Appendix E. Land Use Consistency Tables

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City of San Diego 2008 General Plan

Table E-1. Project's Consistency with t	he 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. Policy LU-C.1:	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 constant of
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 leve 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 distributed for review to the public and interested The purpose of the review period is to allow the public an opportu document in identifying and analyzing the possible impacts on the effects of the project might be avoided and mitigated" (CEQA Gui 1 and associated PEIR process involves extensive public outreace Additionally, the CRMP Phase 1 would ensure a just and equitable example, one of the project objectives is to increase coastal accee 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 s 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 id 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 gnations 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 ed and affected agencies for a review period of 45 days. rtunity to provide comments "on the sufficiency of the the environment and ways in which the significant uidelines, 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 the project is to protect communities and the hrough implementation of nature-based shoreline onsistent with these goals.

Table E-1. Project's Consistency w	
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 procest 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 	program with all Kumeyaay tribes as a measure of best practice. with this policy.
decisions at an early planning stage, for the purpose of protecting or mitigating impacts to cultural places.	
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 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 conditione be maintained at all project sites to ensure continued coastal accord Reconfigured Park Design Option of the La Jolla Shores project a Cliffs project would both realign parking spaces but would be internumber of parking spaces provided at these sites. Therefore, the
Policy LU-I.10:	The CRMP Phase 1 would not result in barriers to existing mobility
Improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of th population (see also Mobility Element, Section B).	 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 would be mobility options to low-income residents and would be maintained and project site is and would be additional mobility options to low-income residents and would be additional mobility options to low-income residents and would be provide additional mobility options to low-income residents and would be provide additional mobility options to low-income residents and would be provide additional mobility options to low-income residents and would be provide additional mobility options to low-income residents and would be provide additional mobility options to low-income residents and would be provide additional mobility options to low-income residents and would be provide additional mobility options to low-income residents and would be provide additional mobility options to low-income residents and would be provide additional mobility options to low-income residents and would be provide additional mob
Mobility Elem	ent (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 ar 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

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

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

on would realign a section of Ocean Front Walk, multiadditionally, the Pacific Beach – Tourmaline Surf Park ath from the parking lot to the beach on top of the

ed coastal access for all community residents. For nores project and the optional parking realignment under ould be intended to maintain the same or even increase al parking realignment would also be intended to reduce ve as a traffic calming measure. Additionally, the Pilot ity to Communities of Concern and includes an optional to the beach. Therefore, the CRMP Phase 1 may ould 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 n pedestrians and bicyclists. Both design options under ne 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.

n Beach – Pier project sites would connect the San bedestrian path. Therefore, the CRMP Phase 1 would ad would achieve greater walkability. The CRMP Phase

Table E-1. Project's Consistency with t	he City of San Diego's 2008 General Plan
Goal/Policy	CRMP Phase 1 Cor
 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 provision 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-driving the population. This multi-use path would connect the San Diego Cliffs project would also provide a multi-use path for both pedestr Trail. Both design options under the Mission Beach project would additional coastal flood protection for Ocean Front Walk, which provide a ccess would be maintained along the realigned section. Addition includes an optional component to provide a pedestrian path from drainage culvert at the site. Therefore, the CRMP Phase 1 would
Policy ME-F.4.b: Provide bicycle facilities and amenities to help reduce the number of vehicle trips.	The CRMP Phase 1 would provide new and maintain existing bic 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 of construct an elevated sand dune that would provide additional co 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 lev 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 a plant species and habitat for threatened and endangered avian sp access along the beach for different types of non-motorized trave and wheelchairs. The multi-use paths at the Ocean Beach – Dog, project sites and the proposed terraced seatwall under the Amphi site would connect existing uses and provide seating opportunitie social interaction and would promote a desirable community char- 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 pro- cobble rip rap. The proposed road reconfiguration program and of realign 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 Plan consistent with this policy.

icycle 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 i-use path for both pedestrians and bicyclists. The uld improve bicycle safety by reducing conflicts with options under the Mission Beach project would coastal flood protection for Ocean Front Walk, which each. While the Perched Beach Design Option would Id 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 pration 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, by, Beach, Ocean Beach – Pier, and Sunset Cliffs whitheatre Design Option at the La Jolla Shores project ties, which would provide additional opportunities for aracter consistent with existing uses. Therefore, the

ms and features by providing nature-based solutions to ing. 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 iffs Boulevard inland (east) and away from the cliff

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

Table E-1. Project's Consistency with t	he City of San Diego's 2008 General Plan
Goal/Policy	CRMP Phase 1 Con
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 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
extent practicable. Policy PF-G.2: 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.	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
Policy PF-G.5: 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.	System (NPDES) Construction General Permit provisions, which we approved Storm Water Pollution Prevention Plan (SWPPP) with be and water quality impacts from stormwater runoff and sedimentati would ensure that proposed grading and construction operations we therefore, the CRMP Phase 1 would be consistent with these pollocity.
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 dress Diego River flood channel would not require transport of this dreds cobble rip rap at the Pacific Beach – Tourmaline Surf Park and Oc the sites to stabilize the proposed dunes. The Pilot Project includes 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 examaterials to landfills. Therefore, the CRMP Phase 1 would be com
Policy PF-I.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 dress Diego River flood channel would not require transport of this dreds cobble rip rap at the Pacific Beach – Tourmaline Surf Park and Oc the sites to stabilize the proposed dunes. The Ocean Beach – Dog or reconstruction of the existing restroom. The Reconfigured Park generate solid waste from the conversion of park areas to paved 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 context.

tion to the coastal park infrastructure at the Ocean ne Surf Park, Mission Beach, and Ocean Beach – Pier ge improvements, habitat enhancements, and other s would comply with the City's Storm Water r 4, Article 3, Division 3) as well as SDMC Section nd siltation control measures, and SDMC Chapter 14, Regulations) that address potential erosion and ct to the National Pollutant Discharge Elimination h would require preparation and compliance with an best management practices (BMPs) to reduce erosion ation. Conformance to these mandated requirements s 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 xcavation 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 kcavation 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 s 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 pr 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 dur further stabilized with use of the existing cobble rip rap at those pr protect public health and safety through the application of effective The CRMP Phase 1 would be consistent with these goals and pol
Recreati	on 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 picr Park, Brighton Park, Saratoga Park, and Ocean Beach Veterans F the La Jolla Shores project site, the proposed waterfront park wou would protect the reconfigured parking lot from flooding. Under the project site, a portion of Mission Beach Park would be converted t Beach Park would remain the same as existing conditions. Furthe 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 this
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 pro wave runup at La Jolla Shores Park, Kellogg Park, the grassy pior 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 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 picr 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 itical investigation be conducted for the structure (SDMC 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 yould 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 icnic 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 ue 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 icnic 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 ue 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

