CONSERVATION AND ENVIRONMENTAL QUALITY

Existing Conditions

Although the Peninsula community is highly urbanized, there are several resource areas which are significant in terms of habitat value and public enjoyment. These areas include: the Famosa Slough, the Sunset Cliffs Shoreline Park, Point Loma Naval Complex, the bay and ocean resources and a few undeveloped hillsides.

Wetland Resources

The Famosa Slough is an approximately 20-acre wetland located on the south side of West Point Loma Boulevard between Adrian Street and Famosa Boulevard. The slough exhibits a healthy coastal salt marsh vegetation and is a habitat to several endangered bird species. However, tidal flushing of the slough is diminished due to an improperly constructed drainage system, connecting with the San Diego Flood Control Channel. The slough has been subject to impacts from adjacent development, including filling activities and trash disposal. Saltwater flushes the slough only on very high tides, and freshwater (from street drainage) tends to stand in this area. The slough is privately owned. Presently it is zoned R-1,000 and bordered on the east and west by development. A 1975 report prepared for the City Park and Recreation department recommended that this area be preserved due to its habitat value.

Development adjacent to the Famosa Slough consists almost exclusively of higher density, multifamily development. There are, however, a number of vacant parcels adjacent to the slough along Famosa Boulevard and Camulos Street.

A condition of certification of the Ocean Beach LCP, imposed by the state Coastal Commission, requires that a mitigation/ restoration program be developed for the Famosa Creek Channel. This Channel connects the slough with the San Diego Flood Control Channel, and provides limited tidal flushing. Both the slough and channel are highly visible from West Point Loma Boulevard.

Liquification potential in the Famosa Slough creates potential problems for development in this area. Access to the slough is restricted by a chain link fence except along the western edge, where street ends (Temecula, Mentone and Montalvo) provide access to a pathway which winds along the slough's western edge.

The City is looking into state Coastal Conservancy grants as a means of preserving the slough. Other issues which are also being researched involve prescriptive rights and public trust.

Shoreline Resources

Rocky intertidal areas extend along the western side of the Point Loma Naval Complex. This area provides an example of Southern California rocky intertidal marine life, existing in an almost totally natural environment. The shoreline is predominately rock and cobble, with some sandy beach areas. The intertidal zone is relatively narrow, with cliffs up to 30 feet only a few yards from shore in a number of areas.

The Point Loma Tidepools at the southern end of the Peninsula fall under the jurisdiction of the National Park Service. These tidepools support a wide range of marine life and are an attraction to both scientists and visitors. Marked trails provide relatively safe access to these tide pools.

The California Gray Whale can be seen migrating annually from the Bering Sea to Baja California from December through January. They are viewed from both Cabrillo National Monument and Sunset Cliffs.

The Sunset Cliffs are a significant resource of the Peninsula community, utilized as a major vista point. However, these cliffs are experiencing some erosion problems. Adjacent to Point Loma College, within the Sunset Cliffs Shoreline Park, is a canyon that provides a habitat for a variety of wildlife. In addition, this park contains a tidepool area just south of Ladera Street.

The off-shore area west of the Peninsula is relatively shallow, providing ideal conditions for extensive kelp beds, which in turn are home to a wide range of marine organisms. The kelp is harvested commercially and processed in San Diego for a variety of food, industrial and pharmaceutical products. In addition, the commercial and sport fishing industries of Shelter Island utilize the nearshore area along the Sunset Cliffs as a prime fishing spot.

Surf and Eel Grass are found in the more protected areas of the ocean and bay environments. Eel Grass is important to the bay environment, providing a number of services including a nursery area for a variety of fish species; photosynthesis provides food and nutrients to the water and acts as a baffle to reduce wave energy. The Navy conducted an Eel Grass transplantation project, importing Eel Grass to the portion of the San Diego Bay just east of Shelter Island. This project was partially successful.

The area from Newport Avenue in Ocean Beach to an area south of Ladera Street is experiencing varying degrees of bluff erosion. The City, in conjunction with the firm of Woodward-Clyde Consultants, has developed an erosion control program for the area from Newport Avenue south to Osprey Street. The area south of Osprey Street was the focus of previous erosion control measures (riprap) which have had varying degrees of success in reducing erosion.

The Newport-Osprey Shoreline protection proposal would consist of rock revetments, concrete splash walls, raised sandy beaches, and walkways in specific locations along the cliffs. This project is now complete. Erosion remains a serious problem in the area south of Osprey Street to Ladera Street.

Despite the hazardous condition of the cliffs and the lack of direct access to the shoreline, Sunset Cliffs experiences heavy usage by sightseers and surfers, especially during the summer months.

Shoreline protective works in the form of riprap have been also utilized along the eastern edge of Shelter Island and in the Kellogg Beach area to mitigate erosion impacts. However, erosion continues to be a problem at the southern end of the sandy beach on Shelter Island and in the Kellogg Beach area south of Lawrence Street.

The San Diego Unified Port District and Navy have an interest in maintaining the navigable waters of the bay. The Port District has established a program to maintain navigable channels and berthing areas, protect coastal facilities, stabilize fill areas and maximize the recreational use and revenue producing capabilities of the bay.

Dredging can have a negative effect on the Eel Grass and other marine flora and fauna through direct habitat destruction, and through indirect impacts such as reduced light for photosynthesis and suspension of toxic materials, through increased turbidity and disturbance of the bay bottom. Positive impacts of dredging include: beach replenishment, habitat creation and enhanced use of coastal recreational resources.

Biological Resources

Vegetation native to the Peninsula still exists on some hillsides and on vacant land in the community. The most extensive area of natural vegetative cover is the southern end of Point Loma, which has remained relatively undeveloped due to its history of military ownership. This area has been described as something of a biological island as far as plant cover is concerned since the biotic interface between coastal sage, southern scrub and chaparral has been precluded by increasing urban development since the 1880s (Naval Ocean Systems Center Environmental Resources Conservation 1974-1978: Technical Document 145).

