach is relatively level and lacks exposed hillsides, so the hazard of mudflows does not exist.

Significance of Impacts

Portions of the proposed CPU area are within the tsunami inundation area as mapped by the City. However, adherence to the policies referenced above contained in the Public Facilities, Services, and Safety Element of the proposed CPU, as well as state and federal regulations, would reduce impacts to below a level of significance.

Mitigation, Monitoring, and Reporting

No significant impacts have been identified; therefore, no mitigation is required.

Issue 4: *Would the proposed CPU expose people or structures to a significant risk of loss, injury, or death from off-airport aircraft operations accidents?*

Impact Analysis

The future development of incompatible uses in areas subject to off-airport air crash hazards could substantially increase the risk of loss of lives and property. To prevent incompatible uses in areas of higher aircraft hazard potential, the ALUC has adopted ALUCPs with land use policies and criteria in the interest of public safety. Such land use policies and criteria also help to ensure the long-term utility of the airport.

The proposed Ocean Beach Community Plan and the adopted General Plan policies address incompatible uses in areas with a greater potential for accidents as identified in the adopted and draft ALUCP for SDIA. In 2008, the ALUC issued a conditional consistency determination that included the ALUCP for SDIA for the General Plan. As required by state law, the City will submit the Ocean Beach to the ALUC for a consistency determination with the adopted ALUCP. If the ALUC requires revisions to the Ocean Beach Community Plan for a determination of consistency, the City can make the revisions to meet determination made by the ALUC. Under state law, the City Council may overrule the ALUC determination by a two-thirds vote if it makes specific findings that the proposed action is consistent with the purposes of protecting public health, safety, and welfare, minimizing the public's exposure to excessive noise, and minimizing safety hazards within areas surrounding the airport.

The draft ALUCP for SDIA contains updated policies and criteria for compatible land uses in areas with a greater potential for accidents. Specifically, draft Safety Zone 4 West affects 1.2 acres with the Ocean Beach CPA and would limit future residential land use to 31 dwelling units per acre. The Ocean Beach Community Plan limits residential land use to 25 dwelling units per area for the property affected by the draft Safety Zone 4 West.

Any future adoption of the updated ALUCPs will require the City to submit the General Plan, community plans and specific plans, development regulations, and zoning ordinances within the airport influence areas to the ALUC for a consistency determination. To ensure consistency with the adopted ALUCP currently in place, the City will submit projects within the airport influence area for SDIA to the ALUC for consistency determinations up until the time when the ALUC adopts the updated ALUCP for SDIA and subsequently determines that the City's affected land use plans, development regulations, and zoning ordinances are consistent with the updated ALUCP or the City Council overrules the ALUC determination.

In order to implement the policies and criteria contained in the updated ALUCP, the City will need to coordinate with the ALUC to update supplemental development regulations in the Airport Land Use Compatibility Overlay Zone. This will also include ALUCP policies and criteria addressing the Part 77 imaginary and TERPS surfaces. After which time, the City will only submit proposed amendments or updates to land use plans, development regulations, and zoning ordinances within the adopted airport influence area prior to City Council approval as required by state law. To prevent the development of structures that may pose a hazard to air navigation, the City will continue to inform development project applicants concerning the existence of the Part 77 imaginary and TERPS surfaces and FAA requirements. The City will also inform project applicants when proposed projects meet the Part 77 criteria for notification to the FAA as identified in City of San Diego Development Services Department Information Bulletin 520. The City will not approve ministerial construction projects that require FAA notification without a FAA determination of "No Hazard to Air Navigation" for the project. The City will not recommend approval for discretionary projects that require FAA notification without a FAA determination of "No Hazard to Air Navigation" for the project until the project can fulfill state and ALUC requirements.

The City implements the adopted ALUCP for SDIA with the Airport Environs Overlay Zone (AEOZ). The AEOZ boundaries cover less area than the boundaries of the airport influence area for SDIA, which could allow the development of future projects that could pose a potentially significant impact outside of the AEOZ boundary, but within the airport influence area. The City will continue to submit discretionary development projects ministerial construction projects that increase occupancy or density, increase structure height, or change use within the airport influence area for SDIA to the ALUC for consistency determinations until the time when the ALUC adopts the updated ALUCP and subsequently determines that the City's affected land use plans, development regulations, and zoning ordinances are consistent with the ALUCP for SDIA. This action will assist in ensuring that future structures located in an airport influence area do not pose potentially significant safety or health impact to people on the ground to the extent that the adopted ALUCP for SDIA contain policies and criteria that prevent the future development of incompatible land uses and structures.

The City Council may overrule the ALUC determination by a two-thirds vote if it makes specific findings that the proposed action is consistent with the purposes of protecting public health, safety, and welfare, minimizing the public's exposure to excessive noise, and minimizing safety hazards within areas surrounding the airport as addressed in Public Utilities Code section 21670. The overrule of an ALUC determination can apply to individual development projects as well as land use plans, development regulations, and zoning ordinances submitted to the ALUC. Since a City Council overrule of the ALUC determination will not be consistent with the ALUCP, it may result in potentially significant land use and planning impacts as a result of the potential conflicts between the ALUCPs, and more importantly, it may result in the creation of physical impacts associated with new incompatible land uses.

By state law, the City will submit the draft Ocean Beach Community Plan, prior to adoption by the City Council; to the ALUC for determine if the draft Ocean Beach Community Plan is consistent with the adopted ALUCP for SDIA. If determined to be consistent by the ALUC, the implementation of the General Plan and Ocean Beach Community policies that address airport land use compatibility will support the development of future uses consistent with the adopted ALUCP and preclude any health and safety impact of off-airport aircraft accidents. If the ALUC determines that the Ocean Beach Community Plan is not consistent and the City Council takes the necessary steps to overrule the ALUC, then this action could result in a potentially significant impact to health and safety. As a mitigation measure, the City will continue to submit discretionary development and ministerial building projects within the airport influence area for SDIA to the ALUC for consistency determinations up until the time when the ALUC adopts the updated ALUCPs and subsequently determines that the City's affected land use plans, development regulations, and zoning ordinances are consistent with the ALUCPs. Implementation of the above mentioned General Plan and Ocean Beach Community Plan policies, compliance with established development standards, and submitting discretionary and ministerial projects to the ALUC due to difference between the AEOZ boundaries and the airport influence area would ensure that impacts would not occur.

Significance of Impacts

No land uses are proposed that would be inconsistent with the airport ALUCP. Future development projects initiated under the proposed OBCPU would be required to comply with the City requirement to submit a "Notice of Construction or Alteration" to the FAA prior to obtaining building permits. Therefore, impacts would be less than significant.

Mitigation, Monitoring, and Reporting

Impacts are less than significant; therefore, no mitigation is required.

Issue 5: *Would the proposed OBCPU impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Impact Analysis

There are no objectives or policies contained in the proposed CPU that would interfere with or impair implementation of an adopted emergency response or evacuation plan. The *Unified San Diego County Emergency Services Organization Operational Area Emergency Plan, Annex Q, Evacuation (2007)* identifies a broad range of potential hazards and a response plan for public protection. The plan identifies major interstates and highways within the County as primary transportation routes for evacuation, including Interstates 5, 8, 805, as well as State Routes 15, 94, 125 and 905 in the South Bay area. The land uses identified in the proposed OBCPU would not physically interfere with any known adopted emergency plans. Improved roadway and transportation modifications that are analyzed in Section 4.2, Transportation, would directly help traffic flow and evacuation time.

The City will continue to make regular modifications to the Multi-Hazard Functional Plan and EOC as hazards, threats, population and land use, or other factors change to ensure impacts to emergency response plans are less than significant (City of San Diego 2008d).

Impacts to emergency response plans as a result of implementation of the proposed OBCPU would be less than significant.

Significance of Impacts

The proposed OBCPU would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; therefore, impacts are less than significant.

Mitigation, Monitoring, and Reporting

No impacts to emergency response and evacuation plans have been identified; therefore, no mitigation is required.

5.0 Significant Unavoidable Environmental Effects/Significant Irreversible Environmental Changes

CEQA Guidelines Section 15126.2 (b) and (c) require that the significant unavoidable impacts of the proposed CPU, as well as any significant irreversible environmental changes that would result from project implementation, be addressed in the PEIR.

5.1 Significant Environmental Effects Which Cannot Be Avoided if the Project Is Implemented

In accordance with CEQA Guidelines Section 15126.2 (b), any significant unavoidable impacts of a project, including those impacts that can be mitigated but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the PEIR. For the proposed OBCPU, transportation/circulation and parking would remain significant and unavoidable effects of project development. All other significant impacts identified in Section 4.0, Environmental Analysis, of this PEIR as resulting from adoption of the OBCPU or from implementation of future development projects under an approved plan, can be reduced to below a level of significance with the mitigation measures identified in Section 4.0 and in the Mitigation Monitoring and Reporting Program contained within Section 10 of this PEIR.

5.2 Irreversible Environmental Changes Which Would Result if the Project Is Implemented

In accordance with CEQA Guidelines Section 15126.2 (c): "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

Nonrenewable resources generally include biological habitat, agricultural land, mineral deposits, water bodies, and some energy sources. As evaluated in Chapter 8.0, Effects Not Found to be Significant, of this PEIR, adoption and subsequent implementation of the proposed OBCPU would not result in significant irreversible impacts to agricultural or mineral resources. Implementation of the proposed OBCPU would, however, require the irreversible consumption of natural resources and energy. Natural resource consumption would include lumber and other forest products, sand and gravel, asphalt, steel, copper, other metals, and water. Building

materials, while perhaps recyclable in part at some long-term future date, would for practical purposes be considered permanently consumed. Energy derived from non-renewable sources, such as fossil and nuclear fuels, would be consumed during construction and operational lighting, heating, cooling, and transportation uses.

The proposed OBCPU would include policies to minimize the use of energy, water, and other natural resources, and also to reduce solid waste generation through recycling and diversion methods. As described throughout the PEIR, the proposed OBCPU includes policies aimed at improving energy efficiency, reducing water use, and minimizing impacts on other natural resources. These policies may serve to reduce irreversible water, energy, and building materials consumption associated with construction and occupation.

6.0 Growth Inducement

In accordance with State CEQA Guidelines Section 15126.2(d), an EIR must include an analysis of the growth-inducing impact of the proposed project. The growth inducement analysis must address: (1) the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly in the surrounding environment; and (2) the potential for the project to encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. This second issue involves the potential for the project to induce further growth by the expansion or extension of existing services, utilities, or infrastructure. State CEQA Guidelines Section 15126.2(d) further state that "[i]t must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

The OBCPU is intended to protect and enhance residential and commercial areas in the community, to preserve and enhance public facilities and services within the community, and to address the current and future population demand on facilities, housing, and services. The project would not indirectly foster economic growth that is not already anticipated by the OBCPU. During construction of individual projects, demand for various construction trade skills and labor would increase. The implementation of the OBCPU would occur over an extended time frame and it is therefore anticipated that this demand would be met by the local labor force and would not require importation of a substantial number of workers that could create a surge in economic or population growth or cause an increased demand for temporary or permanent housing in the City.

The OBCPU would not require new infrastructure or utilities or roadway extensions to areas that are not currently anticipated for future improvements in the OBCPU and at the same time the OBCPU would not remove any physical barriers to growth. Therefore, growth inducement would not result from the OBCPU.