Table E-1. Project's Consistency with t	he City of San Diego's 2008 General Plan	
Goal/Policy	CRMP Phase 1 Cor	
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 Ocean protection to existing infrastructure and natural resources at these public and emergency access to the beaches as well as parking to 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 impre flood 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 st to accommodate coastal flooding and would protect the reconfigur proposed multi-use paths at the Ocean Beach – Dog Beach and connectivity between these open spaces to facilitate better acces would include removal of invasive plants and vegetation with native Both design options at the La Jolla Shores project site, and partice 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 dike would help to preserve known cultural resource sites near the pro Additionally, the Perched Beach Design Option at the Mission Be impacts related 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 implementa 1 would be consistent with this policy.	
D. Accessibility Goals:	The CRMP Phase 1 would support accessibility to park and recre	
Park and recreation facilities that are sited to optimize access by foot, bicycle, public transit, automobile, and alternative modes of travel.	Ocean Beach – Dog Beach project site and the Ocean Beach – F provide a bike path and separated pedestrian path, which would i	
Provision of an inter-connected park and open space system that is integrated into and accessible to the community.	driving elderly, disabled, low-income and other members of the per- Diego River Bikeway to the Ocean Beach Pier as well as the public Saratoga Park, and Ocean Beach Veterans Plaza. The Sunset C 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 ja 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 ublic 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

	the City of San Diego's 2008 General Plan
Goal/Policy	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 protect the reconfigured parking lot from flooding. Under the Perc 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 accessibility for the non-driving elderly, disabled, low-income, and
Provide safe and convenient linkages to, and within, park and recreation facilities and open space areas.	would connect the San Diego River Bikeway to the Ocean Beach
Policy RE-D.7: Provide public access to open space for recreational purposes	such as Brighton Park, Saratoga Park, and Ocean Beach Veteral
Provide public access to open space for recreational purposes. Provide public access to open space for recreational purposes. Policy RE-F.4:	 a multi-use path for both pedestrians and bicyclists along the sour multi-use path at Sunset Cliffs would be graded and would provide compared to the existing discontinuous trail. The optional parking improve bicycle safety by reducing conflicts with bicyclists and see project would construct an elevated sand dune that would provide Walk, which provides an accessible multi-use path and access to While the Perched Beach Design Option would realign a section maintained along the realigned section. Additionally, the optional – Tourmaline Surf Park project would provide better connectivity and north of Tourmaline Street. The Pilot Project also includes ar existing parking lot, which would provide public transit to Ocean E consistent with this policy. The CRMP Phase 1 would enhance existing trails by providing constructions.
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.

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 ig 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 prched Beach Design Option, a portion of Mission Beach γ 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 Dean 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 vide 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. of Ocean Front Walk, multi-modal access would be al pedestrian path included as part of the Pacific Beach 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

	e City of San Diego's 2008 General Plan
Goal/Policy	CRMP Phase 1 Cor
Policy RE-F.5: 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.	The CRMP Phase 1 would enhance open space and recreation b City's coastline from sea level rise and coastal flooding. As descri- 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 categor community plans. Therefore, the CRMP Phase 1 would be consistent
Policy RE-F.7:	The CRMP Phase 1 would create and enhance open space multi
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 betwee Beach Veterans Plaza. The Sunset Cliffs project would also provi along the southern 0.64-mile portion of Sunset Cliffs Trail. The op project would improve bicycle safety by reducing conflicts with bic design options under the Mission Beach project would construct a 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 Park north of Tourmaline Street to the parking lot and beach. The Pilot express shuttle stop in the existing parking lot, which would allow proposed new bicycle facilities at Ocean Beach. Therefore, the C
Conservati	on 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. To become a city that is an international model of sustainable development and conservation. 	The CRMP Phase 1 would reduce the City's overall carbon dioxic multi-use paths for non-motorized travel. The optional express sh trips to Ocean Beach. While the Perched Beach Design Option at section of Ocean Front Walk, multi-modal access would be maint reconfiguration program, trail enhancements, and optional parking vehicle trips and encourage active transportation along Sunset Cl Phase 1 employs sustainable planning and design techniques wit 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 C at the Ocean Beach – Dog Beach project site could be relocated existing materials at or near the project sites. For example, the pr Project at the Ocean Beach – Dog Beach project site, Pacific Bea project, and Ocean Beach – Pier project would be constructed wit Similarly, the Perched Beach Design Option at Mission Beach wo Phase 1 area. Therefore, clearing and dredging of existing flood of would not require transport of this dredged material to landfills. Ac Beach – Tourmaline Surf Park and Ocean Beach – Pier project si proposed dunes. Therefore, the CRMP Phase 1 would be consist

a by providing nature-based solutions to protect the cribed further in Section 5.3, Biological Resources, and I 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.

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 at 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 ot Project also includes an optional component for an the 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.

Table E-1. Project's Consistency with t	he City of San Diego's 2008 General Plan
Goal/Policy	CRMP Phase 1 Cor
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 E Ocean Beach – Pier project sites with native plants. Additionally, Option or waterfront park under the Reconfigured Park Design Op 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 plant s 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 coa
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.	Beach – Dog Beach, Mission Beach, and Ocean Beach – Pier p winter berms constructed at the project sites every fall and main proposed sand and cobble dune at the Pacific Beach – Tourmal the existing cobble rip rap. The proposed road reconfiguration p Cliffs would realign the multi-use path, parking, and vehicle traff from the cliff edge. Therefore, the CRMP Phase 1 would be 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 we 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 R sedimentation impacts. Additionally, all projects would be subject provisions, which would require preparation and compliance with and water quality impacts from stormwater runoff and sedimentat would ensure that proposed grading and construction operations Therefore, the CRMP Phase 1 would be consistent with this polic
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 to 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 an 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 O would also provide a multi-use path for both pedestrians and bicy Cliffs Trail. The optional parking realignment under the Sunset Cli conflicts with bicyclists and serving as a traffic calming measure. 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 Wal 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 under of Tourmaline Street. The Pilot Project also includes an optional of parking lot, which would provide public transit to Ocean Beach. The 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.

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 Cliffs project would improve bicycle safety by reducing . Both design options under the Mission Beach project tional 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 derutilized 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

	the City of San Diego's 2008 General Plan
Goal/Policy	CRMP Phase 1 Con
C. Coastal Resources Goals: Coastal resource preservation and enhancement. Clean coastal waters by continuing to improve the quality of ocean outfall discharges.	None of the CRMP Phase 1 projects would occur within coastal w would protect, preserve, restore, and/or enhance important coast Beach – Dog Beach project site, Pacific Beach – Tourmaline Sur Pier project would construct sand dunes along the back of the be
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.	coastal flooding that would otherwise disturb coastal habitat, prim prevent waves from overtopping existing flood protections (e.g., s pedestrian paths) to reduce coastal flooding and associated impa- sedimentation. Additionally, the dunes would be vegetated with n introduction of rare plant species and habitat for threatened and e under the Amphitheatre Design Option included as part of the La native plants. Further, the Pilot Project, Pacific Beach – Tourmali include restoration efforts to remove existing invasive plant speci CRMP Phase 1 would also preserve existing recreation elements Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Ve (e.g., the multi-use paths). Therefore, the CRMP Phase 1 would
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).	The CRMP Phase 1 would provide long-term benefits related to r 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
Policy CE-C.6: Implement watershed management practices designed to reduce runoff and improve the quality of runoff discharged into coastal waters.	seawalls) and other coastal infrastructure (e.g., pedestrian paths) flood protections would also improve water quality from stormwat waves that would mix with polluted runoff and other potentially ha 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 consiste
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 r and separated pedestrian path, which would improve mobility op multi-use path would separate non-motorized travel from vehicle the San Diego River Bikeway to the Ocean Beach Pier as well as Park, Saratoga Park, and Ocean Beach Veteran's Plaza. The Su 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 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 incompath from the parking lot to the beach on top of the existing drain an optional component for an express shuttle stop in the existing Ocean Beach. Further, all of the CRMP Phase 1 projects would be consistent 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 each project site. For example, the proposed multi-use path and 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.

