Appendix E. Land Use Consistency Tables

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City of San Diego 2008 General Plan

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	CRMP Phase 1 Cor
Land Use and Community Plan	ning Element (Updated June 2015)
General Plan Land Use Category Goal: Land use categories and designations that remain consistent with the general plan land use categories as community plans are updated and/or amended.	Refer to Section 5.8.3.3, Issue 3: Deviation or Variance. All project be consistent with existing land use categories and designations community plans. Therefore, the CRMP Phase 1 would be consistent with the consistent of the c
Policy LU-C.1: b. Rely on community plans for site-specific land use and density designations and recommendations.	
Policy LU-D.1: Require a general plan and community plan amendment for proposals that involve: a change in community-plan- adopted land use or density/intensity range; a change in the adopted community plan development phasing schedule; or a change in plan policies, maps, or diagrams.	The CRMP Phase 1 would not require a general plan and commu 5.8.3.3, Issue 3: Deviation or Variance, all project designs propos existing land use categories and designations identified in the res
General Plan Land Use Planning for Coastal Resources Goal: Preservation and enhancement of coastal resources.	The purpose of the CRMP Phase 1 is to adapt to sea level rise ar based shoreline protection methods where feasible. Project object based climate change solutions, addressing the effects of sea lev co-benefits of nature-based solutions, protecting and enhancing of impacts of climate change, protecting and enhancing recreational community members (refer to Section 3.3, Project Objectives). As Character or Quality, Section 5.7.3.3, Issue 3: Site Drainage and Facilities, development of the proposed nature-based solutions w of sea level rise and coastal flooding. Therefore, the CRMP Phas and would be consistent with this goal.
General Plan Land Use Consistency Goal: Adopt zoning concurrently with community plan updates and amendments to ensure consistency with community plan land use designations.	As described in Section 5.8.3.3, Issue 3: Deviation or Variance, a would be consistent with existing land use categories and design. Therefore, the CRMP Phase 1 would be consistent with this goal.
Environmental Justice Goals: Ensure a just and equitable society by increasing public outreach and participation in the planning process. Promote and ensure environmental protection that will emphasize the importance of safe and healthy communities.	As part of the planning process for the CRMP Phase 1, the City h attending pop up events, community workshops, online surveys, postings. Additional community outreach and public review is req accordance with the California Environmental Quality Act (CEQA Code (SDMC), Section 128.0306, and CEQA Guidelines, Section Report (PEIR) is was distributed for review to the public and inter days. The purpose of the review period is to allow the public an o the document in identifying and analyzing the possible impacts or effects of the project might be avoided and mitigated" (CEQA Gui 1 and associated PEIR process involves extensive public outreac Additionally, the CRMP Phase 1 would ensure a just and equitable example, one of the project objectives is to increase coastal acce Communities of Concern. The Pilot Project at Ocean Beach – Do and includes an optional component to provide an express shuttle Further, the CRMP Phase 1 would also promote and ensure envi of safe and healthy communities. For example, the purpose of the environment by adapting to sea level rise and coastal flooding thr protection methods. Therefore, the CRMP Phase 1 would be com-

onsistency

ject designs proposed under the CRMP Phase 1 would is identified in the City's General Plan and the respective sistent with this goal and policy.

nunity plan amendment. As described in Section osed under the CRMP Phase 1 would be consistent with espective community plans.

and coastal flooding through implementation of natureectives include prioritizing implementation of natureevel rise and coastal flooding while leveraging additional g critical coastal habitat and associated wildlife from the nal opportunities, and increasing coastal access for all As described further in Section 5.1.3.3, Issue 3: Visual ad Hydrology, and Section 5.10.3.3, Recreational would help to protect coastal resources from the effects ase 1 would preserve and enhance coastal resources

all project designs proposed under the CRMP Phase. 1 nations identified in the respective community plans. al.

has conducted robust community outreach, including s, virtual meetings, newsletters, and social media equired as a part of the environmental review process in A). In accordance with the City of San Diego Municipal on 15105, the Draft Program Environmental Impact erested and affected agencies for a review period of 45 opportunity to provide comments "on the sufficiency of on the environment and ways in which the significant Buidelines, Section 15204). Therefore, the CRMP Phase ach and participation in the planning process. able society through project implementation. For cess for all community members, with prioritization of Dog Beach is in proximity to Communities of Concern ttle stop to improve access to the beach. vironmental protection that emphasizes the importance he project is to protect communities and the hrough implementation of nature-based shoreline onsistent with these goals.

Table E-1. Project's Consistency with	the City of San Diego's 2008 General Plan
Goal/Policy	CRMP Phase 1 Cor
 Policy LU-I.1: Ensure environmental justice in the planning process through meaningful public involvement. a. Assure potentially affected community residents that they have opportunities to participate in decisions that affect their environment and health and that the concerns of all participants involved will be considered in the decision-making process. b. Increase public outreach to all segments of the community so that it is informative and detailed in terms of process and options available to the community. c. Consult with California Native American tribes to provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting or mitigating impacts to cultural places. 	As described above, the CRMP Phase 1 and associated PEIR proparticipation in the planning process. Additionally, the City has constrained a tribal W program with all Kumeyaay tribes as a measure of best practice. With this policy.
Policy LU-I.6: Provide equal access to public facilities and infrastructure for all community residents.	One of the project objectives is to increase coastal access for all of Communities of Concern. The Pilot Project at the Ocean Beach – of Concern and includes an optional component to provide an exp addition, the Pilot Project at Ocean Beach – Dog Beach, La Jolla project, Mission Beach project, and Ocean Beach – Pier project w at the project sites and increase flood protection to improve condi be maintained at all project sites to ensure continued coastal acce Reconfigured Park Design Option of the La Jolla Shores project a Cliffs project would both realign parking spaces but would be inter number of parking spaces provided at these sites. Therefore, the
Policy LU-I.10: Improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population (see also Mobility Element, Section B).	 The CRMP Phase 1 would not result in barriers to existing mobility disabled, low-income, and other members of the population. The P site and the Ocean Beach – Pier project would include a multi-use separated pedestrian path, which would improve mobility options a low-income and other members of the population. The Sunset Cliffs pedestrians and bicyclists. Both design options under the Mission E that would provide additional coastal flood protection for Ocean Fro and along Mission Beach. While the Perched Beach Design Option modal access would be maintained along the realigned section. Ad project includes an optional component to provide a pedestrian pate existing drainage culvert at the site. Parking would be maintained at all project sites to ensure continued example, the Reconfigured Park Design Option of the La Jolla Sho the Sunset Cliffs project would both realign parking spaces but would the number of parking spaces provided at these sites. The optional conflicts with bicyclists, optimize space and flow of traffic, and serve Project at the Ocean Beach – Dog Beach project site is in proximity component to provide an express shuttle stop to improve access to provide additional mobility options to low-income residents and wool
Mobility Element	(Updated June 2015)
A. Walkable Communities Goals: Create a safe and comfortable pedestrian environment. Greater walkability achieved through pedestrian-friendly street, site and building design.	The Pilot Project at the Ocean Beach – Dog Beach project site an multi-use path that would provide a Class I bike path and separate options and accessibility for the non-driving elderly, disabled, low- Sunset Cliffs project would also provide a multi-use path for both the Mission Beach project would construct an elevated sand dune for Ocean Front Walk, which provides a multi-use path and access Beach Design Option would realign a section of Ocean Front Wal realigned section. Additionally, the Pacific Beach – Tourmaline Su provide a pedestrian path from the parking lot to the beach on top The multi-use path at the Ocean Beach – Dog Beach and Ocean Diego River Bikeway to the Ocean Beach Pier with a separate pe help to create safe and comfortable pedestrian environments and 1 would be consistent with these goals.

process involves extensive public outreach and conducted tribal consultation related to the CRMP Working Group meeting, and set up an outreach e. Therefore, the CRMP Phase 1 would be consistent

l community members, with prioritization of - Dog Beach project site is in proximity to Communities express shuttle stop to improve access to the beach. In la Shores project, Pacific Beach – Tourmaline Surf Park would preserve and enhance public access to beaches ditions at these public recreational areas. Parking would ccess for all community residents. For example, the and the optional parking realignment under the Sunset tended to maintain the same or even increase the e CRMP Phase 1 would be consistent with this policy. ty options and accessibility for the non-driving elderly, Pilot Project at the Ocean Beach – Dog Beach project se path that would provide a Class I bike path and and accessibility for the non-driving elderly, disabled, liffs project would also provide a multi-use path for both Beach project would construct an elevated sand dune Front Walk, which provides a multi-use path and access to on would realign a section of Ocean Front Walk, multi-Additionally, the Pacific Beach – Tourmaline Surf Park ath from the parking lot to the beach on top of the

ued coastal access for all community residents. For hores project and the optional parking realignment under yould be intended to maintain the same or even increase hal parking realignment would also be intended to reduce rve as a traffic calming measure. Additionally, the Pilot hity to Communities of Concern and includes an optional to the beach. Therefore, the CRMP Phase 1 may yould be consistent with this policy.

and the Ocean Beach – Pier project would include a ated pedestrian path, which would improve mobility w-income and other members of the population. The th pedestrians and bicyclists. Both design options under ine that would provide additional coastal flood protection ess to and along Mission Beach. While the Perched /alk, multi-modal access would be maintained along the Surf Park project includes an optional component to op of the existing drainage culvert at the site. an Beach – Pier project sites would connect the San pedestrian path. Therefore, the CRMP Phase 1 would nd would achieve greater walkability. The CRMP Phase

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	CRMP Phase 1 Con
 Policy ME-A.6.a: Ensure that pedestrian facilities such as sidewalks, trails, bridges, pedestrian-oriented and street lighting, ramps, stairways and other facilities are implemented as needed to support pedestrian circulation. Additional examples of pedestrian facilities are provided in the Pedestrian Improvements Toolbox, Table ME-1. 1. Close gaps in the sidewalk network. 2. Provide convenient pedestrian connections between land uses. 3. Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets. Policy ME-A.6.b: Link sidewalks, pedestrian paths and multipurpose trails into a continuous region-wide network where possible. 	The CRMP Phase 1 would support pedestrian circulation by provi connections. For example, the Pilot Project at the Ocean Beach – project would include a multi-use path that would provide a Class would improve mobility options and accessibility for the non-drivin the population. This multi-use path would connect the San Diego Cliffs project would also provide a multi-use path for both pedestri Trail. Both design options under the Mission Beach project would additional coastal flood protection for Ocean Front Walk, which pri Mission Beach. While the Perched Beach Design Option would re access would be maintained along the realigned section. Addition includes an optional component to provide a pedestrian path from
Policy ME-F.4.b: Provide bicycle facilities and amenities to help reduce the number of vehicle trips.	drainage culvert at the site. Therefore, the CRMP Phase 1 would The CRMP Phase 1 would provide new and maintain existing bicy Ocean Beach – Dog Beach project site and the Ocean Beach – P provide a Class I bike path and separated pedestrian path, conne Beach Pier. The Sunset Cliffs project would also provide a multi-u optional parking realignment under the Sunset Cliffs project would bicyclists and serving as a traffic calming measure. Both design o construct an elevated sand dune that would provide additional coa provides bicycle and pedestrian access to and along Mission Bea realign a section of Ocean Front Walk, multi-modal access would the CRMP Phase 1 would be consistent with this policy.
Urban Des	sign Element
 A. General Urban Design Goals: A built environment that respects San Diego's natural environment and climate. An improved quality of life through safe and secure neighborhoods and public places. A pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context. Utilization of landscape as an important aesthetic and unifying element throughout the City. 	The CRMP Phase 1 would preserve and protect the City's natural infrastructure solutions to protect the City's coastline from sea leve would also respect the City's natural climate and utilize landscape throughout the City by vegetating the proposed dunes and restora accustomed to the natural climate. The native vegetation would al plant species and habitat for threatened and endangered avian sp access along the beach for different types of non-motorized travel and wheelchairs. The multi-use paths at the Ocean Beach – Dog, project sites and the proposed terraced seatwall under the Amphil site would connect existing uses and provide seating opportunities social interaction and would promote a desirable community chara CRMP Phase 1 would be consistent with these goals.
 Policy UD-A.1: Preserve and protect natural landforms and features. a. Protect the integrity of community plan designated open spaces. b. Continue to implement the Multiple Species Conservation Program (MSCP) to conserve San Diego's natural environment and create a linked open space system. Preserve and enhance remaining naturally occurring features such as wetlands, riparian zones, canyons, and ridge lines. 	 The CRMP Phase 1 would preserve and protect natural landforms protect the City's coastline from sea level rise and coastal flooding. Dog Beach, Mission Beach, and Ocean Beach – Pier project sites constructed at the project sites every fall and maintained through and cobble dune at the Pacific Beach – Tourmaline Surf Park project be right rap. The proposed road reconfiguration program and oprealign the trail use, parking, and vehicle traffic along Sunset Cliffs erosion hazard areas. As described further in Section 5.3, Biological Resources, and in A required to comply with the goals and policies of the MSCP and S mitigation measures (MM) BIO-2, MM BIO-3, MM BIO-4, MM BIO compliance with the MSCP goals and policies and Subarea Plang consistent with this policy.

by by widing and maintaining accessible pedestrian a – Dog Beach project site and the Ocean Beach – Pier as I bike path and separated pedestrian path, which ving elderly, disabled, low-income and other members of the Ocean Beach Pier. The Sunset strians and bicyclists along portions of Sunset Cliffs Id construct an elevated sand dune that would provide provides a multi-use path and access to and along realign a section of Ocean Front Walk, multi-modal onally, the Pacific Beach – Tourmaline Surf Park project om the parking lot to the beach on top of the existing Id be consistent with this policy.

cycle facilities. For example, the Pilot Project at the Pier project would include a multi-use path that would necting the San Diego River Bikeway to the Ocean -use path for both pedestrians and bicyclists. The Ild improve bicycle safety by reducing conflicts with options under the Mission Beach project would oastal flood protection for Ocean Front Walk, which each. While the Perched Beach Design Option would d be maintained along the realigned section. Therefore,

ral environment by providing nature-based and grey evel rise and coastal flooding. The CRMP Phase 1 pe as an important aesthetic and unifying element oration areas with native vegetation, which would be also provide biodiversity through introduction of rare species. The proposed multi-use paths would provide vel, including walking, biking, scootering, skateboarding, og, Beach, Ocean Beach – Pier, and Sunset Cliffs whitheatre Design Option at the La Jolla Shores project ies, which would provide additional opportunities for aracter consistent with existing uses. Therefore, the

ns and features by providing nature-based solutions to ng. The proposed sand dunes at the Ocean Beach – es would be similar to the existing annual winter berms hout the winter season. Additionally, the proposed sand roject site would be similar in footprint to the existing optional parking realignment at Sunset Cliffs would ffs Boulevard inland (east) and away from the cliff

Appendix C, the proposed CRMP Phase 1 would be Subarea Plan guidelines. With implementation of O-6, and MM BIO-7, the CRMP Phase 1 would be in a guidelines. Therefore, the CRMP Phase 1 would be

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	CRMP Phase 1 Cor
Public Facilities, Servi	ces, and Safety Element
G. Storm Water Infrastructure Goals:Protection of beneficial water resources through pollution prevention and interception efforts.A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum	The CRMP Phase 1 would provide stormwater and flood protect Beach – Dog Beach, La Jolla Shores, Pacific Beach – Tourmal project sites. The Sunset Cliffs project would implement drainage optional erosion control measures. The CRMP Phase 1 project
extent practicable. Policy PF-G.2:	Management and Discharge Control Ordinance (SDMC Chapter 4 142.0146, which requires grading work to incorporate erosion and Article 2, Division 2 (Storm Water Runoff Control and Drainage Re
Install infrastructure that, where feasible, includes components to capture, minimize, and prevent pollutants in urban runoff from reaching receiving waters and our potable water supplies. Policy PF-G.5:	sedimentation impacts. Additionally, all projects would be subject System (NPDES) Construction General Permit provisions, which approved Storm Water Pollution Prevention Plan (SWPPP) with b
Identify and implement BMPs for projects that repair, replace, extend, or otherwise affect the storm water conveyance system. These projects should also include design considerations for maintenance, inspection, and, as applicable, water quality monitoring.	and water quality impacts from stormwater runoff and sedimentati would ensure that proposed grading and construction operations Therefore, the CRMP Phase 1 would be consistent with these pol
I. Waste Management Goal: Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.	The proposed sand dunes included as part of the Pilot Project at the Beach – Tourmaline Surf Park project, Mission Beach project, and with littoral sources in the project area. Therefore, clearing and drest Diego River flood channel would not require transport of this dreat cobble rip rap at the Pacific Beach – Tourmaline Surf Park and Oo the sites to stabilize the proposed dunes. The Pilot Project include existing restroom facilities. The Reconfigured Park Design Option waste from the conversion of park areas to paved parking lot and parking lot to recreational (e.g., trail) area. Additionally, the option project would remove existing pavement of the lots and therefore, landfill. However, neither the restroom nor parking lot demolitions materials and the City would be required to comply with waste div projects would not require demolition of existing structures or excarmaterials to landfills. Therefore, the CRMP Phase 1 would be com
Policy PF-1.2: Maximize waste reduction and diversion.	The proposed sand dunes included as part of the Pilot Project at the Beach – Tourmaline Surf Park project, Mission Beach project, and with littoral sources in the project area. Therefore, clearing and drud Diego River flood channel would not require transport of this dread cobble rip rap at the Pacific Beach – Tourmaline Surf Park and Oo the sites to stabilize the proposed dunes. The Ocean Beach – Do or reconstruction of the existing restroom. The Reconfigured Park generate solid waste from the conversion of park areas to paved p portion of the parking lot to recreational area. Additionally, the opt project would remove existing pavement of the lots and therefore, landfill. However, neither the restroom nor parking lot demolitions materials and the City would be required to comply with waste div projects would not require demolition of existing structures or excarmaterials to landfills. Therefore, the CRMP Phase 1 would be com

tion to the coastal park infrastructure at the Ocean ine Surf Park, Mission Beach, and Ocean Beach – Pier ge improvements, habitat enhancements, and other s would comply with the City's Storm Water er 4, Article 3, Division 3) as well as SDMC Section and siltation control measures, and SDMC Chapter 14, Regulations) that address potential erosion and ct to the National Pollutant Discharge Elimination the would require preparation and compliance with an best management practices (BMPs) to reduce erosion ation. Conformance to these mandated requirements is would avoid significant water quality impacts. policies.

at the Ocean Beach – Dog Beach project site, Pacific and Ocean Beach – Pier project would be constructed dredging of existing flood channels, such as the San edged material to landfills. Additionally, the existing Ocean Beach – Pier project sites would be reused at ides an optional relocation or reconstruction of the on of the La Jolla Shores project would generate solid and the removal of pavement to convert a portion of the onal parking realignment component of the Sunset Cliffs re, would result in solid waste to be transported to a ns would generate substantial amounts of solid waste diversion requirements. The remaining CRMP Phase 1 accavation that would require the export of substantial onsistent with this policy.

at the Ocean Beach – Dog Beach project site, Pacific and Ocean Beach – Pier project would be constructed dredging of existing flood channels, such as the San edged material to landfills. Additionally, the existing Ocean Beach – Pier project sites would be reused at Dog Beach Pilot Project includes an optional relocation ark Design Option of the La Jolla Shores project would d parking lot and the removal of pavement to convert a optional parking realignment under the Sunset Cliffs re, would result in solid waste to be transported to a ns would generate substantial amounts of solid waste diversion requirements. The remaining CRMP Phase 1 xcavation that would require the export of substantial onsistent with this policy.

	the City of San Diego's 2008 General Plan
Goal/Policy	CRMP Phase 1 Con
Q. Seismic Safety Goals: Protection of public health and safety through abated structural hazards and mitigated risks posed by seismic conditions. Development that avoids inappropriate land uses in identified seismic risk areas. Policy PF-Q.1: Protect public health and safety through the application of effective seismic, geologic, and structural considerations.	The proposed CRMP Phase 1 would not construct any habitable is moved would be the optional restroom relocation at the Ocean Be Section 5.5, Geology and Soils, the optional restroom relocation of California Building Code (CBC) and San Diego Municipal Code (S loading and other geologic hazards and require that a geotechnic Section 145.1803). Construction of the proposed sand dunes at th Tourmaline Surf Park, Mission Beach, and Ocean Beach – Pier p berms constructed at or near the project sites every fall and main dunes would be vegetated with native plants, which would help st Beach – Tourmaline Surf Park project site and a portion of the du further stabilized with use of the existing cobble rip rap at those pl protect public health and safety through the application of effectiv The CRMP Phase 1 would be consistent with these goals and pol
Recreati	ion Element
Policy RE-B.4: In planning, with respect to existing parks, give consideration to preserving the existing uses, while simultaneously identify opportunities to upgrade and improve the parks.	The CRMP Phase 1 projects would preserve, upgrade, and impro coastal park infrastructure. The proposed solutions would help pro wave runup at La Jolla Shores Park, Kellogg Park, the grassy pice Park, Brighton Park, Saratoga Park, and Ocean Beach Veterans the La Jolla Shores project site, the proposed waterfront park wou would protect the reconfigured parking lot from flooding. Under th project site, a portion of Mission Beach Park would be converted Beach Park would remain the same as existing conditions. Further recreational uses. Additionally, the proposed multi-use paths at th Pier project sites would provide more connectivity between these parks. Therefore, the CRMP Phase 1 would be consistent with thi
C. Preservation Goal: Preserve, protect and enhance the integrity and quality of existing parks, open space, and recreation programs citywide.	The CRMP Phase 1 projects would preserve, upgrade, and impro- coastal park infrastructure. The proposed solutions would help pre- wave runup at La Jolla Shores Park, Kellogg Park, the grassy pice Park, Brighton Park, Saratoga Park, and Ocean Beach Veteran's the La Jolla Shores project site, the proposed waterfront park would would protect the reconfigured parking lot from flooding. Under the Beach Park would be converted to sandy beach; however, the ma- as existing conditions. Further, the perched beach would continue proposed multi-use paths at the Ocean Beach – Dog Beach and C connectivity between these open spaces to facilitate better access would be maintained at these project sites. For example, volleyba sand dune; however, there would be no net loss in the number of the CRMP Phase 1 would be consistent with this policy.
Policy RE-C.2: Protect, manage and enhance population- and resource-based parks and open space lands through appropriate means which include sensitive planning, park and open space dedications, and physical protective devices.	The CRMP Phase 1 projects would preserve, upgrade, and impro- coastal park infrastructure. The proposed solutions would help pro- wave runup at La Jolla Shores Park, Kellogg Park, the grassy pict Park, Brighton Park, Saratoga Park, and Ocean Beach Veteran's the La Jolla Shores project site, the proposed waterfront park wou would protect the reconfigured parking lot from flooding. Under the Beach Park would be converted to sandy beach; however, the ma- as existing conditions. Further, the perched beach would continue proposed multi-use paths at the Ocean Beach – Dog Beach and C connectivity between these open spaces to facilitate better access would be consistent with this policy.

