Appendix E. Land Use Consistency Tables

This page intentionally left blank.

City of San Diego 2008 General Plan

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	**CRMP Phase 1 Consistency**
Land Use and Community Planning Element (Updated June 2015)	
General Plan Land Use Category Goal: Land use categories and designations that remain consistent with the general plan land use categories as community plans are updated and/or amended.	Refer to Section 5.8.3.3, Issue 3: Deviation or Variance. All project designs proposed under the CRMP Phase 1 would be consistent with existing land use categories and designations identified in the City's General Plan and the respective community plans. Therefore, the CRMP Phase 1 would be consistent with this goal and policy.
Policy LU-C.1: b. Rely on community plans for site-specific land use and density designations and recommendations.	
Policy LU-D.1: Require a general plan and community plan amendment for proposals that involve: a change in community-plan-adopted land use or density/intensity range; a change in the adopted community plan development phasing schedule; or a change in plan policies, maps, or diagrams.	The CRMP Phase 1 would not require a general plan and community plan amendment. As described in Section 5.8.3.3, Issue 3: Deviation or Variance, all project designs proposed under the CRMP Phase 1 would be consistent with existing land use categories and designations identified in the respective community plans.
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 and coastal flooding through implementation of nature-based shoreline protection methods where feasible. Project objectives include prioritizing implementation of nature-based climate change solutions, addressing the effects of sea level rise and coastal flooding while leveraging additional co-benefits of nature-based solutions, protecting and enhancing critical coastal habitat and associated wildlife from the impacts of climate change, protecting and enhancing recreational opportunities, and increasing coastal access for all community members (refer to Section 3.3, Project Objectives). As described further in Section 5.1.3.3, Issue 3: Visual Character or Quality, Section 5.7.3.3, Issue 3: Site Drainage and Hydrology, and Section 5.10.3.3, Recreational Facilities, development of the proposed nature-based solutions would help to protect coastal resources from the effects of sea level rise and coastal flooding. Therefore, the CRMP Phase 1 would preserve and enhance coastal resources 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, all project designs proposed under the CRMP Phase. 1 would be consistent with existing land use categories and designations identified in the respective community plans. 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 has conducted robust community outreach, including attending pop up events, community workshops, online surveys, virtual meetings, newsletters, and social media postings. Additional community outreach and public review is required as a part of the environmental review process in accordance with the California Environmental Quality Act (CEQA). In accordance with the City of San Diego Municipal Code (SDMC), Section 128.0306, and CEQA Guidelines, Section 15105, the Draft Program Environmental Impact Report (PEIR) is distributed for review to the public and interested and affected agencies for a review period of 45 days. The purpose of the review period is to allow the public an opportunity to provide comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided and mitigated" (CEQA Guidelines, Section 15204). Therefore, the CRMP Phase 1 and associated PEIR process involves extensive public outreach and participation in the planning process. Additionally, the CRMP Phase 1 would ensure a just and equitable society through project implementation. For example, one of the project objectives is to increase coastal access for all community members, with prioritization of Communities of Concern. The Pilot Project at Ocean Beach – Dog Beach is in proximity to Communities of Concern and includes an optional component to provide an express shuttle stop to improve access to the beach. Further, the CRMP Phase 1 would also promote and ensure environmental protection that emphasizes the importance of safe and healthy communities. For example, the purpose of the project is to protect communities and the environment by adapting to sea level rise and coastal flooding through implementation of nature-based shoreline protection methods. Therefore, the CRMP Phase 1 would be consistent with these goals.

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	**CRMP Phase 1 Consistency**
Policy LU-I.1: Ensure environmental justice in the planning process through meaningful public involvement. a. Assure potentially affected community residents that they have opportunities to participate in decisions that affect their environment and health and that the concerns of all participants involved will be considered in the decision-making process. b. Increase public outreach to all segments of the community so that it is informative and detailed in terms of process and options available to the community. c. Consult with California Native American tribes to provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting or mitigating impacts to cultural places.	As described above, the CRMP Phase 1 and associated PEIR process involves extensive public outreach and participation in the planning process. Additionally, the City has conducted tribal consultation related to the CRMP Phase 1 in accordance with Assembly Bill 52, attended a Tribal Working Group meeting, and set up an outreach program with all Kumeyaay tribes as a measure of best practice. Therefore, the CRMP Phase 1 would be consistent with this policy.
Policy LU-I.6: Provide equal access to public facilities and infrastructure for all community residents.	One of the project objectives is to increase coastal access for all community members, with prioritization of Communities of Concern. The Pilot Project at the Ocean Beach – Dog Beach project site is in proximity to Communities of Concern and includes an optional component to provide an express shuttle stop to improve access to the beach. In addition, the Pilot Project at Ocean Beach – Dog Beach, La Jolla Shores project, Pacific Beach – Tourmaline Surf Park project, Mission Beach project, and Ocean Beach – Pier project would preserve and enhance public access to beaches at the project sites and increase flood protection to improve conditions at these public recreational areas. Parking would be maintained at all project sites to ensure continued coastal access for all community residents. For example, the Reconfigured Park Design Option of the La Jolla Shores project and the optional parking realignment under the Sunset Cliffs project would both realign parking spaces but would be intended to maintain the same or even increase the number of parking spaces provided at these sites. Therefore, the CRMP Phase 1 would be consistent with this policy.
Policy LU-I.10: Improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population (see also Mobility Element, Section B).	The CRMP Phase 1 would not result in barriers to existing mobility options and accessibility for the non-driving elderly, disabled, low-income, and other members of the population. The Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would include a multi-use path that would provide a Class I bike path and separated pedestrian path, which would improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population. The Sunset Cliffs project would also provide a multi-use path for both pedestrians and bicyclists. Both design options under the Mission Beach project would construct an elevated sand dune that would provide additional coastal flood protection for Ocean Front Walk, which provides a multi-use path and access to and along Mission Beach. While the Perched Beach Design Option would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Additionally, the Pacific Beach – Tourmaline Surf Park project includes an optional component to provide a pedestrian path from the parking lot to the beach on top of the existing drainage culvert at the site. Parking would be maintained at all project sites to ensure continued coastal access for all community residents. For example, the Reconfigured Park Design Option of the La Jolla Shores project and the optional parking realignment under the Sunset Cliffs project would both realign parking spaces but would be intended to maintain the same or even increase the number of parking spaces provided at these sites. The optional parking realignment would also be intended to reduce conflicts with bicyclists, optimize space and flow of traffic, and serve as a traffic calming measure. Additionally, the Pilot Project at the Ocean Beach – Dog Beach project site is in proximity to Communities of Concern and includes an optional component to provide an express shuttle stop to improve access to the beach. Therefore, the CRMP Phase 1 may provide additional mobility options to low-income residents and would be consistent with this policy.
Mobility Element (Updated June 2015)	
A. Walkable Communities Goals: Create a safe and comfortable pedestrian environment. Greater walkability achieved through pedestrian-friendly street, site and building design.	The Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would include a multi-use path that would provide a Class I bike path and separated pedestrian path, which would improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population. The Sunset Cliffs project would also provide a multi-use path for both pedestrians and bicyclists. Both design options under the Mission Beach project would construct an elevated sand dune that would provide additional coastal flood protection for Ocean Front Walk, which provides a multi-use path and access to and along Mission Beach. While the Perched Beach Design Option would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Additionally, the Pacific Beach – Tourmaline Surf Park project includes an optional component to provide a pedestrian path from the parking lot to the beach on top of the existing drainage culvert at the site. The multi-use path at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would connect the San Diego River Bikeway to the Ocean Beach Pier with a separate pedestrian path. Therefore, the CRMP Phase 1 would help to create safe and comfortable pedestrian environments and would achieve greater walkability. The CRMP Phase 1 would be consistent with these goals.