In summary, implementation of the OBCPU would not induce growth in the City, nearby areas, or the surrounding region. In general, a project would be considered growth inducing if its implementation would result in substantial population increases and/or new development. The CPU is designed to revise the Plan with respect to organization and content for consistency with the General Plan, to amend the Plan Land Use Map with related zone changes to reflect amendments and correct inconsistencies between existing land uses. The OBCPU would rezone 99 parcels and could potentially result in an additional 62 units. However, the OBCPU is not proposing to construct dwelling units as a result of the Rezone and the redevelopment of these areas is not anticipated at this time because the existing areas are currently developed. These project components would not substantially alter existing development patterns in the City, or necessitate or induce the extension of municipal infrastructure. It is not expected that the type or extent of future projects under the OBCPU would introduce growth beyond what has been analyzed and planned for by the OBCPU. The OBCPU would not lead to significant environmental impacts related to growth.

7.0 Cumulative Impacts

The State CEQA Guidelines (Section 15355) define a cumulative impact as "an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." The Guidelines further state that "an EIR should not discuss impacts which do not result in part from the evaluated project."

Section 15130(a) of the State CEQA Guidelines requires a discussion of cumulative impacts of a project "when the project's incremental effect is cumulatively considerable." Cumulatively considerable, as defined in Section 15065(c), "means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects."

The evaluation of cumulative impacts is required by Section 15130(b)(1) to be based on either (a) "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency," or (b) "a summary of projections contained in an adopted plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact." This analysis relies on regional planning documents, in accordance with Section 15130(b)(1)(B), to serve as a basis for the analysis of the cumulative effects of the proposed OBCPU.

Pursuant to Section 15130(d), cumulative impact discussions may rely on previously approved land use documents such as general plans, specific plans, and local coastal plans and may be incorporated by reference. Also, no further cumulative impact analysis is required when a project is consistent with such plans, where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed in a certified EIR for that plan.

In addition, Section 15130(e) states that an EIR "should not further analyze a cumulative impact if it was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan."

This cumulative impacts discussion is based on the adopted Final Program EIR for the City General Plan (City 2008b) that evaluated region-wide conditions pertaining to cumulative impacts. In accordance with State CEQA Guidelines Section 15130(b)(1)(B), the General Plan Final Program EIR's analysis of the cumulative effects relied on the regional growth projections provided by SANDAG's *2030 Regional Growth Forecast Update* (Regional Growth Forecast). The Regional Growth Forecast provides estimates and forecasts of employment, population, and housing for the period between 2004 and 2030. The Regional Growth Forecast and Final

Program EIR for the General Plan are available for review at the City Planning and Community Investment Department.

According to the 2030 forecast, the population of the City is projected to increase by 361,110 persons or approximately 28 percent between 2004 and 2030 to approximately 1,656,257 persons. The population of San Diego County (i.e., the unincorporated areas of the County and all of the incorporated cities) is projected to increase by 971,739 persons or approximately 32 percent between 2004 and 2030 to 3,984,753 persons. The number of housing units is projected to increase by approximately 24 percent within the City and 26 percent within the County during the 2004-2030 period.

This analysis of cumulative impacts focuses on issues determined to be potentially significant based on the analysis contained in Section 4.0, *Environmental Analysis*, of this Program EIR. These issues include Land Use, Transportation/Circulation/Parking, Biological Resources, Historical Resources, Air Quality, Noise, Paleontological Resources, Geologic Conditions, Hydrology/Water Quality, Visual Effects and Neighborhood Character, Public Utilities, Public Services and Facilities, Greenhouse Gases, and Human Health/Public Safety/Hazardous Materials.

The OBCPU recommendations would enhance, or at a minimum, not interfere with applicable land use plans, policies, and regulations of the City. The policy aspects of the OBCPU, therefore, would not be affected by potential policy shifts in past or future Community Plan amendments. The approach of applying projections contained in the adopted City General Plan to cumulative analysis for the OBCPU is valid.

7.1 Cumulative Analysis Setting

City of San Diego General Plan

A comprehensive update of the City's General Plan (March 10, 2008) is based on a new planning strategy for the City developed in 2002. The Strategic Framework Plan describes the role and purpose of the General Plan, outlines the City of Villages strategy, presents ten Guiding Principles that helped to shape the General Plan, summarizes the plan's elements, and discusses how implementation would occur.

Under the City of Villages strategy, the General Plan aims to direct new development away from natural undeveloped lands into already urbanized areas and/or areas with conditions allowing the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

A broad examination of cumulative impacts involves considering the proposed OBCPU and each land use plan scenario, together with growth of the City. Development pursuant to the General Plan would occur in accordance with the land use designations and development intensities identified in the Land Use and Community Planning Element. The land uses and the associated potential development designated in the General Plan correlates to regional growth estimates made by SANDAG.

The population growth projected to occur by 2030, as discussed above, would necessitate augmentation of the City's current housing stock, infrastructure, and public services. Cumulative impacts would occur as a result of multiple projects developed by 2030. The strategy of the General Plan is to anticipate the cumulative effects of growth and plan for it in a manner that is balanced in its approach. The focused growth strategy addresses future growth as a whole, and proposes policies to avoid impacts on a cumulative basis.

City of San Diego MSCP Subarea Plan

The City of San Diego's MSCP Subarea Plan was approved in March 1997, and provides a process for the issuance of ITPs under the federal and state Endangered Species Act and the California NCCP Act. The primary goal of the City's MSCP Subarea Plan is to conserve viable populations of sensitive species and regional biodiversity while allowing for reasonable economic growth. To carry out this goal, the City's MSCP Subarea Plan establishes an area in which a permanent MSCP preserve, known as the MHPA, is assembled. Development or other discretionary actions are allowed a 25% encroachment into the least environmentally sensitive portion of the property.

The City's MSCP Subarea Plan additionally provides MHPA Land Use Adjacency Guidelines, which aim to avoid or reduce significant indirect impacts from adjacent uses. These guidelines address the issues of drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading/development and are intended to be addressed on a project-by-project basis either in the planning or management stage. New development located adjacent to the MHPA would be required to incorporate measures for reducing potential indirect impacts through implementation of all applicable Land Use Adjacency Guidelines as outlines in the MSCP Subarea Plan.

SANDAG RCP

The RCP (2004) is the long-range planning document developed by SANDAG to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The RCP establishes a planning framework and implementation actions that increase the region's sustainability and encourage "smart growth while preserving natural resources and limiting

urban sprawl." The RCP encourages cities and the County to increase residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. Basic smart growth principles are designed to strengthen land use and transportation integration through an emphasis on pedestrian-friendly design and mixed-use development.

City of San Diego Land Development Code

Chapters 11 through 15 of the City's Municipal Code (MC) are referred to as the Land Development Code (LDC). The LDC consolidates all development regulations into a sequence of four chapters of the MC consisting of citywide base zones, overlay zones and the planned district ordinances, as well as other requirements to guide development such as the steps for processing development permits, noticing, public hearings and decision-making processes, definitions and rules for calculations and measurements, LDC defined terms, enforcement, use regulations and permit types, as well as procedures for implementation of CEQA and the State CEQA Guidelines. The LDC also includes the ESL and Historical Resources Regulations, as well as the Brush Management Regulations, Landscape Standards and the Stormwater Standards, and the Land Development Manual which includes guidelines for preparing technical reports used to evaluate development projects.

7.2 Land Use

The General Plan PEIR concludes that the gradual development of this region would result in significant, unavoidable cumulative land use impacts, and includes the adoption of mitigation measures that provide strategies for future individual development projects to apply in an attempt to reduce significant land use impacts from future projects. As discussed in Section 4.1, the proposed OBCPU would be consistent with all applicable land use plans with the exception of the MSCP. However, because the OBCPU will include the MHPA Land Use Adjacency Guidelines as mitigation a significant cumulative would not occur.

As discussed in Section 3.0, Project Description, the proposed OBCPU contains 8 elements, each providing neighborhood-specific goals and recommendations. These goals and recommendations are consistent with citywide zoning classifications, development design guidelines, other mobility and public realm guidelines, incentives, and programs in accordance with the general goals stated in the City's General Plan. The proposed OBCPU would accommodate existing development as well as encourage development that would be consistent with community goals and character and cumulative impacts would not occur.

7.3 Transportation/Circulation and Parking

Because the proposed OBCPU would not result directly in development of new or expanded uses, the analysis of potential impacts to transportation/circulation and parking within Section 4.2 is conducted at a plan level and is reflective of potential cumulative impacts. The following summarizes the detailed analysis from that section and the determinations of significance.

Implementation of the OBCPU would increase the number of intersections and road or freeway segments operating at LOS E or F within the proposed OBCPU area. As shown in Tables 4.2-13 and 4.2-14, the OBCPU would result in significant impacts at eight intersections and along seven roadways in Ocean Beach. The traffic analysis did not identify any significant impacts to freeway segments.

The improvements for the intersections and roadway segments recommended as mitigation are not guaranteed to be implemented under the OBCPU. Timing, road rights-of-way, and design requirements have not been identified at the plan level; and while the PFFP includes these improvements, funding is not assured. Therefore, similar to the conclusion provided in Section 4.2, cumulatively significant and unmitigable impacts are expected to occur as a result of the implementation of the proposed OBCPU.

With respect to parking, the General Plan PEIR did identify the potential for localized parking impacts which would be a cumulatively significant impact. As discussed in detail in Section 4.2, parking within the proposed OBCPU area is currently deficient. However, with implementation of future projects under the proposed OBCPU it is assumed that parking would continue to be under the City's required parking standards. Since the Mobility Element includes recommendations that would seek to efficiently manage on-street parking to better serve the beach and commercial areas and to increase off-street parking availability the proposed OBCPU would not negatively affect parking nor would the OBCPU create a demand for off-site parking and cumulative impacts associated with parking under the OBCPU would be less than significant.

7.4 Biological Resources

As discussed in Section 4.3, Biological Resources, the OBCPU is not proposing any project level activities; however, as individual projects are submitted under the OBCPU biological resources would be evaluated on a project-by-project basis. As discussed in Section 4.3, future projects located in or adjacent to sensitive resources or within the MHPA were concluded to have the potential for significant direct and indirect impacts to biological resource and mitigation were required to reduce potential impacts to less than significant.

When viewed together with the City-wide loss of biological resources anticipated by the General Plan Program EIR, the potential incremental contribution of projects proposed under the OBCPU would be very small given the fact that Ocean Beach is mostly developed and larger developments would be excluded from areas such as the Slough. Any improvements (such as access trail improvements) made within the Slough would need to incorporate the mitigation framework from Section 4.4.3 to address biological impacts and Section 4.1.3 discussed in Section 4.4.3 to address Land Use impacts in relation to the MHPA. Each individual project would be required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact on biological resources, including specific measures that may be developed during future environmental processing, as needed. The application of mitigation measures where impacts could occur are expected to reduce the contribution of the CPU to cumulative biological resources impacts to be less than cumulatively considerable and therefore less than significant.

7.5 Cultural/Historical Resources

The General Plan PEIR stated that the continued pressure to develop or redevelop areas would result in incremental impacts to the historic record in the San Diego region, which was determined to be a cumulatively significant impact. Regardless of the efforts to avoid impacts to cultural resources, the more that land is converted to developed uses, the greater the potential for impacts to cultural resources. While any individual project may avoid or mitigate the direct loss of a specific resource, the effect is considerable when considered cumulatively.