Plant types in this area include:

a. Coastal sage scrub - composed mostly of low-growing, aromatic, narrow-leaved plants, the most common of which are California sage, black sage, flat-top buckwheat, lemonade berry and encilia.

b. Chaparral - found on the eastern and northern exposures. Plants in this community are generally denser and more lush than those found in the coastal scrub areas on the western slopes. Typical plants include chamise and southern mixed chaparral including toyon and laurel sumac.

c. Cactus - a community of five types of cactus thrives on the southern end of the Peninsula. The rarest is the diminutive fishhook cactus that abounds in Baja California but is found only in a few places in the United States. In this cactus community the most prominent species is the velvet cactus.

Urban development has largely replaced the coastal sage scrub and chaparral in the Peninsula community north of the Point Loma Naval Complex. A wide variety of plants has been introduced into the area, including exotic palms, pines, eucalyptus, and pepper trees, and ground covers including lawn grasses, ivy and ice plant. Some of the plants commonly seen in the Peninsula such as Monterey cypress are suitable only for areas in the coastal fog belt and are not seen in other parts of San Diego. These trees give some parts of the area a distinct character. The alternating use of Monterey cypress and Washingtonia palm along West Point Loma Boulevard is particularly distinctive. Much of the special charm of the La Playa area comes from the thick vegetation in that area. A wide variety of exotic trees were planted on the former grounds of the Theosophical Institute, now occupied by Point Loma Nazarene College.

Geologic Considerations

The following is a review of the various geologic factors evident in the Peninsula community:

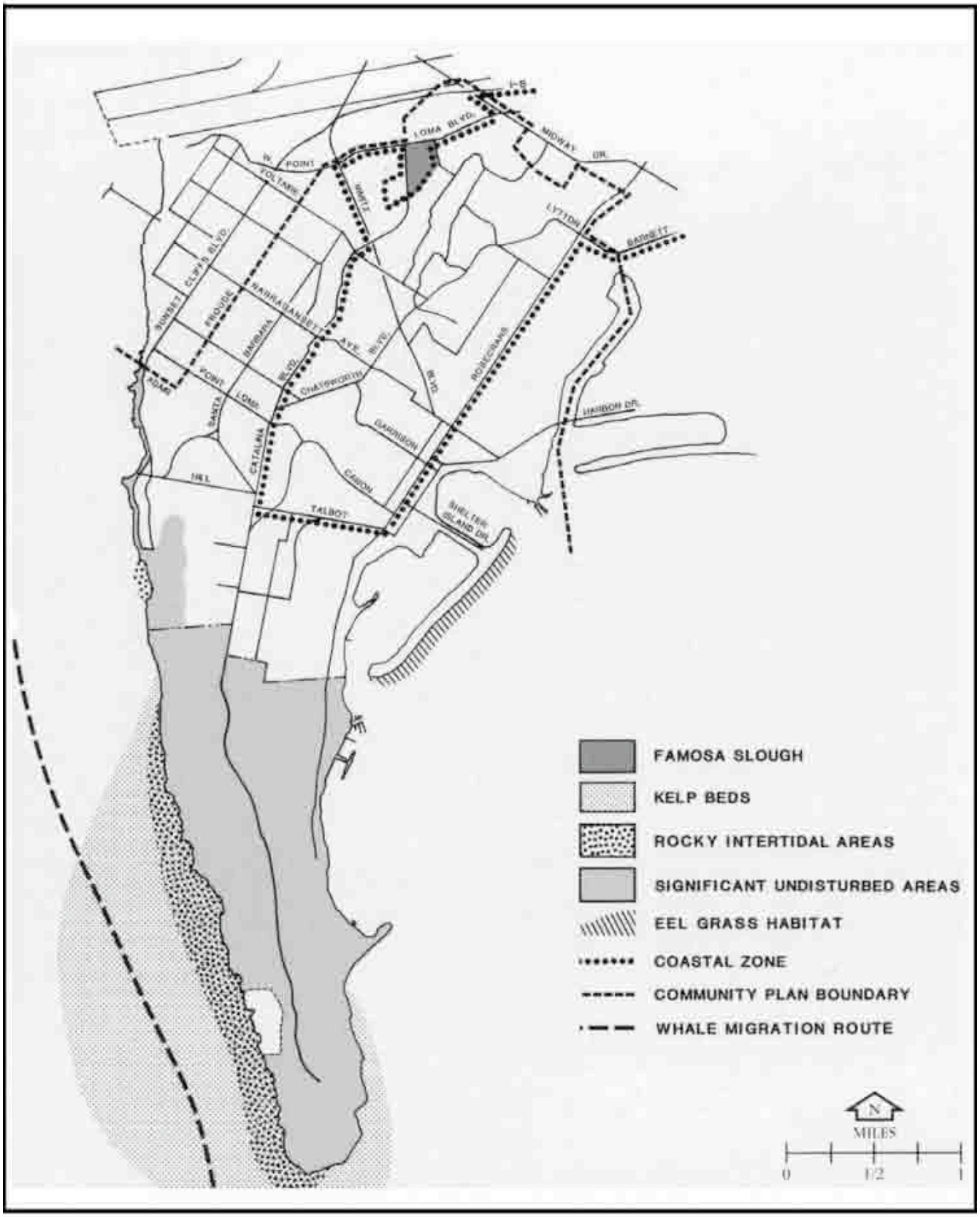
1. Faulting: The Rose Canyon and La Nacion Faults are local systems generally associated with the formation of San Diego's coastal communities from La Jolla south to Mexico.

   The Rose Canyon fault is the major coastal system affecting Peninsula. It extends from La Jolla Cove south along the general alignment of Ardath Road, through Rose Canyon and along the east side of Mission Bay. South of Old Town it is less well defined. Some evidence indicates that it may extend to the south along the alignment of San Diego Bay east of Point Loma.

   The La Nacion Fault lies to the east of the Rose Canyon system. It extends south from the Collwood Boulevard/Montezuma Road area along the general alignment of 54th Street across Highway 94 in the vicinity of Federal Boulevard, and then angles to the southeast toward Otay Valley.