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	**CRMP Phase 1 Consistency**
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.	The CRMP Phase 1 would support pedestrian circulation by providing and maintaining accessible pedestrian connections. For example, the Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would include a multi-use path that would provide a Class I bike path and separated pedestrian path, which would improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population. This multi-use path would connect the San Diego River Bikeway to the Ocean Beach Pier. The Sunset Cliffs project would also provide a multi-use path for both pedestrians and bicyclists along portions of Sunset Cliffs Trail. Both design options under the Mission Beach project would construct an elevated sand dune that would provide additional coastal flood protection for Ocean Front Walk, which provides a multi-use path and access to and along Mission Beach. While the Perched Beach Design Option would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Additionally, the Pacific Beach – Tourmaline Surf Park project includes an optional component to provide a pedestrian path from the parking lot to the beach on top of the existing drainage culvert at the site. Therefore, the CRMP Phase 1 would be consistent with this policy.
Policy ME-A.6.b: Link sidewalks, pedestrian paths and multipurpose trails into a continuous region-wide network where possible.	
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 bicycle facilities. For example, the Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would include a multi-use path that would provide a Class I bike path and separated pedestrian path, connecting the San Diego River Bikeway to the Ocean Beach Pier. The Sunset Cliffs project would also provide a multi-use path for both pedestrians and bicyclists. The optional parking realignment under the Sunset Cliffs project would improve bicycle safety by reducing conflicts with bicyclists and serving as a traffic calming measure. Both design options under the Mission Beach project would construct an elevated sand dune that would provide additional coastal flood protection for Ocean Front Walk, which provides bicycle and pedestrian access to and along Mission Beach. While the Perched Beach Design Option would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Therefore, the CRMP Phase 1 would be consistent with this policy.
Urban Design 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 environment by providing nature-based and grey infrastructure solutions to protect the City's coastline from sea level rise and coastal flooding. The CRMP Phase 1 would also respect the City's natural climate and utilize landscape as an important aesthetic and unifying element throughout the City by vegetating the proposed dunes and restoration areas with native vegetation, which would be accustomed to the natural climate. The native vegetation would also provide biodiversity through introduction of rare plant species and habitat for threatened and endangered avian species. The proposed multi-use paths would provide access along the beach for different types of non-motorized travel, including walking, biking, scootering, skateboarding, and wheelchairs. The multi-use paths at the Ocean Beach – Dog, Beach, Ocean Beach – Pier, and Sunset Cliffs project sites and the proposed terraced seatwall under the Amphitheatre Design Option at the La Jolla Shores project site would connect existing uses and provide seating opportunities, which would provide additional opportunities for social interaction and would promote a desirable community character consistent with existing uses. Therefore, the 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 and features by providing nature-based solutions to protect the City's coastline from sea level rise and coastal flooding. The proposed sand dunes at the Ocean Beach – Dog Beach, Mission Beach, and Ocean Beach – Pier project sites would be similar to the existing annual winter berms constructed at the project sites every fall and maintained throughout the winter season. Additionally, the proposed sand and cobble dune at the Pacific Beach – Tourmaline Surf Park project site would be similar in footprint to the existing cobble rip rap. The proposed road reconfiguration program and optional parking realignment at Sunset Cliffs would realign the trail use, parking, and vehicle traffic along Sunset Cliffs Boulevard inland (east) and away from the cliff erosion hazard areas. As described further in Section 5.3, Biological Resources, and in Appendix C, the proposed CRMP Phase 1 would be required to comply with the goals and policies of the MSCP and Subarea Plan guidelines. With implementation of mitigation measures (MM) BIO-2, MM BIO-3, MM BIO-4, MM BIO-6, and MM BIO-7, the CRMP Phase 1 would be in compliance with the MSCP goals and policies and Subarea Plan guidelines. Therefore, the CRMP Phase 1 would be consistent with this policy.