The Historic Preservation Element of the proposed OBCPU includes specific policies addressing the history and historic resources unique to the proposed OBCPU area in order to encourage appreciation of the community's history and culture. While the proposed OBCPU could result in direct impacts to historical resources under both scenarios, the goals, policies, and recommendations enacted by the City, combined with the federal, state, and local regulations described in Section 4.4, Historical Resources, provide a framework for developing project-level historical resources mitigation measures for future discretionary projects. All future discretionary project submittals under the proposed OBCPU shall be subject to site-specific review in accordance with the HRR and guidelines. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan. Thus, cumulatively significant and unmitigable impacts are not expected to occur as a result of the implementation of the proposed OBCPU.

7.6 Air Quality and Odor

While air quality in the SDAB has generally improved over recent decades due to auto emissions and other emissions restrictions and improved technologies, the SDAB is currently in non-

attainment for federal and state ozone standards and state PM_{10} and $PM_{2.5}$ standards, and is unclassifiable for the federal PM_{10} standard. Past development has contributed to this condition, and future development forecasted for the region would generate increased pollutant emission levels from transportation and stationary sources. Because the air basin is in non-attainment for ozone, $PM_{2.5}$, and PM_{10}, any potential increase in emissions of these TACs resulting from development would potentially pose cumulatively considerable and significant air quality effects.

Cumulative assessment of air quality impacts to the SDAB relies on assessment of project consistency with the adopted RAQS and SIP. The RAQS and SIP are based on growth forecasts for the region, which are in turn based on maximum build-out of land uses as allowed in the adopted community and general plans. Potential cumulative air quality impacts would thus be reduced through achievement of emission levels and reduction strategies identified in the RAQS. With regard to ozone precursors ROGs and NO_x, in general, if a project is consistent with the general plan land use designations and intensity, it has been accounted for in the ozone and other TAC attainment demonstrations contained within the SIP, and would not cause a cumulatively significant impact on ambient air quality. The proposed OBCPU conforms to the land use build-out assumptions in the General Plan, which in turn is consistent with the SIP and RAQS.

As discussed in Section 4.5, Air Quality, future development associated with the proposed OBCPU would generate increased air pollution emissions associated with construction activities, transportation, and stationary sources. In addition, the increased volume of traffic generated by infill within the planning area could increase localized concentrations of CO, creating additional CO hot spots. The General Plan PEIR did identify the potential for a cumulatively significant impact related to CO hot spots, as well as PM_{10} and $PM_{2.5}$. However, the minor increase in residential units and the activities associated with the proposed OBCPU would result in negligible emissions as discussed in Section 4.5. In addition, future projects within the proposed OBCPU would be required to address air quality project-level impacts. Therefore, the proposed OBCPU contribution to CO hot spots, PM_{10}, and $PM_{2.5}$ is determined to be not cumulatively considerable.

7.7 Noise

The General Plan PEIR stated that the goals, policies, and recommendations of the General Plan and compliance with federal, state, and local regulations would, in general, preclude impacts related to the incremental exposure of sensitive receptors to increased ambient noise levels along major transportation corridors and within the vicinity of new stationary sources. However, the potential for exposure of sensitive receptors to increased noise related to roadways and stationary sources, such as commercial and manufacturing operations, which would be a cumulatively significant impact, was identified.

Section 4.6 has identified potential significant noise impacts related to construction, most notably pile driving. However, the OBCPU is not proposing new development or any changes to land use designation and would correct inconsistencies between existing land use designations and underlying zoning. Since Ocean Beach is within the Coastal Overlay Zone new development would be required to obtain a Coastal Development Permit along with a discretionary review. New development projects would be subject to the City's Noise Ordinance, CEQA Significance Thresholds, policies of the proposed OBCPU and General Plan, and other applicable noise regulations. Because future projects in the Ocean Beach Community Planning area would be subject to discretionary review, further project level environmental review under CEQA would be required and therefore the proposed OBCPU contribution to noise is determined to be not cumulatively considerable.

7.8 Paleontological Resources

The General Plan PEIR concluded that impacts to paleontological resources, similar to cultural resources, would be cumulatively significant. For each future discretionary project requiring mitigation (i.e., measures that go beyond what is required by existing regulations), the General Plan EIR identified site-specific measures listed within the Mitigation Framework which will reduce significant project-level incremental paleontological resources impacts to less than significant. As discussed in Section 4.7, Paleontological Resources, the late to middle Pleistocene Old Paralic Unit 6 deposits overlie the Point Loma Formation throughout most of the OBCPU area. Based on the excavation activities associated with future development, the proposed OBCPU has the potential to impact subsurface paleontological resources. Mitigation measures, consistent with those identified in the OBCPU, have been identified to reduce potential impacts to below a level of significance. Therefore the OBCPU would not result in impacts that are determined to be cumulatively considerable, and therefore no cumulative significant impact is anticipated.

7.9 Geology and Soils

The major geologic hazards associated with proposed OBCPU area and future development in the immediately surrounding area are related to flooding and potential liquefaction hazards. The General Plan PEIR identified a cumulatively significant impact related to such hazards. Potential impacts to future development would be reduced to below a level of significance through implementation of remedial measures identified in the geotechnical investigations, which are required by the Grading Ordinance for all new development within the City. In addition, conformance to building construction standards for seismic safety with the UBC would assure that new structures would be able to withstand anticipated seismic events within the City. Therefore, implementation of the proposed OBCPU and associated future development would not contribute to cumulative impacts related to geology and soils. As such, the proposed

OBCPU would not result in a contribution that is determined to be cumulatively considerable, and therefore no cumulative significant impact is anticipated.

7.10 Hydrology, Water Quality, and Drainage

The General Plan PEIR concluded that incremental hydrological impacts related to absorption rates, drainage patterns, and/or rates of surface runoff, when viewed in connection with hydrological impacts elsewhere in the region, are considered to result in a cumulatively significant impact. However, the majority of the proposed OBCPU area is already developed, as discussed in Section 4.7, Hydrology, Water Quality, and Drainage; therefore, implementation of the OBCPU would not result in a net increase in impervious surfaces or runoff compared to existing conditions. Further, because much of the existing development was constructed before the storm water regulations were adopted, the future development within the proposed OBCPU area would likely result in a decrease in surface flows that contain pollutants of concern that affect local tributaries and water bodies due to the required implementation of LID design and storm water BMPs. Therefore, this contribution is not determined to be cumulatively considerable, and therefore no cumulative significant impact is anticipated.

7.11 Visual Effects and Neighborhood Character

Generally, the cumulative study area associated with aesthetic impacts is the geographic area from which a project is likely to be seen, based on topography and land use patterns. The cumulative study area included in the General Plan PEIR was the entire San Diego region. This area consists of a varying degree of significant landscape features and landforms. The conclusions presented were that the gradual development of this region would result in cumulatively significant aesthetic impacts. The General Plan PEIR includes the adoption of mitigation measures that provide strategies for future individual development projects to apply in an attempt to reduce significant visual impacts from future projects.

The proposed OBCPU area is mostly developed, and future projects under the proposed OBCPU would occur in previously developed locations. However, the aesthetic effects of the proposed OBCPU are focused on the bulk and mass represented by the designated land uses. The Urban Design Element of the proposed OBCPU includes specific design guidelines that are intended to create a pattern, scale, and character for the built environment that complement the existing community while fulfilling the land use and mobility goals. Future growth has the potential to cumulatively impact the visual environment through fundamental changes in land use. The potential for an adverse effect is contingent upon the design and location of future buildings. Changes in visual character and quality resulting from individual development projects within the proposed OBCPU area could contribute incrementally to cumulative impacts with regards to aesthetics. However, this incremental contribution is not determined to be cumulatively

considerable since the area is already mostly developed and includes existing development of the type that would be likely to develop under the proposed OBCPU; therefore no cumulative significant impact is anticipated.

7.12 Public Utilities

The General Plan PEIR concluded that there is no cumulatively significant impact related to water supply. The Water Technical Report prepared for the proposed project concluded that OBCPU would be consistent with the water demands assumptions included in the regional water resource planning documents of the Water Authority and MWD. Furthermore, current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, the Water Authority, and MWD to serve the projected demands of the OBCPU area, in addition to existing and planned future water demand of the City. Therefore, because no cumulative significant impact exists, there would be no cumulative significant impact from the proposed OBCPU.

When added to other past, existing, and future planned development, the implementation of the proposed OBCPU would contribute incrementally to demand on sewer systems, including the wastewater treatment facilities. Additional sewer transmission and treatment facilities may be necessary to accommodate the increased flows from cumulative proposed developments. The City expects that the sewer system would be able to accommodate future growth within the City, which includes the proposed OBCPU area. Given that sewer studies are required on a project-by-project basis, these studies will address the necessary upgrades for each future development project under the proposed OBCPU. Therefore, because no cumulative significant impact exists, there would be no cumulative significant impact from the proposed OBCPU.

The proposed OBCPU would generate solid waste through demolition/construction and ongoing operations. When evaluated in conjunction with past, present, and future projects, the proposed OBCPU would increase the amount of solid waste generated within the region. Waste generated from the proposed OBCPU area would most likely be disposed of at the Miramar Landfill, or potentially the Otay and Sycamore landfills. While current disposal rates and disposal limits for the San Diego region are requiring expansions to increase permitted capacity, the proposed OBCPU itself would not result in a direct impact that would require new or substantially altered solid waste disposal systems. The proposed OBCPU would not result in a conflict with existing City targets of 75 percent waste recycling and diversion, including the continued operation of existing recycling facilities within and adjacent to the proposed OBCPU area and promotion of residential and commercial recycling. Adherence to the policies in the General Plan and proposed OBCPU, implementation of a waste management plan (if required), and compliance with the City Municipal Code and Recycling Ordinance would continue to reduce solid waste

generation and increase recycling efforts. Therefore, there would be no cumulatively significant increase in solid waste or recycling impacts resulting from the proposed OBCPU.

When added to other past, existing, and future planned development, the implementation of the proposed OBCPU would contribute incrementally to demand on communication systems. However, as addressed in Section 4.11, these services are provided by private utility companies that have the capacity to respond to the demands of the region. Therefore, because no cumulative significant impact exists, there would be no cumulative significant impact from the proposed OBCPU.

Implementation of the proposed OBCPU would contribute to the citywide cumulative increase in demand for both electricity and natural gas as detailed in Section 4.11. The regional electricity and natural gas provider is a public utility that is mandated by state regulations to both decrease reliance on fossil fuels and to decrease reliance on energy imported from outside the region. For example, by 2020, all regional public energy utilities are required to provide 33 percent of their energy supply from renewable energy sources located in the region. Because the proposed CPU is the adoption of a plan and does not specifically address any particular development project, impacts to energy resources can only be addressed generally, based on planned growth. Depending on the types of future uses, impacts will need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects in the proposed CPU area would be required to meet the mandatory energy standards of the current California energy code under Title 24. Given the planning level of this analysis, it is not expected that the energy consumption from the proposed OBCPU would reduce the available supply of energy resources below a level considered sufficient to meet the City's needs or cause a need for new and expanded facilities. Additionally, several sustainable site design elements would be implemented as part of the project design in order to ensure that the project does not result in the consumption of excessive amounts of energy. Thus, through adherence to energy policies contained within state regulations and the proposed CPU, cumulative energy impacts would be reduced to less than significant. Therefore, because no cumulative significant impact exists, there would be no cumulative significant impact from the proposed CPU.

7.13 Public Services and Facilities

The overall population growth within the proposed OBCPU area would increase demands on law enforcement, fire protection, emergency medical services, schools, parkland and libraries, which are inherently cumulative. This demand, together with other cumulative development, may result in a need for new or modified facilities. The General Plan PEIR identified that a cumulatively significant impact exists relative public services and facilities. However, as outlined in the Public Facilities, Services, and Safety Element of the proposed OBCPU, there are mechanisms in place as part of the PFFP and citywide programs to mitigate these impacts to below a level of significance through payment of DIFs, or provision of public facilities on-site,

to ensure that future development contributes its fair share toward needed personnel and facilities. As such, the proposed OBCPU would not result in a contribution that determined to be cumulatively considerable, and therefore no cumulative significant impact is anticipated.