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.

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

e CRMP Phase 1 would support pedestrian, bicycle, ple, the Pilot Project at the Ocean Beach – Dog Beach a multi-use path that would provide a Class I bike path ptions 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 Sunset Cliffs project would also provide a multi-use path portion of Sunset Cliffs Trail. The optional parking cle 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 rk. While the Perched Beach Design Option would Id be maintained along the realigned section. ncludes an optional component to provide a pedestrian inage culvert at the site. The Pilot Project also includes g parking lot, which would provide public transit to maintain the existing number of parking spaces at each is policy.

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

Table E-1. Project's Consistency with t	he City of San Diego's 2008 General Plan
Goal/Policy	CRMP Phase 1 Con
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 ecologica and habitat for threatened and endangered avian species. Addition – Dog Beach, Pacific Beach – Tourmaline Surf Park, and Sunset 0 species and installation of native plants in these areas. Further, th 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. Policy CE-J.1: 	The CRMP Phase 1 would protect, preserve, restore, and/or enhal Project at the Ocean Beach – Dog Beach project site, Pacific Bear 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 an stormwater runoff and sedimentation. Additionally, the dunes woul 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 exist at these project sites. Further, the CRMP Phase 1 projects would Therefore, the CRMP Phase 1 would be consistent with this policy The CRMP Phase 1 projects would not remove existing trees from
 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. 	would be consistent with this policy.
Historic Pres	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 of 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

ve plants, which would reduce water demand, sequester ical benefits through introduction of rare plant species itionally, 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. I protections (e.g., seawalls) and other coastal and associated impacts on water quality from buld be vegetated with native plants, which would nd habitat for threatened and endangered avian Option included as part of the La Jolla Shores project oject, Pacific Beach – Tourmaline Surf Park project, and existing invasive plant species and plant native species id not remove existing trees from the project sites. icy.

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 in Option, would result in the potential to disturb nowever, implementation of archaeological and tribal nificant and unavoidable impacts to potential resources er the Amphitheatre Design Option would help to preserve rise and coastal flooding. Additionally, the Perched sult in potentially significant impacts related to realignment urce; however, compliance with City standards and M CUL-1 would reduce potential impacts to less than nd MM CUL-2, the CRMP Phase 1 would be compatible ith this policy.

California Coastal Zone Management Act

Table E-2. Project's Consistency with Applicable Coastal Resources Planning and Management Polici 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 the 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 origonetic from sea level rise and coastal flooding by the propose seatwall under the Amphitheatre Design Option and waterfront paincluded 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 Dro of Ocean Front Walk, multi-modal access would be maintained a maintained to allow access to the perched beach. Additionally, the northern portion of the Sunset Cliffs project site, there would could even be increased. Additionally, the Pilot Project could enhance to allow access to the perched beach. The sunset Cliffs project site, there would could even be increased. Additionally, the Pilot Project could enhance to allow access to the parking lot. Therefore, the CR
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 f existing recreation elements (i.e., La Jolla Shores Park, Kellogg I Park, and Ocean Beach Veterans Plaza) and introduce new recre example, the multi-use path included as part of the Pilot Project a 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 free 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 pr 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 ed 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 I flooding. The CRMP Phase 1 would also preserve Park, Mission Beach Park, Brighton Park, Saratoga creation 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 sion 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

Table E-2. Project's Consistency with Applicable Coastal Resources Planning and Management Policies of the California Coastal Act

Coastal Act
CRMP Phase 1 Cor
cle 3 – Recreation
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
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 se 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, and Sunse remove existing invasive plant species and plant native species are would be consistent with this policy.
5 – Land Resources
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 floor 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 n Tourmaline Surf Park project, and Sunset Cliffs project would inci- plant species and plant native species at these project sites. The this policy.
e 6 – Development
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 r 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

onsistency

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

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

and/or enhance important environmentally sensitive ch – Dog Beach project site, Pacific Beach – Tourmaline ject would construct sand dunes along the back of the boding that would otherwise disturb coastal habitat, waves from overtopping existing flood protections (e.g., is) 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 kes under the Amphitheatre Design Option included as native plants. Further, the Pilot Project, Pacific Beach – include restoration efforts to remove existing invasive merefore, the CRMP Phase 1 would be consistent with

MP Phase 1 projects would maintain and enhance elevated 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 improve the aesthetic of the dune when compared to the ed along the back of the beaches, views of the Pacific ed from public viewing locations along the beaches. Due views 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 nes.

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

Table E-2. Project's Consistency with Applicable Coastal Resources Planning and Management Policies of the California Coastal Act	
Policy	CRMP Phase 1 Cor
	coastal viewing areas due to the elevated nature of the features. along the Ocean Beach – Dog Beach, La Jolla Shores, Mission B reduce flooding impacts and associated impacted views during hi project site, ocean views would remain visible from vehicles trave multi-use path would provide sweeping scenic views of the ocean of the trail enhancement, interpretative signage, drainage improve improve the visual quality of the Sunset Cliffs project site as well scenic views across Sunset Cliffs. Therefore, the CRMP Phase 1
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 to 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 o protected from sea level rise and coastal flooding by the proposed seatwall under the Amphitheatre Design Option included as part of (east) of the La Vereda pedestrian path and would still maintain p parks and parking lot. The waterfront park under the Reconfigured the La Vereda pedestrian path and the beach. The Pacific Beach maintain existing access along the access ramp and the north sid restoration could be integrated with the runoff from the showers ir and an optional pedestrian pathway along the existing drainage c parking lot to the beach. The sand dunes under both design option protection sea level rise and coastal flooding to Ocean Front Wall While the Perched Beach Design Option would realign a section of maintained along the realigned section. Additionally, the Sunset O multi-use path along the southern 0.64-mile of Sunset Cliffs Trail. Additionally, the Pilot Project could enhance public transit to Ocean existing parking lot. Therefore, the CRMP Phase 1 would be const
 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 Beac reconstruction of the restroom facility. As described in Section 5.5 or reconstruction would occur in compliance with the CBC and SL and other geologic hazards and require that a geotechnical invest 145.1803). Construction of the proposed sand dunes at the Ocea Surf Park, Mission Beach, and Ocean Beach – Pier project sites v constructed at or near the project sites every fall and maintained t would be vegetated with native plants, which would help stabilize – Tourmaline Surf Park project site and a portion of the dune at the stabilized with use of the existing cobble rip rap at those project s program and optional parking realignment at Sunset Cliffs would a vehicle travel further inland and away from the cliff erosion hazard drainage improvements, habitat enhancements, and other optionar runoff and maintain stability of the coastal bluffs. Therefore, the C through the application of effective seismic, geologic, and structur Phase 1 would provide coastal flood protections at all of the proje CRMP Phase 1 would minimize vehicle miles traveled and associ providing new multi-use paths along the coast. The Pilot Project of an express shuttle stop in the parking lot at the Ocean Beach – D would be consistent with this policy.

Page E-14

onsistency

s. Additionally, increasing the backshore protection Beach, and Ocean Beach – Pier project sites would high tides and extreme storms. At the Sunset Cliffs veling along Sunset Cliffs Boulevard, and the proposed an to pedestrians and bicyclists. Further, implementation ovements, and habitat enhancement would generally II as provide enhanced areas for public viewing of 1 would be consistent with this policy.