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	**CRMP Phase 1 Consistency**
Public Facilities, Services, 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 extent practicable.	The CRMP Phase 1 would provide stormwater and flood protection to the coastal park infrastructure at the Ocean Beach – Dog Beach, La Jolla Shores, Pacific Beach – Tourmaline Surf Park, Mission Beach, and Ocean Beach – Pier project sites. The Sunset Cliffs project would implement drainage improvements, habitat enhancements, and other optional erosion control measures. The CRMP Phase 1 projects would comply with the City's Storm Water Management and Discharge Control Ordinance (SDMC Chapter 4, Article 3, Division 3) as well as SDMC Section 142.0146, which requires grading work to incorporate erosion and siltation control measures, and SDMC Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address potential erosion and sedimentation impacts. Additionally, all projects would be subject to the National Pollutant Discharge Elimination System (NPDES) Construction General Permit provisions, which would require preparation and compliance with an approved Storm Water Pollution Prevention Plan (SWPPP) with best management practices (BMPs) to reduce erosion and water quality impacts from stormwater runoff and sedimentation. Conformance to these mandated requirements would ensure that proposed grading and construction operations would avoid significant water quality impacts. Therefore, the CRMP Phase 1 would be consistent with these policies.
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.	
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.	
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 Ocean Beach – Dog Beach project site, Pacific Beach – Tourmaline Surf Park project, Mission Beach project, and Ocean Beach – Pier project would be constructed with littoral sources in the project area. Therefore, clearing and dredging of existing flood channels, such as the San Diego River flood channel would not require transport of this dredged material to landfills. Additionally, the existing cobble rip rap at the Pacific Beach – Tourmaline Surf Park and Ocean Beach – Pier project sites would be reused at the sites to stabilize the proposed dunes. The Pilot Project includes an optional relocation or reconstruction of the existing restroom facilities. The Reconfigured Park Design Option of the La Jolla Shores project would generate solid waste from the conversion of park areas to paved parking lot and the removal of pavement to convert a portion of the parking lot to recreational (e.g., trail) area. Additionally, the optional parking realignment component of the Sunset Cliffs project would remove existing pavement of the lots and therefore, would result in solid waste to be transported to a landfill. However, neither the restroom nor parking lot demolitions would generate substantial amounts of solid waste materials and the City would be required to comply with waste diversion requirements. The remaining CRMP Phase 1 projects would not require demolition of existing structures or excavation that would require the export of substantial materials to landfills. Therefore, the CRMP Phase 1 would be consistent with this policy.
Policy PF-I.2: Maximize waste reduction and diversion.	The proposed sand dunes included as part of the Pilot Project at the Ocean Beach – Dog Beach project site, Pacific Beach – Tourmaline Surf Park project, Mission Beach project, and Ocean Beach – Pier project would be constructed with littoral sources in the project area. Therefore, clearing and dredging of existing flood channels, such as the San Diego River flood channel would not require transport of this dredged material to landfills. Additionally, the existing cobble rip rap at the Pacific Beach – Tourmaline Surf Park and Ocean Beach – Pier project sites would be reused at the sites to stabilize the proposed dunes. The Ocean Beach – Dog Beach Pilot Project includes an optional relocation or reconstruction of the existing restroom. The Reconfigured Park Design Option of the La Jolla Shores project would generate solid waste from the conversion of park areas to paved parking lot and the removal of pavement to convert a portion of the parking lot to recreational area. Additionally, the optional parking realignment under the Sunset Cliffs project would remove existing pavement of the lots and therefore, would result in solid waste to be transported to a landfill. However, neither the restroom nor parking lot demolitions would generate substantial amounts of solid waste materials and the City would be required to comply with waste diversion requirements. The remaining CRMP Phase 1 projects would not require demolition of existing structures or excavation that would require the export of substantial materials to landfills. Therefore, the CRMP Phase 1 would be consistent with this policy.

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	**CRMP Phase 1 Consistency**
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.	The proposed CRMP Phase 1 would not construct any habitable structures. The only potential structure that would be moved would be the optional restroom relocation at the Ocean Beach – Dog Beach project site. As described in Section 5.5, Geology and Soils, the optional restroom relocation or reconstruction would occur in compliance with the California Building Code (CBC) and San Diego Municipal Code (SDMC), which include design criteria for seismic loading and other geologic hazards and require that a geotechnical investigation be conducted for the structure (SDMC Section 145.1803). Construction of the proposed sand dunes at the Ocean Beach – Dog Beach, Pacific Beach – Tourmaline Surf Park, Mission Beach, and Ocean Beach – Pier project sites would be similar to the annual winter berms constructed at or near the project sites every fall and maintained throughout the winter season. The proposed dunes would be vegetated with native plants, which would help stabilize the dunes. Further, the dune at the Pacific Beach – Tourmaline Surf Park project site and a portion of the dune at the Ocean Beach – Pier project site would be further stabilized with use of the existing cobble rip rap at those project sites. Therefore, the CRMP Phase 1 would protect public health and safety through the application of effective seismic, geologic, and structural considerations. The CRMP Phase 1 would be consistent with these goals and policy.
Policy PF-Q.1: Protect public health and safety through the application of effective seismic, geologic, and structural considerations.	
Recreation 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 improve existing parks by providing flood protection to the coastal park infrastructure. The proposed solutions would help protect public open spaces from coastal flooding and wave runup at La Jolla Shores Park, Kellogg Park, the grassy picnic areas north of Tourmaline Street, Mission Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza. Under the Reconfigured Park Design Option at the La Jolla Shores project site, the proposed waterfront park would be designed to accommodate coastal flooding and would protect the reconfigured parking lot from flooding. Under the Perched Beach Design Option at the Mission Beach project site, a portion of Mission Beach Park would be converted to sandy beach; however, the majority of Mission Beach Park would remain the same as existing conditions. Further, the perched beach would continue to allow for recreational uses. Additionally, the proposed multi-use paths at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would provide more connectivity between these open spaces to facilitate better access and use of the parks. Therefore, the CRMP Phase 1 would be consistent with this policy.
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 improve existing parks by providing flood protection to the coastal park infrastructure. The proposed solutions would help protect public open spaces from coastal flooding and wave runup at La Jolla Shores Park, Kellogg Park, the grassy picnic areas north of Tourmaline Street, Mission Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Veteran's Plaza. Under the Reconfigured Park Design Option at the La Jolla Shores project site, the proposed waterfront park would be designed to accommodate coastal flooding and would protect the reconfigured parking lot from flooding. Under the Perched Beach Design Option, a portion of Mission Beach Park would be converted to sandy beach; however, the majority of Mission Beach Park would remain the same as existing conditions. Further, the perched beach would continue to allow for recreational uses. Additionally, the proposed multi-use paths at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would provide more connectivity between these open spaces to facilitate better access and use of the parks. The recreational opportunities would be maintained at these project sites. For example, volleyball courts may require realignment due to the proposed sand dune; however, there would be no net loss in the number of volleyball courts provided at the beach. Therefore, 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 improve existing parks by providing flood protection to the coastal park infrastructure. The proposed solutions would help protect public open spaces from coastal flooding and wave runup at La Jolla Shores Park, Kellogg Park, the grassy picnic areas north of Tourmaline Street, Mission Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Veteran's Plaza. Under the Reconfigured Park Design Option at the La Jolla Shores project site, the proposed waterfront park would be designed to accommodate coastal flooding and would protect the reconfigured parking lot from flooding. Under the Perched Beach Design Option, a portion of Mission Beach Park would be converted to sandy beach; however, the majority of Mission Beach Park would remain the same as existing conditions. Further, the perched beach would continue to allow for recreational uses. Additionally, the proposed multi-use paths at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would provide more connectivity between these open spaces to facilitate better access and use of the parks. Therefore, the CRMP Phase 1 would be consistent with this policy.