   Movement of both the Rose Canyon and La Nacion Faults systems has resulted in the uplifted Mount Soledad and Point Loma Fault blocks and the lower areas of Mission Bay and San Diego Harbor. These two local fault systems are considered capable of generating damaging earthquakes in the Point Loma area. The Peninsula is in an area that would be affected to a lesser extent by movements on more distant fault systems such as the Elsinor Fault Zone about 40 miles east.

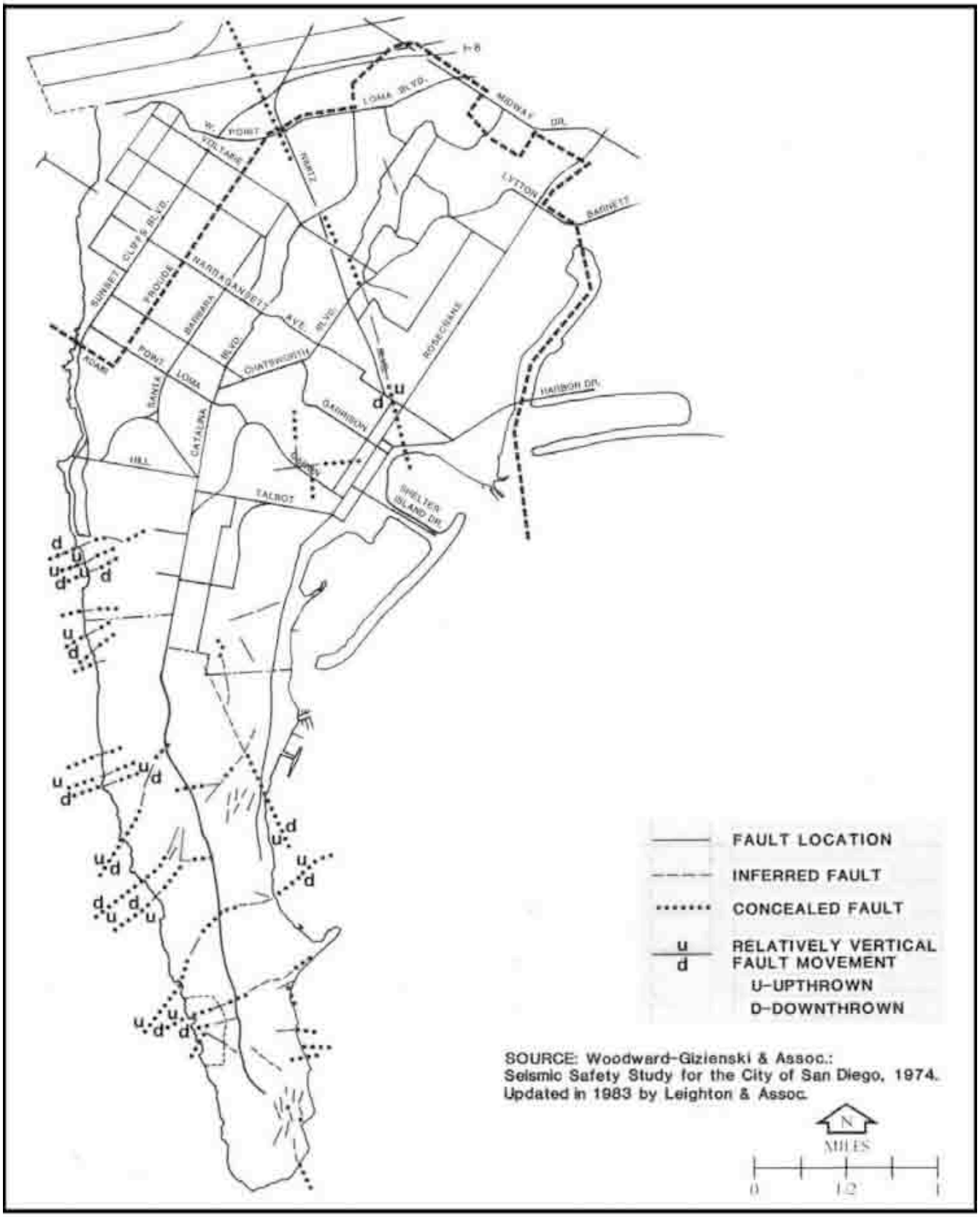
   Some local fault traces are evident within the community, but due to their discontinuous nature, they are not considered significant as a source of destructive earthquakes.