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 t of the La Jolla Shores project would be landward passageways for pedestrian access from the existing red Park Design Option would not preclude access to ch – Tourmaline Surf Park project would enhance side of the cobble rip rap. Additionally, the dune in order to reduce slip hazards along the access ramp culvert could provide a safe passageway from the tions at the Mission Beach project site would provide alk, which provides access to and along Mission Beach. n of Ocean Front Walk, multi-modal access would be Cliffs project would provide a safe and accessible il. There would be no net loss of parking stalls. ean Beach by providing an express shuttle stop in the nsistent with this policy.

e 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 estigation be conducted for the structure (SDMC Section ean Beach – Dog Beach, Pacific Beach – Tourmaline s would be similar to the annual winter berms d throughout the winter season. The proposed dunes ze the dunes. Additionally, the dune at the Pacific Beach the Ocean Beach – Pier project site would be further sites. Further, the proposed road reconfiguration d align the proposed multi-use path, parking, and ard area. The Sunset Cliffs project would implement onal erosion control measures to reduce stormwater CRMP Phase 1 would protect public health and safety tural considerations. As previously described, the CRMP pject sites except for the Sunset Cliffs project site. The ociated energy consumption by maintaining existing and could also reduce vehicle miles traveled by providing Dog Beach project site. Therefore, the CRMP Phase 1

City of San Diego Parks Master Plan

	plicable City of San Diego Parks Master Plan Policies
Policies	CRMP Phase 1 Cons
	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 Apper required to comply with the goals and policies of the MSCP and Subar MM BIO-3, MM BIO-4, MM BIO-6, and MM BIO-7, the CRMP Phase 1 policies and Subarea Plan guidelines. With implementation of MM BIO Environmentally Sensitive Land regulations. Therefore, the CRMP Phase
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 construct to preserve and protect historical resources landward of the proposed flooding. Therefore, the CRMP Phase 1 would be consistent with this p
	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 plan carbon, reduce the urban heat island effect, and provide ecological be habitat for threatened and endangered avian species. Additionally, the Beach, Pacific Beach – Tourmaline Surf Park, and Sunset Cliffs project installation of native plants in these areas. Therefore, the CRMP Phase
	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 to Dog Beach, La Jolla Shores, Pacific Beach – Tourmaline Surf Park, Mi The CRMP Phase 1 projects would comply with the City's Storm Wate (SDMC Chapter 4, Article 3, Division 3) as well as SDMC Section 142. erosion and siltation control measures, and SDMC Chapter 14, Article Drainage Regulations) that address potential erosion and sedimentation the NPDES Construction General Permit provisions, which would requ SWPP) with BMPs to reduce erosion and water quality impacts from st these mandated requirements would ensure that proposed grading and quality impacts. The proposed coastal flood protection solutions would nature-based solutions with native plants. Therefore, the CRMP Phase
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 plan carbon, reduce the urban heat island effect, provide shade, improve ai introduction of rare plant species and habitat for threatened and endan components at the Ocean Beach – Dog Beach, Pacific Beach – Tourm involve removal of invasive species and installation of native plants in t 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 Apper required to comply with the goals and policies of the MSCP and Subar MM BIO-3, MM BIO-4, MM BIO-6, and MM BIO-7, the CRMP Phase 1 policies and Subarea Plan guidelines. Therefore, the CRMP Phase 1 v

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bendix C, the proposed CRMP Phase 1 would be area Plan guidelines. With implementation of MM BIO-2, 1 would be in compliance with the MSCP goals and IO-5, the CRMP Phase 1 would be in compliance hase 1 would be consistent with this policy.

uction of coastal flood protection solutions that would help d projects from the effects of sea level rise and coastal s policy.

ants, which would reduce water demand, sequester benefits through introduction of rare plant species and ne restoration components at the Ocean Beach – Dog ect sites would involve removal of invasive species and ase 1 would be consistent with this policy.

o the coastal park infrastructure at the Ocean Beach – Mission Beach, and Ocean Beach – Pier project sites. ter Management and Discharge Control Ordinance 2.0146, which requires grading work to incorporate le 2, Division 2 (Storm Water Runoff Control and tion impacts. Additionally, all projects would be subject to quire preparation and compliance with an approved stormwater runoff and sedimentation. Conformance to and construction operations would avoid significant water Id enhance the aesthetics of the sites by vegetating the se 1 would be consistent with this policy.

ants, which would reduce water demand, sequester air quality, and provide ecological benefits through angered avian species. Additionally, the restoration rmaline Surf Park, and Sunset Cliffs project sites would n these areas. Therefore, the CRMP Phase 1 would be

bendix C, the proposed CRMP Phase 1 would be area Plan guidelines. With implementation of MM BIO-2, 1 would be in compliance with the MSCP goals and I would be consistent with this policy.

Table E-3. Project's Consistency with Applicable City of San Diego Parks Master Plan Policies	
Policies	CRMP Phase 1 Consis
Conservation,	Sustainability, & Resilience
CSR1: Collaborate with agencies that manage public lands, conservation stakeholders, and community advocates to protect sensitive natural and cultural resources, while providing compatible recreational access and outdoor opportunities.	The CRMP Phase 1 projects would maintain existing public open space coastal park infrastructure and communities with the proposed coastal f solutions would help protect public open space from coastal flooding an 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 bette 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 (CI 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 plants provide shade and habitat for sensitive species, and provide ecological Additionally, the restoration components at the Ocean Beach – Dog Bea Sunset Cliffs project sites would involve removal of invasive species and Therefore, the CRMP Phase 1 would improve the quality of habitat at the 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 flo nature-based solutions, protecting and enhancing critical coastal habitat 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 H 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. Impli- collaboration with the wildlife agencies and other environmental protecti 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 constructi to preserve and protect historical, archaeological, and Tribal cultural res 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, ark, 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 tal 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 he proposed CRMP Phase 1 projects would include ecological benefits through introduction of rare plant uplementation of the CRMP Phase 1 would require ction 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

	ncy with Applicable City of San Diego Climate Resilient SD Policies
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. Ad vegetation and/or restoration of portions of the project sites with native through introduction of rare plant species and habitat for threatened and Phase 1 would be consistent with this policy.
	Historic & 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 constructi to preserve and protect historic and tribal cultural resources landward o rise and coastal flooding. Therefore, the CRMP Phase 1 would be cons
	Thriving Natural Environments
TNE-1 : Protect environmental quality and biodiversity.	Implementation of the CRMP Phase 1 projects would include constructi to protect sensitive environmental resources landward of the proposed flooding. Additionally, almost all of the projects would include vegetatior native vegetation, which would provide biodiversity through introduction endangered avian species. Therefore, the CRMP Phase 1 would be con
TNE-2: Protect and improve the integrity of open space, habitat and parks.	The CRMP Phase 1 projects would maintain existing open space uses 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 of proposed 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 the annual installation of winter berms at several of the project sites (so Beach, Ocean Beach – Dog Beach, and Ocean Beach – Pier project sit 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.
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 coar shoreline protection methods where feasible. Project objectives include change solutions, addressing the effects of sea level rise and coastal flor nature-based solutions, protecting and enhancing critical coastal habitat change, protecting and enhancing recreational opportunities, and increa- to Section 3.3, Project Objectives). Additional shoreline protection and se header, would be constructed landward (east) of the dunes to support the seatwall header at the Ocean Beach – Dog Beach and Ocean Beach – the beach and proposed sand dune from covering the proposed multi-u 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

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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 ion 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 d use of the parks. The CRMP Phase 1 projects aim to in 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 itat 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 fl and other existing infrastructure in the communities with the proposed co 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.