e structures. The only potential structure that would be Beach – Dog Beach project site. As described in n or reconstruction would occur in compliance with the (SDMC), which include design criteria for seismic nical investigation be conducted for the structure (SDMC t the Ocean Beach – Dog Beach, Pacific Beach – project sites would be similar to the annual winter intained throughout the winter season. The proposed stabilize the dunes. Further, the dune at the Pacific dune at the Ocean Beach – Pier project site would be project sites. Therefore, the CRMP Phase 1 would tive seismic, geologic, and structural considerations. policy.

prove existing parks by providing flood protection to the protect public open spaces from coastal flooding and picnic areas north of Tourmaline Street, Mission Beach is Plaza. Under the Reconfigured Park Design Option at rould be designed to accommodate coastal flooding and the Perched Beach Design Option at the Mission Beach d to sandy beach; however, the majority of Mission her, the perched beach would continue to allow for the Ocean Beach – Dog Beach and Ocean Beach – se open spaces to facilitate better access and use of the this policy.

prove existing parks by providing flood protection to the protect public open spaces from coastal flooding and picnic areas north of Tourmaline Street, Mission Beach 's Plaza. Under the Reconfigured Park Design Option at vould be designed to accommodate coastal flooding and the Perched Beach Design Option, a portion of Mission majority of Mission Beach Park would remain the same use to allow for recreational uses. Additionally, the d Ocean Beach – Pier project sites would provide more ess and use of the parks. The recreational opportunities ball courts may require realignment due to the proposed of volleyball courts provided at the beach. Therefore,

prove existing parks by providing flood protection to the protect public open spaces from coastal flooding and picnic areas north of Tourmaline Street, Mission Beach 's Plaza. Under the Reconfigured Park Design Option at rould be designed to accommodate coastal flooding and the Perched Beach Design Option, a portion of Mission majority of Mission Beach Park would remain the same use to allow for recreational uses. Additionally, the d Ocean Beach – Pier project sites would provide more ess and use of the parks. Therefore, the CRMP Phase 1

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Policy RE-C.4: Preserve all beaches for public-only purposes, including the protection of sensitive habitat and species.	The CRMP Phase 1 projects would help to preserve the beaches Pacific Beach – Tourmaline Surf Park, Mission Beach, and Ocear protection to existing infrastructure and natural resources at these public and emergency access to the beaches as well as parking t CRMP Phase 1 would be consistent with this policy.
Policy RE-C.5: Design parks to preserve, enhance, and incorporate items of natural, cultural, or historic importance.	The CRMP Phase 1 projects would preserve, enhance, and improflood protection to the coastal park infrastructure. For example, the spaces from coastal flooding and wave runup at La Jolla Shores I Tourmaline Street, Mission Beach Park, Brighton Park, Saratoga Reconfigured Park Design Option at the La Jolla Shores project sto accommodate coastal flooding and would protect the reconfigur proposed multi-use paths at the Ocean Beach – Dog Beach and C connectivity between these open spaces to facilitate better access would include removal of invasive plants and vegetation with native Both design options at the La Jolla Shores project site, and partic result in the potential to disturb subsurface cultural resources at the archaeological and tribal cultural monitoring required by MM CUL potential resources during construction. Further, the earthen dikes would help to preserve known cultural resource sites near the profound help to realignment of Ocean Front Walk, an eligible h standards and recordation of the resource prior to realignment as impacts to less than significant levels. Therefore, with implementar 1 would be consistent with this policy.
D. Accessibility Goals: Park and recreation facilities that are sited to optimize access by foot, bicycle, public transit, automobile, and alternative	The CRMP Phase 1 would support accessibility to park and recre Ocean Beach – Dog Beach project site and the Ocean Beach – F
modes of travel. Provision of an inter-connected park and open space system that is integrated into and accessible to the community.	provide a bike path and separated pedestrian path, which would i driving elderly, disabled, low-income and other members of the public Diego River Bikeway to the Ocean Beach Pier as well as the public Saratoga Park, and Ocean Beach Veterans Plaza. The Sunset Cl both pedestrians and bicyclists. The optional parking realignment safety by reducing conflicts with bicyclists and serving as a traffic Mission Beach project would construct an elevated sand dune that Ocean Front Walk, which provides a multi-use path and access to While the Perched Beach Design Option would realign a section of maintained along the realigned section. Additionally, the Pacific B optional component to provide a pedestrian path from the parking culvert at the site. This pedestrian path would also provide better the parking lot and north of Tourmaline Street. The Pilot Project a shuttle stop in the existing parking lot, which would provide public 1 would be consistent with this policy.

es at the Ocean Beach – Dog Beach, La Jolla Shores, ean Beach – Pier project sites by providing coastal flood ese sites. All CRMP Phase 1 projects would maintain g that supports access to the beaches. Therefore, the

brove natural resources at existing parks by providing the proposed solutions would help protect public open s Park, Kellogg Park, the grassy picnic areas north of a Park, and Ocean Beach Veteran's Plaza. Under the t site, the proposed waterfront park would be designed gured parking lot from flooding. Additionally, the d Ocean Beach – Pier project sites would provide more ess and use of the parks. The Sunset Cliffs project ative species.

ticularly the Reconfigured Park Design Option, would t the project site; however, implementation of JL-2 would ensure no significant adverse impacts to kes included under the Amphitheatre Design Option project site from sea level rise and coastal flooding. Beach project site would result in potentially significant historic resource; however, compliance with City as required by MM CUL-1 would reduce potential htation of MM CUL-1 and MM CUL-2, the CRMP Phase

reation facilities. For example, the Pilot Project at the Pier project would include a multi-use path that would d improve mobility options and accessibility for the nonpopulation. The multi-use path would connect the San iblic open spaces in between, such as Brighton Park, Cliffs project would also provide a multi-use path for nt under the Sunset Cliffs project would improve bicycle ic calming measure. Both design options under the hat would provide additional coastal flood protection for to and along Mission Beach and Mission Beach Park. n of Ocean Front Walk, multi-modal access would be Beach – Tourmaline Surf Park project includes an ng lot to the beach on top of the existing drainage er connectivity to the underutilized picnic areas east of also includes an optional component for an express lic transit to Ocean Beach. Therefore, the CRMP Phase

Goal/Policy	the City of San Diego's 2008 General Plan CRMP Phase 1 Cor
Policy RE-D.1: Provide new and upgraded park and recreation facilities that employ barrier-free design principles that make them accessible to San Diegans regardless of age or physical ability, giving priority to economically disadvantaged communities.	As described above, the CRMP Phase 1 would support accessible multi-use path included as part of the Pilot Project and Ocean Be Bikeway to the Ocean Beach Pier as well as the public open space and Ocean Beach Veterans Plaza. The Pilot Project at the Ocean component to relocate the existing restroom south of the parking would reduce the vulnerability of the restroom to sea level rise an facility nearer to recreational uses at Brighton Park. The proposed project sites would provide additional coastal flood protection for La Jolla Shores Park, Kellogg Park, and Mission Beach Park. Un- Jolla Shores project site, the proposed waterfront park would be oprotect the reconfigured parking lot from flooding. Under the Perce Park would be converted to sandy beach; however, the majority of existing conditions. Further, the perched beach would continue to pedestrian path included as part of the Pacific Beach – Tourmalir to the underutilized picnic areas east of the parking lot and north would be consistent with this policy.
Policy RE-D.2:	The CRMP Phase 1 would support accessibility to the beach and
Provide barrier-free trails and outdoor experiences and opportunities for persons with disabilities where feasible.	Project at the Ocean Beach – Dog Beach project site and the Oc
Policy RE-D.6:	path that would provide a Class I bike path and separated pedest
Provide safe and convenient linkages to, and within, park and recreation facilities and open space areas.	accessibility for the non-driving elderly, disabled, low-income, and
Policy RE-D.7:	would connect the San Diego River Bikeway to the Ocean Beach
Provide public access to open space for recreational purposes.	such as Brighton Park, Saratoga Park, and Ocean Beach Veteral a multi-use path for both pedestrians and bicyclists along the sou
Policy RE-F.4:	 multi-use path at Sunset Cliffs would be graded and would p compared to the existing discontinuous trail. The optional pa improve bicycle safety by reducing conflicts with bicyclists ar project would construct an elevated sand dune that would pr Walk, which provides an accessible multi-use path and acce While the Perched Beach Design Option would realign a section. Additionally, the option - Tourmaline Surf Park project would provide better connect and north of Tourmaline Street. The Pilot Project also include existing parking lot, which would provide public transit to Occonsistent with this policy. The CRMP Phase 1 would enhance existing trails by providi
Balance passive recreation needs of trail use with environmental preservation.	undisturbed lands. For example, the proposed multi-use path at t Pier project sites would connect the San Diego River Bikeway to proposed multi-use path would likely be developed at the back of Additionally, the proposed road reconfiguration program at Sunse Boulevard, which is currently paved roadway. Additional trail and may occur along Sunset Cliffs Linear Park; however, the project so occur on previously disturbed land. The Sunset Cliffs project wou installation of native plant species, which would support environm would be consistent with this policy.
Policy RE-F.5:	The CRMP Phase 1 would enhance open space and recreation b
Utilize open space lands for outdoor recreation purposes, when doing so is compatible with cultural, historic preservation and MSCP conservation goals and surrounding land uses.	City's coastline from sea level rise and coastal flooding. As descr in Appendix C, the proposed CRMP Phase 1 would be required to Subarea Plan guidelines. With implementation of MM BIO-2, MM CRMP Phase 1 would be in compliance with the MSCP goals and implementation of MM CUL-1 and MM CUL-2, the CRMP Phase conservation. As described in Section 5.8.3.3, Issue 3: Deviation CRMP Phase 1 would be consistent with existing land use catego community plans. Therefore, the CRMP Phase 1 would be consist

ibility to park and recreation facilities. For example, the Beach – Pier project would connect the San Diego River baces in between, such as Brighton Park, Saratoga Park, an Beach – Dog Beach project site includes an optional g lot to a more inland location within Brighton Park. This and coastal flooding and would provide a restroom sed solutions at the La Jolla Shores and Mission Beach or the landward parks and recreation facilities, including Inder the Reconfigured Park Design Option at the La e designed to accommodate coastal flooding and would breched Beach Design Option, a portion of Mission Beach of Mission Beach Park would remain the same as to allow for recreational uses. Additionally, the optional line Surf Park project would provide better connectivity h of Tourmaline Street. Therefore, the CRMP Phase 1

nd park and recreation facilities. For example, the Pilot Cean Beach – Pier project would include a multi-use estrian path, which would improve mobility options and nd other members of the population. The multi-use path ch Pier as well as the public open spaces in between, ans Plaza. The Sunset Cliffs project would also provide outhern 0.64-mile portion of Sunset Cliffs Trail. The ide a continuous path for better accessibility when ng realignment under the Sunset Cliffs project would serving as a traffic calming measure. The Mission Beach de additional coastal flood protection for Ocean Front to and along Mission Beach and Mission Beach Park. n of Ocean Front Walk, multi-modal access would be al pedestrian path included as part of the Pacific Beach y to the underutilized picnic areas east of the parking lot an optional component for an express shuttle stop in the Beach. Therefore, the CRMP Phase 1 would be

connections, but would not develop on previously t the Ocean Beach – Dog Beach and Ocean Beach – o the Ocean Beach Pier with a new multi-use path. The of the beach, which has been previously disturbed. set Cliffs would realign the trail use into Sunset Cliffs ad habitat enhancements and drainage improvements t site is a high-use area, and all improvements would build also include removal of invasive plants and amental preservation. Therefore, the CRMP Phase 1

by providing nature-based solutions to protect the cribed further in Section 5.3, Biological Resources, and to comply with the goals and policies of the MSCP and M BIO-3, MM BIO-4, MM BIO-6, and MM BIO-7, the and policies and Subarea Plan guidelines. With e 1 would be compatible with cultural and historic on or Variance, all project designs proposed under the gories and designations identified in the respective sistent with this policy.

Goal/Policy	ne City of San Diego's 2008 General Plan CRMP Phase 1 Con
Policy RE-F.7:	The CRMP Phase 1 would create and enhance open space mult
Create or enhance open space multi-use trails to accommodate, where appropriate, pedestrians/hikers, bicyclists, and equestrians.	the Ocean Beach – Dog Beach project site and the Ocean Beach would provide a Class I bike path and separated pedestrian path the Ocean Beach Pier as well as the public open spaces in betwe Beach Veterans Plaza. The Sunset Cliffs project would also prov along the southern 0.64-mile portion of Sunset Cliffs Trail. The op project would improve bicycle safety by reducing conflicts with bi
	design options under the Mission Beach project would construct coastal flood protection for Ocean Front Walk, which provides an Mission Beach and Mission Beach Park. While the Perched Beac Front Walk, multi-modal access would be maintained along the re path included as part of the Pacific Beach – Tourmaline Surf Par north of Tourmaline Street to the parking lot and beach. The Pilo
	express shuttle stop in the existing parking lot, which would allow proposed new bicycle facilities at Ocean Beach. Therefore, the C
Conservat	ion Element
A. Climate Change & Sustainable Development Goals: To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management. To be prepared for, and able to adapt to, adverse climate change impacts.	The CRMP Phase 1 would reduce the City's overall carbon dioxid multi-use paths for non-motorized travel. The optional express sh trips to Ocean Beach. While the Perched Beach Design Option a section of Ocean Front Walk, multi-modal access would be main reconfiguration program, trail enhancements, and optional parkin wabies trips and ensure active transportation along Superior
To become a city that is an international model of sustainable development and conservation.	vehicle trips and encourage active transportation along Sunset C Phase 1 employs sustainable planning and design techniques wi native vegetation. Additionally, the CRMP Phase 1 would employ sources of sediment in the project area and reusing existing cobb and Ocean Beach – Pier project sites to stabilize the proposed du consistent with this policy.
Policy 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.	No new buildings would be constructed as part of the proposed O at the Ocean Beach – Dog Beach project site could be relocated existing materials at or near the project sites. For example, the p Project at the Ocean Beach – Dog Beach project site, Pacific Bea project, and Ocean Beach – Pier project would be constructed w Similarly, the Perched Beach Design Option at Mission Beach wo Phase 1 area. Therefore, clearing and dredging of existing flood would not require transport of this dredged material to landfills. A Beach – Tourmaline Surf Park and Ocean Beach – Pier project s proposed dunes. Therefore, the CRMP Phase 1 would be consist
Policy CE-A.11: Implement sustainable landscape design and maintenance, where feasible.	The CRMP Phase 1 would implement sustainable landscape des and restoration areas at the Ocean Beach – Dog Beach, Pacific Ocean Beach – Pier project sites with native plants. Additionally, Option or waterfront park under the Reconfigured Park Design O vegetated with either grass or native plants. The Sunset Cliffs pro installation of native vegetation. The use of native plants would re and would provide biodiversity through introduction of rare plants avian species. Therefore, the CRMP Phase 1 would be consistent
B. Open Space and Landform Preservation Goal:	The CRMP Phase 1 would preserve and protect natural landform
Preservation and long-term management of the natural landforms and open spaces that help make San Diego unique.	solutions to protect the City's coastline from sea level rise and co Beach – Dog Beach, Mission Beach, and Ocean Beach – Pier pr
Policy CE-B.1: Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities; or provide outdoor recreational opportunities.	winter berms constructed at the project sites every fall and maint proposed sand and cobble dune at the Pacific Beach – Tourmalin the existing cobble rip rap. The proposed road reconfiguration pro Cliffs would realign the multi-use path, parking, and vehicle traffic from the cliff edge. Therefore, the CRMP Phase 1 would be cons

Iti-use trails in the City. For example, the Pilot Project at ch – Pier project would include a multi-use path that th, which would connect the San Diego River Bikeway to ween, such as Brighton Park, Saratoga Park, and Ocean ovide a multi-use path for both pedestrians and bicyclists optional parking realignment under the Sunset Cliffs bicyclists and serving as a traffic calming measure. Both et an elevated sand dune that would provide additional an accessible multi-use path and access to and along ach Design Option would realign a section of Ocean realigned section. Additionally, the optional pedestrian ark project would connect the underutilized picnic areas lot Project also includes an optional component for an ow bicyclists to take public transit one way to or from the CRMP Phase 1 would be consistent with this policy.

kide footprint by providing new and maintaining existing shuttle stop for the Pilot Project would reduce vehicle at the Mission Beach project site would realign a ntained along the realigned section. The road ing realignment at Sunset Cliffs would also reduce Cliffs Trail and Sunset Cliffs Boulevard. The CRMP with the proposed multi-use paths and the installation of by sustainable waste management by using littoral bble rip rap at the Pacific Beach – Tourmaline Surf Park dunes. Therefore, the CRMP Phase 1 would be

CRMP Phase 1; however, the existing restroom facility d or reconstructed. The CRMP Phase 1 would reuse proposed sand dunes included as part of the Pilot each – Tourmaline Surf Park project, Mission Beach with littoral sources in the CRMP Phase 1 area. would be constructed with littoral sources in the CRMP d channels, such as the San Diego River flood channel Additionally, the existing cobble rip rap at the Pacific sites would be reused at the sites to stabilize the istent with this policy.

esign and maintenance by vegetating the sand dunes c Beach – Tourmaline Surf Park, Mission Beach, and y, the earthen dikes under the Amphitheatre Design Option at the La Jolla Shores project site could be project would also include removal of invasive plants and reduce the water demand of the proposed landscaping t species and habitat for threatened and endangered ent with this policy.

ms and open spaces by providing nature-based coastal flooding. The proposed sand dunes at the Ocean project sites would be similar to the existing annual ntained throughout the winter season. Additionally, the line Surf Park project site would be similar in footprint to program and optional parking realignment at Sunset fic along Sunset Cliffs Boulevard inland (east) and away isistent with this policy.

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	CRMP Phase 1 Con
Policy CE-B.4: Limit and control runoff, sedimentation, and erosion both during and after construction activity.	The CRMP Phase 1 would provide stormwater and flood protection Beach – Dog Beach, La Jolla Shores, Pacific Beach – Tourmaline project sites. The Sunset Cliffs project would implement drainage optional erosion control measures. The CRMP Phase 1 projects w Management and Discharge Control Ordinance (SDMC Chapter 4 142.0146, which requires grading work to incorporate erosion and Article 2, Division 2 (Storm Water Runoff Control and Drainage Re sedimentation impacts. Additionally, all projects would be subject provisions, which would require preparation and compliance with a and water quality impacts from stormwater runoff and sedimentation would ensure that proposed grading and construction operations w Therefore, the CRMP Phase 1 would be consistent with this policy
Policy 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.	The CRMP Phase 1 would support trails and greenways linking lo For example, the Pilot Project at the Ocean Beach – Dog Beach p include a multi-use path that would provide a Class I bike path and mobility options and accessibility for the non-driving elderly, disab The multi-use path would connect the San Diego River Bikeway to spaces in between, such as Brighton Park, Saratoga Park, and Oc would also provide a multi-use path for both pedestrians and bicyo Cliffs Trail. The optional parking realignment under the Sunset Clif conflicts with bicyclists and serving as a traffic calming measure. E would construct an elevated sand dune that would provide addition which provides a multi-use path and access to and along Mission Beach Design Option would realign a section of Ocean Front Walk realigned section. Additionally, the Pacific Beach – Tourmaline Su provide a pedestrian path from the parking lot to the beach on top pedestrian path would also provide better connectivity to the unde of Tourmaline Street. The Pilot Project also includes an optional c parking lot, which would provide public transit to Ocean Beach. Th this policy.
 C. Coastal Resources Goals: Coastal resource preservation and enhancement. Clean coastal waters by continuing to improve the quality of ocean outfall discharges. Enhanced public access to the shoreline and coast. Policy CE-C.1: Protect, preserve, restore, and enhance important coastal wetlands and habitat (tide pools, lagoons, marine canyons) for conservation, research, and limited recreational purposes. 	 None of the CRMP Phase 1 projects would occur within coastal w would protect, preserve, restore, and/or enhance important coastal Beach – Dog Beach project site, Pacific Beach – Tourmaline Surf Pier project would construct sand dunes along the back of the beac coastal flooding that would otherwise disturb coastal habitat, prima prevent waves from overtopping existing flood protections (e.g., see pedestrian paths) to reduce coastal flooding and associated impact sedimentation. Additionally, the dunes would be vegetated with na introduction of rare plant species and habitat for threatened and e under the Amphitheatre Design Option included as part of the Law native plants. Further, the Pilot Project, Pacific Beach – Tourmalini include restoration efforts to remove existing invasive plant species CRMP Phase 1 would also preserve existing recreation elements Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Vet (e.g., the multi-use paths). Therefore, the CRMP Phase 1 would by

tion to the coastal park infrastructure at the Ocean ine Surf Park, Mission Beach, and Ocean Beach – Pier ge improvements, habitat enhancements, and other s would comply with the City's Storm Water er 4, Article 3, Division 3) as well as SDMC Section and siltation control measures, and SDMC Chapter 14, Regulations) that address potential erosion and ct to the NPDES Construction General Permit th an approved SWPPP with BMPs to reduce erosion ation. Conformance to these mandated requirements is would avoid significant water quality impacts. licy.

local and regional open space and recreation areas. project site and the Ocean Beach – Pier project would and separated pedestrian path, which would improve abled, low-income and other members of the population. to the Ocean Beach Pier as well as the public open Ocean Beach Veterans Plaza. The Sunset Cliffs project cyclists along the southern 0.64-mile portion of Sunset liffs project would improve bicycle safety by reducing . Both design options under the Mission Beach project ional coastal flood protection for Ocean Front Walk, on Beach and Mission Beach Park. While the Perched alk, multi-modal access would be maintained along the Surf Park project includes an optional component to op of the existing drainage culvert at the site. This lerutilized picnic areas east of the parking lot and north component for an express shuttle stop in the existing Therefore, the CRMP Phase 1 would be consistent with

I wetlands; however, all of the CRMP Phase 1 projects stal habitat. For example, the Pilot Project at the Ocean urf Park, Mission Beach project, and Ocean Beach – beaches to provide protection from sea level rise and imarily during heavy winter storms. The dunes would , seawalls) and other coastal infrastructure (e.g., pacts on water quality from stormwater runoff and native plants, which would provide biodiversity through d endangered avian species. The two earthen dikes a Jolla Shores project could also be vegetated with aline Surf Park project, and Sunset Cliffs project would cies and plant native species at these project sites. The tts (i.e., La Jolla Shores Park, Kellogg Park, Mission /eterans Plaza) and introduce new recreation elements d be consistent with this policy.