Sensitive Resource Areas

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT **FIGURE 21**



Fault Locations

Peninsula Community Plan

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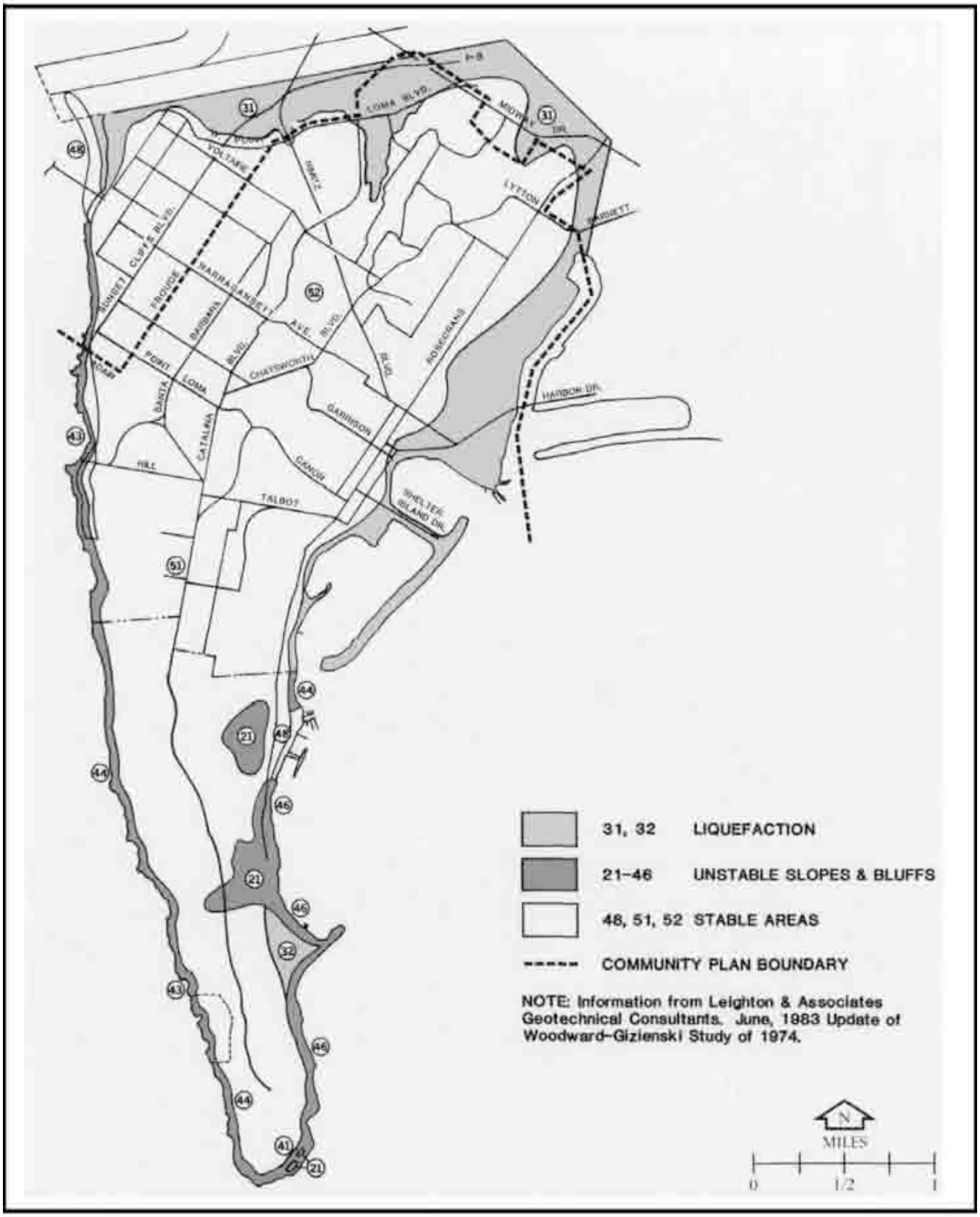
FIGURE 22



Geological Hazards Map

Peninsula Community Plan

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FIGURE 23a

Geotechnical Constraint Hazard	Feature of Phenomenon	Hazard Category Number	Land Use Capability Map Risk Zone Increasing Relative Risk							
			A		B		C		D	
Potential Slope Instability	Confirmed, known or highly suspected slides.	21								●
Potential Ground Failure (Liquefication)	Potential relatively high. (Major Alluvial Valleys, Groundwater 25 feet ±).	31						●		
	Potential relatively low upper drainage areas of Major Valleys, Groundwater 25 feet ± fluctuates seasonally.	32				●				
Generally Unstable Coastal Bluffs	Numerous land slides, high steep bluff, rapid erosion.	41								●
	Unfavorable jointing locally rapid erosion.	43						●		
Moderately Stable Coastal Bluffs	Mostly stable formation with some locally rapid erosion.	44					●			
	Locally unfavorable geologic structure, slow or no erosion.	46				●				
Generally Stable Coastal Bluffs	Broader Beach Areas developed harbor.	48			●					
	Generally stable relatively level mesas, underlain by terrace deposits and bedrock.	51	●							
Other Conditions	All remains generally stable level and sloping areas, minor alluvial valleys, low terraces, rolling hillside to steep mountainous terrain.	52		●	●	●	●	●		

NOTE: Information from Leighton and Associates Geotechnical Consultants June, 1983 – update of Woodward – Gizienski study of 1974.

GEOLOGICAL HAZARDS CHART

Peninsula Community

City of San Diego – Planning Department

FIGURE **23b**

2. Slope and Bluff Instability: These geologic hazards are of some concern in the Peninsula Community. Affected areas include:

   a. Slide prone areas on the east side of Point Loma in the area of the Naval Supply Depot and northeast of Fort Rosecrans National Cemetery; and

   b. The bluffs along the ocean and bay side of the Peninsula.

      1) The area from Adair Street to a point about 530 yards south of Ladera Street is characterized by generally unstable formations resulting in rapid erosion. Although no homes are endangered, several parking areas and Sunset Cliffs Boulevard are threatened by the landward retreat of the cliffs.