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g flooding protection to the coastal park infrastructure d coastal flood protection solutions. The coastal flood tal flooding and wave runup at La Jolla Shores Park, sion Beach Park, Brighton Park, Saratoga Park, and 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 e vegetation, which would provide ecological benefits and endangered avian species. Therefore, the CRMP

Climate Action Plan

Table E-5. Proj	ect'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 pat vegetated median between the restrooms and the access ramp would a integrating drainage from the shower area, which would reduce slip haze 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 CRM
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 woul pedestrians and cyclists, which would encourage active transportation a the Pilot Project includes an optional component to provide an express of – Dog Beach project site, which would further reduce vehicle trips. There 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 ex 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 of (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 so 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.

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rotect, enhance, and/or provide new routes for ch – Dog Beach and the Ocean Beach – Pier project inect the San Diego River Bikeway to the Ocean Beach tional 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. od 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 otect, enhance, and/or provide new routes for

1 would also protect, enhance, and/or provide new isportation and reduce vehicle trips in these areas.
 de an express shuttle and stop to the parking lot at the chicle 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

Ocean 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 Die	
Policy	CRMP Phase 1 Cor
	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, pla 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 as 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. Ho additional measures would be necessary to ensure nighttime con or adjacent to sensitive biological resources are minimized when to City Outdoor Lighting Regulations per Land Development Code Phase 1 would be consistent with this MSCP Subarea Plan Design
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 implementation protection structures. The project-specific designs would be deven CDFW, and U.S. Fish and Wildlife Service (USFWS) prior to project requirements in the City's Biology Guidelines. Therefore, the CRM 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 huma Planning Area (MHPA). The project-specific designs would be deve CDFW, and USFWS prior to project implementation, in accordance Therefore, the CRMP Phase 1 would be consistent with this MSCF
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 unnaproject-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 Design
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 MHPA Standards in minimizing construction and post-construction drains be designed to avoid proposing new development directly adjace boundary and the limits of ground disturbance would be clearly do by the construction contractor, with supervision by the qualified m 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 (LL
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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ion activities, the qualified monitoring biologist shall valent along the limits of disturbance adjacent to er proposed project conditions as shown on the shall include flagging plant specimens and delineating plants, and wildlife, including nesting birds) prior to the uired to be consistent with regulations protecting 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 never feasible. Any nighttime lighting would be subject de (LDC) Section 142.0740. Therefore, the CRMP sign Guideline.
tion of nature-based coastal resilience and habitat veloped in coordination with the USACE, RWQCB, oject implementation, in accordance with the RMP Phase 1 would be consistent with this MSCP
on of nature-based coastal resilience and habitat nan-made constraints or barriers within the Multi-Habitat eveloped in coordination with the USACE, RWQCB, ce with the requirements in the City's Biology Guidelines. CP Subarea Plan Design Guideline.
tion of nature-based coastal resilience and habitat natural stabilization materials within the MHPA. The h the USACE, RWQCB, CDFW, and USFWS prior to the City's Biology Guidelines. Therefore, the CRMP sign Guideline.
PA would be consistent with the City Storm Water inage 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 CP Subarea Plan, the San Diego RWQCB Municipal ons. Therefore, the CRMP Phase 1 would be consistent _UAG).
adjacent to the MHPA (including fuel or sediment), and naterials. Consistent with the City Storm Water the MHPA shall be minimized. All project construction s, trash, equipment maintenance, and other n previously developed land and away from the MHPA e San Diego RWQCB Municipal Permit, the City's Storm IP Phase 1 would be consistent with this MSCP Subarea

Table E-6. Project's Consistency with Applicable City of San Die	CRMP Phase 1 Cor
Policy	
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 conducted 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 Spec with a high potential to occur in the survey area, such as California 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 required 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 a 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 ss 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.

a the City's Municipal Code, Biology Guidelines, and the habitat restoration areas to treat and remove any o 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 Die	go 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, includin path that would connect to the existing San Diego River Bikeway, the Pilot Project would be consistent with this MSCP Subarea Pla
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 a Phase 1 that is within the MHPA. The proposed sand dune and du plants and any invasive plants encountered during restoration wou 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 season, generally in October, which would be within the non-bree Pilot Project would be consistent with this MSCP Subarea Plan General States and

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is the only project site included as part of the CRMP ding the elevated sand dune and proposed multi-use ay, 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. he 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 Onen Space Preservation and	CRMP Phase 1 Con
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.	A Natural Resource Protection Development of the La Jolla Shores project would be contained wand 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 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 or additional co-benefits of nature-based solutions, protect and enha- from the impacts of climate change, and protect and enhance rec Therefore, the La Jolla Shores project would be consistent with the
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 the 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 a 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 he 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 ong the western border of the waterfront park; however, ostruct 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

Table E-7. Project's Consistency with Applicable La Jolla Com	munity Plan and Local Coastal Program Land Use Plan Policie
Policy	CRMP Phase 1 Cor
Shoreline Areas	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 s and associated wildlife from the impacts of climate change, and p parking at the site. The proposed earthen dikes and terraced sea as part of the La Jolla Shores project would increase the backsho impacts and associated impacted views during high tides and ext with grass (similar to the existing recreational areas), drought tole vegetation types, which would retain biodiversity and interconnec Option at the La Jolla Shores project site, the proposed waterfrom flooding and would protect the reconfigured parking lot from flood would allow the site to adapt to sea level rise in order to maintain shoreline. Therefore, the La Jolla Shores project would be consis
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 p shoreline. Therefore, the La Jolla Shores project would not confli
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 project and would not include development on coastal bluffs. Therefore, to 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 woul
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 pr pedestrian path; however, this path would not be extended or oth Beach – Tourmaline Surf Park project would maintain pedestrian an optional component to create a pedestrian path from the parki within the Pacific Beach – Tourmaline Surf Park project site. Ther 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 e Shores and Kellogg parks separated by a seatwall along the west Amphitheatre Design Option or would reconfigure the parking lot could include a long linear earthen dike along the western edge of Option. Under either design option, the La Jolla Shores project we currently exist at the site. There would be no net loss of parking a 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 extreme 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 sistent with this policy.

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

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

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

project site, which includes La Jolla Shores Park, project would maintain access along the La Vereda therwise affected by the project. Additionally, the Pacific an 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 –

e earthen dikes along the western edge of La Jolla estern edge of the existing parking lot under the ot inland to create one continuous waterfront park that e of the park under the Reconfigured Park Design would maintain the same number of parking stalls that g at the project site under the La Jolla Shores project. on would incorporate handrails and railings for safety and ith 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 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 to 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 co
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 wou moderate or high resource potential geologic deposit/formation/roo over 1,000 cubic yards on any of the six project sites. Therefore, the this policy.