* * *	the City of San Diego's 2008 General Plan
Goal/Policy	CRMP Phase 1 Con
 Policy CE-C.2: Control sedimentation entering coastal lagoons and waters from upstream urbanization using a watershed management approach that is integrated into local community and land use plans (see also Land Use Element, Policy LU-E-1). Policy CE-C.6: Implement watershed management practices designed to reduce runoff and improve the quality of runoff discharged into coastal waters. 	The CRMP Phase 1 would provide long-term benefits related to re entering coastal waters. For example, the Pilot Project at the Oce Tourmaline Surf Park, Mission Beach project, and Ocean Beach - back of the beaches to provide protection from waves that would seawalls) and other coastal infrastructure (e.g., pedestrian paths) flood protections would also improve water quality from stormwate waves that would mix with polluted runoff and other potentially has materials back to coastal waters. The Sunset Cliffs project would enhancements, and other optional erosion control measures to re
	coastal waters. Therefore, the CRMP Phase 1 would be consister
Policy CE-C.9: Develop an integrated system of pedestrian, bicycle, local transit and automobile access to the shoreline that will connect major coastal activity areas with a focus on the ocean and natural scenic corridors.	All of the project sites are located along the City's shoreline. The local transit, and automobile access to the shoreline. For example project site and the Ocean Beach – Pier project would include a n and separated pedestrian path, which would improve mobility optimulti-use path would separate non-motorized travel from vehicle to the San Diego River Bikeway to the Ocean Beach Pier as well as Park, Saratoga Park, and Ocean Beach Veteran's Plaza. The Sur for both pedestrians and bicyclists along the southern 0.64-mile p realignment under the Sunset Cliffs project would improve bicycle serving as a traffic calming measure. Both design options under the sand dune that would provide additional coastal flood protection for and access to and along Mission Beach and Mission Beach Park, realign a section of Ocean Front Walk, multi-modal access would Additionally, the Pacific Beach – Tourmaline Surf Park project include the from the parking lot to the beach on top of the existing draina an optional component for an express shuttle stop in the existing Ocean Beach. Further, all of the CRMP Phase 1 projects would mission with this
Policy CE-C.12: Ensure that all City beaches and shorelines are accessible and available for appropriate public use for all users.	As described above, the CRMP Phase 1 would support pedestrial shoreline. The proposed coastal flood protection solutions would be each project site. For example, the proposed multi-use path and so Ocean Beach – Pier project sites would include several formal ac- access to the beach. Additionally, while the Perched Beach Design realign a section of Ocean Front Walk, multi-modal access would the CRMP Phase 1 would be consistent with this policy.
Policy CE-F.4: Preserve and plant trees and vegetation that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants.	The CRMP Phase 1 projects would include vegetation with native carbon, reduce the urban heat island effect, and provide ecologic and habitat for threatened and endangered avian species. Additio – Dog Beach, Pacific Beach – Tourmaline Surf Park, and Sunset species and installation of native plants in these areas. Further, the trees from the project sites. Therefore, the CRMP Phase 1 would
 G. Biological Diversity Goal: Preservation of healthy, biologically diverse regional ecosystems and conservation of endangered, threatened, and key sensitive species and their habitats. Policy 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. 	The CRMP Phase 1 would protect, preserve, restore, and/or enhal Project at the Ocean Beach – Dog Beach project site, Pacific Beal and Ocean Beach – Pier project would construct sand dunes alon sea level rise and coastal flooding that would otherwise disturb co The dunes would prevent waves from overtopping existing flood p infrastructure (e.g., pedestrian paths) to reduce coastal flooding a stormwater runoff and sedimentation. Additionally, the dunes would provide biodiversity through introduction of rare plant species and species. The two earthen dikes under the Amphitheatre Design O could also be vegetated with native plants. Further, the Pilot Proje Sunset Cliffs project would include restoration efforts to remove e at these project sites. Further, the CRMP Phase 1 projects would Therefore, the CRMP Phase 1 would be consistent with this policy

o reduced sedimentation and polluted stormwater runoff cean Beach – Dog Beach project site, Pacific Beach – n – Pier project would construct sand dunes along the d otherwise overtop existing flood protections (e.g., s), primarily during heavy winter storms. These coastal ater runoff and sedimentation by preventing overtopping nazardous materials and eventually bring these d implement drainage improvements, habitat reduce stormwater runoff and sedimentation into tent with these policies.

CRMP Phase 1 would support pedestrian, bicycle, le, the Pilot Project at the Ocean Beach – Dog Beach multi-use path that would provide a Class I bike path otions and accessibility for non-motorized travel. The e travel for safety and accessibility and would connect as the public open spaces in between, such as Brighton unset Cliffs project would also provide a multi-use path portion of Sunset Cliffs Trail. The optional parking le safety by reducing conflicts with bicyclists and the Mission Beach project would construct an elevated for Ocean Front Walk, which provides a multi-use path k. While the Perched Beach Design Option would d be maintained along the realigned section. cludes an optional component to provide a pedestrian nage culvert at the site. The Pilot Project also includes parking lot, which would provide public transit to maintain the existing number of parking spaces at each policy.

an, bicycle, local transit, and automobile access to the d maintain public access to the beach or shoreline at l sand dunes at the Ocean Beach – Dog Beach and accessways that would provide public and emergency ign Option at the Mission Beach project site would d be maintained along the realigned section. Therefore,

ve plants, which would reduce water demand, sequester ical benefits through introduction of rare plant species ionally, the restoration components at the Ocean Beach et Cliffs project sites would involve removal of invasive the CRMP Phase 1 projects would not remove existing d be consistent with this policy.

hance important coastal habitat. For example, the Pilot each – Tourmaline Surf Park, Mission Beach project, ong the back of the beaches to provide protection from coastal habitat, primarily during heavy winter storms. protections (e.g., seawalls) and other coastal and associated impacts on water quality from buld be vegetated with native plants, which would and habitat for threatened and endangered avian Option included as part of the La Jolla Shores project ject, Pacific Beach – Tourmaline Surf Park project, and existing invasive plant species and plant native species d not remove existing trees from the project sites. cy.

Table E-1. Project's Consistency with t	he City of San Diego's 2008 General Plan
Goal/Policy	CRMP Phase 1 Cons
 Policy CE-J.1: Develop, nurture, and protect a sustainable urban/community forest. c. Seek to retain significant and mature trees. d. Provide forest linkages to connect and enhance public parks, plazas, recreation, and open space areas. 	The CRMP Phase 1 projects would not remove existing trees from would be consistent with this policy.
Historic Prese	ervation Element
 Policy HP-A.2: Fully integrate the consideration of historical and cultural resources in the larger land use planning process. a. Promote early conflict resolution between the preservation of historical resources and alternative land uses. b. Encourage the consideration of historical and cultural resources early in the development review process by promoting the preliminary review process and early consultation with property owners, community and historic preservation groups, land developers, Native Americans, and the building industry. c. Include historic preservation concepts and identification of historic buildings, structures, objects, sites, neighborhoods, and non-residential historical resources in the community plan update process. e. Make the results of historical and cultural resources planning efforts available to planning agencies, the public and other interested parties to the extent legally permissible. 	The City has conducted tribal consultation related to the CRMP Pha up an outreach program with all Kumeyaay tribes as a measure of the Shores project site, and particularly the Reconfigured Park Design (subsurface archaeological cultural resources at the project site; how cultural monitoring required by MM CUL-2 would still produce signifi- during construction. Further, the two earthen dikes included under the known cultural resource sites near the project site from sea level ris Beach Design Option at the Mission Beach project site would result of the Mission Beach Ocean Front Walk, an eligible historic resource recordation of the resource prior to realignment as required by MM significant levels. Therefore, with implementation of MM CUL-1 and with cultural and historic conservation and would be consistent with

om the project sites. Therefore, the CRMP Phase 1

Phase 1 in accordance with Assembly Bill 52 and has set of best practice. Both design options at the La Jolla gn Option, would result in the potential to disturb however, implementation of archaeological and tribal gnificant and unavoidable impacts to potential resources ler the Amphitheatre Design Option would help to preserve el rise and coastal flooding. Additionally, the Perched sult in potentially significant impacts related to realignment burce; however, compliance with City standards and MM CUL-1 would reduce potential impacts to less than and MM CUL-2, the CRMP Phase 1 would be compatible with this policy.

California Coastal Zone Management Act

Table E-2. Project's Consistency with Applicable Coastal Resources Planning and Management Policies California Coastal Act	
Policy	CRMP Phase 1 Cor
Chapter 3, Article	2 – Public Access
Section 30210: Access; recreational opportunities; posting In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. Section 30211: Development not to interfere with access Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.	The CRMP Phase 1 would maintain and enhance public access Pilot Project at the Ocean Beach – Dog Beach project site and the designated accessways through the proposed multi-use path and access to the beach. The multi-use path would provide a connect Ocean Beach Pier along the beach with expansive views of the or protected from sea level rise and coastal flooding by the propose seatwall under the Amphitheatre Design Option and waterfront princluded as part of the La Jolla Shores project would be landward maintain passageways for pedestrian access from the parks and Tourmaline Surf Park project would enhance maintain existing access to and along the access ramp and an optional pedestrian p provide a safe passageway from the parking lot to the beach. The Beach project site would provide sea level rise and coastal flood access to and along Mission Beach. While the Perched Beach D of Ocean Front Walk, multi-modal access would be maintained a maintained to allow access to the perched beach. Additionally, the accessible multi-use path along the southern 0.64-mile of Sunset the northern portion of the Sunset Cliffs project site, there would could even be increased. Additionally, the Pilot Project could enh express shuttle stop in the existing parking lot. Therefore, the CF
Section 30213: Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.	The CRMP Phase 1 would maintain lower cost visitor and recreat solutions by providing protection from sea level rise and coastal texisting recreation elements (i.e., La Jolla Shores Park, Kellogg Park, and Ocean Beach Veterans Plaza) and introduce new recrest example, the multi-use path included as part of the Pilot Project as San Diego River Bikeway to the Ocean Beach Pier as well as the Park, Saratoga Park, and Ocean Beach Veterans Plaza. The Pilot includes an optional component to relocate the existing restroom within Brighton Park. This would reduce the vulnerability of the re- would provide a restroom facility nearer to recreational uses at B La Jolla Shores project site would provide additional coastal flood while the Reconfigured Park Design Option would provide a wate coastal flooding and would protect the reconfigured parking lot fr Mission Beach project site would provide additional coastal flood Beach Option at Mission Beach would convert a portion of Missio Beach Park would remain the same as existing conditions and w the perched beach would continue to allow for recreational uses. part of the Pacific Beach – Tourmaline Surf Park project would p areas east of the parking lot and north of Tourmaline Street. The this policy.

onsistency

to the shoreline at the project sites. For example, the the Ocean Beach – Pier project would provide nd sand dunes to maintain public and emergency ection between the San Diego River Bikeway and the ocean. The proposed multi-use path would be sed sand dunes. The earthen dikes and terraced park under the Reconfigured Park Design Option rd (east) of the Ocean Front Walk and would still d parking lot to the beach. The Pacific Beach access along the access ramp and the north side of the rated with the runoff from the showers in order to reduce pathway along the existing drainage culvert could he sand dunes under both design options at the Mission protection to Ocean Front Walk, which provides Design Option at Mission Beach would realign a section along the realigned section and passageways would be the Sunset Cliffs project would provide a safe and et Cliffs Trail. Although parking could be realigned along be no net loss of parking stalls and parking spaces hance public transit to Ocean Beach by providing an RMP Phase 1 would be consistent with this policy. ational facilities landward of the proposed nature-based flooding. The CRMP Phase 1 would also preserve Park, Mission Beach Park, Brighton Park, Saratoga reation elements (e.g., the multi-use paths). For and Ocean Beach – Pier project would connect the ne public open spaces in between, such as Brighton ilot Project at the Ocean Beach – Dog Beach project site m south of the parking lot to a more inland location restroom to sea level rise and coastal flooding and Brighton Park. The Amphitheatre Design Option at the od protection for La Jolla Shores Park and Kellogg Park, terfront park that would be designed to accommodate from flooding. Similarly, both design options at the d protection for Mission Beach Park. While the Perched ion Beach Park to sandy beach, the majority of Mission would be protected by the proposed sand dune. Further, s. Additionally, the optional pedestrian path included as provide better connectivity to the underutilized picnic erefore, the CRMP Phase 1 would be consistent with

• • •	tal Resources Planning and Management Policies of the Coastal Act
Policy	CRMP Phase 1 Co
Chapter 3, Arti	cle 3 – Recreation
Section 30220: Protection of certain water-oriented activities. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.	The CRMP Phase 1 would maintain access to the ocean at each CRMP Phase 1 would also maintain long-term access to the ocea coastal flooding. Therefore, the CRMP Phase 1 would be consist
Section 30231: Biological productivity; water quality. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.	The CRMP Phase 1 projects would protect, preserve, restore, an productivity, and water quality. For example, the Pilot Project at the Beach – Tourmaline Surf Park, Mission Beach project, and Ocea along the back of the beaches to provide protection from sea level disturb coastal habitat, primarily during heavy winter storms. The flood protections (e.g., seawalls) and other coastal infrastructure associated impacts on water quality from stormwater runoff and s vegetated with native plants, which would require little water and species and habitat for threatened and endangered avian species Option included as part of the La Jolla Shores project could also Project, Pacific Beach – Tourmaline Surf Park project, and Sunse remove existing invasive plant species and plant native species a would be consistent with this policy.
Chapter 3, Article	5 – Land Resources
Section 30240: Environmentally sensitive habitat areas; adjacent developments. Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.	The CRMP Phase 1 projects would protect, preserve, restore, an habitat areas. For example, the Pilot Project at the Ocean Beach Surf Park, Mission Beach project, and Ocean Beach – Pier project beaches to provide protection from sea level rise and coastal floc primarily during heavy winter storms. The dunes would prevent w seawalls) and other coastal infrastructure (e.g., pedestrian paths) water quality from stormwater runoff and sedimentation. Addition which would require little water and provide biodiversity through i threatened and endangered avian species. The two earthen dike part of the La Jolla Shores project could also be vegetated with m Tourmaline Surf Park project, and Sunset Cliffs project would inc plant species and plant native species at these project sites. The this policy.
Chapter 3, Artic	e 6 – Development
Section 30251: Scenic and visual qualities. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting. Section 30251: Scenic and visual qualities. (continued) The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.	As described in Section 5.1.3.1, Issue 1: Scenic Views, the CRM existing views at the project sites. For example, the proposed ele and Ocean Beach – Pier project as well as the Mission Beach pro- winter berm that is constructed at the project sites every fall and sand dunes would be vegetated with native plants, which may im annual winter berm. Since the sand dunes would be constructed Ocean would not be obstructed by the sand dunes when viewed to the elevated height of the San Diego River Bikeway, scenic vie be obstructed by the proposed Pilot Project. In addition, the optional restroom relocation component of the Pil creating an unobstructed view along the beach. The height of the existing winter berm that is built along the beach annually and wo along multi-use paths landward (east) of the proposed sand dune The La Jolla Shores project would maintain scenic views of the P areas along the beach, the La Vereda pedestrian path, and the p final crest height of the earthen dikes under the Amphitheatre De the La Vereda pedestrian path and grassy recreational areas (wo would still be afforded at La Jolla Shores Park and Kellogg Park, potentially ocean-facing side of the earthen dikes included in the coastal viewing areas due to the elevated nature of the features.

th of the project sites during construction activities. The ean by providing protection from sea level rise and stent with this policy.

and/or enhance important coastal habitat, biological the Ocean Beach – Dog Beach project site, Pacific can Beach – Pier project would construct sand dunes vel rise and coastal flooding that would otherwise the dunes would prevent waves from overtopping existing e (e.g., pedestrian paths) to reduce coastal flooding and d sedimentation. Additionally, the dunes would be d provide biodiversity through introduction of rare plant tes. The earthen dikes under the Amphitheatre Design to be vegetated with native plants. Further, the Pilot set Cliffs project would include restoration efforts to a these project sites. Therefore, the CRMP Phase 1

and/or enhance important environmentally sensitive ch – Dog Beach project site, Pacific Beach – Tourmaline ect would construct sand dunes along the back of the boding that would otherwise disturb coastal habitat, waves from overtopping existing flood protections (e.g., s) to reduce coastal flooding and associated impacts on onally, the dunes would be vegetated with native plants, in introduction of rare plant species and habitat for tes under the Amphitheatre Design Option included as native plants. Further, the Pilot Project, Pacific Beach – include restoration efforts to remove existing invasive perefore, the CRMP Phase 1 would be consistent with

MP Phase 1 projects would maintain and enhance levated sand dunes included as part of the Pilot Project project would be similar in height and width to the annual d maintained through the winter season. The proposed mprove the aesthetic of the dune when compared to the d along the back of the beaches, views of the Pacific d from public viewing locations along the beaches. Due *v*iews of the Pacific Ocean from the bikeway would not

Pilot Project would likely improve scenic views by the sand dunes would be similar to the elevation of the would maintain expansive ocean views when viewed thes.

Pacific Ocean and project site from public viewing playground structure at Kellogg Park. Assuming the vesign Option is 4 feet above the existing elevation of vorst-case analysis), expansive views of the ocean c. The terraced amphitheater design of the seatwall and e Amphitheatre Design Option would offer enhanced s. Additionally, increasing the backshore protection

Table E-2. Project's Consistency with Applicable Coastal Resources Planning and Management Policies of th California Coastal Act	
Policy	CRMP Phase 1 Co
	along the Ocean Beach – Dog Beach, La Jolla Shores, Mission reduce flooding impacts and associated impacted views during h project site, ocean views would remain visible from vehicles trav multi-use path would provide sweeping scenic views of the ocea of the trail enhancement, interpretative signage, drainage improv improve the visual quality of the Sunset Cliffs project site as well scenic views across Sunset Cliffs. Therefore, the CRMP Phase
Section 30252: Maintenance and enhancement of public access. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.	The CRMP Phase 1 would maintain and enhance public access Pilot Project at the Ocean Beach – Dog Beach project site and the designated accessways through the proposed multi-use path and access to the beach. The multi-use path would provide a connect Ocean Beach Pier along the beach with expansive views of the protected from sea level rise and coastal flooding by the propose seatwall under the Amphitheatre Design Option included as part (east) of the La Vereda pedestrian path and would still maintain parks and parking lot. The waterfront park under the Reconfigure the La Vereda pedestrian path and the beach. The Pacific Beach maintain existing access along the access ramp and the north si restoration could be integrated with the runoff from the showers and an optional pedestrian pathway along the existing drainage parking lot to the beach. The sand dunes under both design opti protection sea level rise and coastal flooding to Ocean Front Wa While the Perched Beach Design Option would realign a section maintained along the realigned section. Additionally, the Sunset multi-use path along the southern 0.64-mile of Sunset Cliffs Trai Additionally, the Pilot Project could enhance public transit to Oce existing parking lot. Therefore, the CRMP Phase 1 would be cor
 Section 30253: Minimization of adverse impacts. New development shall do all of the following: a. Minimize risks to life and property in areas of high geologic, flood, and fire hazard. b. Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. c. Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. d. Minimize energy consumption and vehicle miles traveled. e. Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses. 	The proposed CRMP Phase 1 would not construct any habitable built would be if the optional restroom relation at the Ocean Bea reconstruction of the restroom facility. As described in Section 5 or reconstruction would occur in compliance with the CBC and S and other geologic hazards and require that a geotechnical inve 145.1803). Construction of the proposed sand dunes at the Oce Surf Park, Mission Beach, and Ocean Beach – Pier project sites constructed at or near the project sites every fall and maintained would be vegetated with native plants, which would help stabiliz – Tourmaline Surf Park project site and a portion of the dune at stabilized with use of the existing cobble rip rap at those project program and optional parking realignment at Sunset Cliffs would vehicle travel further inland and away from the cliff erosion haza drainage improvements, habitat enhancements, and other option runoff and maintain stability of the coastal bluffs. Therefore, the through the application of effective seismic, geologic, and structu Phase 1 would provide coastal flood protections at all of the proj CRMP Phase 1 would minimize vehicle miles traveled and asso providing new multi-use paths along the coast. The Pilot Project an express shuttle stop in the parking lot at the Ocean Beach – would be consistent with this policy.