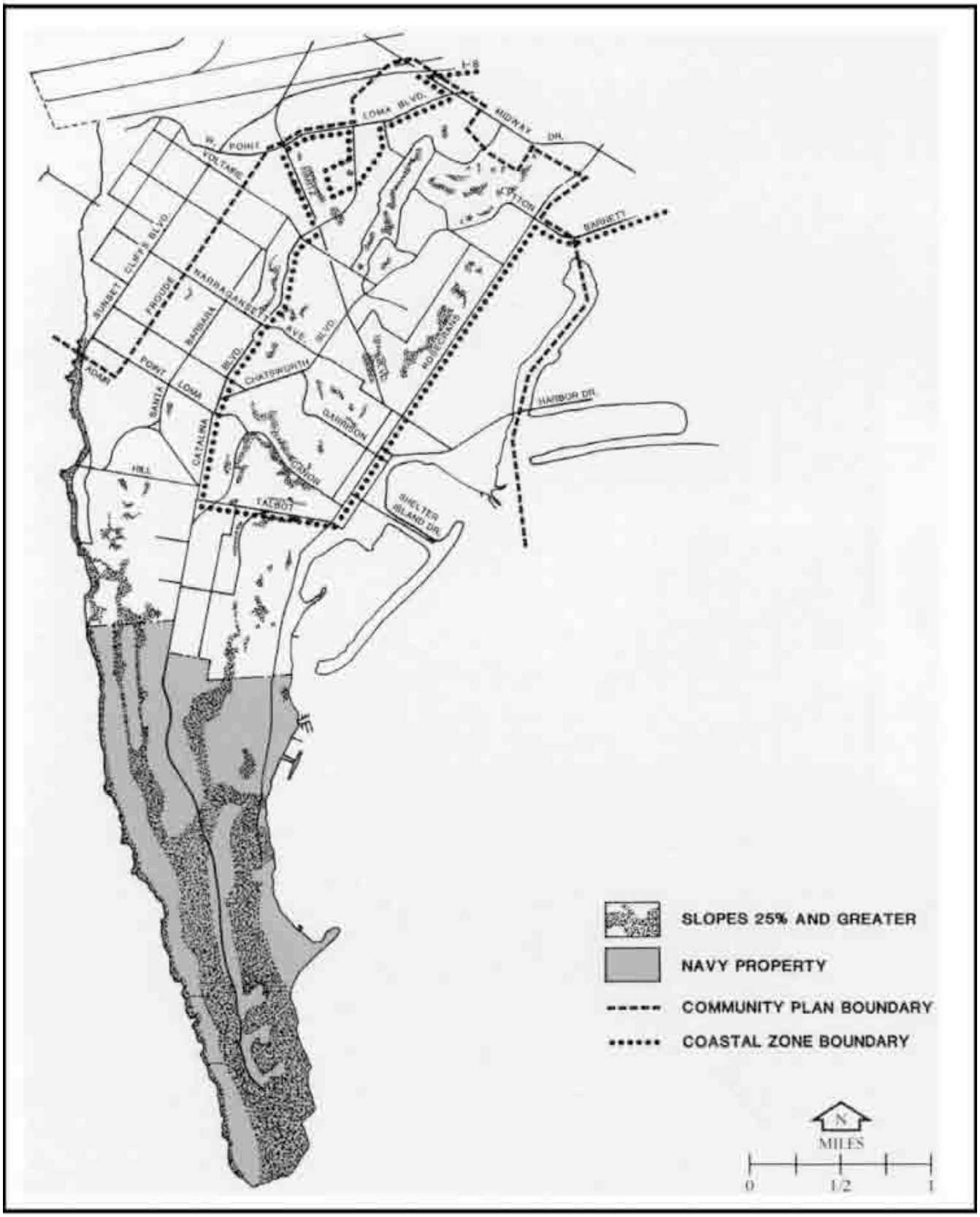
      2) The bluffs running north from the sewage treatment plant for approximately 260 yards are considered unstable and subject to rapid erosion.

      3) A 250-yard segment of bluffs just east of the coast guard lighthouse station has suffered numerous landslides and is also subject to rapid erosion.

      The remaining coastal bluffs are considered generally stable with no slides in evidence, but are subject to slow erosion.

3. Liquification: This is the process in which soil is transformed into a dense fluid state during earthquake activity, causing it to flow as liquid when unconfined. Portions of the Peninsula plan area have a relatively potential for ground failure through liquification. These areas are indicated on the Geologic Hazards Map (**Figure 23a**). They include the entire plan area north of West Point Loma Boulevard, and a majority of the Naval Training Center and bayfront land in close proximity to the mean high-tide line.

   The consequences of liquification depend mainly on local site and subsurface conditions. Its prevention, through engineering techniques, can be extremely expensive. Planning in these areas must take into account the potential for ground failure during earthquake activity.



Slope Analysis

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 24

Hillsides

A narrow mesa, beginning at the lighthouse, extends the entire length of the Peninsula, becoming broader and less well defined at its northern reaches. Numerous canyons meander in from the bayside of the Peninsula providing for a variety of interesting natural and urban settings.

A narrow break in the mesa occurs in the northern portion of the area. Nimitz Boulevard runs through this break. The steepest grades are found on the east and west slopes of the central ridge in the southern area occupied by the Point Loma Naval Complex.

However, slopes with grades in excess of 25 percent extend northward into the Sunset Cliffs and La Playa residential areas. Other areas with slopes in excess of 25 percent exist near Canon Street in the Fleetridge area, near Catalina Boulevard in the northern portion of Roseville and in the north central section of the Peninsula east of Worden Street.

Many of the steeper slopes which existed previously in residential areas have been modified and reduced by development. The steeper slopes in residential areas contain some open space which is an important amenity which add character to this largely developed community.

Noise

The Peninsula community falls within the influence area of Lindbergh Field. The northern portion of the community receives noise impacts from Lindbergh and is subject to crash hazards from aircraft overflight. A lesser noise problem exists in the La Playa area from North Island Naval Air Base flight operations. Presently, noise impacts attributable to Lindbergh Field operations occur within the range of 60-80 db CNEL. The City's Progress Guide and General Plan identifies noise in excess of 65 db CNEL as incompatible with residential development.

Further, in areas of 60 db CNEL or greater, the state law requires interior noise attenuation to 45 db CNEL for multifamily residential developments. This state law is supplemented by a city noise ordinance which requires sound attenuation for newly constructed single-family dwellings in areas impacted by aircraft generated noise exceeding 65 CNEL.

Jurisdictional responsibilities relative to Lindbergh Field are divided among the following agencies: 1) San Diego Unified Port District which is responsible for Lindbergh Field facilities and operations, 2) County of San Diego which enforces state noise standards, 3) San Diego Association of Governments (SANDAG) which is the Airport Land Use Commission, 4) City of San Diego which controls and regulates the property within the airport influence area which lies outside of Port District and federal lands, and 5) Federal Aviation Authority which controls flight operations.

For the last several years, the Port District has exercised limited powers to impose reasonable, non-discriminatory conditions upon scheduled flight times and user aircraft noise characteristics. The airlines have agreed to restrict nighttime flights and adopt other noise reduction measures. The Port District and Federal Aviation Administration (FAA) have

initiated a study of land use and potential noise control measures under the FAA's FAR Part 150 program. The FAR Part 150 study is currently underway. The SANDAG Aviation Element of the Regional Transportation Plan, as adopted in February 1981, states that Lindbergh Field currently impacts over 60,000 residents with adverse noise levels. The 1986 Regional Transit Plan states that "airport operational changes and facility modifications which will improve the compatibility of the airports with surrounding land uses should be implemented. Land use plans for areas within airport influence areas should ensure the compatibility of new development with airport operations, and phase out incompatible uses to the extent possible." In addition, SANDAG adopted the following statements relative to Lindbergh Field noise impacts:

Policy: "The San Diego Unified Port District, in cooperation with the City of San Diego and SANDAG (as the Region's Airport Land Use Commission), should vigorously pursue all feasible noise mitigation measures at Lindbergh Field."