7.14 Greenhouse Gases

As discussed in Section 4.13 the Mobility, Urban Design, and Conservation Elements of the proposed OBCPU include specific policies to require dense, compact, and diverse development, encourage highly efficient energy and water conservation design, increase walkability and bicycle and transit accessibility, increase urban forestry practices and community gardens, decrease urban heat islands, and increase climate-sensitive community design. These policies would serve to reduce consumption of fossil-fueled vehicles and energy resulting in a reduction in communitywide GHG emissions relative to BAU.

The proposed OBCPU and the General Plan contain policies that would reduce GHG emissions from transportation and operational building uses (related to water and energy consumption, and solid waste generation, etc.). These policies are consistent with the goals and strategies of local and State plans, aimed at reducing GHG emissions from land use and development. These goals, policies, and recommendations would be enacted by the City and would provide provide a framework for developing project level GHG protection measures for future development. Future projects implemented in accordance with the OBCPU would be required to incorporate GHG emission reduction measures to the extent practicable. Given that the OBCPU would be implementing goals and policies that would reduce GHG emissions combined with the fact that the project is not currently proposing any development cumulative GHG impacts would not occur.

7.15 Human Health/Public Safety/Hazardous Materials

The General Plan PEIR concludes that the population growth occurring during implementation of the General Plan may result in an incremental increase in the number of people exposed to hazards (e.g., wildland fires, aircraft operations accidents, and flooding). Adoption of mitigation measures were included that provide strategies for future individual development projects to apply in an attempt to reduce significant impacts to human health and safety from future projects. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at the program level, the General Plan PEIR concluded that there was a cumulatively significant impact to human health and safety.

As mentioned in Section 4.14.1, there are nine hazardous material sites indentified within the OBCPU area. The County of San Diego's Department of Environmental Health (DEH) has

closed all of these cases. DEH often closes a listing when there is no longer danger to the existing use on the property. Where a change in use is proposed the DEH should be consulted. Excavation, which would disturb contaminated soils, potentially resulting in the migration of hazardous substances (e.g., along utility trench lines), would require consultation with the DEH. As proposed the project would not result in any land use changes within or directly adjacent to one of the closed cases.

With implementation of standards and regulations, the OBCPU would not create a direct or indirect hazard by releasing hazardous materials used or discovered during construction into the environment. Regulations and policies are in place to regulate the handling and disposal of materials used in construction (fuels, lubricants, solvents, etc.) and materials that may be discovered such as asbestos-containing building materials (ACBM), lead based paint (LBP), polychlorinated Biphenyls (PCBs), and hydrocarbon contaminated soils. Individual projects implemented under the OBCPU would incorporate project design features, as well as incorporate specifications for construction to meet the local, state, and federal requirements to address hazardous materials used or discovered during construction.

Compliance with existing local, state, and federal regulations pertaining to hazardous materials transportation safety, hazardous materials in industrial areas, and with emergency response and emergency evacuation plans would ensure that cumulative impacts to health and safety related to these issues would be less than significant. Therefore, this contribution is not determined to be cumulatively considerable, and therefore no cumulative significant impact is anticipated.

7.16 Cumulative Effects of Issues Not Found To Be Significant

Based on an Initial Study, NOP scoping process, and analysis in Section 4.0, Environmental Analysis, it was determined that the proposed OBCPU would not have a significant direct, indirect, or cumulative environmental impact in the following areas: Agricultural and Forest Resources; Mineral Resources; and Population and Housing. The reasons for the determination that the project would not cause significant impacts associated with these issues are discussed in Section 8.0, Effects Found Not to be Significant.

8.0 Effects Found Not to be Significant

Pursuant to CEQA Guidelines Section 15128, this section briefly describes the environmental issue areas that were determined during preliminary project review not to be significant, and were therefore not discussed in detail in the PEIR.

8.1 Agricultural Resources

Portions of the Famosa Slough are currently zoned in the A-1-10, which is an agricultural zone. However, as defined on the Farmland Mapping and Monitoring Program Map by the California Department of Conservation all of Ocean Beach is Urban and Built up Land. Therefore the project area does not contain prime agricultural soils or farmlands. Properties within the project area are also not subject to, nor near, a Williamson Act contract parcel. The proposed OBCPU would therefore have no effect on agricultural resources.

8.2 Mineral Resources

The proposed OBCPU area is identified in the General Plan's Generalized Mineral Land Classification map (General Plan, Figure CE-6) as MRZ-1; therefore, no significant mineral deposits or low likelihood of significant deposits (City of San Diego 2008) occur within the area analyzed. Further, all of the proposed OBCPU area has been previously graded and is currently developed with urban uses. T he proposed OBCPU would not result in the loss of availability of known valuable mineral resources or of a locally important mineral recovery site as identified in the City's General Plan or existing Community Plan. Therefore, the proposed OBCPU under would have no effect on mineral resources.

8.3 Population and Housing

SANDAG population projections for the proposed OBCPU will increase over time, regardless of whether the proposed OBCPU is implemented or not. The very goals of the project are to protect and enhance residential and commercial areas in the community and to preserve and enhance public facilities and services within the community. The OBCPU is addressing the current and future population demand on facilities, housing, and services and therefore the project would not displace a substantial number of people. In addition the project has the potential to add additional housing as described in Section 3, project description. Therefore the OBCPU would not result in development, redevelopment, or infrastructure expansion that could displace substantial numbers of people or housing, necessitating the construction of replacement housing.

10.0 Mitigation Monitoring and Reporting Program

CEQA, Section 21081.6, requires that a mitigation monitoring and reporting program be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The proposed OBCPU is described in the PEIR. The PEIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City of San Diego. The issues addressed in the PEIR include Land Use, Transportation/Circulation and Parking, Biological Resources, Historical Resources, Air Quality, Noise, Paleontological Resources, Geologic Conditions, Visual Effects and Oder, Neighborhood Character, Public Utilities, Public Services and Facilities, Greenhouse Gasses, and Human Health/Public Safety/Hazardous Materials. Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts requiring mitigation were identified for Land Use, Transportation/Circulation and Parking, Biological Resources, Historical Resources and Paleontological Resources. The environmental analysis concluded that all of the significant and potentially significant impacts, with the exception of Traffic/Circulation and Parking, could be avoided or reduced through implementation of recommended mitigation measures.

The mitigation monitoring and reporting program for the proposed OBCPU is under the jurisdiction of the City of San Diego and other agencies. The mitigation monitoring and reporting program for the proposed project addresses only the issue areas identified above as significant. The following is an overview of the mitigation monitoring and reporting program to be completed for the project.

Summary of Project Impacts and Mitigation Measures

The following discussion summarizes the potentially significant project impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented. All the mitigation measures identified in the EIR are stated herein.

10.1 Land Use

The following mitigation measures would reduce potential direct and indirect program impacts to Land Use to below a level of significance.

LU-1

For all projects adjacent to the MHPA, the development shall conform to all applicable MHPA Land Use Adjacency Guidelines of the MSCP Subarea Plan. In particular, lighting, drainage, landscaping, grading, access, and noise must not adversely affect the MHPA.

- Lighting should be directed away from the MHPA and shielded, if necessary; and a note shall be included on the plans to the satisfaction of the Environmental Review Manager (ERM).
- Drainage should be directed away from the MHPA; or, if that is not possible, it must not drain directly into the MHPA. Instead, runoff should flow into sedimentation basins, grassy swales, or mechanical trapping devices prior to draining into the MHPA. Drainage shall be shown on the site plan and reviewed to the satisfaction of the City Engineer.
- The landscape plan shall be reviewed and approved by the ERM to ensure that no invasive non-native plant species shall be planted in or adjacent to the MHPA.
- All manufactured slopes must be included within the development footprint for projects within or adjacent to the MHPA.
- All brush management areas shall be shown on the site plan, reviewed, and approved by the ERM. Zone 1-brush management areas must be included within the development footprint and outside the MHPA. Brush management Zone 2 may be permitted within the MHPA (considered impact-neutral) but cannot be used as mitigation. Any vegetation clearing will be done to minimize impacts to covered species and will follow the City standards.
- Access to the MHPA, if any, should be directed to minimize impacts; and, if necessary, barriers will be used to direct access to appropriate locations and shall be shown on the site plan and reviewed and approved by the ERM.
- Construction noise as it effects sensitive avian species: the construction of projects will be scheduled to avoid impacts to wildlife (e.g., avoid the breeding season for sensitive species) to the extent practicable. If avoidance of construction during the breeding season is not feasible, project-specific review shall define specific mitigation measures, such as berms and sound walls, which would reduce construction and operational noise impacts".

10.2 Transportation/Circulation and Parking

Trans-1: Add a 2nd South Bound Right Turn lane by widening and removing approximately 5 parking spaces along the north side of West Point Loma Boulevard
Trans-2: Install a 2^{nd} East Bound and West Bound left turn lane by widening the south side of West Point Loma Boulevard

Trans-3: Signalize the intersection of Bacon Street and West Point Loma Boulevard.
Trans-4: Reclassify and widen Nimitz Boulevard from Sunset Cliffs Boulevard to Point Loma Boulevard to a 6-lane primary arterial. This improvement partially mitigates the Proposed Plan's impact.

10.3 Biological Resources

BIO-1: To reduce potentially significant impacts that would cause a reduction in the number of unique, rare, endangered, sensitive, or fully protected species of plants or animals, if present all future projects with the OBCPU area shall be analyzed in accordance with the CEQA Significance Thresholds, which require that site-specific biological resources surveys be conducted in accordance with City of San Diego Biology Guidelines. The locations of any sensitive plant species, including listed, rare, and narrow endemic species, as well as the potential for occurrence of any listed or rare wildlife species shall be recorded and presented in a biological resources report. Based upon the habitat focused presence/absence surveys shall be conducted in accordance with the biology guidelines and applicable resource agency survey protocols to determine the potential for impacts resulting from the project on these species. Engineering design specifications based on project-level grading and site plans shall be incorporated into the project design to minimize or eliminate direct impacts on sensitive plant and wildlife species consistent with the ESA, MBTA, Bald and Golden Eagle Protection Act, CESA, MSCP Subarea Plan, and ESL Regulations.

BIO 2: Prior to the issuance of any authorization to proceed, the City of San Diego (or appointed designee) shall verify that the MHPA boundaries and the following project requirements regarding the coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher are shown on the grading and building permit plans:

> No clearing, grubbing, grading or other construction activities shall occur between March 1 and August 15, the breeding season of the coastal California gnatcatcher; between March 15 and September 15, the breeding season of the least Bell's vireo; and between May 1 and September 1, the breeding season of the southwestern willow flycatcher, until the following requirements have been met to the satisfaction of the City of San Diego.