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

	each Community Plan and Local Coastal Program Policies
Policy	CRMP Phase 1 Co
	n 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.
Parks and Oper	n Space Element
1. The City Planning Department, through the City Projects Review Task Force, shall review any new access (via trails, etc.) into and through Open Space Areas proposed by the Park and Recreation Department or other City departments.	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. 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.	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 CRI Park project. Additional public review of the Draft PEIR is occurring in Guidelines Section 15105. Therefore, the Pacific Beach – Tourmaline
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 and cobble dune with a rock core and restore the existing vegetated 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 consisten
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 has 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 drainag provide a safe pedestrian walkway between the parking lot and the b project would be consistent with this policy.
Community Facilities	and Services Element
All proposals for the construction or redevelopment of public facilities shall be reviewed to ensure conformance with the City's landscape ordinance and the goals of this plan.	The CRMP Phase 1, including the Pacific Beach – Tourmaline Surf F City departments. Therefore, the Pacific Beach – Tourmaline Surf Pa

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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 n 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 in accordance with SDMC Section 128.0306 and CEQA ine Surf Park project would be consistent with this policy.

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 nazards along the existing walkway and access ramp to the t would be consistent with this policy.

e Street is not identified as one of the designated view would not be visible from any of the designated view h – 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

Table E-9. Project's Consistency with Applicable Mission Be	ach Precise Plan and Local Coastal Program Addendum Policie
Policy	CRMP Phase 1 Con
	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 through Beach Design Option at Mission Beach would realign a section of 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 flooding. Therefore, the Mission Beach project would improve ex 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 Fron Mission Beach would realign a section of Ocean Front Walk, mul realigned section. Additionally, the proposed elevated sand dune along this multi-use path. Therefore, the Mission Beach project w
Bil	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

	_	
2	S	
	9	

onsistency

ch 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 s 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 s 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 iflict with this policy.

at the Mission Beach project site would provide coastal e 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.

Mission Bay Park Master Plan

back of the beach, adjacent to Ocean Front Walk, which provide roller skaters, and other approve non-motorized recreational us maintain access along Ocean Front Walk. Under the Dune De would be accessible with formal pedestrian access through the access to the beach. While the Perched Beach Design Option Walk, multi-modal access would be maintained along the reali- provide breaks in the seawall for access to the beach. Under the beconstructed north and south of the perched beach and would beach. Therefore, the Mission Beach project would be consisted Both design options under the Mission Beach project would be consisted access, which would be vegetated with native plants. These na- ntroduction of rare plant species and habitat for threatened ar flood protection provided by the proposed sand dunes would p beach. Therefore, the Mission Beach project would be consisted and protection provided by the proposed sand dunes would p beach. Therefore, the Mission Beach project would be consisted and protection provided by the proposed sand dunes would p
The proposed elevated sand dune under both design options a back of the beach, adjacent to Ocean Front Walk, which provide oller skaters, and other approve non-motorized recreational us maintain access along Ocean Front Walk. Under the Dune Des- would be accessible with formal pedestrian access through the access to the beach. While the Perched Beach Design Option Walk, multi-modal access would be maintained along the realise provide breaks in the seawall for access to the beach. Under the be constructed north and south of the perched beach and wou beach. Therefore, the Mission Beach project would be consister Both design options under the Mission Beach project would co beach, which would be vegetated with native plants. These na introduction of rare plant species and habitat for threatened an flood protection provided by the proposed sand dunes would p beach. Therefore, the Mission Beach project would be consister and the protection provided by the proposed sand dunes would p
beach, which would be vegetated with native plants. These na ntroduction of rare plant species and habitat for threatened an lood protection provided by the proposed sand dunes would p beach. Therefore, the Mission Beach project would be consist
Use
The proposed elevated sand dune under both design options a back of the beach, adjacent to Ocean Front Walk. The dune w along Ocean Front Walk. Additionally, the proposed elevated s 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 Beac section of Ocean Front Walk, multi-modal access would be ma section would continue to provide breaks in the seawall for acc Option, the sand dune would be constructed north and south of the ocean from the perched beach. Therefore, the Mission Bea
nd Access
The proposed elevated sand dune under both design options a 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 seawall. Under the Dune Design Option, the eight existing brea bedestrian access through the sand dune, which would mainta Perched Beach Design Option at Mission Beach would realign would be maintained along the realigned section and the realigned seawall for access to the beach. Under the Perched Beach Design Mission Beach project would be consistent with this policy.
ment
Both design options under the Mission Beach project would co beach, which would be stabilized with native vegetation. Increa would reduce flooding impacts and associated poor visual qua Perched Beach Design Option would enhance the recreationa Mission Beach Park into an elevated beach area. Therefore, th policy.

Consistency

s at the Mission Beach project site would run along the vides a multi-use path for pedestrians, joggers, cyclists, users. The dune would provide coastal flood protection to Design Option, the eight existing breaks in the seawall he sand dune, which would maintain public and emergency n at Mission Beach would realign a section of Ocean Front aligned section and the realigned section would continue to the Perched Beach Design Option, the sand dune would ould not preclude access to the ocean from the perched stent with this policy.

construct elevated sand dunes along the back of the native plantings would provide ecological benefits through and endangered avian species. Additionally, the coastal protect habitat and sensitive species located inland of the stent with this policy.

at the Mission Beach project site would run along the would provide coastal flood protection to maintain access sand dune would include pedestrian accessways that der the Dune Design Option, the eight existing breaks in ss through the sand dune, which would maintain public ach Design Option at Mission Beach would realign a naintained along the realigned section and the realigned ccess to the beach. Under the Perched Beach Design of the perched beach and would not preclude access to each project would be consistent with this policy.

at the Mission Beach project site would run along the vides pedestrian and bicycle access along the beach. The ess along Ocean Front Walk. Additionally, the proposed at align with the existing access points through the eaks in the seawall would be accessible with formal tain public and emergency access to the beach. While the on a section of Ocean Front Walk, multi-modal access ligned section would continue to provide breaks in the Design Option, the sand dune would be constructed north ess to the ocean from the perched beach. Therefore, the

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

Table E-10. Project's Consistency with Applicable Missio	n Bay Park Master Plan and Local Coastal Program Policies
Policy	CRMP Phase 1 Con
1.2 A park in which public access to wildlife and natural habitats is optimized within the constraints of maintaining habitat viability and protection of wildlife.	Both design options under the Mission Beach project would co beach, which would be vegetated with native plants. These na introduction of rare plant appoint and beithet for threatened ar
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.	introduction of rare plant species and habitat for threatened and e flood protection provided by the proposed sand dunes and potent species located inland of the beach. Therefore, the Mission Beach
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 const 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 the pedestrian accessways that align with the existing access points to the eight existing breaks in the seawall would be accessible with the which would maintain public and emergency access to the beach. Design Option at Mission Beach would realign a section of Ocean along the realigned section and the realigned section would contribueach. Under the Perched Beach Design Option, the sand dune we beach and would not preclude access to the ocean from the perched would be consistent with this policy.
Aesthetics	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 proporties the Mission Beach project site would be similar in height and widt 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 eleval 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 viewi 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 of the proposed with unobstructed views of the project scene water view of the pacific Ocean for the 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 of the proposed views of the Pacific Ocean for the perched beach proposed views of the Pacific Ocean for the perched beach proposed views of the Pacific Ocean.
 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 	The proposed elevated sand dune under both design options at the be generally consistent with the existing annual winter berm at the native plants to provide habitat and aesthetically unify other areas Mission Beach project would be consistent 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 ential perched beach would protect habitat and sensitive ach project would be consistent with this policy.