Action: "The City of San Diego, the county of San Diego, and the San Diego Unified Port District will continue to seek and implement all feasible noise mitigation measures around Lindbergh Field. In compliance with the conditions of the variance from state Noise Standards granted to the Port District on September 14, 1980, the Port District will develop and implement noise control measures, with the assistance of the City of San Diego and Airport Land Use Commission (SANDAG)."

It should be noted that at this time, the required Comprehensive Land Use Plan for Lindbergh Field has not been prepared by SANDAG. This plan will establish a land use compatibility matrix for the airport influence area.

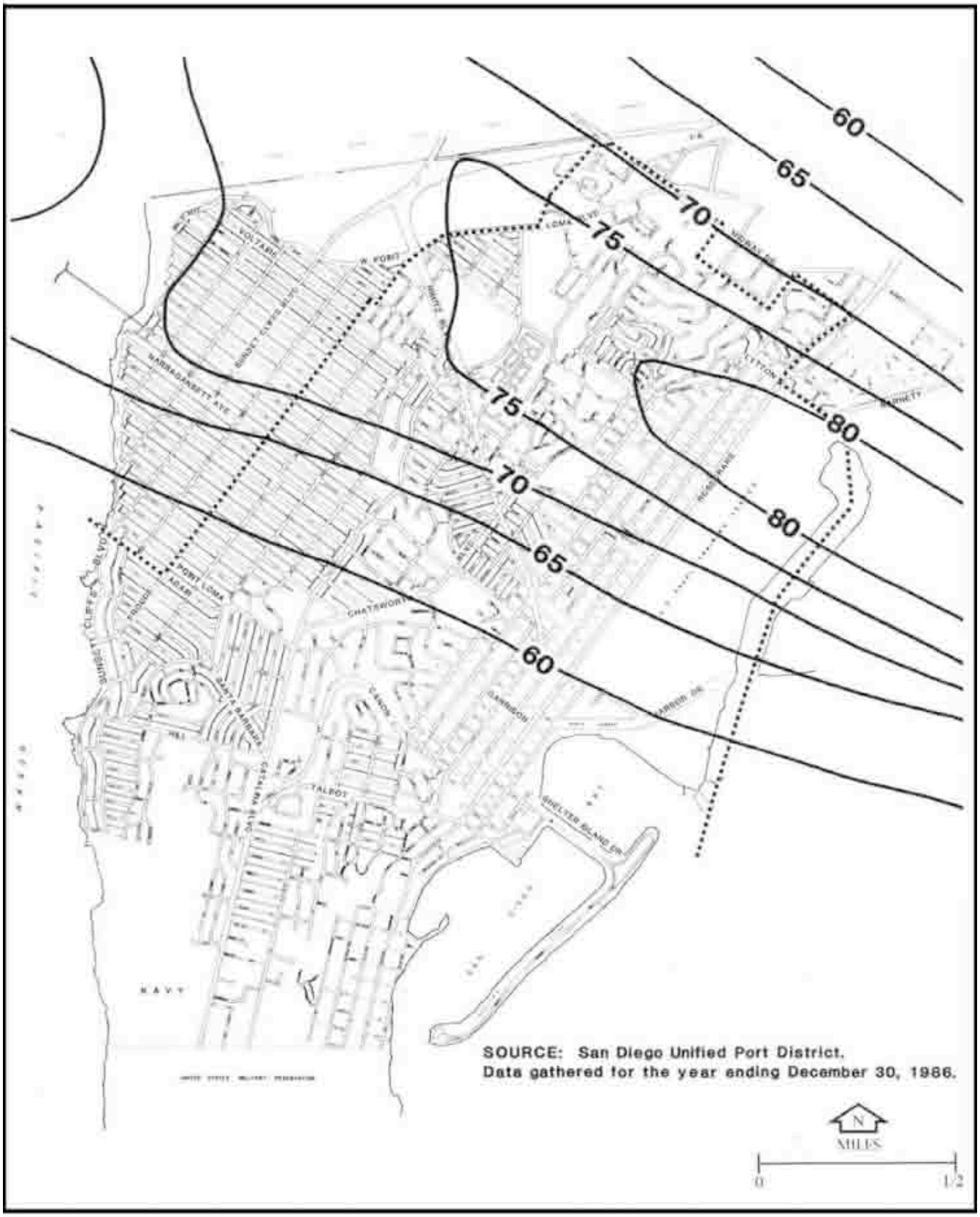
Technological noise attenuation methods, such as building insulation and mechanical ventilation, are somewhat successful in reducing interior noise levels. However, such mitigation measures are not effective in reducing exterior noise impacts. Other noise mitigation measures that can be considered include aviation easements which will alert future owners that adverse noise conditions exist and a redesignation of affected areas to a nonresidential land use. This latter alternative could have serious social impacts and would mitigate noise impacts to existing residential units. Also, a mitigation alternative could include methods which discourage new residential development from locating within the impact area, particularly single-family residences.

Objectives

- Identify existing and desired resources which contribute to the quality of the community environment, and develop guidelines for the conservation and enhancement of these resources.

- Balance new development with resource conservation, with consideration given to the protection of life and property from geologic hazards and environmental impacts.

- Reduce the noise impact from Lindbergh Field on residential and other noise sensitive land uses within Peninsula.