A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit) shall survey habitat areas (only within the MHPA for gnatcatchers) that would be subject to the construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the coastal California gnatcatcher, least Bell's vireo, and the southwestern willow flycatcher. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the USFWS within the breeding season prior to the commencement of construction. If the

coastal California gnatcatchers, least Bell's vireo, and/or the southwestern willow flycatcher are present, then the following conditions must be met:

a. Between March 1 and August 15 for occupied gnatcatcher habitat, between March 15 and August 15 for occupied least Bell's vireo habitat, and between May 1 and September 1 for occupied southwestern willow flycatcher habitat, no clearing, grubbing, or grading of occupied habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; AND

b. Between March 1 and August 15 for occupied gnatcatcher habitat, between March 15 and August 15 for occupied least Bell's vireo habitat, and between May 1 and September 1 for occupied southwestern willow flycatcher habitat, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of the occupied habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing a current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City of San Diego at least two weeks prior to the commencement of construction activities; OR

c. At least two weeks prior to the commencement of clearing, grubbing, grading and/or any construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by the aforementioned avian species. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the appropriate breeding season.

Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. If not, other measures shall be implemented in consultation with the biologist and The City of San Diego, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures

may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

If the aforementioned avian species are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ERM and applicable resource agencies which demonstrate whether or not mitigation measures such as noise walls are necessary during the applicable breeding seasons of March 1 and August 15, March 15 and September 15, and May 1 and September 1, as follows:

1. If this evidence indicates the potential is high for the aforementioned avian species to be present based on historical records or site conditions, then Condition 1-b or 1-c shall be adhered to as specified above.
2. If this evidence concludes that no impacts to the species are anticipated, no new mitigation measures are necessary.

If the City begins construction prior to the completion of the protocol avian surveys, then the Development Services Department shall assume that the appropriate avian species arepresent and all necessary protection and mitigation measures shall be required as describedin Conditions1 a, b, and c, above.

BIO-3: In areas where development that could potentially impact sensitive avian species through grading and clearing activities the following mitigation measure shall be implemented:

- If the project grading is proposed during the raptor breeding seasons (Feb. 1 – Sept. 15) the project biologist shall conduct a pre-grading survey for active raptor nests within 300 feet if the development area and submit a letter report to MMC prior to the preconstruction meeting. If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, monitoring schedules, etc.) to the satisfaction of the City's ERM. Mitigation requirements determined by the project biologist and the ERM shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report. If no nesting raptors are detected during the pre-grading survey, no mitigation is required.

BIO-4: The following mitigation measure shall be implemented for development within or adjacent to the Famosa Slough Wildlife Refuge or any potential habitat for the federally endangered Light Footed Clapper Rail, California Least Tern, and Western snowy plover.

- Prior to the issuance of any authorization to proceed, the City's ERM (or appointed

designee), A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit) shall survey habitat areas that would be subject to the construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of Light Footed Clapper Rail, California Least Tern, and Western snowy plover. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the USFWS within the breeding season prior to the commencement of construction.

1. If the aforementioned avian species are detected during the protocol survey, the applicant shall obtain take authorization through the USFWS and provide evidence that permitting has been issued to the ERM prior to commencement of construction related activities.

2. If the aforementioned avian species are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ERM and USFWS that species are not present in a proposed project area.

BIO-5: The following measure is currently applied to projects that affect biological resources. As future projects are reviewed under CEQA, additional specificity may be required with respect to mitigation measures identified below. These measures may be updated periodically in response to changes in federal and state laws and new/improved scientific methods.

- Development projects shall be designed to minimize or eliminate impacts to natural habitats and known sensitive resources consistent with the City's Biology Guidelines, MSCP Subarea Plan, and the ESL ordinance.
- Biological mitigation for upland impacts shall be in accordance with the City's Biology Guidelines, Table 3.3.4 as illustrated in Table 4.3-7. Prior to the commencement of any construction-related activity onsite (including earthwork and fencing) and/or the preconstruction meeting, mitigation for direct impacts to Tier I, Tier II, Tier IIIA, and Tier IIIB shall be assured to the satisfaction of the Development Services Department Environmental Review Manager (ERM) through preservation of upland habitats in conformance with the City's Biology Guidelines, MSCP, and ESL Regulations. Mitigation for upland habitats may include onsite preservation, onsite enhancement/restoration; payment into the Habitat Acquisition Fund; acquisition/dedication of habitat inside or outside the MHPA; or other mitigation as approved by the ERM, MSCP staff, and the City's Parks and Recreation Department.
- Development projects shall provide for continued wildlife movement through wildlife corridors as identified in the MSCP Subarea Plan or as identified through project-level analysis. Mitigation may include, but is not limited to, provision of appropriately-sized bridges, culverts, or other openings to allow wildlife movement."

For all Tier I impacts, the mitigation could (1) occur within the MHPA portion of Tier I (in Tier) or (2) occur outside the MHPA within the affected habitat type (in-kind).

For impacts to Tier II, IIIA, and IIIB habitats, the mitigation could (1) occur within the MHPA portion of Tiers I through III (out-of-kind) or (2) occur outside the MHPA within the affected habitat type (in-kind).

BIO-6: As part of the project-specific environmental review pursuant, all unavoidable wetlands impacts (both temporary and permanent) would need to be analyzed; and mitigation would be required in accordance with Table 2a of the Biology Guidelines (June 2012), see Table 4.3-8. Proposed mitigation shall be based on the impacted type of wetland habitat and must prevent any net loss of wetland functions and values of the impacted wetland.

The following provides operational definitions of the four types of activities that constitute wetland mitigation under the ESL regulations: Wetland Creation, Wetland Restoration, Wetland Enhancement, and Wetland Acquisition.

Wetland creation is an activity that results in the formation of new wetlands in an upland area. An example is excavation of uplands adjacent to existing wetlands and the establishment of native wetland vegetation.

Wetland restoration is an activity that re-establishes the habitat functions of a former wetland. An example is the excavation of agricultural fill from historic wetlands and the re-establishment of native wetland vegetation.

Wetland enhancement is an activity that improves the self-sustaining habitat functions of an existing wetland. An example is removal of exotic species from existing riparian habitat.

Wetland acquisition is an activity resulting in wetland habitat being bought or obtained through the purchase of offsite credits and may be considered in combination with any of the three mitigation activities above.

Wetland enhancement and wetland acquisition focus on the preservation or the improvement of existing wetland habitat and function and do not result in an increase in wetland area; therefore, a net loss of wetland may result. As such, acquisition and/or enhancement of existing wetlands may be considered as partial mitigation only for any balance of the remaining mitigation requirement after restoration or creation if wetland acreage is provided at a minimum of a 1:1 ratio. For permanent wetland, impacts that are unavoidable and minimized to the maximum extent feasible, mitigation must consist of creation of new, in-kind habitat to the fullest extent possible and at the appropriate ratios. In addition, unavoidable impacts to wetlands located

within the Coastal Overlay Zone must be mitigated onsite, if feasible. If onsite mitigation is not feasible, then at least a portion of the mitigation must occur within the same watershed. All mitigation for unavoidable wetland impacts within the Coastal Overlay Zone must occur within the Coastal Overlay Zone.

The City's Biology Guidelines and MSCP Subarea Plan require that impacts to wetlands, including vernal pools, shall be avoided and that a sufficient wetland buffer shall be maintained, as appropriate, to protect resource functions/values. For vernal pools, this includes avoidance of the watershed necessary for the continued viability of the ponding area. Where wetland impacts are unavoidable, (determined case-by-case), they shall be minimized to the maximum extent practicable and fully mitigated for per the Biology Guidelines. The biology report shall include an analysis of onsite wetlands (including City, state, and federal jurisdiction analysis) and, if present, include project alternatives that fully/substantially avoid wetland impacts. Detailed evidence supporting why there is no feasible, less environmentally damaging location or alternative to avoid any impacts must be provided for City staff review, as well as a mitigation plan that specifically identifies how the project is to compensate for any unavoidable impacts. A conceptual mitigation program (which includes identification of the mitigation site) must be approved by the City staff prior to the release of the draft environmental document. Avoidance is the first requirement; mitigation can only be used for impacts clearly demonstrated to be unavoidable. Disturbance to native vegetation shall be limited to the extent practicable, revegetation with native plants shall occur where appropriate, and construction staging areas shall be located in previously disturbed areas.

BIO-7:

Prior to the commencement of any construction-related activities on site for projects impacting wetland habitat (including earthwork and fencing) the applicant shall provide evidence of the following to the City of San Diego prior to any construction activity:

- Compliance with USACE Section 404 nationwide permit;
- Compliance with the RWQCB Section 401 Water Quality Certification; and
- Compliance with the CDFG Section 1601/1603 Streambed Alteration Agreement.

10.4 Historical Resources

***Hist-1*:** Prior to issuance of any permit that could directly affect an archaeological resource or resources associated with prehistoric Native American activities, the City shall require the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources that may be impacted by a development activity.

Initial Determination: The environmental analyst shall determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the California Historical Resources Inventory System) and conducting a site visit. If there is any evidence that the site contains archaeological resources, then an evaluation consistent with the City of San Diego's Historical Resources Guidelines shall be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City's Historical Resources Guidelines.

Step 1: Based on the results of the Initial Determination, if there is evidence that the site contains archeological resources, preparation of an evaluation report is required. The evaluation report could generally include background research, field survey, archeological testing, and analysis. Before actual field reconnaissance would occur, background research is required that includes a record search at the South Coastal Information Center (SCIC) at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections shall also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

Once the background research is complete a field reconnaissance must be conducted by individuals whose qualifications meet City standards. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance must be performed by a qualified archaeologist.

Step 2: Once a resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during

this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative, which could result in a combination of project redesign to avoid and/or preserve significant resources, as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required that includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies including surface and subsurface investigations can be found in the City of San Diego's Historical Resources Guidelines.

The results from the testing program will be evaluated against the Significance Thresholds found in the Historical Resources Guidelines and in accordance with the provisions outlined in Section 15064.5 of the State CEQA Guidelines. If significant historical resources are identified within a project's Area of Potential Effect (APE), the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

Step 3: Preferred mitigation for archeological resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program (RDDRP) is required or is required to follow alternate treatment recommendations by the Most Likely Descendant (MLD), which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2. If the archaeological site is an historical resource, then the limits on mitigation provided under Section 21083.2 shall not apply, and treatment in accordance with Guidelines Section 15162.4 and 21084.1 is required. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring shall be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered

prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground disturbing activities whenever a Native American Traditional Cultural Property (TCP) or any archaeological site located on City property, or within the APE of a City project, would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of PRC Section 5097 must be followed. These provisions would be outlined in the Mitigation Monitoring and Reporting Program included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4: Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation (OHP) "Archaeological Resource Management Reports (ARMR): Recommended Contents and Format" (see Appendix C of the Historical Resources Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover), along with historical resource reports for archaeological sites and TCPs, containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects that result in a substantial collection of artifacts, which must address the management and research goals of the project, the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City of San Diego. Appendix D (Historical Resources Report Form) shall be used when no archaeological resources were identified within the project boundaries.

Step 5: For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historical deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 and California Native American Graves Protection and Repatriation Act [NAGPRA])

and federal (i.e., federal NAGPRA) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collections (dated May 7, 1993) and, if federal funding is involved, Part 36, Section 79 of the Code of Federal Regulations. Additional information regarding curation is provided in Section II of the Historical Resources Guidelines.

Prior to issuance of any permit for a future development project implemented in accordance with the OBCPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

a. Preparing a historic resource management plan;
b. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
c. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
d. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource;
e. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; and
f. Removing industrial pollution at the source of production.

Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to

identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance. If required, mitigation programs can also be included in the report.

10.5 Paleontological Resources

Paleo-1:

Prior to approval of development projects the City shall determine, based on review of the project application, that future projects are sited and designed to minimize impacts on paleontological resources in accordance with the City Paleontological Resources 2011 Significance Thresholds and 2002 Paleontological Resources Guidelines. Monitoring for paleontological resources required during construction activities would be implemented at the project level and would provide mitigation for the loss of important fossil remains with future discretionary projects that are subject to environmental review. Future design of projects as noted below in accordance with the City's Paleontological Resources 2011 Significance Thresholds and City 2002 Paleontology Guidelines shall be based on the recommendations of a project-level analysis of potential impacts on paleontological resources completed in accordance with the steps presented below.