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	**CRMP Phase 1 Consistency**
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 at the Ocean Beach – Dog Beach, La Jolla Shores, Pacific Beach – Tourmaline Surf Park, Mission Beach, and Ocean Beach – Pier project sites by providing coastal flood protection to existing infrastructure and natural resources at these sites. All CRMP Phase 1 projects would maintain public and emergency access to the beaches as well as parking that supports access to the beaches. Therefore, the 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 improve natural resources at existing parks by providing flood protection to the coastal park infrastructure. For example, the proposed solutions would help protect public open spaces from coastal flooding and wave runup at La Jolla Shores Park, Kellogg Park, the grassy picnic areas north of Tourmaline Street, Mission Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Veteran's Plaza. Under the Reconfigured Park Design Option at the La Jolla Shores project site, the proposed waterfront park would be designed to accommodate coastal flooding and would protect the reconfigured parking lot from flooding. Additionally, the proposed multi-use paths at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would provide more connectivity between these open spaces to facilitate better access and use of the parks. The Sunset Cliffs project would include removal of invasive plants and vegetation with native species. Both design options at the La Jolla Shores project site, and particularly the Reconfigured Park Design Option, would result in the potential to disturb subsurface cultural resources at the project site; however, implementation of archaeological and tribal cultural monitoring required by MM CUL-2 would ensure no significant adverse impacts to potential resources during construction. Further, the earthen dikes included under the Amphitheatre Design Option would help to preserve known cultural resource sites near the project site from sea level rise and coastal flooding. Additionally, the Perched Beach Design Option at the Mission Beach project site would result in potentially significant impacts related to realignment of Ocean Front Walk, an eligible historic resource; however, compliance with City standards and recordation of the resource prior to realignment as required by MM CUL-1 would reduce potential impacts to less than significant levels. Therefore, with implementation of MM CUL-1 and MM CUL-2, the CRMP Phase 1 would be consistent with this policy.
D. Accessibility Goals: Park and recreation facilities that are sited to optimize access by foot, bicycle, public transit, automobile, and alternative modes of travel. Provision of an inter-connected park and open space system that is integrated into and accessible to the community.	The CRMP Phase 1 would support accessibility to park and recreation facilities. For example, the Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would include a multi-use path that would provide a bike path and separated pedestrian path, which would improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population. The multi-use path would connect the San Diego River Bikeway to the Ocean Beach Pier as well as the public open spaces in between, such as Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza. The Sunset Cliffs project would also provide a multi-use path for both pedestrians and bicyclists. The optional parking realignment under the Sunset Cliffs project would improve bicycle safety by reducing conflicts with bicyclists and serving as a traffic calming measure. Both design options under the Mission Beach project would construct an elevated sand dune that would provide additional coastal flood protection for Ocean Front Walk, which provides a multi-use path and access to and along Mission Beach and Mission Beach Park. While the Perched Beach Design Option would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Additionally, the Pacific Beach – Tourmaline Surf Park project includes an optional component to provide a pedestrian path from the parking lot to the beach on top of the existing drainage culvert at the site. This pedestrian path would also provide better connectivity to the underutilized picnic areas east of the parking lot and north of Tourmaline Street. The Pilot Project also includes an optional component for an express shuttle stop in the existing parking lot, which would provide public transit to Ocean Beach. Therefore, the CRMP Phase 1 would be consistent with this policy.