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Consistency

n Beach, and Ocean Beach – Pier project sites would high tides and extreme storms. At the Sunset Cliffs aveling along Sunset Cliffs Boulevard, and the proposed ean to pedestrians and bicyclists. Further, implementation ovements, and habitat enhancement would generally ell as provide enhanced areas for public viewing of e 1 would be consistent with this policy. ss to the shoreline at the project sites. For example, the the Ocean Beach – Pier project would provide and sand dunes to maintain public and emergency ection between the San Diego River Bikeway and the e ocean. The proposed multi-use path would be sed sand dunes. The earthen dikes and terraced art of the La Jolla Shores project would be landward n passageways for pedestrian access from the existing ured Park Design Option would not preclude access to ch – Tourmaline Surf Park project would enhance side of the cobble rip rap. Additionally, the dune s in order to reduce slip hazards along the access ramp e culvert could provide a safe passageway from the ptions at the Mission Beach project site would provide /alk, which provides access to and along Mission Beach. on of Ocean Front Walk, multi-modal access would be et Cliffs project would provide a safe and accessible ail. There would be no net loss of parking stalls. cean Beach by providing an express shuttle stop in the onsistent with this policy. ble structures. The only potential structure that would be ach – Dog Beach project site would require 5.5, Geology and Soils, the optional restroom relocation SDMC, which include design criteria for seismic loading restigation be conducted for the structure (SDMC Section ean Beach – Dog Beach, Pacific Beach – Tourmaline es would be similar to the annual winter berms ed throughout the winter season. The proposed dunes ize the dunes. Additionally, the dune at the Pacific Beach at the Ocean Beach – Pier project site would be further t sites. Further, the proposed road reconfiguration

Id align the proposed multi-use path, parking, and card area. The Sunset Cliffs project would implement onal erosion control measures to reduce stormwater e CRMP Phase 1 would protect public health and safety ctural considerations. As previously described, the CRMP oject sites except for the Sunset Cliffs project site. The sociated energy consumption by maintaining existing and ct could also reduce vehicle miles traveled by providing – Dog Beach project site. Therefore, the CRMP Phase 1

City of San Diego Parks Master Plan

Table E-3. Project's Consistency with Ap	plicable City of San Diego Parks Master Plan Policies
Policies	CRMP Phase 1 Cc
Parks	s + Programming
PP10 : To ensure the City adheres to its conservation commitments, all proposals for new or revised access, trails, and active uses in resource/open space parklands must comply with all applicable limitations, such as the MSCP consistency findings, Environmentally Sensitive Land regulations, Natural Resource Management Plans, etc. before being formally proposed for City evaluation and funding (see policies CSR25 and RP5).	As described further in Section 5.3, Biological Resources, and in Al required to comply with the goals and policies of the MSCP and Su MM BIO-3, MM BIO-4, MM BIO-6, and MM BIO-7, the CRMP Phas policies and Subarea Plan guidelines. With implementation of MM I Environmentally Sensitive Land regulations. Therefore, the CRMP
PP12 : Identify, designate, and preserve historical resources within parks in a manner consistent with local, State and Federal regulations and guidelines.	Implementation of the CRMP Phase 1 projects would include const to preserve and protect historical resources landward of the propos flooding. Therefore, the CRMP Phase 1 would be consistent with the
	Equity
E8 : Strive to improve regional air quality by planting drought resilient and native trees to sequester carbon and reduce the urban heat island effect.	The CRMP Phase 1 projects would include vegetation with native p carbon, reduce the urban heat island effect, and provide ecological habitat for threatened and endangered avian species. Additionally, Beach, Pacific Beach – Tourmaline Surf Park, and Sunset Cliffs pro installation of native plants in these areas. Therefore, the CRMP Pl
	Co Benefits
CO4 : Design stormwater management facilities that enhance a park's recreational value and aesthetics and provide co-beneficial uses, such as flood control, limiting runoff, sedimentation and erosion, infiltration, and water quality.	The CRMP Phase 1 would provide stormwater and flood protection Dog Beach, La Jolla Shores, Pacific Beach – Tourmaline Surf Park The CRMP Phase 1 projects would comply with the City's Storm W (SDMC Chapter 4, Article 3, Division 3) as well as SDMC Section 1 erosion and siltation control measures, and SDMC Chapter 14, Arti Drainage Regulations) that address potential erosion and sediment the NPDES Construction General Permit provisions, which would re SWPP) with BMPs to reduce erosion and water quality impacts from these mandated requirements would ensure that proposed grading quality impacts. The proposed coastal flood protection solutions wo nature-based solutions with native plants. Therefore, the CRMP Ph
CO5 : Plant drought tolerant resilient trees that are not on the California Invasive Plant Council (CAL-IPC) list of invasives for southern California and native trees in parks and incorporate living walls in new buildings in parks to provide carbon sequestration, shade benefits, expand the urban tree canopy, urban heat island relief, air quality benefits, ecological value, and green spaces to support Climate Action Plan and Climate Resilient SD goals. Manage resource and open space parks for their contributions to ameliorate climate change effects.	The CRMP Phase 1 projects would include vegetation with native p carbon, reduce the urban heat island effect, provide shade, improve introduction of rare plant species and habitat for threatened and en components at the Ocean Beach – Dog Beach, Pacific Beach – To involve removal of invasive species and installation of native plants consistent with this policy.
CO9 : Where feasible, allow access to nature and open spaces, in concert with the goals and policies of the Multiple Species Conservation Program (MSCP) and Subarea Plan guidelines.	As described further in Section 5.3, Biological Resources, and in A required to comply with the goals and policies of the MSCP and Su MM BIO-3, MM BIO-4, MM BIO-6, and MM BIO-7, the CRMP Phas

Consistency

Appendix C, the proposed CRMP Phase 1 would be Subarea Plan guidelines. With implementation of MM BIO-2, ase 1 would be in compliance with the MSCP goals and M BIO-5, the CRMP Phase 1 would be in compliance P Phase 1 would be consistent with this policy.

nstruction of coastal flood protection solutions that would help osed projects from the effects of sea level rise and coastal this policy.

e plants, which would reduce water demand, sequester cal benefits through introduction of rare plant species and y, the restoration components at the Ocean Beach – Dog project sites would involve removal of invasive species and Phase 1 would be consistent with this policy.

on to the coastal park infrastructure at the Ocean Beach – ark, Mission Beach, and Ocean Beach – Pier project sites. Water Management and Discharge Control Ordinance in 142.0146, which requires grading work to incorporate article 2, Division 2 (Storm Water Runoff Control and entation impacts. Additionally, all projects would be subject to d require preparation and compliance with an approved rom stormwater runoff and sedimentation. Conformance to ng and construction operations would avoid significant water would enhance the aesthetics of the sites by vegetating the Phase 1 would be consistent with this policy.

e plants, which would reduce water demand, sequester ove air quality, and provide ecological benefits through endangered avian species. Additionally, the restoration Tourmaline Surf Park, and Sunset Cliffs project sites would hts in these areas. Therefore, the CRMP Phase 1 would be

As described further in Section 5.3, Biological Resources, and in Appendix C, the proposed CRMP Phase 1 would be required to comply with the goals and policies of the MSCP and Subarea Plan guidelines. With implementation of MM BIO-2, MM BIO-3, MM BIO-4, MM BIO-6, and MM BIO-7, the CRMP Phase 1 would be in compliance with the MSCP goals and policies and Subarea Plan guidelines. Therefore, the CRMP Phase 1 would be consistent with this policy.

Table E-3. Project's Consistency with Ap	plicable City of San Diego Parks Master Plan Policies
Policies	CRMP Phase 1 Consis
	Sustainability, & Resilience
CSR1 : Collaborate with agencies that manage public lands, conservation stakeholders, and community advocates to protect sensitive natural and cultural resources, while providing compatible recreational access and outdoor opportunities.	The CRMP Phase 1 projects would maintain existing public open space coastal park infrastructure and communities with the proposed coastal a solutions would help protect public open space from coastal flooding ar the grassy picnic areas north of Tourmaline Street, Mission Beach Park Veterans Plaza, which provide recreational access and outdoor opportu- provide more connectivity between these open spaces to facilitate better CRMP Phase 1 projects aim to avoid sensitive natural and cultural reso would include vegetation and/or restoration with native plants, which wo rare plant species and habitat for threatened and endangered avian spe- require collaboration with the wildlife agencies and other environmental permit processes with the California Department of Fish and Wildlife (C Army Corps of Engineers (USACE), and San Diego Regional Water Qu Phase 1 would be consistent with this policy.
CSR2 : Improve the quality of habitat in City parks through best practices that support native threatened and endangered species and habitats and consider climate change impacts on species habitat range/ location.	The CRMP Phase 1 projects would include vegetation with native plant provide shade and habitat for sensitive species, and provide ecological Additionally, the restoration components at the Ocean Beach – Dog Be Sunset Cliffs project sites would involve removal of invasive species an Therefore, the CRMP Phase 1 would improve the quality of habitat at th policy.
CSR14 : Design and retrofit parks to respond to regional climate change projections to build resilience and increase adaptive capacity of parks against wildfires, flooding, heat, species migration, and sea level rise.	The purpose of the CRMP Phase 1 is to adapt to sea level rise and coar shoreline protection methods where feasible. Project objectives include change solutions, addressing the effects of sea level rise and coastal flue nature-based solutions, protecting and enhancing critical coastal habita change, protecting and enhancing recreational opportunities, and increa- to Section 3.3, Project Objectives). The CRMP Phase 1 would also sup species and vegetating areas of the project sites with native plants. The enhance coastal resources and would be consistent with this policy.
CSR16 : Increase, expand, and manage the network of habitat patches and wildlife corridors for rare, threatened, and endangered species and the vegetation communities that are projected to be impacted by climate change.	The CRMP Phase 1 projects would maintain existing public open space corridors, by protecting these communities from the effects of sea level proposed nature-based and grey infrastructure solutions. The solutions flooding and wave runup at the beach and at La Jolla Shores Park, Kell Street, Mission Beach Park, Brighton Park, Saratoga Park, and Ocean aim to avoid sensitive species and vegetation communities. Further, the vegetation and/or restoration with native plants, which would provide ec species and habitat for threatened and endangered avian species. Impl collaboration with the wildlife agencies and other environmental protect processes with the CDFW, CCC, USACE, and San Diego RWQCB. The this policy.
CSR18 : Identify and preserve historical, archaeological, and Tribal Cultural resources in a manner consistent with the U.S. Secretary of the Interior's Standards, and pursue opportunities to increase awareness of and access to such resources.	Implementation of the CRMP Phase 1 projects would include construct to preserve and protect historical, archaeological, and Tribal cultural re- effects of sea level rise and coastal flooding. Therefore, the CRMP Pha

sistency

ce and beaches by providing flooding protection to the al flood protection solutions. The coastal flood protection and wave runup at La Jolla Shores Park, Kellogg Park, irk, Brighton Park, Saratoga Park, and Ocean Beach rtunities. Additionally, the proposed multi-use path would tter recreational access and outdoor opportunities. The sources. Further, the proposed CRMP Phase 1 projects would provide ecological benefits through introduction of pecies. Implementation of the CRMP Phase 1 would al protection agencies, including coordination through (CDFW), California Coastal Commission (CCC), U.S. Quality Control Board (RWQCB). Therefore, the CRMP

nts, which would reduce the urban heat island effect, al benefits through introduction of rare plant species. Beach, Pacific Beach – Tourmaline Surf Park, and and installation of native plants in these areas. the project sites and would be consistent with this

bastal flooding through implementation of nature-based de prioritizing implementation of nature-based climate flooding while leveraging additional co-benefits of itat and associated wildlife from the impacts of climate reasing coastal access for all community members (refer upport species migration by removing invasive plant herefore, the CRMP Phase 1 would preserve and

ce and beaches, which provide habitat and wildlife el rise and coastal flooding with the implementation of ns would help protect public open space from coastal ellogg Park, the grassy picnic areas north of Tourmaline n Beach Veterans Plaza. The CRMP Phase 1 projects the proposed CRMP Phase 1 projects would include ecological benefits through introduction of rare plant plementation of the CRMP Phase 1 would require ection agencies, including coordination through permit Therefore, the CRMP Phase 1 would be consistent with

ction of coastal flood protection solutions that would help resources landward of the proposed projects from the nase 1 would be consistent with this policy.

Climate Resilient SD

Policies	ith Applicable City of San Diego Climate Resilient SD Policies CRMP Phase 1 Consis
	Resilient & Equitable City
RE-2 : Foster vibrant, healthy and sustainable communities.	Implementation of the CRMP Phase 1 projects would foster vibrant, heat coastal flood protection solutions that would help to preserve and protect natural resources. The CRMP Phase 1 projects would also protect and// bicyclists, which would foster walkable and connected communities. Add vegetation and/or restoration of portions of the project sites with native v through introduction of rare plant species and habitat for threatened and Phase 1 would be consistent with this policy.
Histo	pric & Tribal Cultural Resources
HTC-1: Preserve and protect historic and tribal cultural resources against climate change impacts.	Implementation of the CRMP Phase 1 projects would include construction to preserve and protect historic and tribal cultural resources landward of rise and coastal flooding. Therefore, the CRMP Phase 1 would be const
Th	nriving Natural Environments
TNE-1 : Protect environmental quality and biodiversity.	Implementation of the CRMP Phase 1 projects would include construction to protect sensitive environmental resources landward of the proposed p flooding. Additionally, almost all of the projects would include vegetation native vegetation, which would provide biodiversity through introduction endangered avian species. Therefore, the CRMP Phase 1 would be cor
TNE-2: Protect and improve the integrity of open space, habitat and parks.	The CRMP Phase 1 projects would maintain existing open space uses a infrastructure with the proposed coastal flood protection solutions. The open space at La Jolla Shores Park, Kellogg Park, the grassy picnic are Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza from oproposed multi-use paths at the Ocean Beach – Dog Beach and Ocean connectivity between these open spaces to facilitate better access and avoid sensitive biological resources and would result in a net reduction in the annual installation of winter berms at several of the project sites (sol Beach, Ocean Beach – Dog Beach, and Ocean Beach – Pier project site vegetation and/or restoration of portions of the project sites with native vethrough introduction of rare plant species and habitat for threatened and Phase 1 would be consistent with this policy.
TNE-3 : Prioritize the implementation of nature-based climate change solutions wherever feasible.	The purpose of the CRMP Phase 1 is to adapt to sea level rise and coars shoreline protection methods where feasible. Project objectives include change solutions, addressing the effects of sea level rise and coastal flo nature-based solutions, protecting and enhancing critical coastal habitat change, protecting and enhancing recreational opportunities, and increat to Section 3.3, Project Objectives). Additional shoreline protection and s header, would be constructed landward (east) of the dunes to support th seatwall header at the Ocean Beach – Dog Beach and Ocean Beach – the beach and proposed sand dune from covering the proposed multi-us Section 3.4, Project Description, the CRMP Phase 1 presents a combin- protection while maintaining focus on nature-based solutions. Therefore implementation of nature-based solutions and would be consistent with

sistency

ealthy, and sustainable communities by providing tect existing infrastructure in the communities and their id/or provide coastal access for pedestrian and Additionally, almost all of the projects would include e vegetation, which would provide ecological benefits and endangered avian species. Therefore, the CRMP

ction of coastal flood protection solutions that would help of the proposed projects from the effects of sea level nsistent with this policy.

ction of coastal flood protection solutions that would help d projects from the effects of sea level rise and coastal on and/or restoration of portions of the project sites with on of rare plant species and habitat for threatened and consistent with this policy.

s by providing flooding protection to the coastal park e coastal flood protection solutions would help protect areas north of Tourmaline Street, Mission Beach Park, n coastal flooding and wave runup. Additionally, the an Beach – Pier project sites would provide more id use of the parks. The CRMP Phase 1 projects aim to n in impacts to biological resources when compared to south of Pacific Beach – Tourmaline Surf Park, Mission sites). Further, almost all of the projects would include e vegetation, which would provide ecological benefits and endangered avian species. Therefore, the CRMP

bastal flooding through implementation of nature-based de prioritizing implementation of nature-based climate flooding while leveraging additional co-benefits of tat and associated wildlife from the impacts of climate reasing coastal access for all community members (refer d stabilization devices, such as a low concrete seatwall t the efficacy of the dunes. For example, the proposed – Pier project sites would prevent blowing sand from -use path and existing parking lot. As described in bination of solutions that may offer greater shoreline bre, the CRMP Phase 1 would prioritize the th this policy.

Table E-4. Project's Consistency with Applicable City of San Diego Climate Resilient SD Policies	
Policies	CRMP Phase 1 Consis
TNE-5: Manage the coastline as a social, economic and environmental resource for current and future generations.	The CRMP Phase 1 projects would manage the coastline by providing f and other existing infrastructure in the communities with the proposed c protection solutions would help protect public open spaces from coastal Kellogg Park, the grassy picnic areas north of Tourmaline Street, Missio Ocean Beach Veterans Plaza, which provide social opportunities and er multi-use paths at the Ocean Beach – Dog Beach and Ocean Beach – F between these open spaces to facilitate better access and use of the pa sensitive environmental resources and would result in a net reduction in the annual installation of winter berms at several of the project sites (sou Beach, Ocean Beach – Dog Beach, and Ocean Beach – Pier project site vegetation and/or restoration of portions of the project sites with native v through introduction of rare plant species and habitat for threatened and Phase 1 would be consistent with this policy.

istency

ing flooding protection to the coastal park infrastructure d coastal flood protection solutions. The coastal flood stal flooding and wave runup at La Jolla Shores Park, asion Beach Park, Brighton Park, Saratoga Park, and d environmental resources. Additionally, the proposed – Pier project sites would provide more connectivity parks. The CRMP Phase 1 projects aim to avoid in impacts to biological resources when compared to south of Pacific Beach – Tourmaline Surf Park, Mission sites). Further, almost all of the projects would include ve vegetation, which would provide ecological benefits and endangered avian species. Therefore, the CRMP

Climate Action Plan

	ct's Consistency with Applicable City of San Diego Climate Action Plan Policies
Policies	CRMP Phase 1 Consis
	Strategy 3: Mobility and Land Use
3.1 Safe and Enjoyable Routes for Pedestrians and Cyclists	Several of the projects included as part of the CRMP Phase 1 would pro- pedestrians and cyclists. For example, the Pilot Project at Ocean Beach would construct a new multi-use path that, when combined, would conner Pier. The Pacific Beach – Tourmaline Surf Park project includes an option drainage culvert north of the parking lot to provide a safe pedestrian patt vegetated median between the restrooms and the access ramp would a integrating drainage from the shower area, which would reduce slip haz. Implementation of the Mission Beach project would provide coastal floor Ocean Front Walk. Additionally, the Sunset Cliffs project would provide a Sunset Cliffs Boulevard. The optional parking realignment would be inte and flow of traffic, and serve as a traffic calming measure. The roadway use, which would allow the alignment of the proposed multi-use path alo the cliff erosion hazard areas. Therefore, the CRMP Phase 1 would provide pedestrians and cyclists and would be consistent with this policy.
3.4 Reduce Traffic Congestion to Improve Air Quality	As described above, the projects included as part of the CRMP Phase 1 routes for pedestrians and cyclists, which would encourage active trans Additionally, the Pilot Project includes an optional component to provide Ocean Beach – Dog Beach project site, which would further reduce veh elements to reduce traffic congestion and improve air quality. The CRMI
3.5 Climate-Focused Land Use	All of the projects included as part of the CRMP Phase 1 are intended to level rise and coastal flooding. As described above, these projects would pedestrians and cyclists, which would encourage active transportation a the Pilot Project includes an optional component to provide an express s – Dog Beach project site, which would further reduce vehicle trips. Ther and would be consistent with this policy.
	Strategy 4: Circular Economy and Clean Communities
4.4 Zero Waste to the Landfill	The proposed sand dunes included as part of the Pilot Project at the Oc Tourmaline Surf Park project, Mission Beach project, and Ocean Beach sources in the project area. Therefore, clearing and dredging of existing channel would not require transport of this dredged material to landfills. demolition of existing structures or excavation that would require the exp CRMP Phase 1 would be consistent with this policy.
	Strategy 5: Resilient Infrastructure and Healthy Ecosystems
5.1 Sequestration	The CRMP Phase 1 would not require substantial tree removal at any or (e.g., sand dunes, dune restoration, earthen dikes, trail enhancement) with native plants. Therefore, the CRMP Phase 1 would result in a net in policy.
5.2 Tree Canopy	Refer to response to Policy 5.1 Sequestration above. The CRMP Phase would be consistent with this policy.
5.3 Local Water Supply	The projects included as part of the CRMP Phase 1 would not require set in Section 5.13.3.2, Issue 2: Water Supply Availability, limited water wou project. Short-term water demand for construction-related activities (e.g. similar to standard construction projects. The temporary use of water for negligible, given the limited scope of the projects. Operationally, none of or water use at the project sites. Therefore, the CRMP Phase 1 would re consistent with this policy.

sistency

protect, enhance, and/or provide new routes for ch – Dog Beach and the Ocean Beach – Pier project anect the San Diego River Bikeway to the Ocean Beach otional component to cover or underground the existing ath from the parking lot to the beach. Restoration of the also improve safety along the access ramp by azards along the walkway and access ramp. ood protection, which would maintain access along e a multi-use path along the southern 0.64-mile of tended to reduce conflicts with bicyclists, optimize space ay would be converted to a one-way road for vehicle along the existing roadway to locate the path outside of rotect, enhance, and/or provide new routes for

 1 would also protect, enhance, and/or provide new sportation and reduce vehicle trips in these areas.
 an express shuttle and stop to the parking lot at the shicle trips. Therefore, the CRMP Phase 1 includes
 MP Phase 1 would be consistent with this policy.

to adapt to the effects of climate change, such as sea uld protect, enhance, and/or provide new routes for and reduce vehicle trips in these areas. Additionally, s shuttle and stop to the parking lot at the Ocean Beach erefore, the CRMP Phase 1 would be climate-focused

Dcean Beach – Dog Beach project site, Pacific Beach – ch – Pier project would be constructed with littoral ng flood channels, such as the San Diego River flood s. The CRMP Phase 1 projects would not require export of substantial materials to landfills. Therefore, the

of the project sites and several of the proposed features would include vegetation of the project components increase in vegetation and would be consistent with this

se 1 would result in a net increase in vegetation and

substantial demand of local water supply. As described ould be required during the construction phase for each .g., watering exposed soils to reduce dust) would be for construction activities would be short-term and of the projects would increase long-term water demand result in a net increase in vegetation and would be

Multiple Species Conservation Program Subarea Plan

Table E-6. Project's Consistency with Applicable City of San Dieg	go Multiple Species Conservation Program Subarea Plar
Policy	CRMP Phase 1 Co
General Planning Police	s and Design Guidelines
Fencing, Lighting, and Signage 1: Fencing or other barriers will be used where it is determined to be the best method to achieve conservation goals and adjacent to land uses incompatible with the MHPA. For example, use chain-link or cattle wire to direct wildlife to appropriate corridor crossings, natural rocks/boulders or split rail fencing to direct public access to appropriate locations, and chain-link to provide added protection of certain sensitive species or habitats (e.g., vernal pools).	In accordance with MM BIO-1 and MM BIO-2, prior to construction supervise the placement of orange construction fencing or equival sensitive biological habitats and verify compliance with any other Biological Construction Mitigation/Monitoring Exhibit. This task sh buffers to protect sensitive biological resources (e.g., habitats, pl start of construction. Further, the CRMP Phase 1 would be requir sensitive nesting birds and raptors, including the California Fish a appropriate avoidance buffers for nests would be implemented a consistent with this MSCP Subarea Plan Design Guideline.
Fencing, Lighting, and Signage 2: Lighting shall be designed to avoid intrusion into the MHPA and effects on wildlife. Lighting in areas of wildlife crossings should be of low-sodium or similar lighting. Signage will be limited to access and litter control and educational purposes.	Nighttime construction is not expected for the CRMP Phase 1. H additional measures would be necessary to ensure nighttime cor or adjacent to sensitive biological resources are minimized when to City Outdoor Lighting Regulations per Land Development Cod Phase 1 would be consistent with this MSCP Subarea Plan Desi
Flood Control 1: Flood control should generally be limited to existing agreements with resource agencies unless demonstrated to be needed based on a cost benefit analysis and pursuant to a restoration plan. Floodplains within the MHPA, and upstream from the MHPA if feasible, should remain in a natural condition and configuration in order to allow for the ecological, geological, hydrological, and other natural processes to remain or be restored.	The CRMP Phase 1 proposes the construction and implementati protection structures. The project-specific designs would be deve CDFW, and U.S. Fish and Wildlife Service (USFWS) prior to proj requirements in the City's Biology Guidelines. Therefore, the CR Subarea Plan Design Guideline.
Flood Control 2: No berming, channelization, or man-made constraints or barriers to creek, tributary, or river flows should be allowed in any floodplain within the MHPA unless reviewed by all appropriate agencies, and adequately mitigated. Review must include impacts to upstream and downstream habitats, flood flow volumes, velocities and configurations, water availability, and changes to the water table level.	The CRMP Phase 1 proposes the construction and implementation protection structures. The CRMP Phase 1 would not include human Planning Area (MHPA). The project-specific designs would be dev CDFW, and USFWS prior to project implementation, in accordance Therefore, the CRMP Phase 1 would be consistent with this MSCI
Flood Control 3: No riprap, concrete, or other unnatural material shall be used to stabilize river, creek, tributary, and channel banks within the MHPA. River, stream, and channel banks shall be natural, and stabilized where necessary with willows and other appropriate native plantings. Rock gabions may be used where necessary to dissipate flows and should incorporate design features to ensure wildlife movement.	The CRMP Phase 1 proposes the construction and implementation protection structures. The CRMP Phase 1 would not include unn project-specific designs would be developed in coordination with project implementation, in accordance with the requirements in the Phase 1 would be consistent with this MSCP Subarea Plan Desi
Land Use Adjac	ency Guidelines
Drainage: All new and proposed parking lots and developed areas in and adjacent to the preserve must not drain directly into the MHPA. All developed and paved areas must 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.	Ground disturbance for the CRMP Phase 1 adjacent to the MHP. Standards in minimizing construction and post-construction drain be designed to avoid proposing new development directly adjace boundary and the limits of ground disturbance would be clearly d by the construction contractor, with supervision by the qualified n CRMP Phase 1 would be required to be consistent with the MSC Permit, the City's Storm Water Standards, and NPDES regulation with this MSCP Subarea Plan Land Use Adjacency Guideline (LU
Toxics: Land uses, such as recreation and agriculture, that use chemicals or generate by-products 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.	No hazardous construction materials storage should be allowed a any drainage from the construction site must be clear of such ma Standards, existing previously legal drainage that flows toward th areas proposed for staging, storage of equipment and materials, construction-related activities would be required to be located on preserve boundary consistent with the MSCP Subarea Plan, the Water Standards, and NPDES regulations. Therefore, the CRMP Plan LUAG.