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 s through the seawall. Under the Dune Design Option, h formal pedestrian access through the sand dune, ch from Ocean Front Walk. While the Perched Beach an Front Walk, multi-modal access would be maintained ntinue 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

Table E-10. Project's Consistency with Applicable Mission Bay Park Master Plan and Local Coastal Program Policies	
Policy	CRMP Phase 1 Co
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 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 existin 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 aff the ocean from these more inland areas are already limited due to 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

pposed elevated sand dune under both design options at ridth to the annual winter berm that is constructed at the n. The proposed sand dune would be vegetated with en compared to the annual winter berm. The sand dune Ocean Front Walk; therefore, views of the Pacific Ocean public viewing locations along the beach. Additionally, the evation of the existing winter berm that is built along the ing grades or 2 feet above the seawall (17 feet NAVD / 2 feet above the existing seawall, the sand dune is ewing locations along Ocean Front Walk. Views of the affected by the proposed sand dune; however, views of e to distance and the existing seawall. Additionally, the tion would be elevated and would provide a beach area oposed sand dune, the perched beach would be for 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	CRMP Phase 1 Co
Policy Onen Space Dr	
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.	arks & RecreationThe 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 back 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 Ocean sensitive biological resources at Smiley Lagoon. Further, the pro- would be vegetated with native plants, which would provide ecolor species and habitat for threatened and endangered avian species 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. Therefo 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 impl the Pilot Project and Ocean Beach – Pier projects would result ir when compared to the existing construction of annual winter ber Ocean Beach – Pier project would be consistent with this policy.
Мо	bility
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 wo Ocean Beach Pier. The pedestrian walkway would be separated designated route away from vehicles at the parking lots and stre- 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 consi
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 stre- 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 alon
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.

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 the 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 cological 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, t 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, al points of formal pedestrian access across the 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 protection Beach – Pier project sites, which would reduce water quality imparts 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 of 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 with 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 Ocean between 7:00 am to 7:00 pm during weekdays and, if necessary, 59.5.0404. Because construction would occur during daylight hou 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. Addit light trespass in accordance with CALGreen, where applicable, or keep it from falling onto surrounding properties. Therefore, the Pil- 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 impro Beach – Dog Beach and Ocean Beach – Pier project sites. The P also provide a multi-use path with a Class I bike path and separat Ocean Beach – Pier project would be consistent with this policy.
Public Facilities, Servi	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. 5.2.2. Install low impact development infrastructure that includes components to capture, minimize, and/or prevent 	The CRMP Phase 1 would provide stormwater and flood protection Beach – Pier project sites, which would reduce water quality impar- 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 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
pollutants in urban runoff from reaching the Pacific Ocean and San Diego River.	
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.	
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 infrastructure and Ocean Beach community with the proposed ele sand dunes would help protect public open space at Brighton Par 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 n dune; however, there would be no net loss in the number of volley Project and Ocean Beach – Pier project would be consistent with

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, 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 ibitat areas. Additionally, the use of construction lighting,

he realignment of existing lamps for streetscape and comply 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

uct 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, es by providing flooding protection to the coastal park elevated sand dunes along the back of the beach. The Park, 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 a 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 entra 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 a infrastructure and Ocean Beach community with the proposed ele sand dunes would help protect public open space at Brighton Park 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 combetter access and use of the parks. The Pilot Project at the Ocean sensitive biological resources at Smiley Lagoon. Further, the proposed 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.	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
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.	compliance with the MSCP goals and policies and Subarea Plan CRMP Phase 1 would be in compliance Environmentally Sensitive including the Pilot Project and Ocean Beach – Pier project, would
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 recreat the coastal park infrastructure and Ocean Beach community with th 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

Policies	
Consistency	

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, es by providing flooding protection to the coastal park elevated sand dunes along the back of the beach. The bark, Saratoga Park, and Ocean Beach Veterans Plaza sed multi-use path would provide more connectivity of the parks. The recreational opportunities would be as 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 ological 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 ive Land regulations. Therefore, the CRMP Phase 1, Id 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 be vegetated with native plants, which would provide habitat for threatened and endangered avian species. ect sites. For example, volleyball courts may require ild be no net loss in the number of volleyball courts each – Pier project would be consistent with this policy.

Table E-11. Project's Consistency with Applicable Ocean Beach C	
Policy 7.3.2 Ensure the preservation of the coastal bluffs in their natural state by working cooperatively with the community,	CRMP Phase 1 Con Neither the Pilot Project at the Ocean Beach – Dog Beach project
City officials, and the California Coastal Commission.	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
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 would construct elevated sand dunes, a natural solution, along the protection. Additional shoreline protection and stabilization device constructed landward (east) of the dunes to support the efficacy of prevent blowing sand from the beach and proposed sand dune fro parking lot. As described in Section 3.4, Project Description, the O that may offer greater shoreline protection while maintaining focus Project and Ocean Beach – Pier project would be consistent with
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 would provide long-term flood protection to the coastal park infras proposed elevated sand dunes along the back of the beach. In ad sand to the beach that could be utilized during erosive conditions. space at Brighton Park, Saratoga Park, and Ocean Beach Vetera proposed multi-use path would improve public coastal access by Bikeway and Ocean Beach Pier with designated formal accesswa beach. Therefore, the Pilot Project and Ocean Beach – Pier proje
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 assess beach conditions, changes in beach width relative to sea level rise and proposed long-term, sand replenishment or shoreline restorat resources and public access and recreation with and without the includes an evaluation of potential impacts on the environment fro each project site. As described in Section 3.4, Project Description, the CRMP Phase hybrid infrastructure solutions that may offer greater shoreline pro solutions. Therefore, the Pilot Project and Ocean Beach – Pier pro
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 located along coastal bluffs in the Ocean Beach community. These Dog Beach and Ocean Beach – Pier project sites, which would oce 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 pre- utilized during erosive conditions. Additional shoreline protection a seatwall header, would be constructed landward (east) of the dun 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
7.4.1 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 Technica would be consistent with the City's General Plan goals and policie CRMP Phase 1, including the Pilot Project and Ocean Beach – Pi

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

in combination with the Ocean Beach – Pier project, the back of the beach to provide coastal flood ces, such as a low concrete seatwall header, would be y of the dunes. For example, the seatwall header would from covering the proposed multi-use path and existing e CRMP Phase 1 presents a combination of solutions cus on nature-based solutions. Therefore, the Pilot th this policy.

in combination with the Ocean Beach – Pier project, astructure and Ocean Beach community with the addition, the sand dunes would provide a reservoir of the sand dunes would help protect public open erans Plaza from coastal flooding and wave runup. The by providing a connection between the San Diego River ways through the path and sand dunes towards the bject would be consistent with this policy.

essment of existing site conditions, including geologic and rise, implementation of existing (winter berm program) ration programs, and ongoing impacts to coastal e proposed coastal flood protection solutions. The PEIR from the proposed coastal flood protection solutions at

ase 1 presents a combination of nature-based and protection while maintaining focus on nature-based project would be consistent with this policy.

ect site nor the Ocean Beach – Pier project would be lese projects would be limited to the Ocean Beach – occur along Ocean Beach. The Pilot Project at the 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, n and proposed sand dune from covering the proposed 3.4, Project Description, the CRMP Phase 1 presents a tion while maintaining focus on nature-based solutions. uld be consistent with this policy.

cal Report (Appendix C), the CRMP Phase 1 projects cies, including mitigation requirements. Therefore, the Pier project, would be consistent with this policy.