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	**CRMP Phase 1 Consistency**
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 accessibility to park and recreation facilities. For example, the multi-use path included as part of the Pilot Project and Ocean Beach – Pier project would connect the San Diego River Bikeway to the Ocean Beach Pier as well as the public open spaces in between, such as Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza. The Pilot Project at the Ocean Beach – Dog Beach project site includes an optional component to relocate the existing restroom south of the parking lot to a more inland location within Brighton Park. This would reduce the vulnerability of the restroom to sea level rise and coastal flooding and would provide a restroom facility nearer to recreational uses at Brighton Park. The proposed solutions at the La Jolla Shores and Mission Beach project sites would provide additional coastal flood protection for the landward parks and recreation facilities, including La Jolla Shores Park, Kellogg Park, and Mission Beach Park. Under the Reconfigured Park Design Option at the La Jolla Shores project site, the proposed waterfront park would be designed to accommodate coastal flooding and would protect the reconfigured parking lot from flooding. Under the Perched Beach Design Option, a portion of Mission Beach Park would be converted to sandy beach; however, the majority of Mission Beach Park would remain the same as existing conditions. Further, the perched beach would continue to allow for recreational uses. Additionally, the optional pedestrian path included as part of the Pacific Beach – Tourmaline Surf Park project would provide better connectivity to the underutilized picnic areas east of the parking lot and north of Tourmaline Street. Therefore, the CRMP Phase 1 would be consistent with this policy.
Policy RE-D.2: Provide barrier-free trails and outdoor experiences and opportunities for persons with disabilities where feasible. **Policy RE-D.6:** Provide safe and convenient linkages to, and within, park and recreation facilities and open space areas. **Policy RE-D.7:** Provide public access to open space for recreational purposes.	The CRMP Phase 1 would support accessibility to the beach and park and recreation facilities. For example, the Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would include a multi-use path that would provide a Class I bike path and separated pedestrian path, which would improve mobility options and accessibility for the non-driving elderly, disabled, low-income, and other members of the population. The multi-use path would connect the San Diego River Bikeway to the Ocean Beach Pier as well as the public open spaces in between, such as Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza. The Sunset Cliffs project would also provide a multi-use path for both pedestrians and bicyclists along the southern 0.64-mile portion of Sunset Cliffs Trail. The multi-use path at Sunset Cliffs would be graded and would provide a continuous path for better accessibility when compared to the existing discontinuous trail. The optional parking realignment under the Sunset Cliffs project would improve bicycle safety by reducing conflicts with bicyclists and serving as a traffic calming measure. The Mission Beach project would construct an elevated sand dune that would provide additional coastal flood protection for Ocean Front Walk, which provides an accessible multi-use path and access to and along Mission Beach and Mission Beach Park. While the Perched Beach Design Option would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Additionally, the optional pedestrian path included as part of the Pacific Beach – Tourmaline Surf Park project would provide better connectivity to the underutilized picnic areas east of the parking lot and north of Tourmaline Street. The Pilot Project also includes an optional component for an express shuttle stop in the existing parking lot, which would provide public transit to Ocean Beach. Therefore, the CRMP Phase 1 would be consistent with this policy.
Policy RE-F.4: Balance passive recreation needs of trail use with environmental preservation.	The CRMP Phase 1 would enhance existing trails by providing connections, but would not develop on previously undisturbed lands. For example, the proposed multi-use path at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would connect the San Diego River Bikeway to the Ocean Beach Pier with a new multi-use path. The proposed multi-use path would likely be developed at the back of the beach, which has been previously disturbed. Additionally, the proposed road reconfiguration program at Sunset Cliffs would realign the trail use into Sunset Cliffs Boulevard, which is currently paved roadway. Additional trail and habitat enhancements and drainage improvements may occur along Sunset Cliffs Linear Park; however, the project site is a high-use area, and all improvements would occur on previously disturbed land. The Sunset Cliffs project would also include removal of invasive plants and installation of native plant species, which would support environmental preservation. Therefore, the CRMP Phase 1 would be consistent with this policy.

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	**CRMP Phase 1 Consistency**
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 by providing nature-based solutions to protect the City's coastline from sea level rise and coastal flooding. As described further in Section 5.3, Biological Resources, and in Appendix C, the proposed CRMP Phase 1 would be required to comply with the goals and policies of the MSCP and Subarea Plan guidelines. With implementation of MM BIO-2, MM BIO-3, MM BIO-4, MM BIO-6, and MM BIO-7, the CRMP Phase 1 would be in compliance with the MSCP goals and policies and Subarea Plan guidelines. With implementation of MM CUL-1 and MM CUL-2, the CRMP Phase 1 would be compatible with cultural and historic conservation. As described in Section 5.8.3.3, Issue 3: Deviation or Variance, all project designs proposed under the CRMP Phase 1 would be consistent with existing land use categories and designations identified in the respective community plans. Therefore, the CRMP Phase 1 would be consistent with this policy.
Policy RE-F.7: Create or enhance open space multi-use trails to accommodate, where appropriate, pedestrians/hikers, bicyclists, and equestrians.	The CRMP Phase 1 would create and enhance open space multi-use trails in the City. For example, the Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would include a multi-use path that would provide a Class I bike path and separated pedestrian path, which would connect the San Diego River Bikeway to the Ocean Beach Pier as well as the public open spaces in between, such as Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza. The Sunset Cliffs project would also provide a multi-use path for both pedestrians and bicyclists along the southern 0.64-mile portion of Sunset Cliffs Trail. The optional parking realignment under the Sunset Cliffs project would improve bicycle safety by reducing conflicts with bicyclists and serving as a traffic calming measure. Both design options under the Mission Beach project would construct an elevated sand dune that would provide additional coastal flood protection for Ocean Front Walk, which provides an accessible multi-use path and access to and along Mission Beach and Mission Beach Park. While the Perched Beach Design Option would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Additionally, the optional pedestrian path included as part of the Pacific Beach – Tourmaline Surf Park project would connect the underutilized picnic areas north of Tourmaline Street to the parking lot and beach. The Pilot Project also includes an optional component for an express shuttle stop in the existing parking lot, which would allow bicyclists to take public transit one way to or from the proposed new bicycle facilities at Ocean Beach. Therefore, the CRMP Phase 1 would be consistent with this policy.
Conservation 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 dioxide footprint by providing new and maintaining existing multi-use paths for non-motorized travel. The optional express shuttle stop for the Pilot Project would reduce vehicle trips to Ocean Beach. While the Perched Beach Design Option at the Mission Beach project site would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. The road reconfiguration program, trail enhancements, and optional parking realignment at Sunset Cliffs would also reduce vehicle trips and encourage active transportation along Sunset Cliffs Trail and Sunset Cliffs Boulevard. The CRMP Phase 1 employs sustainable planning and design techniques with the proposed multi-use paths and the installation of native vegetation. Additionally, the CRMP Phase 1 would employ sustainable waste management by using littoral sources of sediment in the project area and reusing existing cobble rip rap at the Pacific Beach – Tourmaline Surf Park and Ocean Beach – Pier project sites to stabilize the proposed dunes. Therefore, the CRMP Phase 1 would be 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 CRMP Phase 1; however, the existing restroom facility at the Ocean Beach – Dog Beach project site could be relocated or reconstructed. The CRMP Phase 1 would reuse existing materials at or near the project sites. For example, the proposed sand dunes included as part of the Pilot Project at the Ocean Beach – Dog Beach project site, Pacific Beach – Tourmaline Surf Park project, Mission Beach project, and Ocean Beach – Pier project would be constructed with littoral sources in the CRMP Phase 1 area. Similarly, the Perched Beach Design Option at Mission Beach would be constructed with littoral sources in the CRMP Phase 1 area. Therefore, clearing and dredging of existing flood channels, such as the San Diego River flood channel would not require transport of this dredged material to landfills. Additionally, the existing cobble rip rap at the Pacific Beach – Tourmaline Surf Park and Ocean Beach – Pier project sites would be reused at the sites to stabilize the proposed dunes. Therefore, the CRMP Phase 1 would be consistent with this policy.