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ction activities, the qualified monitoring biologist shall ivalent along the limits of disturbance adjacent to her proposed project conditions as shown on the shall include flagging plant specimens and delineating plants, and wildlife, including nesting birds) prior to the juired to be consistent with regulations protecting h and Game Code and Migratory Bird Treaty Act, and as required. Therefore, the CRMP Phase 1 would be

However, in the event nighttime construction is required, onstruction activity within undeveloped areas containing enever feasible. Any nighttime lighting would be subject ode (LDC) Section 142.0740. Therefore, the CRMP usign Guideline.

ation of nature-based coastal resilience and habitat eveloped in coordination with the USACE, RWQCB, roject implementation, in accordance with the RMP Phase 1 would be consistent with this MSCP

tion of nature-based coastal resilience and habitat man-made constraints or barriers within the Multi-Habitat eveloped in coordination with the USACE, RWQCB, nce with the requirements in the City's Biology Guidelines. CP Subarea Plan Design Guideline.

ation of nature-based coastal resilience and habitat natural stabilization materials within the MHPA. The th the USACE, RWQCB, CDFW, and USFWS prior to the City's Biology Guidelines. Therefore, the CRMP usign Guideline.

IPA would be consistent with the City Storm Water ainage away from the MHPA. The CRMP Phase 1 would cent to or in the MHPA. Prior to construction, the MHPA delineated on the construction documents and surveyed monitoring biologist as required by MM BIO-2. The SCP Subarea Plan, the San Diego RWQCB Municipal ions. Therefore, the CRMP Phase 1 would be consistent (LUAG).

d adjacent to the MHPA (including fuel or sediment), and materials. Consistent with the City Storm Water I the MHPA shall be minimized. All project construction Is, trash, equipment maintenance, and other on previously developed land and away from the MHPA he San Diego RWQCB Municipal Permit, the City's Storm MP Phase 1 would be consistent with this MSCP Subarea

Table E-6. Project's Consistency with Applicable City of San Die	
Policy	CRMP Phase 1 Cor
Lighting: Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should 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.	If night work is required adjacent to the MHPA, all lighting should of permanent lighting would be proposed adjacent to the MHPA. Phase 1. However, in the event nighttime construction is required nighttime construction activity within undeveloped areas containin minimized whenever feasible. Any nighttime lighting would be sul Section 142.0740. Therefore, the CRMP Phase 1 would be consi
Noise: Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should 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 must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species. Adequate noise reduction measures should also be incorporated for the remainder of the year.	Construction within and adjacent to suitable habitat for California breeding seasons for this species would be avoided to the extent during the breeding season, noise monitoring would be conducte other sound attenuating devices or techniques would be used in a long-term noise generating land uses would be proposed within or required to conform with the MSCP Subarea Plan and Area Spect with a high potential to occur in the survey area, such as Californi would be required to be consistent with regulations protecting ser California Fish and Game Code and Migratory Bird Treaty Act. The this MSCP Subarea Plan LUAG.
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.	The Ocean Beach – Dog Beach and Sunset Cliffs project sites th include permanent fencing, as necessary, to direct public access CRMP Phase 1 may need to incorporate the installation of perma appropriate locations, prevent unauthorized intrusion into the MH Therefore, the CRMP Phase 1 would be consistent with this MSC
Invasives: No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.	Plant species installed within 100 feet of the MHPA shall comply per Table 142-04F, Revegetation and Irrigation Requirements) ar permanently revegetate all graded, disturbed, or eroded native ha covered by structures in accordance with the City's Municipal Code the City's Municipal Code, LDC Landscape Standards as require Enhancement activities would be conducted in accordance with th City's Municipal Code, LDC Landscape Standards, within any hal invasive species present in the reserve and within or adjacent to CRMP Phase 1 would be consistent with this MSCP Subarea Pla
Grading/Land Development: Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.	No manufactured slopes are associated with the project at the pro- future site-specific projects would need to demonstrate consisten particular grading/land development, as applicable. Therefore, the Subarea Plan LUAG.
General Manag	ement Directives
Restoration: Restoration or revegetation undertaken in the MHPA shall be performed in a manner acceptable to the City. Where covered species status identifies the need for reintroduction and/or increasing the population, the covered species will be included in restoration/revegetation plans, as appropriate. Restoration or revegetation proposals will be required to prepare a plan that includes elements addressing financial responsibility, site preparation, planting specifications, maintenance, monitoring and success criteria, and remediation and contingency measures. Wetland restoration/revegetation proposals are subject to permit authorization by federal and state agencies.	All temporary construction areas in and adjacent to the MHPA we construction. Construction may result in the recruitment of non-na- and the removal of native plant species. In any areas in or adjace occur as a result of CRMP Phase 1 activities, habitat restoration as required by MM BIO-4. All restoration and revegetation activiti be conducted in accordance with the City's Biology Guidelines ar species incorporated, as appropriate as required by MM BIO-4. T this MSCP Subarea Plan General Management Directive.
Public Access, Trails, and Recreation 2: Locate trails, view overlooks, and staging areas in the least sensitive areas of the MHPA. Locate trails along the edges of urban land uses adjacent to the MHPA, or the seam between land uses (e.g., agriculture/habitat), and follow existing dirt roads as much as possible rather than entering habitat or wildlife movement areas. Avoid locating trails between two different habitat types (ecotones) for longer than necessary due to the typically heightened resource sensitivity in those locations.	The Pilot Project at the Ocean Beach – Dog Beach project site is Phase 1 that is within the MHPA. The elevated sand dune would is constructed at the project site every fall and maintained through areas would be located outside of the MHPA. The proposed multi-use path that would connect to the existing S of the MHPA. Therefore, the Pilot Project would be consistent wit Directive.

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Id be shielded away from the preserve. No new sources A. Nighttime construction is not expected for the CRMP ed, additional measures would be necessary to ensure ning or adjacent to sensitive biological resources are subject to City Outdoor Lighting Regulations per LDC sistent with this MSCP Subarea Plan LUAG.

a least tern and other covered species, during the nt feasible. However, should construction need to occur ted, and if necessary, temporary sound walls, buffers, or n areas of concern to reduce noise-related impacts. No n or adjacent to the MHPA. The CRMP Phase 1 is ecific Management Directives for the covered species rnia least tern. Further, future site-specific projects ensitive nesting birds and raptors, including the Therefore, the CRMP Phase 1 would be consistent with

that are within and adjacent to the MHPA may need to as and reduce domestic animal predation on wildlife. The nanent fencing as needed to direct public access to HPA, and reduce domestic animal predation on wildlife. SCP Subarea Plan LUAG.

y with the Landscape Regulations (LDC 142.0400 and and be non-invasive. The construction contractor shall habitat areas that would not be permanently paved or code, Biology Guidelines, Landscape Regulations, and red by MM BIO-4.

the City's Municipal Code, Biology Guidelines, and the nabitat restoration areas to treat and remove any the MHPA as required by MM BIO-4. Therefore, the Plan LUAG.

programmatic level of analysis. At project submittal, ency with Section 1.4.3 of the MSCP Subarea Plan, in the CRMP Phase 1 would be consistent with this MSCP

would require revegetation following the completion of native plant species in the temporary disturbance areas cent to the MHPA where temporary upland impacts n and erosion control treatments would be installed ities in and adjacent to the MHPA would be required to and LDC Landscape Standards, with specific native Therefore, the CRMP Phase 1 would be consistent with

is the only project site included as part of the CRMP d be constructed similarly to the annual winter berm that igh the winter season. During construction, staging

San Diego River Bikeway would also be located outside vith this MSCP Subarea Plan General Management

Table E-6. Project's Consistency with Applicable City of San Dieg	o Multiple Species Conservation Program Subarea Plan
Policy	CRMP Phase 1 Con
Public Access, Trails, and Recreation 7: Limit recreational uses to passive uses such as birdwatching, photography and trail use. Locate developed picnic areas near MHPA edges or specific areas within the MHPA, in order to minimize littering, feeding of wildlife, and attracting or increasing populations of exotic or nuisance wildlife (opossums, raccoons, skunks). Where permitted, restrain pets on leashes.	The Pilot Project at the Ocean Beach – Dog Beach project site is Phase 1 that is within the MHPA. All project components, including path that would connect to the existing San Diego River Bikeway, the Pilot Project would be consistent with this MSCP Subarea Plan
Invasive Exotics Control and Removal 1: Do not introduce invasive non-native species into the MHPA. Provide information on invasive plants and animals harmful to the MHPA, and prevention methods, to visitors and adjacent residents. Encourage residents to voluntarily remove invasive exotics from their landscaping.	The Pilot Project at the Ocean Beach – Dog Beach project site is the Phase 1 that is within the MHPA. The proposed sand dune and due plants and any invasive plants encountered during restoration would consistent with this MSCP Subarea Plan General Management Di
Invasive Exotics Control and Removal 2: Remove giant reed, tamarisk, pampas grass, castor bean, artichoke thistle, and other exotic invasive species from creek and river systems, canyons and slopes, and elsewhere within the MHPA as funding or other assistance becomes available.	As described above, the proposed sand dune and dune restoratio vegetated with native plants and any invasive plants encountered Pilot Project would be consistent with this MSCP Subarea Plan Ge
Flood Control 1: Perform standard maintenance, such as clearing and dredging of existing flood channels, during the non-breeding or nesting season of sensitive bird or wildlife species utilizing the riparian habitat. For the least Bell's vireo, the non-breeding season generally includes mid-September through mid- March.	The Pilot Project at the Ocean Beach – Dog Beach project site is the Phase 1 that is within the MHPA. Construction of the proposed electron would occur in a manner generally consistent with construction of For example, all sand used to construct the proposed sand dune is project area, such as the intertidal zone or San Diego River flood a season, generally in October, which would be within the non-breed Pilot Project would be consistent with this MSCP Subarea Plan General season.

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is the only project site included as part of the CRMP ling the elevated sand dune and proposed multi-use by, would be located outside of the MHPA. Therefore, Plan General Management Directive.

is the only project site included as part of the CRMP dune restoration area would be vegetated with native would be removed. Therefore, the Pilot Project would be Directive.

tion area included as part of the Pilot Project would be ed during restoration would be removed. Therefore, the General Management Directive.

is the only project site included as part of the CRMP elevated sand dune included as part of the Pilot Project of the annual winter berm at the project site every fall. e is anticipated to be sourced from littoral sources in the od shoal. Construction would occur during the dry eeding season for the least Bell's vireo. Therefore, the General Management Directive.

La Jolla Community Plan and Local Coastal Program Land Use Plan

Table E-7. Project's Consistency with Applicable La Jolla Com	
Policy	CRMP Phase 1 Con
	d Natural Resource Protection
a. The City should ensure, to the fullest extent possible, that sensitive resources such as coastal sage scrub and mixed chaparral that are located in designated, as well as dedicated, open space areas and open space easements will not be removed or disturbed.	Development of the La Jolla Shores project would be contained w and Kellogg Park. The proposed earthen dikes and potential sea as part of the La Jolla Shores project would extend along western existing parking lot. The Reconfigured Park Design Option would lot to provide one continuous waterfront park and align the parkin hazards. There are no sensitive resources, such as coastal sage landscaped recreational areas. The La Jolla Shores project would outside of the La Jolla Shores project site. Therefore, the La Jolla sensitive resources and would be consistent with this policy.
c. The City should undertake an environmental assessment analysis of individual developments proposed for lands containing coastal sage or chaparral vegetation, or on steep slopes in accordance with the requirements of the California Environmental Quality Act and the City of San Diego's Multiple Species Conservation Program Subarea Plan to determine the degree to which the proposed use will affect these sensitive resources.	Refer to the response to Policy a above. Both design options und within La Jolla Shores Park, the existing parking lot, and Kellogg chaparral vegetation. Additionally, the La Jolla Shores project site Therefore, the La Jolla Shores project would be consistent with the
d. If biological impacts occur within the coastal zone of La Jolla, the mitigation should occur within the coastal zone of La Jolla, and if not, elsewhere within the La Jolla community. Mitigation for biological impacts within La Jolla should only be considered outside of the community if the applicant can demonstrate that there is no feasible way to mitigate within the community.	No mitigation measures are required for potential impacts to biolo Shores project. Refer to Section 5.3, Biological Resources.
f. The City shall ensure the preservation of portions of public and private property that are partially or wholly designated as open space to the maximum extent feasible. Development potential on open space lands shown on Figure 7 shall be limited to preserve the park, recreation, scenic, habitat and/or open space values of these lands, and to protect public health and safety.	The La Jolla Shores project would include the construction of ear edges of La Jolla Shores and Kellogg Parks or a reconfigured wa design option. Increasing the backshore protection along the pro- recreational facilities and associated impacted views during high be designed to accommodate coastal flooding and would protect purpose of the La Jolla Shores project is to address the effects o additional co-benefits of nature-based solutions, protect and enhance from the impacts of climate change, and protect and enhance reconstructions.
h. The City should encourage the retention of significant trees and vegetation that are part of the established character of La Jolla.	The Amphitheatre Design Option would not remove existing trees earthen dikes would be vegetated and the potential seatwall inclu- be designed to incorporate minor vegetation and planter boxes to Option would require some tree removal to support reconfiguration however, tree removal would be minimal, and the waterfront park trees. Therefore, the La Jolla Shores project would be consistent
Visual R	esources
a. Public views from identified vantage points, to and from La Jolla's community landmarks and scenic vistas of the ocean, beach and bluff areas, hillsides and canyons shall be retained and enhanced for public use (see Figure 9 and Appendix G).	As described in Section 5.1.3.1, Issue 1: Scenic Views, the La Jo Pacific Ocean and project site from public viewing areas along th playground structure at Kellogg Park. Assuming the final crest he Design Option is 4 feet above the existing elevation of the La Ver (worst-case analysis), most viewers at La Jolla Shores Park and the Pacific Ocean. Increasing the backshore protection along the associated impacted views during high tides and extreme storms potential seatwall included in the Amphitheater Design Option, ar would offer enhanced coastal viewing areas due to the elevated of Option could also include implementation of an earthen dike alon as described above, the earthen dikes would not completely obst the earthen dike, which would eliminate any potential for impacts area. Therefore, the La Jolla Shores project would not substantia viewing locations along the grassy recreational areas inland of th consistent with this policy.

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d within La Jolla Shores Park, the existing parking lot, eatwall under the Amphitheatre Design Option included ern border of the grassy recreational areas and the uld reconfigure the grassy recreational areas and parking king lot further inland and away from coastal flood ge scrub and mixed chaparral, within these grassy buld not develop or otherwise impact open space areas olla Shores project would not remove or disturb these

nder the La Jolla Shores project would be contained gg Park and would not remove or disturb coastal sage or site is relatively flat and does not contain steep slopes. In this policy.

ological resources from implementation of the La Jolla

earthen dikes and a terraced seatwall along the western waterfront park and parking lot, depending on the final project site would reduce flooding impacts at these gh tides and extreme storms. The waterfront park would ect the reconfigured parking lot from flooding. The s of sea level rise and coastal flooding while leveraging nhance critical coastal habitat and associated wildlife recreational opportunities and parking at the site. In this policy.

ees from the project site. Additionally, the proposed cluded as part of the Amphitheater Design Option could s to soften the feature. The Reconfigured Park Design ation of the grass recreational areas and parking lot; ark would be vegetated and would likely provide new ent with this policy.

Jolla Shores project would maintain scenic views of the the beach, the La Vereda pedestrian path, and the height of the earthen dike under the Amphitheatre /ereda pedestrian path and grassy recreational areas nd Kellogg Park would still have unobstructed views of the project site would reduce flooding impacts and ms. Additionally, the terraced amphitheater design of the and potentially ocean-facing side of the earthen dikes, ed nature of the features. The Reconfigured Park Design long the western border of the waterfront park; however, bstruct views, and the waterfront park may not require cts to views of the Pacific Ocean from the recreational itially impact views of the Pacific Ocean from public the proposed coastal flood protections and would be

Policy	munity Plan and Local Coastal Program Land Use Plan Policies CRMP Phase 1 Con
	and Coastal Bluffs
a. The City should preserve and protect the coastal bluffs, beaches and shoreline areas of La Jolla assuring that development occurs in a manner that protects these resources, encourages sensitive development, retains biodiversity and interconnected habitats and maximizes physical and visual public access to and along the shoreline.	As described above, the purpose of the La Jolla Shores project is flooding while leveraging additional co-benefits of nature-based so and associated wildlife from the impacts of climate change, and pr parking at the site. The proposed earthen dikes and terraced seat as part of the La Jolla Shores project would increase the backshor impacts and associated impacted views during high tides and extr with grass (similar to the existing recreational areas), drought toler vegetation types, which would retain biodiversity and interconnect Option at the La Jolla Shores project site, the proposed waterfront flooding and would protect the reconfigured parking lot from floodi would allow the site to adapt to sea level rise in order to maintain shoreline. Therefore, the La Jolla Shores project would be consist
c. Development on coastal bluffs should be set back sufficiently from the bluff edge to avoid the need for shoreline or bluff erosion control devices so as not to impact the geology and visual quality of the bluff and/or public access along the shoreline.	Implementation of the La Jolla Shores project would be limited to development on coastal bluffs. Additionally, the La Jolla Shores project shoreline. Therefore, the La Jolla Shores project would not conflic
d. Accessory structures located within the bluff edge setback should be removed or relocated if determined that they pose a threat to bluff stability. When feasible, accessory structures should be brought into conformance with current standards and regulations.	As described above, implementation of the La Jolla Shores projec and would not include development on coastal bluffs. Therefore, th policy.
	Hillsides
a. The City shall apply the Environmentally Sensitive Lands regulations to all new development on property in La Jolla having slopes with a natural gradient of 25 percent or greater and a minimum differential of 50 feet.	The La Jolla Shores project would be limited to the La Jolla Shore contain steep slopes. Therefore, the La Jolla Shores project would
Public	Access
a. The City should develop a connected system of shoreline walkways that extend from La Jolla Shores Beach to Tourmaline Surfing Park in areas where feasible (see Figure 6).	The La Jolla Shores project would be limited to the La Jolla Shore the existing parking lot, and Kellogg Park. The La Jolla Shores pro- pedestrian path; however, this path would not be extended or othe Beach – Tourmaline Surf Park project would maintain pedestrian a an optional component to create a pedestrian path from the parkin within the Pacific Beach – Tourmaline Surf Park project site. There Tourmaline Surf Park project would not conflict with this policy.
c. The City shall maintain, and where feasible, enhance and restore existing parking areas, public stairways, pathways and railings along the shoreline to preserve vertical access (to the beach and coast), to allow lateral access (along the shore), and to increase public safety at the beach and shoreline areas.	The La Jolla Shores project would construct either two separate ends Shores and Kellogg parks separated by a seatwall along the wester Amphitheatre Design Option or would reconfigure the parking lot in could include a long linear earthen dike along the western edge of Option. Under either design option, the La Jolla Shores project wo currently exist at the site. There would be no net loss of parking at The seatwall included as part of the Amphitheater Design Option would provide accessways through the seatwall at key points with with the Americans with Disabilities Act (ADA). The La Jolla Shore pedestrian path, which would not be affected by the project. There with this policy.

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is to address the effects of sea level rise and coastal solutions, protect and enhance critical coastal habitat protect and enhance recreational opportunities and eatwall under the Amphitheatre Design Option included hore protection along the project site to reduce flooding xtreme storms. The earthen dikes would be vegetated olerant and native species, or a combination of ected habitats. Under the Reconfigured Park Design ont park would be designed to accommodate coastal oding. The proposed coastal flood protection features in physical and visual public access to and along the istent with this policy.

o the La Jolla Shores project site and would not include project would maintain public access along the lict with this policy.

ect would be limited to the La Jolla Shores project site , the La Jolla Shores project would not conflict with this

res project site, which is relatively flat and does not uld be consistent with this policy.

res project site, which includes La Jolla Shores Park, project would maintain access along the La Vereda herwise affected by the project. Additionally, the Pacific n access along the existing access ramp and includes king lot to the beach above the existing drainage culvert erefore, the La Jolla Shores project and Pacific Beach –

earthen dikes along the western edge of La Jolla stern edge of the existing parking lot under the t inland to create one continuous waterfront park that of the park under the Reconfigured Park Design would maintain the same number of parking stalls that at the project site under the La Jolla Shores project. In would incorporate handrails and railings for safety and th both staired terraces and access ramps compliant ores project would maintain access along the La Vereda erefore, the La Jolla Shores project would be consistent

Table E-7. Project's Consistency with Applicable La Jolla Com	munity Plan and Local Coastal Program Land Use Plan Policies
Policy	CRMP Phase 1 Con
Community Facilitie	s, Parks, and Services
8. The City should ensure that existing development adheres to the City Storm Water Management and Discharge Control ordinance in order to control non-storm water discharges, eliminate discharge from spills, dumping or disposal of materials other than storm water, and reduce pollution in urban storm water to the maximum extent practicable.	The CRMP Phase 1 projects, including the La Jolla Shores project Management and Discharge Control Ordinance (SDMC Chapter 4 142.0146, which requires grading work to incorporate erosion and Article 2, Division 2 (Storm Water Runoff Control and Drainage Re- sedimentation impacts. Additionally, all projects would be subject provisions, which would require preparation and compliance with a mandated requirements would ensure that proposed grading and quality impacts. Therefore, the La Jolla Shores project would be c
Heritage	Resources
4. The City should ensure that sensitive paleontological resources in La Jolla are preserved through the recovery of significant fossils identified during the environmental review process. This work should be performed in accordance with the Secretary of Interior's Standards and Historical Resources Board policies and procedures.	The La Jolla Shores project would be limited to the La Jolla Shore the existing parking lot, and Kellogg Park. The geological formatio alluvial flood plain deposits (Qya) and Marine beach deposits (Qm formations to the City, and therefore less likely to encounter paleo Section 7.2.5, Paleontological Resources, the CRMP Phase 1 wo moderate or high resource potential geologic deposit/formation/ro over 1,000 cubic yards on any of the six project sites. Therefore, t this policy.