Table E-11. Project's Consistency with Applicable Ocean Beach C Policy	CRMP Phase 1 Con
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 Beach – Pier project sites, which would reduce water quality imparts 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 of 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 with 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
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 adap Ocean Beach – Dog Beach project site, in combination with the O flood protection to the coastal park infrastructure and Ocean Beac along the back of the beach. In addition, the sand dunes would pr utilized during erosive conditions. Additional shoreline protection a seatwall header, would be constructed landward (east) of the dun 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, in would construct elevated sand dunes that are inspired by the City elevated sand dunes would be designed to provide protection fror with sea level rise. Given that the dunes would be constructed wit 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 P similar in height and width to the annual winter berm that is constr through the winter season. The proposed sand dune would be ver 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 t obstructed by the proposed Pilot Project. In addition, the optional restroom relocation component of the Pilot creating an unobstructed view along the beach. The optional expr be located within the existing parking lot, and therefore, would not Therefore, the Pilot Project and Ocean Beach – Pier project would

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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 these policies.

ulnerability assessments to evaluate the vulnerability of aptation strategies for each site. The Pilot Project at the 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, n and proposed sand dune from covering the proposed 3.4, Project Description, the CRMP Phase 1 presents a tion while maintaining focus on nature-based solutions. uld 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.

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 wing locations along the beach. Additionally, due to the f the Pacific Ocean from the bikeway would not be

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

Table E-11. Project's Consistency with Applicable Ocean Beach C	
Policy	CRMP Phase 1 Con
Historic P	reservation
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 pr unknown subsurface archaeological resources is considered to be 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 a 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 pro- unknown subsurface archaeological resources is considered to be Pier project would not directly disturb or indirectly impact designate such as the Ocean Beach Cottage Emerging Historical District an and Ocean Beach – Pier project would be consistent with this poli
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 pr unknown subsurface archaeological resources is considered to be initiated as part of the AB 52 process for CRMP Phase 1. In addit contact representatives in June and again in November. The City facilitate consultation. Therefore, the Pilot Project and Ocean Bea
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 project sites. No resources were encountered during the ped and Ocean Beach – Pier project sites. Additionally, both of these 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 Ocean Determined to not be nece of the policy.

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

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 dition, the City sent Tribal outreach letters to Tribal ty also attended a Tribal Working Group meeting to each – Pier project would be consistent with this policy.

g the Ocean Beach – Dog Beach and Ocean Beach – destrian surveys on the Ocean Beach – Dog Beach e project sites have been previously heavily disturbed. rchaeological resources is considered to be low. As ring Program for other CRMP Phase 1 (i.e., La Jolla cessary for implementation of the Pilot Project and ean Beach – Pier project would not conflict with this

San Diego River Park Master Plan

Table E-12. Project's Consistency with Applicable San Diego River Park Master Plan Policies	
Policy	CRMP Phase 1 Cons
Recommendation	is – Estuary Reach
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 wo the beach that would be landscaped with native vegetation and a River Bikeway with the Ocean Beach Pier. The Pilot Project would 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 Bea River Park. Therefore, the CRMP Phase 1 would not conflict with t
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 M E-10 above. The CRMP Phase 1 is not subject to the Famosa Slov Preserve due to location of the project sites. Additionally, the CRM 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 f would improve safety, accessibility, connectivity and walkability. A pedestrian access across the proposed multi-use path and sand d connectivity to the beach. The proposed multi-use path at the Oce project sites would provide more connectivity between Brighton Pa Plaza to facilitate better access and use of the parks. The Pilot Pro- create a barrier to trail connections to other open spaces, such as Canyon, and Southern Wildlife Preserve. Therefore, the Pilot Projec 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 p San Diego River Bikeway with the Ocean Beach Pier. Implementa project would not create a barrier to construction of estuary overloo could include interpretive signs on the hydrology and habitat of the Phase 1 would not conflict with this policy.
Design (Guidelines
 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 impact 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 of require preparation and compliance with an approved SWPPP with from stormwater runoff and sedimentation. Therefore, the CRMP F – Pier project, would be consistent with these design guidelines.

consistency

e would construct elevated sand dunes along the back of d a multi-use path that would connect the San Diego ould also include dune restoration north of the parking lot g restroom and construct an express shuttle stop in the loch – Pier project would not create a barrier to Beach identifying the western entrance of the San Diego vith 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 ray 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 in Park, Saratoga Park, and Ocean Beach Veteran's t Project and Ocean Beach – Pier project would not in 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 n the City's Stormwater Standards Manual, Storm Water er 4, Article 3, Division 3), and SDMC Section 142.0146, n 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 *I*P Phase 1, including the Pilot Project and Ocean Beach

Table E-12. Project's Consistency with Applica	able 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 sidewalks 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 MIHPA, or determined to be within a wetland buffer area, the San Diego River Pathway will be the new boundary for the River Corridor. The San Diego River Pathway will connect to the existing Mission Trails Regional Park (MTRP) trail system on the west and east boundaries of the park. At this point 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. The San Diego River Pathway should be a color that blends with the surrounding native soil with a texture appropriat	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 c 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 (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 v 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 eway 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
	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 plat 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 sho 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 ge 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, t enhancement, interpretative signage, drainage improvements, ar species and installation of native plants along the Sunset Cliffs tr reduce soil erosion and enhance wildlife habitat. Therefore, the S to sensitive resources and 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.

boad reconfiguration program along the southern 0.64boath and would align this path and vehicle traffic along bosion 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 usistent with this policy.

eline 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 improve bicycle safety by reducing conflicts with bicyclists liffs 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

Table E-13. Project's Consistency with Applicable Peninsula Co	
Policy Any erosion control/cliff stabilization program which is developed along the Sunset Cliffs should consider the visual	CRMP Phase 1 Con The Sunset Cliffs project would align vehicles and trail users further
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.	enhancement, interpretative signage, drainage improvements, and while enhancing wildlife habitat and views of the natural areas from trail enhancement, interpretative signage, drainage improvements the visual quality of the Sunset Cliffs project site as well as provide across Sunset Cliffs. Additionally, as described in Section 5.1.3.1, visible from vehicles traveling along Sunset Cliffs Boulevard, and t scenic views of the ocean to pedestrians and bicyclists at the Suns project would be consistent with this policy.
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 Cliffs 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 sidescribed in Section 5.5, Geological Resources. Noise impacts from 1 are described in Section 5.9, Noise. As described therein, impact 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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ther away from erosion hazard areas. The trail and habitat enhancement would reduce soil erosion rom Sunset Cliffs trail. Further, implementation of the its, and habitat enhancement would generally improve ide enhanced areas for public viewing of scenic views 1, Issue 1: Scenic Vistas, ocean views would remain d the proposed multi-use path would provide sweeping unset Cliffs project site. Therefore, the Sunset Cliffs

Cliffs project would provide a multi-use path along the s path and vehicle traffic inland (east) and away from the ancement, interpretative signage, drainage on by improving drainage and stabilizing the soil with in control measures along the northern portion of the site. Int and convert these areas to more natural material and Cliffs Boulevard, which would prevent stormwater runoff ect would be consistent with this policy.

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

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