Contours of Aircraft Community Noise Levels in Decibels

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 25a

	Land Use	50	55	60	65	70	75	80
	Annual Community Noise Equivalent Level in Decibels							
1	Outdoor Amphitheaters (may not be suitable for certain types of music).							
2	Schools, Libraries							
3	Nature Preserves, Wildlife Preserves							
4	Residential-Single-family, Multiple Family, Mobile Homes, Transient Housing							
5	Retirement Home, Intermediate Care Facilities, Convalescent Homes							
6	Hospitals							
7	Parks, Playgrounds							
8	Office Buildings, Business and Professional							
9	Auditoriums, Concert Halls, Indoor Arenas, Churches							
10	Riding Stables, Water Recreation Facilities							
11	Outdoor Spectator Sports, Golf Courses							
12	Livestock Farming, Animal Breeding							
13	Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters							
14	Commercial-Wholesale, Industrial Manufacturing, Utilities							
15	Agriculture (except Livestock), Extractive Industry, Farming							
16	Cemeteries							
					COMPATIBLE		**INCOMPATIBLE**	

COMPATIBLE
The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.

INCOMPATIBLE
The average noise level is so severe that construction costs to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with the land use.

NOISE LEVEL COMPATIBILITY STANDARDS

Peninsula Community
City of San Diego – Planning Department

FIGURE
25b

Recommendations

- An environmentally sensitive plan and action program should be developed to combat shore erosion between Osprey Street and Ladera Street.

- 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.

- 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.

- Support facilities and safety features should be developed along the length of the Sunset Cliffs.

- A public education program detailing the proper use and potential hazards of the Sunset Cliffs should be developed, much in the manner that Torrey Pines State Park operates. The Coastal Conservancy and other appropriate local, state and federal agencies should participate in this program.

- 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.

- Coordination should be established between the City, community groups and federal government to ensure the protection of the natural resources of the Point Loma Naval Complex, including the Cabrillo National Monument and adjacent tidepool and kelp habitats. In conjunction with such preservation, educational tours should be organized.

- Establish coordination between the City, community groups and both the Port District and Navy to ensure the protection of the sensitive resources of the bay.

- A coastal restoration project should be considered for the total shoreline from the San Diego River Jetty to the tip of Point Loma. Such a project should include proposals

which address public access and safety, resource conservation, aesthetic impacts, timing of development, and funding. This project would eliminate the incremental, piecemeal approach to shoreline protection which often exacerbates erosion problems in adjacent areas. Such a proposal should include coordination and possible assistance from the San Diego Association of Governments (SANDAG).

- Dredging spoils should be used as a potential beach replenishment supply. The Port District, with assistance from the City of San Diego, should ensure that a specific program be developed in conjunction with some type of erosion control for the beach areas on the eastern side of Shelter Island and south of Lawrence Street in Kellogg Beach.

- Further, development within the San Diego Bay in conjunction with any expansion or upgrading of the Point Loma Sewage Treatment Facility should be discouraged to the extent feasible in order to reduce potential impacts from construction, line rupture, etc. The U.S. Coast Guard should be urged to prohibit anchoring of all vessels in the area over the submerged sewer pipeline. This action should help prevent anchors snagging the line.

- The City, in conjunction with the Navy and Port District, should evaluate methods for enhancing water quality within the bay including better storm drain and maintenance sewage runoff control.

- Shoreline protective works along the bay and ocean should only be allowed where they have been reviewed by all appropriate agencies and have been found to be necessary to serve coastal dependent uses, protect the public safety or existing principal structures, and public beaches, and a no less environmentally damaging alternative exists.

- 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.

- Existing structural and geologic hazards which could threaten life and property in the event of seismic activity should be abated to the extent feasible.

- All projects should minimize grading and maintain the natural topography to the greatest extent feasible. Significant canyons and hillsides should not be developed.

- In order to limit grading to only that which is absolutely necessary, the Hillside Review Overlay Zone should be applied to properties containing slopes 25 percent and greater where there is a potential for development or redevelopment, in order to protect life and property and preserve the natural features of such hillsides. Areas proposed to be added to the Hillside Review Overlay Zone are shown in Figure 26.

- Any development along the Sunset Cliffs should observe minimum setbacks, as established in the implementing ordinances, to mitigate erosion potential. In addition, careful attention should be given to landscaping and runoff generated by the project.

- Community groups and individual citizens in Peninsula should be encouraged to participate in the Part 150 study of land use and noise control measures in the vicinity of Lindbergh Field. Community meetings should be held to foster community input during the study.

- Recommendations from the Part 150 study on mitigation of undesirable noise impacts from airport operations should be addressed in the Comprehensive Land Use Plan for Lindbergh Field which will be developed after completion of the Part 150 study in 1987. The City of San Diego should work closely with the Port District, SANDAG and community groups in development of the Lindbergh Field Plan.