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	**CRMP Phase 1 Consistency**
Policy CE-A.11: Implement sustainable landscape design and maintenance, where feasible.	The CRMP Phase 1 would implement sustainable landscape design and maintenance by vegetating the sand dunes and restoration areas at the Ocean Beach – Dog Beach, Pacific Beach – Tourmaline Surf Park, Mission Beach, and Ocean Beach – Pier project sites with native plants. Additionally, the earthen dikes under the Amphitheatre Design Option or waterfront park under the Reconfigured Park Design Option at the La Jolla Shores project site could be vegetated with either grass or native plants. The Sunset Cliffs project would also include removal of invasive plants and installation of native vegetation. The use of native plants would reduce the water demand of the proposed landscaping and would provide biodiversity through introduction of rare plant species and habitat for threatened and endangered avian species. Therefore, the CRMP Phase 1 would be consistent with this policy.
B. Open Space and Landform Preservation Goal: Preservation and long-term management of the natural landforms and open spaces that help make San Diego unique. **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.	The CRMP Phase 1 would preserve and protect natural landforms and open spaces by providing nature-based solutions to protect the City's coastline from sea level rise and coastal flooding. The proposed sand dunes at the Ocean Beach – Dog Beach, Mission Beach, and Ocean Beach – Pier project sites would be similar to the existing annual winter berms constructed at the project sites every fall and maintained throughout the winter season. Additionally, the proposed sand and cobble dune at the Pacific Beach – Tourmaline Surf Park project site would be similar in footprint to the existing cobble rip rap. The proposed road reconfiguration program and optional parking realignment at Sunset Cliffs would realign the multi-use path, parking, and vehicle traffic along Sunset Cliffs Boulevard inland (east) and away from the cliff edge. Therefore, the CRMP Phase 1 would be consistent with this policy.
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 to the coastal park infrastructure at the Ocean Beach – Dog Beach, La Jolla Shores, Pacific Beach – Tourmaline Surf Park, Mission Beach, and Ocean Beach – Pier project sites. The Sunset Cliffs project would implement drainage improvements, habitat enhancements, and other optional erosion control measures. The CRMP Phase 1 projects would comply with the City's Storm Water Management and Discharge Control Ordinance (SDMC Chapter 4, Article 3, Division 3) as well as SDMC Section 142.0146, which requires grading work to incorporate erosion and siltation control measures, and SDMC Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address potential erosion and sedimentation impacts. Additionally, all projects would be subject to the NPDES Construction General Permit provisions, which would require preparation and compliance with an approved SWPPP with BMPs to reduce erosion and water quality impacts from stormwater runoff and sedimentation. Conformance to these mandated requirements would ensure that proposed grading and construction operations would avoid significant water quality impacts. Therefore, the CRMP Phase 1 would be consistent with this policy.
Policy CE-B.5: Maximize the incorporation of trails and greenways linking local and regional open space and recreation areas into the planning and development review processes.	The CRMP Phase 1 would support trails and greenways linking local and regional open space and recreation areas. For example, the Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would include a multi-use path that would provide a Class I bike path and separated pedestrian path, which would improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population. The multi-use path would connect the San Diego River Bikeway to the Ocean Beach Pier as well as the public open spaces in between, such as Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza. The Sunset Cliffs project would also provide a multi-use path for both pedestrians and bicyclists along the southern 0.64-mile portion of Sunset Cliffs Trail. The optional parking realignment under the Sunset Cliffs project would improve bicycle safety by reducing conflicts with bicyclists and serving as a traffic calming measure. Both design options under the Mission Beach project would construct an elevated sand dune that would provide additional coastal flood protection for Ocean Front Walk, which provides a multi-use path and access to and along Mission Beach and Mission Beach Park. While the Perched Beach Design Option would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Additionally, the Pacific Beach – Tourmaline Surf Park project includes an optional component to provide a pedestrian path from the parking lot to the beach on top of the existing drainage culvert at the site. This pedestrian path would also provide better connectivity to the underutilized picnic areas east of the parking lot and north of Tourmaline Street. The Pilot Project also includes an optional component for an express shuttle stop in the existing parking lot, which would provide public transit to Ocean Beach. Therefore, the CRMP Phase 1 would be consistent with this policy.