I. Prior to Project Approval

A. The environmental analyst shall complete a project level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:

- Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.
- Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
- Require construction within a known fossil location or fossil recovery site.

Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.

B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.

- Monitoring is always required when grading on a fossil recovery site or a known fossil location.

- Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).
- Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.
- Monitoring is not required when grading documented artificial fill.

When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

9.0 Project Alternatives

In considering the appropriateness of a project, CEQA mandates that alternatives to its implementation be discussed. State CEQA Guidelines Section 15126.6(a) requires the discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." State CEQA Guidelines Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on those alternatives that are capable of reducing or eliminating significant environmental impacts, even if they would impede the attainment of some project objectives, or would be more costly. In accordance with State CEQA Guidelines Section 15126.6(f)(1), among the factors that may be taken into account when addressing the feasibility of alternatives are (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control, or otherwise have access to an alternative site.

The following alternatives are addressed in this section:

- **No Project (Adopted Community Plan) Alternative**
- **Reduced Project (No Rezone) Alternative.**

9.1 Goals/Objectives

In developing the alternatives to be addressed in this chapter, consideration was given to meeting the basic objectives of the project and eliminating or substantially reducing significant environmental impacts.

The following CEQA goals as presented in Section 3.0 have been identified for the proposed OBCPU and include:

- Protect and enhance residential and commercial areas in the community;
- Encourage alternative modes of transportation while reducing traffic and parking impacts;
- Maintain the small-scale nature of the community while improving its visual quality;
- Support and foster locally-owned businesses;
- Preserve and enhance public facilities and services within the community;
- Maintain and enhance parks and other community facilities;
- Foster preservation and enjoyment of the Pacific Ocean coastline and other natural resources;

- Preserve the community's important historic resources;
- Minimize the community's exposure to excessive noise;
- Encourage development that builds on Ocean Beach' established character as a mixed-use, small-scale neighborhood;
- Provide land use, public facilities, and development policies for Ocean Beach, as a component of the City of San Diego's General Plan;
- Include strategies and specific implementing actions to help ensure that the community plan's vision is accomplished;
- Incorporate detailed policies that provide a basis for evaluating whether specific development proposals and public projects are consistent with the Plan; and
- Include detailed implementing programs including zoning regulations and a public facilities financing plan.

9.2 Rationale for Alternative Selection

To fully evaluate the environmental effects of proposed projects, CEQA mandates that alternatives to the proposed OBCPU be analyzed. Section 15126.6 of the State CEQA Guidelines requires the discussion of "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project" and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives. The CEQA Guidelines provide several factors that may be considered with regard to the feasibility of an alternative: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site (if an off-site alternative is evaluated).

As discussed in Section 4 implementation of the proposed OBCPU could result in significant, direct, and/or cumulative environmental impacts related to Land Use (MHPA, Land Use), Traffic/Circulation and Parking, Biological Resources, Historical Resources, and Paleontological Resources. Mitigation measures have been identified which would reduce direct impacts to below a level of significance in all these issue areas except for impacts to Transportation/Circulation which would remain significant and unmitigable.

The alternatives identified in this section are intended to further reduce or avoid significant environmental effects of the proposed OBCPU. Each major issue area included in the impact analysis of this PEIR has been given consideration in the alternatives analysis.

In developing the alternatives to be addressed in this section, consideration was given regarding each alternative's ability to meet the basic objectives of the proposed OBCPU and eliminate or substantially reduce potentially significant environmental impacts. The alternatives evaluated in Section 9.2 include the following: the No Project (Adopted Community Plan) Alternative and the Reduced Project Alternative (No Rezone) Alternative. These alternatives allow informed decision making and public participation because there is enough variation amongst the alternatives to provide a reasonable range.

9.3 No Project (Adopted Community Plan) Alternative

The following discussion of the No Project (Adopted Community Plan) Alternative is based on the CEQA Guidelines Section 15126.6 (e) (3) (A), which states:

> When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operations into the future. Typically, this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

Further, according to Section 15126.6(e)(3)(C):

> After defining the no project alternative . . . the lead agency should proceed to analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Based on this approach, the No Project (Adopted Community Plan) Alternative would retain the currently adopted 1975 Ocean Beach Precise Plan and LCP.
The adopted plan has seven elements that establish specific land use, transportation, and environmental quality proposals, together with an evaluation of the social and economic impacts resulting from those proposals. Recommendations are included in each element to provide the framework for development. The specific elements of the adopted community plan/LCP are:

1. Residential Land Use and Housing
2. Commercial Element
3. Transportation
4. Public Facilities Element
5. Transportation Element

6. Community Appearance and Design Element
7. Implementation Element

9.4 Impact Analysis of the No Project (Adopted Community Plan) Alternative

Land Use

The No Project (Adopted Community Plan) Alternative would retain the 1975 Precise Plan that currently exists. The Ocean Beach Precise Plan was originally established as a program for preserving and enhancing the community of Ocean Beach. The Precise Plan recognizes that the community of Ocean Beach is characterized by a diversity of life styles. The community contains retired persons, military personnel, college students, street people, families with and without children, young singles, nonprofessionals, professionals, minorities, and transients. Some are recent arrivals and some are long-term residents. There is no such thing as a "typical" resident. This profuse availability of alternate life styles make Ocean Beach distinctive from other locales in San Diego and creates what many feel is a genuine sense of "community". As such the Precise Plan overall directive strongly shows the community's desire to maintain its character. The Precise Plan calls for most future growth to be accommodated with as little effect on the eclectic community character as possible. However, the Precise Plan does not contain the benefits and polices of the updated 2008 General Plan.

The No Project (Adopted Community Plan) Alternative would not implement the City of Villages concept of the General Plan and Strategic Framework Element to the same extent as the proposed OBCPU. Thus, while the No Project (Adopted Community Plan) Alternative would not conflict with adopted land use plans, policies, or ordinances, it would not provide the same level of land use benefits as the proposed CPU. Implementation of this alternative would not achieve the goals of the City of Villages strategy to the same extent as the proposed OBCPU. In addition, under this alternative, incompatible land uses would continue to be allowed under current zoning, and new incompatibilities would be more likely to result over time. Impacts to land use under the No Project (Adopted Community Plan) Alternative would be greater than those identified for the proposed OBCPU because this alternative would not correct the inconsistency between existing zoning and the land use designation. In addition, under this alternative, the additional potential 62 units would not be permitted and consequently it would result in less intensity of uses. As such, land use impacts under the No Project (Adopted Community Plan) Alternative would be greater than the proposed OBCPU.

Transportation/Circulation and Parking

Buildout of the OBCPU area in accordance with the existing Precise Plan would result in reduced transportation impacts compared with the propose OBCPU. The existing Community

Plan's total number of housing units at buildout would be less due to the lack of the Rezone. Although the existing Precise Plan's Transportation Element differs from that of the proposed OBCPU, both of the plans include recommendations and policies to address transportation related issues. Because of the potential minor reduction in units due to the subtraction of the Rezone impacts would be reduced but still significant and not mitigated.

In general, parking in the project area is accommodated through on-site parking, and on-street parking. The lack of adequate on-street and structured parking is a primary issue in the project area and would continue under the existing Plan. If the proposed OBCPU was approved under the existing plan, parking issues would continue to exist but not to the extent of the OBCPU with the Rezone. However, mobility recommendations identified as part of the proposed OBCPU (see Section 4.2 of this EIR) would seek to implement measures to increase off-street parking available for the community and its visitors and impacts related to parking demand would be similar when compared to the No Project (Adopted Community Plan) Alternative.

Biological Resources

As discussed in Section 4.3 of the EIR, the Public Facilities Services and Safety Element contains recommendations that would seek to improve police, fire and lifeguard safety services, and to ensure a reliable system of water, storm water, and sewer facilities. These policies would be implemented through the maintenance of existing parks, schools, police and fire facilities, and utility infrastructure and also through the construction of new facilities. Since future projects and locations have not been identified, impacts to biological resources could occur. In addition, the Recreation Element seeks to enhance a sustainable park and recreation system that meets the needs of Ocean Beach residents and visitors. However, an unintended consequence may result from bringing visitors into sensitive and open-space areas, potentially resulting in impacts. Recommendations 6.3.5, 6.4.2 and 6.4.4 of the Recreation Element would promote increased visitation, through improved access and increased visitation into the Famosa Slough and the San Diego River Park.

The proposed Rezone would not occur under the existing plan and the use in the area would not intensify; however, the location of the Rezone is not in sensitive areas and additional impacts would not occur. Overall, based upon the recommendation discussed above impacts to biological resources would be less compared to the OBCPU.

Historical Resources

The existing Precise Plan contains policies directed to protecting and conserving historical resources and the proposed OBCPU builds upon these policies and provides direction for conducting research in the future. While both the No Project (Adopted Community Plan)

Alternative and the proposed OBCPU do not specifically propose demolition or substantial alteration of a resource or ground disturbing activities such as grading or excavation, it can be assumed that future development has the potential to result in significant direct and/or indirect impacts to cultural or historical resources. Any potential impacts to significant cultural or historic resources would be considered significant.

The proposed OBCPU containing the Rezone could potentially encourage the redevelopment of 99 parcels as discussed in Section 3 and as a result impacts could occur to historic structures. Impacts under the No Project (Adopted Community Plan) Alternative would be less when compared to the proposed OBCPU.

Air Quality and Odor

The existing Precise Plan does not contain explicit policies or recommendations addressing Air Quality. Nor does the existing plan contain the General Plan policy framework to address this issue. Air quality effects for the entire City of San Diego were addressed in the General Plan Update which acknowledged SANDAG's Regional Transportation Plan and the Regional Comprehensive Plan. The existing plan would realize limited Air Quality reductions based upon the current less intensive zoning of the 99 parcels but these reductions are minimal. Therefore, Air Quality impacts would be greater under the No Project (Adopted Community Plan) Alternative.

Noise

Under this alternative, noise sources, such as transportation and construction noise, would continue to exist. Similar to the proposed OBCPU, future construction activities related to the existing plan would potentially generate short-term noise impacts to noise-sensitive land uses located adjacent to construction sites. Compliance with the City's standards and codes, along with other federal, state, and local regulations, is required of all projects.

The Noise Element of the proposed OBCPU provides goals and policies to ensure location of compatible land uses and includes noise abatement measures for existing and new uses to protect people living and working in the project area from an excessive noise environment. Since the existing land use plan and zoning does not provide measures to the extent that would be provided by the proposed OBCPU and may not provide the same level of benefit to the community, although future projects subject to discretionary review would need to demonstrate conformance with existing noise regulations, plans, and policies. Therefore, noise impacts under the No Project (Adopted Community Plan) Alternative would be greater to the proposed OBCPU.

Paleontological Resources

The proposed OBCPU and the adopted community plan both forecast development over the same area, and implementation of each has the potential to result in significant impacts to paleontological resources (see Section 4.7). Because of its high sensitivity for paleontological resources, grading into this formation could potentially destroy fossil remains.

As with the proposed OBCPU, future development subject to discretionary review that's proposed under the existing plan would require a comprehensive, site-specific paleontological resources evaluation for all future projects to determine potential impacts and site conditions. Since all future projects under the adopted plan (No Project [Adopted Community Plan] Alternative) would be discretionary, additional CEQA review would be required as specific projects are proposed.