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ect, would comply with the City's Storm Water er 4, Article 3, Division 3) as well as SDMC Section and siltation control measures, and SDMC Chapter 14, Regulations) that address potential erosion and ct to the NPDES Construction General Permit th an approved SWPPP. Conformance to these and construction operations would avoid significant water e consistent with this policy.

res project site, which includes La Jolla Shores Park, tions present in this area has been identified as young (mb), which are considered low and zero sensitivity eontological remains. Additionally, as described in yould not result in a potentially significant impact to a rock unit because it would not require excavation of , the La Jolla Shores project would be consistent with

Pacific Beach Community Plan and Local Coastal Program

	Beach Community Plan and Local Coastal Program Policies
Policy	CRMP Phase 1 Co
	tion Element
5. New development shall be designed to promote transit, bicycle and pedestrian use.	The Pacific Beach – Tourmaline Surf Park project would not involve r the existing shoreline protection feature on the beach into sand and c vegetated median between the restrooms and the access ramp with would include covering or undergrounding the existing drainage culve pedestrian walkway between the parking lot and the beach. Therefore be consistent with this policy.
	en Space Element
1. The City Planning Department, through the City Projects Review Task Force, shall review any new access (via trails, etc.) int and through Open Space Areas proposed by the Park and Recreation Department or other City departments.	the existing drainage culvert along the north edge of the parking lot to lot and the beach. The CRMP Phase 1 would be subject to review by Beach – Tourmaline Surf Park project would be consistent with this p
2. Any project shall be subject to environmental analysis to ensure sensitivity to resource preservation, with designated trails that would not significantly disrupt habitat areas. The City Planning Department shall seek public input before any open space is developed.	At The Pacific Beach – Tourmaline Surf Park project would not involve r project site; rather, it would convert the existing shoreline protection fe core and restore the existing vegetated median between the restroom has conducted extensive outreach for all projects included in the CRM Park project. Additional public review of the Draft PEIR is also occurre CEQA Guidelines Section 15105. Therefore, the Pacific Beach – Tou policy.
3. The Park and Recreation Department shall improve public access to Pacific Beach's coastal resources with additional stairways, walkways, remote parking, signage, and other amenities as identified in this plan. Additionally, access shall be improved with a coordinated transit system.	The Pacific Beach – Tourmaline Surf Park project would convert the e and cobble dune with a rock core and restore the existing vegetated r native vegetation. An optional component of the project would include along the north edge of the parking lot to provide a safe pedestrian w the Pacific Beach – Tourmaline Surf Park project would be consistent
4. As new vertical accessways are developed, the Park and Recreation Department shall install access facilities for the physically challenged where possible, accounting for safety considerations.	As described above, the Pacific Beach – Tourmaline Surf Park project the existing drainage culvert along the north edge of the parking lot to lot and the beach. Additionally, the restoration of the vegetated media area, which would help irrigate the dune plants while reducing slip hat beach. Therefore, the Pacific Beach – Tourmaline Surf Park project v
8. The City shall ensure that public views as identified in this plan of the Beach, Bay and Kate Sessions Park are retained. Specific view corridors to be protected are contained in Figures 4 and 16.	As described in Section 5.1.3.1, Issue 1: Scenic Vistas, Tourmaline S corridors and the Pacific Beach – Tourmaline Surf Park project site w corridors identified in Figures 4 and 16. Therefore, the Pacific Beach policy.
9. The City shall maintain and improve, as needed, facilities at existing parks, beaches, and bay areas.	The Pacific Beach – Tourmaline Surf Park project would maintain and Tourmaline Surf Park project site. For example, the Pacific Beach – T shoreline protection feature by converting it into a sand and cobble du Access would be maintained along the north of the feature and along the restrooms and access ramp would be restored with native vegeta help irrigate the dune plants while reducing slip hazards along the exist the optional component to cover or underground the existing drainage provide a safe pedestrian walkway between the parking lot and the be project would be consistent with this policy.
	es and Services Element
All proposals for the construction or redevelopment of public facilities shall be reviewed to ensure conformance with the City's	The CRMP Phase 1, including the Pacific Beach – Tourmaline Surf F

onsistency

e new development at the project site; rather, it would convert d cobble dune with a rock core and restore the existing th native vegetation. An optional component of the project lvert along the north edge of the parking lot to provide a safe fore, the Pacific Beach – Tourmaline Surf Park project would

ject includes an optional component to cover or underground to provide a safe pedestrian walkway between the parking by the appropriate City departments. Therefore, the Pacific policy.

e new development of open space or other uses at the 1 feature on the beach into sand and cobble dune with a rock oms and the access ramp with native vegetation. The City RMP Phase 1, including the Pacific Beach – Tourmaline Surf <u>urred ing</u> in accordance with SDMC Section 128.0306 and ourmaline Surf Park project would be consistent with this

e existing shoreline protection feature on the beach into sand d median between the restrooms and the access ramp with ide covering or undergrounding the existing drainage culvert walkway between the parking lot and the beach. Therefore, ent with this policy.

ject includes an optional component to cover or underground to provide a safe pedestrian walkway between the parking dian could be designed to integrate drainage from the shower hazards along the existing walkway and access ramp to the t would be consistent with this policy.

Street is not identified as one of the designated view
 would not be visible from any of the designated view
 Tourmaline Surf Park project would not conflict with this

and improve the existing facilities at the Pacific Beach – - Tourmaline Surf Park project would improve the existing dune, which would be stabilized with native dune vegetation. ng the existing access ramp. The vegetated median between etation and could integrate drainage from the shower area to existing walkway and access ramp to the beach. Additionally, age culvert along the north edge of the parking lot would beach. Therefore, the Pacific Beach – Tourmaline Surf Park

f Park project, would be subject to review by the appropriate Park project would be consistent with this policy.

Mission Beach Precise Plan and Local Coastal Program Addendum

Policy	Ach Precise Plan and Local Coastal Program Addendum Policies CRMP Phase 1 Cor
	acilities Element
That all beaches and open space in the community remain accessible to the public, and be suitably maintained.	The sand dunes under both design options at the Mission Beach Walk by providing coastal flood protection seaward (west) of this eight existing breaks in the seawall would be accessible with form sand dune, which would maintain public and emergency access the Perched Beach Design Option at Mission Beach would realign a would be maintained along the realigned section and the realigned seawall for access to the beach. Under the Perched Beach Design and south of the perched beach and would not preclude access to Mission Beach project would be consistent with this policy.
That the establishment of pedestrian linkages between the ocean and the bay at the Places be initiated when and where feasible.	As described above, the sand dunes under both design options a access along Ocean Front Walk by providing coastal flood protect to the beach from Ocean Front Walk with formal accessways thro Beach Design Option at Mission Beach would realign a section o maintained along the realigned section and the realigned section access to the beach. Therefore, the Mission Beach project would would not conflict with this policy.
That a portion of Mission Beach Park, adjacent to Mission Boulevard and away from Ocean Front Walk, continue in use as a suitable landscaped parking reservoir with consideration given to eventual development of a low-rise parking structure on the site.	The Mission Beach project would provide coastal flood protection the Mission Beach project site. Under the Perched Beach Design converted to sandy beach; however, the majority of Mission Beac Further, the perched beach would continue to allow for recreation parking lot. Therefore, the Mission Beach project would not confli
That adequate storm drains be provided where necessary to eliminate any drainage problems.	As described above, the sand dunes under both design options a flood protection with implementation of the proposed sand dune t flooding. Therefore, the Mission Beach project would improve exi extreme tides and would be consistent with this policy.
Pedestria	n Movement
That Ocean Front Walk and Bayside Walk be widened primarily to accommodate pedestrians, and secondarily to accommodate bicycles.	The Mission Beach project would not widen Ocean Front Walk or protection, which would maintain access along Ocean Front Walk Beach would realign a section of Ocean Front Walk, multi-modal section. Therefore, the Mission Beach project would not conflict w
That any development adjacent to pedestrian paths give specific consideration to the relationship between the structure and the people passing by.	As described above, the sand dunes under both design options a flood protection, which would maintain access along Ocean From Mission Beach would realign a section of Ocean Front Walk, mult realigned section. Additionally, the proposed elevated sand dune along this multi-use path. Therefore, the Mission Beach project w
	eways
That Ocean Front Walk be widened as part of an overall design plan for the Boardwalk; and that at least ten feet be set aside for a bikeway.	As described above, the Mission Beach project would not widen coastal flood protection, which would maintain access along Oce Option at Mission Beach would realign a section of Ocean Front the realigned section. Therefore, the Mission Beach project would

Mission Bay Park Master Plan

Table E-10. Project's Consistency with Applicable Mission Bay Park Master Plan and Local Coastal Program Policies		
Policy		CRMP Phase 1 Con
	Land	Use

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onsistency

th project site would maintain access along Ocean Front is multi-use path. Under the Dune Design Option, the rmal pedestrian access through the proposed elevated is to the beach from Ocean Front Walk. While the a section of Ocean Front Walk, multi-modal access ned section would continue to provide breaks in the sign Option, the sand dune would be constructed north is to the ocean from the perched beach. Therefore, the

at the Mission Beach project site would maintain ection and would maintain public and emergency access prough the proposed sand dune. While the Perched of Ocean Front Walk, multi-modal access would be on would continue to provide breaks in the seawall for ild not limit access between the ocean and the bay and

on to recreational uses and parking at and adjacent to gn Option, a portion of Mission Beach Park would be ach Park would remain the same as existing conditions. onal uses. No development would occur within the flict with this policy.

at the Mission Beach project site would provide coastal to adapt to the effects of sea level rise and coastal existing drainage issues during heavy storms and

or Bayside Walk, but would provide coastal flood alk. While the Perched Beach Design Option at Mission al access would be maintained along the realigned t with this policy.

at the Mission Beach project site would provide coastal ont Walk. While the Perched Beach Design Option at ulti-modal access would be maintained along the ne would maintain scenic views of the Pacific Ocean would not conflict with this policy.

n Ocean Front Walk or Bayside Walk, but would provide cean Front Walk. While the Perched Beach Design at Walk, multi-modal access would be maintained along uld not conflict with this policy.

onsistency

Table E-10. Project's Consistency with Applicable Missio	
Policy	CRMP Phase 1 Co
 1.2 A park where the waterfront is designed and managed for public access to the greatest extent possible. 1.5 A park which provides a continuous, safe, and enjoyable network of recreational pathways for pedestrians, joggers, cyclists, roller skaters, and other approve non-motorized recreational users to enjoy and access the park's recreation environments. 	 The proposed elevated sand dune under both design options at back of the beach, adjacent to Ocean Front Walk, which provide roller skaters, and other approve non-motorized recreational use maintain access along Ocean Front Walk. Under the Dune Desi
2.3 A park which integrates the various park areas into a coherent whole, principally through paths, shore access and landscape management & certain unified design elements.	would be accessible with formal pedestrian access through the access to the beach. While the Perched Beach Design Option a
3.1 A park which is connected by recreational trails and pathways to the San Diego River, Tecolote Creek and Canyon, Rose Creek and Canyon, San Clemente Canyon, and the ocean beaches.	Walk, multi-modal access would be maintained along the realign provide breaks in the seawall for access to the beach. Under the be constructed north and south of the perched beach and would beach. Therefore, the Mission Beach project would be consister
3.2 A park in which biological values are enhanced through the integration of the Bay's natural resources with those of Famosa Slough, the San Diego River, Tecolote Creek and Rose Creek.	Both design options under the Mission Beach project would con beach, which would be vegetated with native plants. These nativi introduction of rare plant species and habitat for threatened and flood protection provided by the proposed sand dunes would pro beach. Therefore, the Mission Beach project would be consister
Wat	er Use
2.1 A park in which shoreline design and maintenance are managed to maximize water access within the context of shoreline stabilization needs, land use designations, environmental resources and regulations, aesthetic concerns, and public safety.	 The proposed elevated sand dune under both design options at back of the beach, adjacent to Ocean Front Walk. The dune would along Ocean Front Walk. Additionally, the proposed elevated sat align with the existing access points through the seawall. Under the seawall would be accessible with formal pedestrian access and emergency access to the beach. While the Perched Beach section of Ocean Front Walk, multi-modal access would be main section would continue to provide breaks in the seawall for acceed Option, the sand dune would be constructed north and south of the ocean from the perched beach. Therefore, the Mission Beach and Access The proposed elevated sand dune under both design options at back of the beach, adjacent to Ocean Front Walk, which provide dune would provide coastal flood protection to maintain access elevated sand dune would include pedestrian accessways that a seawall. Under the Dune Design Option, the eight existing break pedestrian access through the sand dune, which would maintain Perched Beach Design Option at Mission Beach would realign a would be maintained along the realigned section and the realign seawall for access to the beach. Under the Perched Beach Design Option at the seawall for access to the beach.
	and south of the perched beach and would not preclude access Mission Beach project would be consistent with this policy.
Εηνίι	ronment
1.1 A park in which aquatic biological ecosystems are identified and managed to improve their recreational and	Both design options under the Mission Beach project would con
aesthetic resource value.	beach, which would be stabilized with native vegetation. Increas would reduce flooding impacts and associated poor visual qualit Perched Beach Design Option would enhance the recreational r Mission Beach Park into an elevated beach area. Therefore, the policy.
1.2 A park in which public access to wildlife and natural habitats is optimized within the constraints of maintaining	Both design options under the Mission Beach project would con
habitat viability and protection of wildlife. 2.2 A park in which habitat restoration projects include habitat for appropriate species which are afforded regulatory protection as well as other sensitive species.	beach, which would be vegetated with native plants. These nativity introduction of rare plant species and habitat for threatened and flood protection provided by the proposed sand dunes and potent species located inland of the beach. Therefore, the Mission Bear

t the Mission Beach project site would run along the es a multi-use path for pedestrians, joggers, cyclists, ers. The dune would provide coastal flood protection to ign Option, the eight existing breaks in the seawall sand dune, which would maintain public and emergency at Mission Beach would realign a section of Ocean Front ined section and the realigned section would continue to be Perched Beach Design Option, the sand dune would d not preclude access to the ocean from the perched nt with this policy.

nstruct elevated sand dunes along the back of the ive plantings would provide ecological benefits through d endangered avian species. Additionally, the coastal otect habitat and sensitive species located inland of the nt with this policy.

t the Mission Beach project site would run along the buld provide coastal flood protection to maintain access and dune would include pedestrian accessways that r the Dune Design Option, the eight existing breaks in through the sand dune, which would maintain public Design Option at Mission Beach would realign a intained along the realigned section and the realigned ess to the beach. Under the Perched Beach Design the perched beach and would not preclude access to ch project would be consistent with this policy.

t the Mission Beach project site would run along the es pedestrian and bicycle access along the beach. The along Ocean Front Walk. Additionally, the proposed align with the existing access points through the ks in the seawall would be accessible with formal n public and emergency access to the beach. While the a section of Ocean Front Walk, multi-modal access ned section would continue to provide breaks in the sign Option, the sand dune would be constructed north s to the ocean from the perched beach. Therefore, the

nstruct elevated sand dunes along the back of the sing the backshore protection along the project site ty of the site during high tides and extreme storms. The resource value of the site by converting a portion of e Mission Beach project would be consistent with this

nstruct elevated sand dunes along the back of the ive plantings would provide ecological benefits through d endangered avian species. Additionally, the coastal ential perched beach would protect habitat and sensitive ach project would be consistent with this policy.

	n Bay Park Master Plan and Local Coastal Program Policies
Policy	CRMP Phase 1 Cor
2.4 A park which plays an increasingly important role as part of the Pacific Flyway and the California halibut fishery.	Both design options under the Mission Beach project would consi beach, which would be vegetated with native plants. These native introduction of rare plant species and habitat for threatened and e habitat for birds migrating along the Pacific Flyway. Therefore, the policy.
5.1 A park which provides adequate public services, and in which rules and regulations are enforced, so as to protect human health and public safety.	The proposed elevated sand dune under both design options at t pedestrian accessways that align with the existing access points the eight existing breaks in the seawall would be accessible with which would maintain public and emergency access to the beach Design Option at Mission Beach would realign a section of Ocear along the realigned section and the realigned section would conti beach. Under the Perched Beach Design Option, the sand dune beach and would not preclude access to the ocean from the perc would be consistent with this policy.
Aesthetic	s and Design
1.1 A park in which views to the water and/or aquatic environments are maximized, particularly from entrance and perimeter roads and gateways.	As described in Section 5.1.3.1, Issue 1: Scenic Vistas, the proper the Mission Beach project site would be similar in height and wide project site every fall and maintained through the winter season. native plants, which may improve the aesthetic of the dune when would be constructed along the back of the beach adjacent to Oc would not be obstructed by the sand dune when viewed from put crest level of the sand dune would be designed to mimic the elev beach annually, at a height of approximately 5 feet above existing 88). Given the height of the proposed sand dune would be only 2 unlikely to obstruct scenic views of the Pacific Ocean public view ocean from more inland areas at Mission Beach Park may be affer the ocean from these more inland areas are already limited due t perched beach proposed under the Perched Beach Design Optic with unobstructed views of the Pacific Ocean. Similar to the prop- constructed as to avoid impacts to views of the Pacific Ocean for Therefore, the Mission Beach project would preserve water view
1.3 A park in which a substantial portion of the vegetation is recognized as belonging to the waterfront environment, including native vegetation associated with marsh and aquatic communities, and plantings on the land which are aesthetically associated with water.2.1 A park in which the waterfront and circulation pathways have common design elements which serve to aesthetically unify the various recreation and open space areas.	The proposed elevated sand dune under both design options at t be generally consistent with the existing annual winter berm at th native plants to provide habitat and aesthetically unify other areas
3.2 A parks that preserves water view corridors and maximizes its exposure from surrounding neighborhood streets and hillside vantage points.	As described in Section 5.1.3.1, Issue 1: Scenic Vistas, the proportion of the Mission Beach project site would be similar in height and width project site every fall and maintained through the winter season. In native plants, which may improve the aesthetic of the dune when would be constructed along the back of the beach adjacent to Oct would not be obstructed by the sand dune when viewed from public crest level of the sand dune would be designed to mimic the elevel beach annually, at a height of approximately 5 feet above existing 88). Given the height of the proposed sand dune would be only 2 unlikely to obstruct scenic views of the Pacific Ocean public view ocean from more inland areas at Mission Beach Park may be affet the ocean from these more inland areas are already limited due to perched beach proposed under the Perched Beach Design Option with unobstructed views of the Pacific Ocean. Similar to the proposed constructed as to avoid impacts to views of the Pacific Ocean for Therefore, the Mission Beach project would preserve water view

nstruct elevated sand dunes along the back of the ive plantings would provide ecological benefits through d endangered avian species, which would improve the Mission Beach project would be consistent with this

t the Mission Beach project site would include is through the seawall. Under the Dune Design Option, in formal pedestrian access through the sand dune, ich from Ocean Front Walk. While the Perched Beach ean Front Walk, multi-modal access would be maintained intinue to provide breaks in the seawall for access to the e would be constructed north and south of the perched rched beach. Therefore, the Mission Beach project

posed elevated sand dune under both design options at dth to the annual winter berm that is constructed at the The proposed sand dune would be vegetated with en compared to the annual winter berm. The sand dune Dcean Front Walk; therefore, views of the Pacific Ocean ublic viewing locations along the beach. Additionally, the evation of the existing winter berm that is built along the ng grades or 2 feet above the seawall (17 feet NAVD 2 feet above the existing seawall, the sand dune is wing locations along Ocean Front Walk. Views of the ffected by the proposed sand dune; however, views of to distance and the existing seawall. Additionally, the tion would be elevated and would provide a beach area posed sand dune, the perched beach would be or pedestrians along the realigned Ocean Front Walk. w corridors and would be consistent with this policy. t the Mission Beach project site is inspired by and would

the project site. The sand dune would be vegetated with as of native vegetation in the community. Therefore, the

posed elevated sand dune under both design options at idth to the annual winter berm that is constructed at the The proposed sand dune would be vegetated with en compared to the annual winter berm. The sand dune Dcean Front Walk; therefore, views of the Pacific Ocean ublic viewing locations along the beach. Additionally, the evation of the existing winter berm that is built along the ng grades or 2 feet above the seawall (17 feet NAVD 2 feet above the existing seawall, the sand dune is wing locations along Ocean Front Walk. Views of the ffected by the proposed sand dune; however, views of to distance and the existing seawall. Additionally, the ion would be elevated and would provide a beach area posed sand dune, the perched beach would be or pedestrians along the realigned Ocean Front Walk. w corridors and would be consistent with this policy.

Ocean Beach Community Plan and Local Coastal Program Land Use Plan

Table E-11. Project's Consistency with Applicable Ocean Beach C Policy	CRMP Phase 1 Co
	rks & Recreation
2.5.1. Maintain the existing Open Space, and collaborate with the wildlife agencies, environmental groups and the public to ensure adequate conservation for sensitive biological resources.	The Pilot Project at the Ocean Beach – Dog Beach project site, i would maintain existing open space by providing flooding protect community with the proposed elevated sand dunes along the bac open space at Brighton Park, Saratoga Park, and Ocean Beach Additionally, the proposed multi-use path would provide more co better access and use of the parks. The Pilot Project at the Ocea sensitive biological resources at Smiley Lagoon. Further, the pro would be vegetated with native plants, which would provide ecole species and habitat for threatened and endangered avian specie collaboration with the wildlife agencies and other environmental permit processes with the CDFW, CCC, USACE, and San Diego Beach – Pier project would be consistent with this policy.
2.5.3 Consider alternative storm water management strategies that can provide co-benefits to public parks and become public park amenities, such as including swales in parking lots and dry infiltration basins.	The Pilot Project at the Ocean Beach – Dog Beach project site, i would maintain existing public open space and recreational uses coastal park infrastructure and Ocean Beach community with the beach. The sand dunes would help protect public open space at Veterans Plaza from sea level rise and coastal flooding. Therefor would be consistent with this policy.
2.5.4. Implement the Environmentally Sensitive Lands Regulations and the Biology and/or Coastal Bluffs and Beaches Manual related to biological resources and coastal habitat for all new development, as applicable.	All applicable Environmentally Sensitive Lands Regulations, and related to biological resources and coastal habitat would be implited the Pilot Project and Ocean Beach – Pier projects would result in when compared to the existing construction of annual winter bern Ocean Beach – Pier project would be consistent with this policy.
Mol	pility
3.1.1. Implement pedestrian improvements including, but not limited to, missing sidewalks and curb ramps, bulbouts, traffic signals timed for pedestrians, alternative crosswalk striping patterns and raised crosswalks aimed at improving safety, accessibility, connectivity and walkability as identified and recommended in the City's Pedestrian Master Plan effort.	The Pilot Project at the Ocean Beach – Dog Beach project site, i would construct a multi-use path with a pedestrian route that wou Ocean Beach Pier. The pedestrian walkway would be separated designated route away from vehicles at the parking lots and stree connectivity and walkability. Additionally, there would be several proposed multi-use path and sand dune, which would maintain a the Pilot Project and Ocean Beach – Pier project would be consis
3.1.4. Improve pedestrian connections within the parks and along the beaches, to/from transit stops and with other communities.	The Pilot Project at the Ocean Beach – Dog Beach project site, i would construct a multi-use path with a pedestrian route that wou Ocean Beach Pier. The pedestrian walkway would be separated designated route away from vehicles at the parking lots and stree connectivity, and walkability. The proposed multi-use path would to facilitate better access and use of the beach and parks. Additi- pedestrian access across the proposed multi-use path and sand connectivity to the beach. The Pilot Project also includes an optic the existing parking lot at Ocean Beach – Dog Beach. Therefore would improve pedestrian connections within the parks and along
3.4.1. Implement bicycle facilities shown on Figure 3-6 to develop a rich bicycle network that connects destination areas within and outside the community.	The Pilot Project at the Ocean Beach – Dog Beach project site, i would construct a multi-use path with a Class I bicycle path that Ocean Beach Pier. The Class I bike path would provide a design streets, which would improve safety, accessibility, and connectiv Pier project would be consistent with this policy.