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	**CRMP Phase 1 Consistency**
C. Coastal Resources Goals: Coastal resource preservation and enhancement. Clean coastal waters by continuing to improve the quality of ocean outfall discharges. Enhanced public access to the shoreline and coast.	None of the CRMP Phase 1 projects would occur within coastal wetlands; however, all of the CRMP Phase 1 projects would protect, preserve, restore, and/or enhance important coastal habitat. For example, the Pilot Project at the Ocean Beach – Dog Beach project site, Pacific Beach – Tourmaline Surf Park, Mission Beach project, and Ocean Beach – Pier project would construct sand dunes along the back of the beaches to provide protection from sea level rise and coastal flooding that would otherwise disturb coastal habitat, primarily during heavy winter storms. The dunes would prevent waves from overtopping existing flood protections (e.g., seawalls) and other coastal infrastructure (e.g., pedestrian paths) to reduce coastal flooding and associated impacts on water quality from stormwater runoff and sedimentation. Additionally, the dunes would be vegetated with native plants, which would provide biodiversity through introduction of rare plant species and habitat for threatened and endangered avian species. The two earthen dikes under the Amphitheatre Design Option included as part of the La Jolla Shores project could also be vegetated with native plants. Further, the Pilot Project, Pacific Beach – Tourmaline Surf Park project, and Sunset Cliffs project would include restoration efforts to remove existing invasive plant species and plant native species at these project sites. The CRMP Phase 1 would also preserve existing recreation elements (i.e., La Jolla Shores Park, Kellogg Park, Mission Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza) and introduce new recreation elements (e.g., the multi-use paths). Therefore, the CRMP Phase 1 would be consistent with this policy.
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.	
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 reduced sedimentation and polluted stormwater runoff entering coastal waters. For example, the Pilot Project at the Ocean Beach – Dog Beach project site, Pacific Beach – Tourmaline Surf Park, Mission Beach project, and Ocean Beach – Pier project would construct sand dunes along the back of the beaches to provide protection from waves that would otherwise overtop existing flood protections (e.g., seawalls) and other coastal infrastructure (e.g., pedestrian paths), primarily during heavy winter storms. These coastal flood protections would also improve water quality from stormwater runoff and sedimentation by preventing overtopping waves that would mix with polluted runoff and other potentially hazardous materials and eventually bring these materials back to coastal waters. The Sunset Cliffs project would implement drainage improvements, habitat enhancements, and other optional erosion control measures to reduce stormwater runoff and sedimentation into coastal waters. Therefore, the CRMP Phase 1 would be consistent with these policies.
Policy CE-C.6: Implement watershed management practices designed to reduce runoff and improve the quality of runoff discharged into coastal waters.	
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 CRMP Phase 1 would support pedestrian, bicycle, local transit, and automobile access to the shoreline. For example, the Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would include a multi-use path that would provide a Class I bike path and separated pedestrian path, which would improve mobility options and accessibility for non-motorized travel. The multi-use path would separate non-motorized travel from vehicle travel for safety and accessibility and would connect the San Diego River Bikeway to the Ocean Beach Pier as well as the public open spaces in between, such as Brighton Park, Saratoga Park, and Ocean Beach Veteran's Plaza. The Sunset Cliffs project would also provide a multi-use path for both pedestrians and bicyclists along the southern 0.64-mile portion of Sunset Cliffs Trail. The optional parking realignment under the Sunset Cliffs project would improve bicycle safety by reducing conflicts with bicyclists and serving as a traffic calming measure. Both design options under the Mission Beach project would construct an elevated sand dune that would provide additional coastal flood protection for Ocean Front Walk, which provides a multi-use path and access to and along Mission Beach and Mission Beach Park. While the Perched Beach Design Option would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Additionally, the Pacific Beach – Tourmaline Surf Park project includes an optional component to provide a pedestrian path from the parking lot to the beach on top of the existing drainage culvert at the site. The Pilot Project also includes an optional component for an express shuttle stop in the existing parking lot, which would provide public transit to Ocean Beach. Further, all of the CRMP Phase 1 projects would maintain the existing number of parking spaces at each site. Therefore, the CRMP Phase 1 would be consistent with this policy.
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 pedestrian, bicycle, local transit, and automobile access to the shoreline. The proposed coastal flood protection solutions would maintain public access to the beach or shoreline at each project site. For example, the proposed multi-use path and sand dunes at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would include several formal accessways that would provide public and emergency access to the beach. Additionally, while the Perched Beach Design Option at the Mission Beach project site would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Therefore, the CRMP Phase 1 would be consistent with this policy.