Therefore, at the time individual development projects are proposed, potential impacts to paleontological resources would be reduced below a level of significance through project-specific mitigation or standard measures to be implemented during construction to ensure the recovery of any resources. Impacts under the No Project (Adopted Community Plan) Alternative and the proposed OBCPU would be similar.

Geologic Conditions

The project area contains geologic conditions, as described in Section 4.8, which could pose significant risks if the future project area is not properly designed and constructed. However, potential impacts related to geology and soils would be avoided or reduced to less than significant through adherence to standard building code measures, including compliance with applicable building codes (e.g., Title 24 of the California Code of Regulations, the CBC, and the SDMC (effective August 30, 2012). Additionally, if required, a comprehensive, site-specific soil and geologic evaluation would be required for future projects to determine potential hazards and site conditions. Erosion impacts associated with future development would be similar for the No Project (Adopted Community Plan) Alternative and the proposed OBCPU. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Adherence to the requirements of the City's Stormwater Standards Manual during construction would also be expected to improve post-construction conditions related to erosion, as new development would be required to adhere to a higher standard of BMPs compared to existing design standards.

However, the current plan does not contain the goals General Plan's Public Facilities, Services, and Safety Element. This element seeks to ensure that communities have adequate plans to prepare and respond to issues resulting from seismic conditions and other disasters.

Furthermore, the General Plan Polices PF-Q.1 and PF-Q.2 promote the implementation of seismically safe development requirements for fault zones, design publicly accessible open space in areas of active faults where development cannot take place, and interagency coordination for tsunami events. Since this alternative would not implement the policies of the General Plan impacts under the No Project (Adopted Community Plan) Alternative would be greater to those of the proposed OBCPU.

Hydrology, Water Quality

Impacts to hydrology and water quality under the No Project (Adopted Community Plan) Alternative would be similar to those identified for the proposed OBCPU. Current drainage patterns on the project site would remain with the No Project (Adopted Community Plan) and as with the proposed OBCPU, future development under the No Project (Adopted Community Plan) Alternative would occur in areas that are fully developed and largely impervious due to existing structures, paving, and other improvements; therefore, the volume or rate of runoff would be relatively the same.

Consistent with the existing topography, these and the existing storm water conveyance system discharge into the ocean. All future projects would be subject to discretionary review on a project-by-project basis, and all development proposals in the City are subject to SDMC drainage regulations. Treatment and capacity requirements to address larger storm events that exceed current capacity would be addressed at the time projects are proposed. Improvements, which could include upgrades to the existing conveyance system, would be identified to address deficiencies if needed. Implementation of storm water control measures would provide incremental benefits by filtering and reducing runoff volume from new development as compared to the existing condition.

Continued development consistent with the No Project (Adopted Community Plan) Alternative would not be expected to significantly increase the volume of direct runoff to drainage basins, municipal storm water systems, or ultimately to receiving surface and ground water bodies, or change the existing hydrology within the proposed OBCPU area. As with the proposed OBCPU, new development proposed as part of the No Project (Adopted Community Plan) Alternative would be required to implement LID BMPs as discussed in the City's Storm Water Standards Manual. Implementation of storm water BMPs would reduce the amount of pollutants transported from the project area to receiving waters during smaller storm events. However the existing plan would not contain the benefit of the Public Facilities, Services and Safety Element which contains recommendations to address water quality and impacts under this alternative would be greater.

Visual Effects and Neighborhood Character

The Ocean Beach Precise Plan contains a framework to preserve and enhance the character of Ocean Beach and the subsequent Action Plan built upon the framework to further the goal to preserve the character of Ocean Beach. However, the existing plan does not contain specific polices to address visual quality or neighborhood character. The Urban Design Element of the OBCPU directly addresses these issues in accordance with the framework established in the Urban Design Element of the General Plan. The proposed Element offers recommendations for building and site development elements which have greatest impact on overall appearance and connectivity (See Section 4.10)

Therefore, the proposed OBCPU would have a beneficial effect on visual effects and neighborhood character compared to the No Project (Adopted Community Plan) Alternative.

Public Utilities

Under the No Project (Adopted Community Plan) Alternative, the provision of public utilities would be implemented as detailed in the current PFFP. However, utility upgrades may be required as growth occurs. The proposed OBCPU updates the PFFP to address the current and future need of the community.

The need for additional sewer, water, energy and solid waste systems under the existing land use plan would potentially be decreased due to current zoning. However the increased demand based upon zoning would be negligible. As noted previously the Precise Plan does not contain the benefits and polices of the updated 2008 General Plan. The General Plan Conservation Element discusses water resources management and the Public Facilities and Service Element evaluates growth and its affects upon infrastructure. These elements are fundamental to maintaining public utilities in response to the growing community.

In addition to the General Plan policies, the proposed OBCPU contains recommendations from the Public Facilities, Services and Safety Element that also addresses water, waste water, and storm water. There are also specific recommendations in the element that discusses solid waste and energy. Therefore, because the existing plan does not have the benefits of an updated PFFP and the recommendations from the Public Facilities and Service Element impacts to Public Utilities would be greater.

Public Services

The demand on public services resulting from the No Project (Adopted Community Plan) Alternative would potentially be lessened due to current zoning. However the increased demand based upon zoning, under the proposed OBCPU would be negligible.

Impacts to schools, libraries, and police and fire protection would be similar because under both the OBCPU and the current plan there is currently sufficient capacity to accommodate the existing need for these services. The No Project (Adopted Community Plan) Alternative could result in fewer residents due to current zoning; it can be assumed that demand for public services would be largely the same.

However, impacts to the provision of park services would be greater under the No Project (Adopted Community Plan) Alternative compared to the proposed OBCPU because the proposed OBCPU outlines several policies specific to the proposed OBCPU relating to the expansion, preservation, and enhancement of parks. These goals and policies were designed to help enable the City to provide additional parkland and recreation opportunities to serve the growing population.

Greenhouse Gases

Future projects implemented under the No Project (Adopted Community Plan) Alternative would not benefit from the additional GHG-reducing features identified in the proposed OBCPU policies (Section 4.13) beyond the reductions mandated under existing codes and regulations. Under the proposed OBCPU, project-level GHG reduction design features are available that could reduce BAU GHG emissions to 28.3 percent or greater relative to BAU, which would meet the City's reduction goal. In addition, implementation of the No Project (Adopted Community Plan) Alternative would not benefit from the proposed Mobility, Urban Design, and Conservation elements of the OBCPU, which include specific policies that require dense, compact, and diverse development; encourage highly efficient energy and water conservation design; increase walkability and bicycle and transit accessibility; increase urban forestry practices and community gardens; decrease urban heat islands; and increase climate sensitive community design. These policies would serve to reduce consumption of fossil-fueled vehicles and energy resulting in a reduction in community-wide GHG emissions relative to BAU. Therefore, GHG impacts would be greater under the No Project (Adopted Community Plan) Alternative compared to the proposed OBCPU.

Human Health/Public Safety/Hazardous Materials

Future development consistent with the No Project (Adopted Community Plan) Alternative, as with the proposed OBCPU, may result in significant impacts if such development allows greater

contact between humans and hazards or retains industrial/heavy commercial uses adjacent to more sensitive uses. In either case, significant hazardous materials impacts would be similarly mitigated for new development through compliance with all applicable federal, state, and local laws and regulations regarding hazardous materials siting, assessment, and remediation. In addition, a risk assessment would be required at all sites within the project area where contamination has been identified or is discovered during future construction activities, and a hazardous building materials survey would be conducted at all buildings in the project area prior to demolition or renovation activities.

However, the existing plan does not contain the policy direction in terms of flooding hazards that the proposed OBCPU contains. The Conservation Element acknowledges sea level rise in that it recommends that the General Plan Policies addressing greenhouse gases, urban heat islands, carbon footprint reduction, sustainable development patterns, and public education be implemented. Additionally, the Public Facilities, Services Element contains several recommendations that directly address dangers associated with sea level change and tsunami events (Section 4.14). Impacts to Health and Safety would be greater under the existing plan.

Summary of No Project (Adopted Community Plan) Alternative

Compared to the proposed OBCPU, the No Project (Adopted Community Plan) Alternative would not provide the same level of beneficial effect related to land use, air quality, neighborhood character, human health/public safety/hazardous materials, hydrology/water quality, energy use, noise, geology, public services and facilities, public utilities, population and housing, and GHG emissions as compared to the proposed OBCPU.

Impacts associated with transportation/circulation and parking, and paleontology would be similar to the proposed CPU. With implementation of the No Project (Adopted Community Plan) Alternative only impacts to Biological Resources and Historical Resources would be lessened.

While the current plan would realize minor reduction in some issue areas due to current zoning the No Project (Adopted Community Plan) Alternative would not meet all of the proposed CPU's objectives. This alternative would not correct the inconsistencies between existing land uses and the Community Plan, and would not adopt the Ocean Beach Public Facilities Financing Plan. By not adopting the elements within the OBCPU the goals and objectives the project would not be met. As discussed above most impact issue areas under the existing plan would be increased which is due to current plan's inability to take advantage of the current General Plan and proposed OBCPU, see Table 9-1.

9.4 Reduced Project (No Rezone) Alternative

As with the proposed OBCPU, the Reduced Project Alternative would also replace the existing adopted community plan and would implement the goals and recommendations for the 8 proposed OBCPU elements addressing Land Use; Mobility; Urban Design; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; and Historic Preservation. However, this alternative would not implement the rezone to 99 parcels (approximately 21 acres) as discussed in Section 3.

Land Use

As mentioned above the Reduced Project Alternative would implement all of the recommendations from the OBCPU. Implementation of this alternative would reduce the total number of proposed residential units by approximately 62 units. However, this alternative would not achieve the same level of compliance with the General Plan as the proposed OBCPU because it would not correct the inconsistency between existing zoning and the land use designation. Fewer residential units could also reduce the number and size of much needed dwelling units available in the community. Impacts to Land Use under this alternative would be greater.

Transportation/Circulation and Parking

As with the OBCPU the goals and recommendations of the Mobility Element would be applied to the Reduced Project Alternative in order to reduce impacts. With a reduction in residential units, under current zoning, trip generation and parking demand would be reduced slightly but traffic conditions would remain significant. Impacts to road segments and intersections would be incrementally reduced as compared to OBCPU since fewer residents and service vehicles would be traveling local and regional roadways in the area. With implementation of some or all of the roadway and freeway improvements discussed in Section 4.2 of this EIR impacts could be reduced, but not to a level of less than significant.

It can be assumed that the same or similar targeted street improvements, traffic signals, restriping, transportation systems management techniques, and traffic calming measures would be implemented to increase street capacity, reduce congestion, reduce speeding, and improve neighborhood livability. Additionally, continued adherence to the General Plan and the SANDAG Regional Transportation Plan would be required under this alternative. As such, traffic/circulation and parking impacts under the Reduced Project Alternative would be slightly decreased when compared to those anticipated under the proposed OBCPU.

Biological Resources

The Reduced Project Alternative would implement the Public Facilities Services and Safety Element and Recreation Element recommendations from the OBCPU that could potentially lead to impacts to biological resources. The proposed Rezone would occur in areas of Ocean Beach that are currently developed and lack biological resources.

As within the proposed OBCPU the Reduced Project Alternative would be required to comply with the MSCP, which provides comprehensive long-term habitat conservation to address the needs of multiple species and the preservation of natural vegetation communities for lands within the city and sphere of influence boundaries. The proposed OBCPU and other alternatives, all future projects developed in accordance with the Reduced Project Alternative would be required to adhere to regulations imposed by state and federal resource agencies which provide additional assurances that impacts to biological resources would not be significant. Impacts related to biological resources under the Reduced Project Alternative would be similar to those identified for the proposed OBCPU.