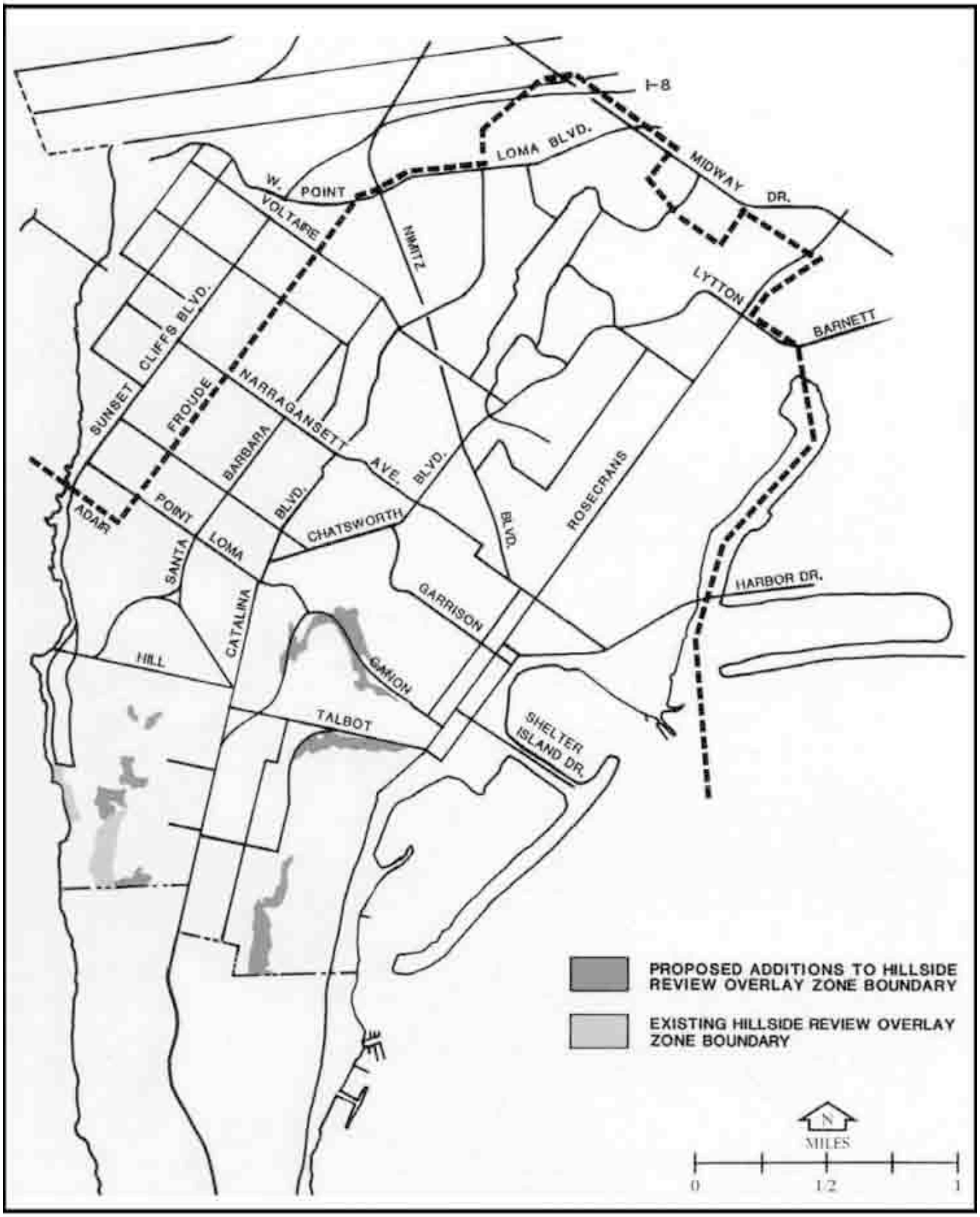
- The City Manager shall confer with the FAA and the Port of San Diego and report to the Council prior to January l, 1988 on the method for application and the qualification for FAA funds to be used for acquiring land in order to ensure compatible use with Lindbergh Field operations.

- Increase communication and coordination between the City, Port District, SANDAG and community groups regarding any change or modification to operations at Lindbergh Field, including flight paths and use of quieter aircraft, in order to allow an assessment of potential impacts on existing or proposed development. Add additional noise monitors for Lindbergh Field.

- To determine the effectiveness of the existing state and City regulations pertaining to acoustical insulation, it is recommended that a pilot program be undertaken by the Building Inspection Department which would ascertain the actual interior CNEL achieved when mitigation measures have been required. This program, which would be voluntary on the part of the homeowner, should be considered for funding by the Federal Aviation Administration and the Port District.

- In recognition of the stable, high quality residential neighborhoods impacted by Lindbergh Field, it is recommended that existing residences and schools be acoustically insulated. More specifically, it is recommended that a residential/school acoustical insulation program be considered for funding by the Federal Aviation Administration and the Port District and be administered by the Port District or the City of San Diego. The program would augment existing state and City regulations relating to acoustical insulation requirements for new residential units and schools.

- Prior to January 1, 1992, or upon completion of the Port District's noise reduction implementation program, whichever occurs first, it is recommended that a detailed study be undertaken to determine the feasibility of converting residential areas which remain impacted by a CNEL of 75 or greater to non-residential use. Only uses compatible with the surrounding residential area should be considered. Commercial and industrial uses should not be considered compatible with the surrounding residential area. The feasibility study should place heavy emphasis on the consensus of the residents within the impacted area.



Hillside Review Overlay Zone Boundary

Peninsula Community Plan

CITY OF SAN DIEGO PLANNING DEPARTMENT

FIGURE 26

- The Famosa Slough should be recognized as a sensitive habitat area and, as such, it should be protected, preserved and enhanced through designation as open space and dedication as a park, in addition to establishing appropriate development guidelines. In conjunction with this, the Famosa Creek Channel should be improved to increase tidal flushing of the slough. A restoration program in conjunction with possible assistance from the state Coastal Conservancy should be developed for both of these areas.

- A limited public access program consistent with the sensitive nature of the slough should be developed.

- Guidelines and restrictions for development adjacent to the Famosa Slough should be prepared to prevent direct or indirect encroachment into this area. Development of vacant lots adjacent to the slough should be maintained as view corridors and physical access points.

- Use of the vacant property at the southern edge of the slough (Famosa and Valeta) should be reviewed in terms of providing a limited landscaped parking and picnic area. In addition, shared use of the Collier Park Junior High School and Barnard Elementary School parking facilities should be explored.

- Since the slough is privately owned, methods of acquiring this area should be examined. Agencies which should be contacted regarding this purchase, restoration and/or maintenance of the slough include the California Coastal Conservancy, the University of California San Diego and San Diego State University. Both U.C. San Diego and San Diego State should be considered as possible management agencies.

- Were the slough to be maintained in private ownership, low-intensity residential, aquaculture or commercial recreation uses may be permitted along the northern edge, adjacent to West Point Loma Boulevard, only if the procedure outlined under the Residential Element of this plan is followed and if the remainder of the slough is dedicated to the appropriate agency as a natural park to be protected and enhanced. The following issues must be addressed for any development of the slough:

  - Protection and preservation of significant natural resources,

  - Impact on significant flora and fauna,

  - Geological and hydrological conditions of the site,

  - Traffic generation,

  - Recreational (passive or active) and educational resource potential of the site, and

  - View blockage and aesthetics.