Policies	
Consistency	

e, in combination with the Ocean Beach – Pier project, ection to the coastal park infrastructure and Ocean Beach back of the beach. The sand dunes would help protect th Veterans Plaza from coastal flooding and wave runup. connectivity between these open spaces to facilitate ean Beach – Dog Beach project site aims to avoid proposed elevated sand dune and dune restoration area ological benefits through introduction of rare plant cies. Implementation of the CRMP Phase 1 would require al protection agencies, including coordination through go RWQCB. Therefore, the Pilot Project and Ocean

e, in combination with the Ocean Beach – Pier project, es by providing stormwater and flood protection to the he proposed elevated sand dunes along the back of the at Brighton Park, Saratoga Park, and Ocean Beach fore, the Pilot Project and Ocean Beach – Pier project

nd the Biology and Coastal Bluffs and Beaches Manual plemented for the CRMP Phase 1 projects. Additionally, in a net decrease in impacts to biological resources erms at the project sites. Therefore, the Pilot Project and

e, in combination with the Ocean Beach – Pier project, yould connect the San Diego River Bikeway with the ed from the Class I bike path and would provide a reets, which would improve safety, accessibility, ral points of formal pedestrian access across the n accessibility and connectivity to the beach. Therefore, isistent with this policy.

e, in combination with the Ocean Beach – Pier project, yould connect the San Diego River Bikeway with the ed from the Class I bike path and would provide a reets, which would improve safety, accessibility, and provide more connectivity between these open spaces litionally, there would be several points of formal and dune, which would maintain accessibility and obtional component to install an express shuttle stop within re, the Pilot Project and Ocean Beach – Pier project ong the beaches and would be consistent with this policy. e, in combination with the Ocean Beach – Pier project, at would connect the San Diego River Bikeway with the gnated route away from vehicles at the parking lots and tivity. Therefore, the Pilot Project and Ocean Beach –

Table E-11. Project's Consistency with Applicable Ocean Beach C		
Policy	CRMP Phase 1 Con	
	Design	
4.1.9 Incorporate water quality protection measures to new development projects in conformance with the City's Storm Water Standards Manual.	The CRMP Phase 1 would provide stormwater and flood protectio Beach – Pier project sites, which would reduce water quality impa sedimentation. The CRMP Phase 1 projects would comply with the Management and Discharge Control Ordinance (SDMC Chapter 4 which requires grading work to incorporate erosion and siltation co Division 2 (Storm Water Runoff Control and Drainage Regulations impacts. Additionally, all projects would be subject to the NPDES require preparation and compliance with an approved SWPPP wit from stormwater runoff and sedimentation. Conformance to these grading and construction operations would avoid significant water including the Pilot Project and Ocean Beach – Pier project, would	
4.1.12 Minimize and evaluate the use of night lighting along the shoreline and adjacent to sensitive habitat areas, consistent with MHPA Adjacency Guidelines, ESL regulations, and Outdoor Lighting regulations. Evaluate the provision of lighting on the pier during non-daylight hours of operation.	Construction activities associated with the Pilot Project and Ocear between 7:00 am to 7:00 pm during weekdays and, if necessary, of 59.5.0404. Because construction would occur during daylight hour necessary. If necessary, construction lighting shall be shielded an to prevent spill over into adjacent properties and/or sensitive habit if necessary, would be short-term and temporary. The Pilot Project and Ocean Beach – Pier project may require the public recreational areas. These projects would be required to cor the SDMC (Section 142.0740 et seq.), which would require develo pollution including light trespass, glare, and urban sky glow. Additi light trespass in accordance with CALGreen, where applicable, or keep it from falling onto surrounding properties. Therefore, the Pilot consistent with this policy.	
4.6.2 Protect and improve visual access at street ends in conjunction with coastal physical access projects. Such public improvements should consider inclusion of benches, landscaping, improved walkways, bicycle racks and stairwells from street ends to the beaches below. (See Figure 4.4)	The Pilot Project and Ocean Beach – Pier project would construct that would be landscaped with native vegetation and would improv Beach – Dog Beach and Ocean Beach – Pier project sites. The Pi also provide a multi-use path with a Class I bike path and separate Ocean Beach – Pier project would be consistent with this policy.	
	ces and Safety Element	
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. Ensure new facilities are sited and designed to minimize impacts from sea level rise, and, where feasible, avoid construction of new storm water outfalls in areas that could be impacted by sea level rise.	The CRMP Phase 1 would provide stormwater and flood protect Beach – Pier project sites, which would reduce water quality im sedimentation. The CRMP Phase 1 projects would comply with Management and Discharge Control Ordinance (SDMC Chapter which requires grading work to incorporate erosion and siltation	
5.2.2. Install low impact development infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching the Pacific Ocean and San Diego River.	Division 2 (Storm Water Runoff Control and Drainage Regulations impacts. Additionally, all projects would be subject to the NPDES require preparation and compliance with an approved SWPPP wit	
5.2.4. Encourage the use of innovative Best Management Practices that provide opportunities for enhanced storm water management in public works projects, transportation facilities and private developments. These may include curb inserts, paver filter strips, bulb-out infiltration zones, linear detention basins and infiltrating tree wells.	from stormwater runoff and sedimentation. Conformance to the grading and construction operations would avoid significant wa including the Pilot Project and Ocean Beach – Pier project, wou	
5.3.1 Maintain park and school facilities and expand facilities where opportunities arise.	The Pilot Project at the Ocean Beach – Dog Beach project site, in would maintain existing public open space and recreational uses a infrastructure and Ocean Beach community with the proposed ele sand dunes would help protect public open space at Brighton Parl from sea level rise and coastal flooding. Additionally, the proposed between these open spaces to facilitate public access and use of maintained at these project sites. For example, volleyball courts m dune; however, there would be no net loss in the number of volley Project and Ocean Beach – Pier project would be consistent with	

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tion at the Ocean Beach – Dog Beach and Ocean pacts related to storm water runoff and erosion and the City's Stormwater Standards Manual, Storm Water er 4, Article 3, Division 3), and SDMC Section 142.0146, on control measures, and SDMC Chapter 14, Article 2, ons) that address potential erosion and sedimentation S Construction General Permit provisions, which would with BMPs to reduce erosion and water quality impacts se mandated requirements would ensure that proposed ter quality impacts. Therefore, the CRMP Phase 1, and be consistent with this policy.

ean Beach – Pier project would be limited to the hours y, on Saturdays in accordance with SDMC Section ours, construction lighting is not anticipated to be and directed toward the construction and staging areas bitat areas. Additionally, the use of construction lighting,

ne realignment of existing lamps for streetscape and omply with the applicable outdoor lighting regulations of elopment to minimize negative impacts from light ditionally, new outdoor lighting fixtures must minimize or otherwise shall direct, shield, and control light to Pilot Project and Ocean Beach – Pier project would be

act elevated sand dunes along the back of the beach rove visual access at street ends adjacent to the Ocean Pilot Project and Ocean Beach – Pier project would rated pedestrian path. Therefore, the Pilot Project and

tion at the Ocean Beach – Dog Beach and Ocean pacts related to storm water runoff and erosion and the City's Stormwater Standards Manual, Storm Water er 4, Article 3, Division 3), and SDMC Section 142.0146, a control measures, and SDMC Chapter 14, Article 2, ons) that address potential erosion and sedimentation is Construction General Permit provisions, which would with BMPs to reduce erosion and water quality impacts se mandated requirements would ensure that proposed ter quality impacts. Therefore, the CRMP Phase 1, ald be consistent with these policies.

in combination with the Ocean Beach – Pier project, s by providing flooding protection to the coastal park elevated sand dunes along the back of the beach. The ark, Saratoga Park, and Ocean Beach Veterans Plaza sed multi-use path would provide more connectivity of the parks. The recreational opportunities would be a may require realignment due to the proposed sand leyball courts provided at the beach. Therefore, the Pilot th this policy.

Table E-11. Project's Consistency with Applicable Ocean Beach C Policy	CRMP Phase 1 Con
	eation
6.2.6 Preserve existing unpaved and natural areas where possible.	As described further in Section 5.7.3.2, Issue 2: Groundwater Sup Beach project site and the Ocean Beach – Pier project would not surfaces. The proposed multi-use path at both project sites would surfaces into a paved path along the back of the beach. However, footprint of less than 33,600 sf (0.77 acre). The proposed sand du natural beach and dune areas. Therefore, the Pilot Project and Oc this policy.
6.3.5 Provide improvements to the existing pedestrian ramp at Dog Beach to ensure pathways remain accessible.	The Pilot Project at the Ocean Beach – Dog Beach project site we the San Diego River Bikeway at the existing pedestrian ramp entry connection would remain accessible to pedestrians, bicyclists, and Project would be consistent with this policy.
6.3.12 New development should provide new public access, recreation opportunities, coastal trail segments, or beach nourishment when a project creates an impact to any public access or recreation area. Ensure public improvements are sited and designed to avoid or minimize impacts from sea level rise.	The Pilot Project at the Ocean Beach – Dog Beach project site, in would maintain existing public open space and recreational uses k infrastructure and Ocean Beach community with the proposed ele sand dunes would help protect public open space at Brighton Parl from sea level rise and coastal flooding. Additionally, the proposed between these open spaces to facilitate public access and use of maintained at these project sites. For example, volleyball courts m dune; however, there would be no net loss in the number of volley Project and Ocean Beach – Pier project would be consistent with
6.4.1 Protect and enhance the natural resources of open space lands by re-vegetating with native and location- appropriate plant communities, drought-tolerant, and non-invasive plants and utilizing open wood fences adjacent to very sensitive areas to provide additional protection while still allowing views into the area.	The Pilot Project at the Ocean Beach – Dog Beach project site, in would maintain existing open space by providing flooding protection community with the proposed elevated sand dunes along the back open space at Brighton Park, Saratoga Park, and Ocean Beach V Additionally, the proposed multi-use path would provide more con better access and use of the parks. The Pilot Project at the Ocean sensitive biological resources at Smiley Lagoon. Further, the prop would be vegetated with native plants, which would provide ecological species and habitat for threatened and endangered avian species project would be consistent with this policy.
Conservati	on Element
 7.1.3 Continue implementation of the Multiple Habitat Planning Area (MHPA) Adjacency Guidelines and the Famosa Slough Enhancement Plan to guide the restoration and enhancement of the area. 7.1.1 Implement the City's Environmentally Sensitive Lands regulations and Biology Guidelines for preservation, acquisition, restoration, management, and monitoring of biological resources, including Environmentally Sensitive Habitat Areas, consistent with Section 30240 of the Coastal Act. 	As described further in Section 5.3, Biological Resources, and in A required to comply with the City's Environmentally Sensitive Lands implementation of MM BIO-2, MM BIO-3, MM BIO-4, MM BIO-6, a compliance with the MSCP goals and policies and Subarea Plan g CRMP Phase 1 would be in compliance with Environmentally Sen 1, including the Pilot Project and Ocean Beach – Pier project, would be a sensitive to the sens
7.1.8 Implement beach management practices that balance protecting the native beach habitat and maintaining the recreational value of sandy beach areas.	The Pilot Project at the Ocean Beach – Dog Beach project site, in c would protect the native beach habitat and maintain existing recrea the coastal park infrastructure and Ocean Beach community with the beach. The sand dunes would help protect recreational open space proposed elevated sand dune and dune restoration area would be ecological benefits through introduction of rare plant species and ha The recreational opportunities would be maintained at these project realignment due to the proposed sand dune; however, there would provided at the beach. Therefore, the Pilot Project and Ocean Beach
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.	Neither the Pilot Project at the Ocean Beach – Dog Beach project located along coastal bluffs in the Ocean Beach community. Thes Dog Beach and Ocean Beach – Pier project sites, which would oc and Ocean Beach – Pier project would not conflict with this policy.

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upplies, the Pilot Project at the Ocean Beach – Dog ot result in a substantial increase in impervious ild likely convert existing pervious (sandy beach) er, the multi-use path would result in a combined dune and dune restoration area would preserve existing Ocean Beach – Pier project would be consistent with

would construct a multi-use path that would connect to ntrance to Dog Beach. The multi-use path and and other non-motorized users. Therefore, the Pilot

in combination with the Ocean Beach – Pier project, s by providing flooding protection to the coastal park elevated sand dunes along the back of the beach. The ark, Saratoga Park, and Ocean Beach Veterans Plaza sed multi-use path would provide more connectivity of the parks. The recreational opportunities would be a may require realignment due to the proposed sand leyball courts provided at the beach. Therefore, the Pilot th this policy.

in combination with the Ocean Beach – Pier project, ction to the coastal park infrastructure and Ocean Beach ack of the beach. The sand dunes would help protect a Veterans Plaza from coastal flooding and wave runup. connectivity between these open spaces to facilitate ean Beach – Dog Beach project site aims to avoid oposed elevated sand dune and dune restoration area alogical benefits through introduction of rare plant es. Therefore, the Pilot Project and Ocean Beach – Pier

n Appendix C, the proposed CRMP Phase 1 would be nds regulations and Biology Guidelines. With , and MM BIO-7, the CRMP Phase 1 would be in n guidelines. With implementation of MM BIO-5, the ensitive Land regulations. Therefore, the CRMP Phase ould be consistent with this policy.

n combination with the Ocean Beach – Pier project, eational open space by providing flooding protection to the proposed elevated sand dunes along the back of the ace from coastal flooding and wave runup. Further, the we vegetated with native plants, which would provide habitat for threatened and endangered avian species. ect sites. For example, volleyball courts may require and be no net loss in the number of volleyball courts each – Pier project would be consistent with this policy.

ct site nor the Ocean Beach – Pier project would be ese projects would be limited to the Ocean Beach – occur along Ocean Beach. Therefore, the Pilot Project cy.

Table E-11. Project's Consistency with Applicable Ocean Beach Community Plan and Local Coastal Program Land Use Plan Policies			
Policy	CRMP Phase 1 Consistency		
7.3.4 Allow the placement of shoreline protective devices, such as concrete seawalls, and revetments, only when required to serve coastal-dependent uses or when there is no other feasible means to protect existing principal structures, such as homes, in danger from erosion, consistent with Coastal Act Section 30235 and 30253. Use "soft" or "natural" solutions as a preferred alternative for protection of existing endangered structures.	The Pilot Project at the Ocean Beach – Dog Beach project site, in combination with the Ocean Beach – Pier project, would construct elevated sand dunes, a natural solution, along the back of the beach to provide coastal flood protection. Additional shoreline protection and stabilization devices, such as a low concrete seatwall header, would be constructed landward (east) of the dunes to support the efficacy of the dunes. For example, the seatwall header would prevent blowing sand from the beach and proposed sand dune from covering the proposed multi-use path and existing parking lot. As described in Section 3.4, Project Description, the CRMP Phase 1 presents a combination of solutions that may offer greater shoreline protection while maintaining focus on nature-based solutions. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.		
7.3.5 Develop and implement shoreline management strategies to ensure all shoreline development will provide long term protection of the coastal bluffs, beaches, and public coastal access in the community.	The Pilot Project at the Ocean Beach – Dog Beach project site, in combination with the Ocean Beach – Pier project, would provide long-term flood protection to the coastal park infrastructure and Ocean Beach community with the proposed elevated sand dunes along the back of the beach. In addition, the sand dunes would provide a reservoir of sand to the beach that could be utilized during erosive conditions. The sand dunes would help protect public open space at Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza from coastal flooding and wave runup. The proposed multi-use path would improve public coastal access by providing a connection between the San Diego River Bikeway and Ocean Beach Pier with designated formal accessways through the path and sand dunes towards the beach. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.		
7.3.7 In the review of any Coastal Development Permits for bluff or shoreline protection devices, implementation should consider the following factors: an assessment of changes to geologic site and beach conditions, changes in beach width relative to sea level rise, implementation of any long-term, large scale sand replenishment or shoreline restoration programs, and any ongoing impacts to coastal resources and public access and recreation from the existing device. Include in the permit review a reassessment of the need for the protective device, and provide options for the ultimate removal of the protective device.	The planning process for the CRMP Phase 1 included an assessment of existing site conditions, including geologic and beach conditions, changes in beach width relative to sea level rise, implementation of existing (winter berm program) and proposed long-term, sand replenishment or shoreline restoration programs, and ongoing impacts to coastal resources and public access and recreation with and without the proposed coastal flood protection solutions. The PEIR includes an evaluation of potential impacts on the environment from the proposed coastal flood protection solutions at each project site. As described in Section 3.4, Project Description, the CRMP Phase 1 presents a combination of nature-based and hybrid infrastructure solutions that may offer greater shoreline protection while maintaining focus on nature-based solutions. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.		
7.3.8 Preserve and protect coastal bluffs, beaches, and shoreline areas. Encourage the retreat of existing development from the coastal bluff edge, and the removal of shoreline protective devices with proposals for development. Use the coastal development permit approval process to require additions and accessory structures to be landward of the bluff edge setback line.	Neither the Pilot Project at the Ocean Beach – Dog Beach project site nor the Ocean Beach – Pier project would be located along coastal bluffs in the Ocean Beach community. These projects would be limited to the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites, which would occur along Ocean Beach. The Pilot Project at the Ocean Beach – Dog Beach project site, in combination with the Ocean Beach – Pier project, would provide long-term flood protection to the coastal park infrastructure and Ocean Beach community with the proposed elevated sand dunes along the back of the beach. In addition, the sand dunes would provide a reservoir of sand to the beach that could be utilized during erosive conditions. Additional shoreline protection and stabilization devices, such as a low concrete seatwall header, would be constructed landward (east) of the dunes to support the efficacy of the dunes. For example, the seatwall header would prevent blowing sand from the beach and proposed sand dune from covering the proposed multi-use path and existing parking lot. As described in Section 3.4, Project Description, the CRMP Phase 1 presents a combination of solutions that may offer greater shoreline protection while maintaining focus on nature-based solutions. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.		
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. Evaluate and update the management practices to account for changes in water quality that could arise as a result of sea level rise impacts, as applicable.	As demonstrated in Table 8 of the Biological Resources Technical Report (Appendix C), the CRMP Phase 1 projects would be consistent with the City's General Plan goals and policies, including mitigation requirements. Therefore, the CRMP Phase 1, including the Pilot Project and Ocean Beach – Pier project, would be consistent with this policy.		
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.	The CRMP Phase 1 would provide stormwater and flood protection at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites, which would reduce water quality impacts related to storm water runoff and erosion and sedimentation. The CRMP Phase 1 projects would comply with the City's Stormwater Standards Manual, Storm Water Management and Discharge Control Ordinance (SDMC Chapter 4, Article 3, Division 3), and SDMC Section 142.0146, which requires grading work to incorporate erosion and siltation control measures, and SDMC Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address potential erosion and sedimentation impacts. Additionally, all projects would be subject to the NPDES Construction General Permit provisions, which would require preparation and compliance with an approved SWPPP with BMPs to reduce erosion and water quality impacts from stormwater runoff and sedimentation. Conformance to these mandated requirements would ensure that proposed grading and construction operations would avoid significant water quality impacts. Therefore, the CRMP Phase 1, including the Pilot Project and Ocean Beach – Pier project, would be consistent with these policies.		

Table E-11. Project's Consistency with Applicable Ocean Beach C	
Policy	CRMP Phase 1 Cor
7.6.3 Use best available science and site-specific geotechnical reports as needed, to assess public and private projects for their vulnerability to impacts from sea level rise and, if vulnerable, propose a reasonable adaptation strategy. Analyze options for removal or relocation of structures that become threatened by coastal hazards. Use best available adaptation strategies that do not rely on shoreline protective devices in accordance with the California Coastal Act (see Coastal Act text boxes).	The CRMP Phase 1 uses best available science and existing vuln the project sites to impacts from sea level rise and proposes adapt Ocean Beach – Dog Beach project site, in combination with the O flood protection to the coastal park infrastructure and Ocean Beach along the back of the beach. In addition, the sand dunes would putilized during erosive conditions. Additional shoreline protection seatwall header, would be constructed landward (east) of the during the seatwall header would prevent blowing sand from the beach a multi-use path and existing parking lot. As described in Section 3. combination of solutions that may offer greater shoreline protection Therefore, the Pilot Project and Ocean Beach – Pier project would
7.6.6 Monitor sea level rise impacts and adjust adaptation strategies as needed over time.	The Pilot Project at the Ocean Beach – Dog Beach project site, ir would construct elevated sand dunes that are inspired by the City elevated sand dunes would be designed to provide protection fro with sea level rise. Given that the dunes would be constructed wi could be repaired or adjusted as needed in the future to maintain Therefore, the Pilot Project and Ocean Beach – Pier project would
7.6.7 Ensure that implementation of any flood or wave action protection measures such as elevation of habitable areas, break-away walls, etc., as well as implementation of any other adaptation measures will not conflict with the City's LCP provisions designed to protect public coastal views and other coastal resources (See Figure 7-3).	The proposed elevated sand dunes included as part of the Pilot F similar in height and width to the annual winter berm that is const through the winter season. The proposed sand dune would be ve aesthetic of the dune when compared to the annual winter berm. by the sand dune or multi-use path when viewed from public view elevated height of the San Diego River Bikeway, scenic views of obstructed by the proposed Pilot Project. In addition, the optional restroom relocation component of the Pilo creating an unobstructed view along the beach. The optional expl be located within the existing parking lot, and therefore, would no Therefore, the Pilot Project and Ocean Beach – Pier project woul
Listoria D	
9.2.1 Conduct subsurface investigations at the project level to identify potentially significant archaeological resources in Ocean Beach.	Field surveys were conducted at all of the project sites, including Pier project sites. The field survey was conducted using standard resources were encountered during the pedestrian surveys on the project sites. Additionally, both of these project sites have been p unknown subsurface archaeological resources is considered to b Pier project would be consistent with this policy.
9.2.2. Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.	Field surveys were conducted at all of the project sites, including Pier project sites. The field survey was conducted using standard resources were encountered during the pedestrian surveys on the project sites. Additionally, both of these project sites have been p unknown subsurface archaeological resources is considered to b Pier project would not directly disturb or indirectly impact designa such as the Ocean Beach Cottage Emerging Historical District ar and Ocean Beach – Pier project would be consistent with this pol
9.2.3 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.	Field surveys were conducted at all of the project sites, including Pier project sites. The field survey was conducted using standard resources were encountered during the pedestrian surveys on the project sites. Additionally, both of these project sites have been p unknown subsurface archaeological resources is considered to b initiated <u>conducted</u> as part of the AB 52 process for CRMP Phase outreach letters to Tribal contact representatives in June and aga Working Group meeting to facilitate consultation. Therefore, the F consistent with this policy.