Historical Resources

While both the Reduced Project Alternative and the proposed OBCPU do not specifically propose demolition or substantial alteration of a resource or ground-disturbing activities such as grading or excavation, it can be assumed that future development has the potential to result in significant direct and/or indirect impacts to historical resources. Any potential impacts to significant cultural resources would be considered significant.

As with the proposed OBCPU, implementation of this alternative would be required to adhere to all applicable City, federal, state, and local regulations regarding the protection of historical resources, as described in Section 4.5. Where preservation of the historically significant components related to historic buildings and structures can be maintained through compliance with regulations and/or mitigation as discussed in Section 4.5 of this PEIR, impacts would be reduced to below a level of significance. However, the Rezone as part of the OBCPU could potentially encourage redevelopment in Ocean Beach and impacts to the historical built environment could occur. Since the Reduced Project Alternative would not implement the rezone impacts to historical would be less.

Air Quality

The Reduced Project Alternative would be consistent with the growth assumptions used in development of the local air quality plans and the General Plan and therefore would see a reduction of air quality impacts over the existing plan. This alternative would accommodate

fewer residents and businesses and less dense residential anticipated by the proposed OBCPU and air quality impacts under this Alternative would be slightly reduced as compared to the proposed OBCPU.

Noise

Noise impacts under the Reduced Project Alternative would be incrementally reduced as compared to the proposed OBCPU due to construction of fewer residential units and less commercial and associated reductions in residential traffic.

Under this alternative, noise impacts would continue to exist. Similar to the proposed OBCPU, future construction activities related to the existing plan would potentially generate short-term noise impacts to noise-sensitive land uses located adjacent to construction sites. Compliance with the City's standards and codes, along with other federal, state, and local regulations, is required of all projects.

The Noise Element of the proposed OBCPU provides goals and policies to ensure noise abatement measures for existing and new uses to protect people living and working in the project area from an excessive noise environment that the Reduced Project Alternative would also implement. Therefore, noise impacts under the Reduced Project Alternative would be slightly decreased when compared to the proposed OBCPU.

Paleontological Resources

As for the proposed OBCPU, significant impacts to sensitive paleontological resources would be reduced to less than significant. The proposed OBCPU and Reduced Project Alternative both forecast development over the same area, and implementation of each has the potential to result in significant impacts to paleontological resources (see Section 4.12). Because of its high sensitivity for paleontological resources, grading into this formation could potentially destroy fossil remains. Consequently, application of discretionary review would ensure that impacts to paleontological resources would be less than significant and similar to the proposed OBCPU under either scenario.

Geology/Soils

Impacts under the Reduced Project Alternative would be similar to those of the proposed OBCPU. Implementation has the potential to result in significant impacts related to geology and soils. The project area contains geologic conditions, which could pose significant risks if the future project area is not properly designed and constructed (see Section 4.8). However, potential impacts related to geology and soils would be avoided or reduced to less than

significant through adherence to standard building code measures, including compliance with applicable building codes (e.g., Title 24 and the UBC). Additionally, a comprehensive, site-specific soil and geologic evaluation could be required for all future projects to determine potential hazards and site conditions. Site-specific measures would be incorporated as recommended by the project engineer at the time specific plans are proposed.

Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Adherence to the requirements of the City's Stormwater Standards Manual during construction would also be expected to improve post-construction conditions related to erosion, as new development would be required to adhere to a higher standard of BMPs compared to existing design standards. Impacts would be less than significant. Therefore, erosion impacts associated with future development would be similar to the proposed OBCPU.

Hydrology, Water Quality

Current drainage patterns on the project site would remain with the Reduced Project Alternative. As with the proposed OBCPU, future development under the Reduced Project Alternative would occur in areas that are fully developed and largely impervious due to existing structures, paving, and other improvements; therefore, the volume or rate of runoff to drainage basins, municipal storm water systems, or ultimately to receiving waters would not be expected to change significantly. In fact, all development in the City is subject to drainage regulations through the City Municipal Code. As with the proposed OBCPU, new development proposed as part of the Reduced Project Alternative would be required to implement LID BMPs as discussed in the City's Storm Water Standards Manual. As new projects are brought forward, mandatory storm water regulations would be required to control or reduce the rate and volume of runoff from redeveloped sites, thereby resulting in an incremental reduction in runoff and drainage impacts for smaller storm events over time as compared to the existing condition. Runoff for larger storms (25-, 50-, 100-, and 500-year storms) would be similar to the existing condition.

Regardless, implementation would not result in significant changes to the existing hydrology or drainage as compared to the existing condition.

Runoff would likely continue to contain typical urban runoff pollutants such as sediment, pathogens, heavy metals, petroleum products, nutrients, and trash. However, the existing project area is highly urbanized, and future development that maintains or incrementally reduces the intensity of land use on existing disturbed or developed parcels would not be expected to significantly degrade water quality of receiving surface and ground water bodies. Furthermore, regardless of the alternative selected, new development projects would be required to comply with existing water quality regulations and design requirements, resulting in incremental

improvement to water quality over time. Impacts would be less than significant. Therefore, as for the proposed OBCPU, hydrology/water quality/drainage impacts under the Reduced Project Alternative would be similar.

Visual Effects and Neighborhood Character

The Goals and recommendations included in the proposed OBCPU which specifies design recommendations and guidelines intended to conserve and enhance Ocean Beach's' community character would also be applied to Reduced Project Alternative. The implementation of the Rezone of the OBCPU would not have a negative impact on visual effects and neighborhood character and therefore, impacts under the reduced project alternative would be similar.

Public Utilities

Reductions in the overall number of residential units, as a result of current zoning, could reduce the capacity requirements for some existing public utilities in the area as compared to the proposed OBCPU thereby requiring fewer or smaller-scale improvements. As with the OBCPU the goals and recommendations of the Public Facilities, Services and Safety Element from the OBCPU and General Plan would be applied to the Reduced Project Alternative in order to reduce impacts resulting from the need to construct additional facilities.

The OBCPU's Public Facilities, Services and Safety Element addresses water, waste water, energy and storm water and there are also specific recommendations in the element that discusses solid waste and energy. The General Plan Conservation Element discusses water resources management and the Public Facilities and Service Element evaluates growth and its affects upon infrastructure. Utility upgrades may be required as growth occurs and the Reduced Project Alternative would adopt the updated PFFP to address the current and future need of the community.

Therefore the need for additional sewer, water, energy and solid waste systems under the existing land use plan would slightly decrease due to current zoning and implementation of the OBCPU Elements and General Plan Polices.

Public Services and Facilities

Fewer residential units would slightly reduce the total needs for parks, libraries, schools, and fire/police protection. However the decreased demand based upon zoning, under the alternative compared to the OBCPU would be negligible because the need for these services would be similar. Under both the OBCPU and the alternative there is sufficient capacity to accommodate the existing need for these services. As with the OBCPU the Reduced Project Alternative would

implement the Park and Recreation element which outlines several policies relating to the expansion, preservation, and enhancement of parks. These goals and policies were designed to help enable the City to provide additional parkland and recreation opportunities to serve the growing population. Impacts to public services would be similar under the Reduced Project Alternative compared to the proposed OBCPU.

Greenhouse Gases

GHG impacts would be slightly reduced under the Reduced Project Alternative compared to those of the proposed OBCPU due to the reduction in residential units. Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions. As such, it can be assumed that vehicle emissions would decrease correspondingly. As with the proposed OBCPU under either scenario, additional vehicle emissions reductions would also be expected over time due to regulations on auto and fuel manufacturers that would reduce vehicle emissions by 2020.

In addition, this alternative would be required to comply with the Title 24 California Building Code that contains increased energy and water efficiency requirements that would reduce GHG emissions from those sources. Implementation of the Reduced Project Alternative would also benefit from the additional GHG-reducing features identified for the proposed OBCPU. Other policies within the elements that encourage highly efficient energy and water conservation design; increase walkability and bicycle and transit accessibility; increase urban forestry practices and community gardens; decrease urban heat islands; and increase climate sensitive community design may still apply. These policies would serve to reduce consumption of fossil-fueled vehicles and energy resulting in a reduction in communitywide GHG emissions relative to BAU. The implementation of a Reduced Project Alternative would result in slightly reduced GHG impacts compared to the proposed OBCPU.

Human Health/Public Safety/Hazardous Materials

Human health, public safety, and hazardous materials impacts under the Reduced Project Alternative would be similar to the proposed OBCPU. Although fewer residential would be the proposed OBCPU area contains limited properties of environmental concern. However, future development proposals would be screened and applicants would be required to obtain a clearance from the County's DEH as discussed in EIR Section 4.14. As for the proposed CPU, these compliance measures would reduce the potential for hazardous materials to affect the public or environment regardless of the alternative selected. In addition, the policy direction under the General Plan and OBCPU Elements addressing sea level change would be implemented.

Summary of Reduced Project (No Rezone) Alternative

As discussed above, the Reduced Project (No Rezone) Alternative would not result in additional significant impacts beyond those previously disclosed for the OBCPU. Impacts to Transportation/Circulation/Parking, Air Quality, GHG emissions, Noise, Historical Resources, Public Utilities, would be incrementally less with the reduction in overall density of development, see Table 9-1.

However, The Reduced Project (No Rezone) Alternative would not meet all of the proposed OBCPU's objectives. This alternative would not achieve the same level of compliance with the General Plan as the proposed OBCPU because it would not correct the inconsistency between existing zoning and the land use designation. Fewer residential units could also reduce the number and size of much needed dwelling units available in the community.

9.5 Environmentally Superior Alternative

CEQA Guidelines section 15126.6(e)(2) requires that an EIR identify the "environmentally superior" alternative based on the evaluation of the Plan and its alternatives. However, pursuant to the CEQA Guidelines (Section 15126.6 (e)(2), if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project.

The Reduced Project Alternative (No Rezone) Alternative is identified as the Environmentally Superior Alternative, as it would reduce the proposed OBCPU's impacts to the greatest extent. The Reduced Project Alternative would reduce the number of residential units by 62 units as compared to the proposed OBCPU. This reduction could result in smaller-scale, residential projects with less density. The reduced intensity under this alternative would also be expected to result in proportionate reductions in traffic and construction activity within the community, thereby resulting in a reduction in impacts to community intersections, road segments, and parking supply; however, transportation/circulation impacts under the Reduced Project Alternative would still be significant. Although the proposed OBCPU would not result in significant impacts to air quality, noise, public utilities and greenhouse gas emissions there would be a further reduction in these issue areas under the Reduced Project Alternative. Significant but mitigatable impacts to historical resources under both the OBCPU and the Reduced Project Alternative were identified but the Reduced Project Alternative would lessen the impact because zoning density would not be increased in the 99 parcels.

While the Reduced Project Alternative would be the Environmentally Superior Alternative, and would attain or partially attain the proposed OBCPU's objectives, it would fail to implement the Rezone. Only the proposed OBCPU fully meets all objectives.

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12.0 Individuals And Organizations Consulted

No individuals or organizations have been consulted outside of the City of San Diego or technical consultants listed in Section 13, Certifications/List of Preparers

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13.0 Certification

This document has been completed by the City's Environmental Analysis Section under the direction of the Development Services Department Deputy Director and is based on independent analysis and determinations made pursuant to the San Diego Land Development Code Section 128.0103.

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