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ulnerability assessments to evaluate the vulnerability of laptation strategies for each site. The Pilot Project at the e Ocean Beach – Pier project, would provide long-term each community with the proposed elevated sand dunes provide a reservoir of sand to the beach that could be n and stabilization devices, such as a low concrete unes to support the efficacy of the dunes. For example, h and proposed sand dune from covering the proposed 3.4, Project Description, the CRMP Phase 1 presents a stion while maintaining focus on nature-based solutions. buld be consistent with this policy.

in combination with the Ocean Beach – Pier project, ity's existing winter berm program. The proposed rom existing and projected flooding impacts associated with sand and vegetated with native plants, these dunes in the efficacy of the intended coastal flood protection. uld be consistent with this policy.

t Project and Ocean Beach – Pier project would be structed at the project sites every fall and maintained vegetated with native plants, which may improve the n. Views of the Pacific Ocean would not be obstructed ewing locations along the beach. Additionally, due to the of the Pacific Ocean from the bikeway would not be

Pilot Project would likely improve scenic views by press shuttle stop component of the Pilot Project would not impact scenic views from a public viewing location. uld be consistent with this policy.

g the Ocean Beach – Dog Beach and Ocean Beach – rd archaeological procedures and techniques. No the Ocean Beach – Dog Beach and Ocean Beach – Pier previously heavily disturbed. Therefore, the potential for be low. Therefore, the Pilot Project and Ocean Beach –

g the Ocean Beach – Dog Beach and Ocean Beach – rd archaeological procedures and techniques. No the Ocean Beach – Dog Beach and Ocean Beach – Pier previously heavily disturbed. Therefore, the potential for be low. Further, the Pilot Project and Ocean Beach – nated historical resources adjacent to the project sites, and the Ocean Beach Pier. Therefore, the Pilot Project policy.

g the Ocean Beach – Dog Beach and Ocean Beach – rd archaeological procedures and techniques. No the Ocean Beach – Dog Beach and Ocean Beach – Pier previously heavily disturbed. Therefore, the potential for be low. Tribal consultation noticing has also been use 1. In addition, the City <u>has</u> sent <u>multiple</u> Tribal gain in November. The City also attended a Tribal e Pilot Project and Ocean Beach – Pier project would be

Table E-11. Project's Consistency with Applicable Ocean Beach Community Plan and Local Coastal Program Land Use Plan Poli		
Policy	CRMP Phase 1 Con	
9.2.4 Include measures during new construction to monitor and recover buried deposits from the historic period and address significant research questions related to prehistory.	Field surveys were conducted at all of the project sites, including the Pier project sites. No resources were encountered during the pede and Ocean Beach – Pier project sites. Additionally, both of these p Therefore, the potential for unknown subsurface historical and arc such, MM CUL-2, requiring an Archaeological and Tribal Monitorin Shores and Sunset Cliffs) projects, was determined to not be nece Ocean Beach – Pier project. Therefore, the Pilot Project and Ocea policy.	

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ing the Ocean Beach – Dog Beach and Ocean Beach – edestrian surveys on the Ocean Beach – Dog Beach se project sites have been previously heavily disturbed. archaeological resources is considered to be low. As pring Program for other CRMP Phase 1 (i.e., La Jolla ecessary for implementation of the Pilot Project and cean Beach – Pier project would not conflict with this

San Diego River Park Master Plan

Table E-12. Project's Consistency with Applica	ble San Diego River Park Master Plan Policies
Policy	CRMP Phase 1 Co
Recommendation	
A. Create a San Diego River Park Pathway kiosk at Dog Beach identifying the western entrance of the San Diego River Park.	The Pilot Project at the Ocean Beach – Dog Beach project site w the beach that would be landscaped with native vegetation and a River Bikeway with the Ocean Beach Pier. The Pilot Project woul and optional components to relocate or reconstruct the existing re parking lot. Implementation of the Pilot Project and Ocean Beach construction of a San Diego River Park Pathway kiosk at Dog Be River Park. Therefore, the CRMP Phase 1 would not conflict with
B. Support the goals of Mission Bay Park Master Plan (including Dog Beach, Robb Field, and Southern Wildlife Preserve), the Famosa Slough Enhancement Plan, and the Mission Valley Preserve. Support the replacement and construction of the West Mission Bay Bridge that will contain class I bike lanes on both sides.	The CRMP Phase 1 would support the goals and policies of the N E-10 above. The CRMP Phase 1 is not subject to the Famosa SI Preserve due to location of the project sites. Additionally, the CR replacement and construction of the West Mission Bay Bridge. The this policy.
C. Improve pathway and trail connections to Mission Bay Park, Famosa Slough, Tecolote Canyon, Southern Wildlife Preserve and other open spaces from the San Diego River Pathway.	The Pilot Project and Ocean Beach – Pier project would construct connect the San Diego River Bikeway with the Ocean Beach Pier the Class I bike path and would provide a designated route away would improve safety, accessibility, connectivity and walkability. / pedestrian access across the proposed multi-use path and sand connectivity to the beach. The proposed multi-use path at the Oc project sites would provide more connectivity between Brighton F Plaza to facilitate better access and use of the parks. The Pilot P create a barrier to trail connections to other open spaces, such as Canyon, and Southern Wildlife Preserve. Therefore, the Pilot Pro consistent with this policy.
F. Create estuary overlook platforms along the San Diego River Park Pathway that could include interpretive signs on the hydrology and habitat of the Southern Wildlife Preserve.	The Pilot Project and Ocean Beach – Pier project would construct that would be landscaped with native vegetation and a multi-use San Diego River Bikeway with the Ocean Beach Pier. Implement project would not create a barrier to construction of estuary overle could include interpretive signs on the hydrology and habitat of the Phase 1 would not conflict with this policy.
Design G	uidelines
 Stormwater Drainage and Water Quality Design: Development within the River Corridor Area should comply with the Land Development Code, Chapter 14, Article 2, Division 2, (Storm Water Runoff and Drainage Regulations) and should implement the requirements of the City's Storm Water Standards Manual and the San Diego River Watershed Management Plan. In addition, all projects should include innovative approaches to storm water drainage and water quality management that incorporates the design principles of sustainable development. These design principles include the following best management practices: A. "Source control" to reduce the initial contribution of pollutants into a water way, such as implementing educational programs on source control, maintenance practices on source control, and/or integrated pest control management. B. "Site design" to reduce runoff and pollutants through the use of permeable surfaces, low water use landscaping, and open spaces which facilitate the reduction of runoff, pollutants and litter. C. "Treatment control" to maximize pollutant removal from runoff flows in creative systems which provide multiple functions, such as incorporating landscaping filters (bioswales and detention basins) to reduce flow velocities, to filtering runoff to control erosive processes. 	The CRMP Phase 1 would provide stormwater and flood protection Beach – Pier project sites, which would reduce water quality imports sedimentation. The CRMP Phase 1 projects would comply with the Management and Discharge Control Ordinance (SDMC Chapter which requires grading work to incorporate erosion and siltation of Division 2 (Storm Water Runoff Control and Drainage Regulation impacts. Additionally, all projects would be subject to the NPDES require preparation and compliance with an approved SWPPP w from stormwater runoff and sedimentation. Therefore, the CRMP – Pier project, would be consistent with these design guidelines.

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would construct elevated sand dunes along the back of d a multi-use path that would connect the San Diego buld also include dune restoration north of the parking lot g restroom and construct an express shuttle stop in the ich – Pier project would not create a barrier to Beach identifying the western entrance of the San Diego ith this policy.

e Mission Bay Park Master Plan, as described in Table Slough Enhancement Plan or the Mission Valley CRMP Phase 1 would not create a barrier to the Therefore, the CRMP Phase 1 would not conflict with

ruct a multi-use path with a pedestrian route that would Pier. The pedestrian walkway would be separated from ay from vehicles at the parking lots and streets, which y. Additionally, there would be several points of formal and dune, which would maintain accessibility and Ocean Beach – Dog Beach and Ocean Beach – Pier n Park, Saratoga Park, and Ocean Beach Veteran's t Project and Ocean Beach – Pier project would not as Mission Bay Park, Famosa Slough, Tecolote Project and Ocean Beach – Pier project would be

ruct elevated sand dunes along the back of the beach se path with a pedestrian route that would connect the entation of the Pilot Project and Ocean Beach – Pier erlook platforms along the San Diego River Bikeway that f the Southern Wildlife Preserve. Therefore, the CRMP

ction at the Ocean Beach – Dog Beach and Ocean npacts related to storm water runoff and erosion and in the City's Stormwater Standards Manual, Storm Water er 4, Article 3, Division 3), and SDMC Section 142.0146, in control measures, and SDMC Chapter 14, Article 2, ons) that address potential erosion and sedimentation ES Construction General Permit provisions, which would with BMPs to reduce erosion and water quality impacts AP Phase 1, including the Pilot Project and Ocean Beach

Table E-12. Project's Consistency with Applicable San Diego River Park Master Plan Policies		
Policy	CRMP Phase 1 Con	
 San Diego River Pathway: The San Diego River Pathway, a multi-use pathway for bicycle and pedestrian use, to be located within the 35-foot Path Corridor is considered the primary pathway for the entire 17.5 mile river park from the Pacific Ocean to the City of Santee. Where possible, the San Diego River Pathway should occur on both sides of the river. In cases where site conditions, or topography, do not allow for the San Diego River Pathway, a narrower pedestrian trail should be provided. The San Diego River Pathway to include design treatments of all intersections with pedestrian stale walks and vehicular travel paths (e.g. bike lanes, bike paths, streets), that appropriately address safety and access of all users, using current City of San Diego and Caltrans standards (i.e. Street Design Manual, Council Policy 200-07 and Caltrans Chapter 1000 Bikeway Planning and Design). If any part of the River Corridor Area is mapped MHPA, or determined to be within a wetland buffer area, the San Diego River Pathway should be moved just outside of these areas. In these situations, the outer edge of the San Diego River Pathway will collocate on a MTRP trail and be identified through signage. All trails within MTRP will be designed to the MTRP Park Master Plan requirements. A. The San Diego River Pathway should be a minimum 14-foot wide and consist of a minimum 10-foot wide concrete surface (porous concrete material preferred where feasible), with a minimum 2-foot wide shoulder area of decomposed granite, Class II recycled base or similar soft material, to be similar in color to the San Diego River Pathway, along each side of the 10-foot wide San Diego River Pathway. A 12-foot vertical clearance to be provided over the 14- foot wide San Diego River Pathway. A 12-foot vertical clearance to be provided over the 14- foot wide San Diego River Pathway. A 12-foot vertical clearance to be provided over the 14- foot wide San Diego River Pathway. A 12-foot vertical clearance to be provided over the 14- foot	The Pilot Project and Ocean Beach – Pier project would construct that would be landscaped with native vegetation and a multi-use p San Diego River Bikeway with the Ocean Beach Pier. The propos pedestrian path from the Class I bike path and would provide a de and streets, which would improve safety, accessibility, connectivity path would not be a part of the San Diego River Pathway, constru applicable standards and regulations, including the current City of Manual, Council Policy 200-07 and Caltrans Chapter 1000 Bikewa guidelines, and California Title 24 regulations for accessibility. Add pedestrian access across the proposed multi-use path and sand o connectivity to the beach. Therefore, the CRMP Phase 1 would not	
Connecting Pathways: The San Diego River Pathway and trail system should connect to existing regional trails and public sidewalks on adjacent properties and/or parks. Connecting pathways and trails to the San Diego River Pathway should meet the design guidelines noted in section 4.3.2.4, 4.3.2.5 and 4.4.2.8 through 4.4.2.11.	The multi-use path at the Ocean Beach – Dog Beach and Ocean Diego River Bikeway to the Ocean Beach Pier with a separate per Park Master Plan refers to the San Diego River Pathway Design O proposed multi-use path at the Ocean Beach – Dog Beach and O with the applicable design guidelines and would not conflict with th of the San Diego River Park Master Plan refers to trails, which are pedestrians to experience the river valley native landscape and ha limited to pedestrian use and would not following along the river va follow south to the Ocean Beach Pier. Therefore, this section does 4.4.2.8 through 4.4.2.11 of the San Diego River Park Master Plan Public Access Pathway from Streets that Abut and Parallel the Rive River Corridor Area, and Street Intersections Adjacent to the Rive multi-use path or other components of the CRMP Phase 1.	

uct elevated sand dunes along the back of the beach e path with a pedestrian route that would connect the osed multi-use path would include a separate designated route away from vehicles at the parking lots vity and walkability. Although the proposed multi-use truction of the multi-use path would comply with all of San Diego and Caltrans standards (i.e. Street Design way Planning and Design), ADA standards and Additionally, there would be several points of formal d dune, which would maintain accessibility and not conflict with this policy.

an Beach – Pier project sites would connect the San pedestrian path. Section 4.3.2.4 of the San Diego River in Guidelines outlined above. As described above, the Ocean Beach – Pier project sites would be consistent in the non-applicable design guidelines. Section 4.3.2.5 are defined in the plan as a secondary path system for habitat. The proposed multi-use path would not be r valley native landscape and habitat, but instead would bes not apply to the proposed multi-use path. Sections an refer to Public Access Pathway Across Development, River Corridor Area, Streets that Abut and Parallel the ver Corridor Area, none of which apply to the proposed

Peninsula Community Plan and Local Coastal Program Land Use Plan

Policy	CRMP Phase 1 Co
Parks and	Recreation
Sunset Cliffs Shoreline Park should be dedicated and developed in a manner consistent with resource protection. All improvements should be reviewed as to their potential for either direct or indirect impacts on the sensitive resources (i.e., natural topography, significant flora and fauna, and tidepool environment) present in this area.	The Sunset Cliffs project would implement a pilot road reconfigur Cliffs Boulevard. The proposed road reconfiguration program wo roadway and would align vehicles and trail users further from the project would include trail enhancement, interpretative signage, of through removal of invasive species and installation of native pla of the project would include removal of the existing parking lots a drainage improvements, installation of native plants, and erosion project site. Implementation of these improvements would reduce the Sunset Cliffs project would result in beneficial impacts related removal of invasive species, installation of native vegetation, imp Cliffs project would be consistent with this policy.
Pedestrian Pa	athway System
Public access to all areas of the shoreline should be enhanced except where safety concerns or the need to protect sensitive resources would prohibit such access.	The Sunset Cliffs project would enhance public access to the she southern portion of the roadway. A portion of the roadway would would allow the alignment of the proposed multi-use path along t cliff erosion hazard areas. Additionally, the optional parking realig even increase the number of parking spaces provided at these si enhance public parking access at the project site and would be c
In developing an erosion control program for the Sunset Cliffs, shoreline access should be considered an integral part of such a program. Access trails could serve to reduce erosion potential by directing traffic away from sensitive areas subject to erosion and safety hazards.	As described above, the Sunset Cliffs project would include a roa mile of Sunset Cliffs Boulevard that would provide a multi-use pa Sunset Cliffs Boulevard inland (east) and away from the cliff eros enhancement, interpretative signage, drainage improvements, ha measures would enhance wildlife habitat and reduce soil erosion vegetation. The optional realigned parking areas could also be g Cliffs Boulevard, which would prevent stormwater runoff on the b infrastructure and drainage improvements could be implemented implemented. Therefore, the Sunset Cliffs project would be consi
Support the development of linkages, including pedestrian paths, bikeways and open space linkages, between adjacent neighborhoods, and recreational facilities throughout the community in order to maximize public access to such areas.	The Sunset Cliffs project would enhance public access to the shore Boulevard by providing a multi-use path. The roadway would be cor allow the alignment of the proposed multi-use path along the existin hazard areas. Additionally, the optional parking realignment would in and serving as a traffic calming measure. Therefore, the Sunset Clif
Conservation and E	nvironmental Quality
Sunset Cliffs Shoreline Park should be protected as a significant public resource and wildlife habitat. Any erosion control/bluff stabilization and public access programs, or other improvements along the Sunset Cliffs, should be carefully reviewed in terms of their impact on the water (e.g., tidepool) and land resources of the Sunset Cliffs and southwestern Peninsula area.	The Sunset Cliffs project would implement a pilot road reconfigur Cliffs Boulevard, which would not impact sensitive resources adja users further away from these sensitive resources. Additionally, the enhancement, interpretative signage, drainage improvements, and species and installation of native plants along the Sunset Cliffs the reduce soil erosion and enhance wildlife habitat. Therefore, the St to sensitive resources and would be consistent with this policy.
Any erosion control/cliff stabilization program which is developed along the Sunset Cliffs should consider the visual compatibility of such a project with the adjacent area, any adverse affects on the marine environment or sandy beach areas, and, where feasible, incorporation of public physical and visual accessways. Importantly, erosion control structures should be carefully designed and selectively placed in conformance with the natural landscape and shoreline, with special emphasis on preservation of sandy beach areas. Comparable replacement should be provided for any beaches which are eliminated.	The Sunset Cliffs project would align vehicles and trail users furth enhancement, interpretative signage, drainage improvements, ar while enhancing wildlife habitat and views of the natural areas fro trail enhancement, interpretative signage, drainage improvement the visual quality of the Sunset Cliffs project site as well as provid across Sunset Cliffs. Additionally, as described in Section 5.1.3.1 visible from vehicles traveling along Sunset Cliffs Boulevard, and scenic views of the ocean to pedestrians and bicyclists at the Su project would be consistent with this policy.

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uration program within the existing alignment of Sunset yould not impact sensitive resources adjacent to the nese sensitive resources. Additionally, the Sunset Cliffs drainage improvements, and habitat enhancement lants along the Sunset Cliffs trail. Optional components and realignment of parking spaces, trail enhancement, on control measures along the northern portion of the ce soil erosion and enhance wildlife habitat. Therefore, ed to long-term protection of sensitive resources through approved drainage, and reduction of erosion. The Sunset

horeline by providing a multi-use path along the d be converted to a one-way road for vehicle use, which the existing roadway to locate the path outside of the lignment would be intended to maintain the same or sites. Therefore, the Sunset Cliffs project would consistent with this policy.

bad reconfiguration program along the southern 0.64bath and would align this path and vehicle traffic along basion hazard areas. Further, implementation of the trail habitat enhancement, and optional erosion control on by improving drainage and stabilizing the soil with graded to ensure that drainage moves towards Sunset bluff to minimize erosion. Additional stormwater ed as the new parking configurations are designed and sistent with this policy.

reline along the southern 0.64-mile of Sunset Cliffs onverted to a one-way road for vehicle use, which would ing roadway to locate the path outside of the cliff erosion I improve bicycle safety by reducing conflicts with bicyclists diffs project would be consistent with this policy.

uration program within the existing alignment of Sunset djacent to the roadway and would align vehicles and trail , the Sunset Cliffs project would include trail and habitat enhancement through removal of invasive trail. Implementation of these improvements would Sunset Cliffs project would result in beneficial impacts

rther away from erosion hazard areas. The trail and habitat enhancement would reduce soil erosion from Sunset Cliffs trail. Further, implementation of the nts, and habitat enhancement would generally improve vide enhanced areas for public viewing of scenic views 6.1, Issue 1: Scenic Vistas, ocean views would remain and the proposed multi-use path would provide sweeping sunset Cliffs project site. Therefore, the Sunset Cliffs

Table E-13. Project's Consistency with Applicable Peninsula Community Plan and Local Coastal Program Land Use Plan Polici	
Policy	CRMP Phase 1 Con
The development of controlled trails in certain areas of Sunset Cliffs would allow for desired public access as long as safety issues are a controlling factor. A method of development similar to the Torrey Pines State Park (i.e., hiking trails and educational orientation) may be appropriate. In this regard, access improvements along the Sunset Cliffs will serve to reduce human-induced erosion along the cliffs only if such access improvements are appropriately signed and marked, and if other unimproved hazardous access points are effectively eliminated.	The road reconfiguration program proposed as part of the Sunset C southern 0.64-mile of Sunset Cliffs Boulevard and would align this p cliff erosion hazard areas. Further, implementation of the trail enhan- improvements, and habitat enhancement would reduce soil erosion vegetation. The Sunset Cliffs project also includes optional erosion The optional parking realignment would remove existing pavement could be graded to ensure that drainage moved towards Sunset Cli on the bluff to minimize erosion. Therefore, the Sunset Cliffs project
Development in areas of geologic instability, seismic activities and noise impacts (in excess of 65 db CNEL) should be required to mitigate such impacts through project design. Additional studies outlining potential impacts and corresponding mitigation measures should be required.	Geologic instability and seismic hazards at the six priority project s described in Section 5.5, Geological Resources. Noise impacts fro 1 are described in Section 5.9, Noise. As described therein, impace at the Sunset Cliffs project site would be less than significant, and would reduce potential noise impacts to sensitive receptors during than significant levels.
All projects should minimize grading and maintain the natural topography to the greatest extent feasible. Significant canyons and hillsides should not be developed.	The road reconfiguration program under the Sunset Cliffs project we Boulevard to avoid impacts to sensitive resources erosion hazard a require grading or earthwork. The Sunset Cliffs project would align hazard areas. The trail enhancement, interpretative signage, draina enhance wildlife habitat and reduce soil erosion by improving draina Cliffs project also includes optional erosion control measures along realignment would remove existing pavement and convert these are ensure that drainage moved towards Sunset Cliffs Boulevard, which minimize erosion. Therefore, the Sunset Cliffs project would be con

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t Cliffs project would provide a multi-use path along the is path and vehicle traffic inland (east) and away from the hancement, interpretative signage, drainage ion by improving drainage and stabilizing the soil with

on control measures along the northern portion of the site. ent and convert these areas to more natural material and Cliffs Boulevard, which would prevent stormwater runoff ect would be consistent with this policy.

ct sites, including the Sunset Cliffs project site, are from the projects included as part of the CRMP Phase pacts related to geologic instability and seismic hazards nd no mitigation measures are required. MM NOI-1 ing construction at the Sunset Cliffs project site to less

t would occur within the existing alignment of Sunset Cliffs d areas adjacent to the roadway, and therefore, would not gn vehicles and trail users further away from erosion inage improvements, and habitat enhancement would ainage and stabilizing the soil with vegetation. The Sunset ng the northern portion of the site. The optional parking areas to more natural material and could be graded to nich would prevent stormwater runoff on the bluff to consistent with this policy.