Table E-1. Project's Consistency with the City of San Diego's 2008 General Plan	
Goal/Policy	**CRMP Phase 1 Consistency**
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 plants, which would reduce water demand, sequester carbon, reduce the urban heat island effect, and provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Additionally, the restoration components at the Ocean Beach – Dog Beach, Pacific Beach – Tourmaline Surf Park, and Sunset Cliffs project sites would involve removal of invasive species and installation of native plants in these areas. Further, the CRMP Phase 1 projects would not remove existing trees from the project sites. Therefore, the CRMP Phase 1 would be consistent with this policy.
G. Biological Diversity Goal: Preservation of healthy, biologically diverse regional ecosystems and conservation of endangered, threatened, and key sensitive species and their habitats.	The CRMP Phase 1 would protect, preserve, restore, and/or enhance important coastal habitat. For example, the Pilot Project at the Ocean Beach – Dog Beach project site, Pacific Beach – Tourmaline Surf Park, Mission Beach project, and Ocean Beach – Pier project would construct sand dunes along the back of the beaches to provide protection from sea level rise and coastal flooding that would otherwise disturb coastal habitat, primarily during heavy winter storms. The dunes would prevent waves from overtopping existing flood protections (e.g., seawalls) and other coastal infrastructure (e.g., pedestrian paths) to reduce coastal flooding and associated impacts on water quality from stormwater runoff and sedimentation. Additionally, the dunes would be vegetated with native plants, which would provide biodiversity through introduction of rare plant species and habitat for threatened and endangered avian species. The two earthen dikes under the Amphitheatre Design Option included as part of the La Jolla Shores project could also be vegetated with native plants. Further, the Pilot Project, Pacific Beach – Tourmaline Surf Park project, and Sunset Cliffs project would include restoration efforts to remove existing invasive plant species and plant native species at these project sites. Further, the CRMP Phase 1 projects would not remove existing trees from the project sites. Therefore, the CRMP Phase 1 would be consistent with this policy.
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: Develop, nurture, and protect a sustainable urban/community forest. c. Seek to retain significant and mature trees. d. Provide forest linkages to connect and enhance public parks, plazas, recreation, and open space areas.	The CRMP Phase 1 projects would not remove existing trees from the project sites. Therefore, the CRMP Phase 1 would be consistent with this policy.
Historic Preservation 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 Phase 1 in accordance with Assembly Bill 52 and has set up an outreach program with all Kumeyaay tribes as a measure of best practice. Both design options at the La Jolla Shores project site, and particularly the Reconfigured Park Design Option, would result in the potential to disturb subsurface archaeological cultural resources at the project site; however, implementation of archaeological and tribal cultural monitoring required by MM CUL-2 would still produce significant and unavoidable impacts to potential resources during construction. Further, the two earthen dikes included under the Amphitheatre Design Option would help to preserve known cultural resource sites near the project site from sea level rise and coastal flooding. Additionally, the Perched Beach Design Option at the Mission Beach project site would result in potentially significant impacts related to realignment of the Mission Beach Ocean Front Walk, an eligible historic resource; however, compliance with City standards and recordation of the resource prior to realignment as required by MM CUL-1 would reduce potential impacts to less than significant levels. Therefore, with implementation of MM CUL-1 and MM CUL-2, the CRMP Phase 1 would be compatible with cultural and historic conservation and would be consistent with this policy.

California Coastal Zone Management Act

Table E-2. Project's Consistency with Applicable Coastal Resources Planning and Management Policies of the California Coastal Act	
Policy	**CRMP Phase 1 Consistency**
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.	The CRMP Phase 1 would maintain and enhance public access to the shoreline at the project sites. For example, the Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would provide designated accessways through the proposed multi-use path and sand dunes to maintain public and emergency access to the beach. The multi-use path would provide a connection between the San Diego River Bikeway and the Ocean Beach Pier along the beach with expansive views of the ocean. The proposed multi-use path would be protected from sea level rise and coastal flooding by the proposed sand dunes. The earthen dikes and terraced seatwall under the Amphitheatre Design Option and waterfront park under the Reconfigured Park Design Option included as part of the La Jolla Shores project would be landward (east) of the Ocean Front Walk and would still maintain passageways for pedestrian access from the parks and parking lot to the beach. The Pacific Beach – Tourmaline Surf Park project would enhance maintain existing access along the access ramp and the north side of the cobble rip rap. Additionally, the dune restoration could be integrated with the runoff from the showers in order to reduce slip hazards along the access ramp and an optional pedestrian pathway along the existing drainage culvert could provide a safe passageway from the parking lot to the beach. The sand dunes under both design options at the Mission Beach project site would provide sea level rise and coastal flood protection to Ocean Front Walk, which provides access to and along Mission Beach. While the Perched Beach Design Option at Mission Beach would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section and passageways would be maintained to allow access to the perched beach. Additionally, the Sunset Cliffs project would provide a safe and accessible multi-use path along the southern 0.64-mile of Sunset Cliffs Trail. Although parking could be realigned along the northern portion of the Sunset Cliffs project site, there would be no net loss of parking stalls and parking spaces could even be increased. Additionally, the Pilot Project could enhance public transit to Ocean Beach by providing an express shuttle stop in the existing parking lot. Therefore, the CRMP Phase 1 would be consistent with this policy.
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.	
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 recreational facilities landward of the proposed nature-based solutions by providing protection from sea level rise and coastal flooding. The CRMP Phase 1 would also preserve existing recreation elements (i.e., La Jolla Shores Park, Kellogg Park, Mission Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza) and introduce new recreation elements (e.g., the multi-use paths). For example, the multi-use path included as part of the Pilot Project and Ocean Beach – Pier project would connect the San Diego River Bikeway to the Ocean Beach Pier as well as the public open spaces in between, such as Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza. The Pilot Project at the Ocean Beach – Dog Beach project site includes an optional component to relocate the existing restroom south of the parking lot to a more inland location within Brighton Park. This would reduce the vulnerability of the restroom to sea level rise and coastal flooding and would provide a restroom facility nearer to recreational uses at Brighton Park. The Amphitheatre Design Option at the La Jolla Shores project site would provide additional coastal flood protection for La Jolla Shores Park and Kellogg Park, while the Reconfigured Park Design Option would provide a waterfront park that would be designed to accommodate coastal flooding and would protect the reconfigured parking lot from flooding. Similarly, both design options at the Mission Beach project site would provide additional coastal flood protection for Mission Beach Park. While the Perched Beach Option at Mission Beach would convert a portion of Mission Beach Park to sandy beach, the majority of Mission Beach Park would remain the same as existing conditions and would be protected by the proposed sand dune. Further, the perched beach would continue to allow for recreational uses. Additionally, the optional pedestrian path included as part of the Pacific Beach – Tourmaline Surf Park project would provide better connectivity to the underutilized picnic areas east of the parking lot and north of Tourmaline Street. Therefore, the CRMP Phase 1 would be consistent with this policy.

Table E-2. Project's Consistency with Applicable Coastal Resources Planning and Management Policies of the California Coastal Act	
Policy	**CRMP Phase 1 Consistency**
Chapter 3, Article 3 – Recreation	
Section 30220: Protection of certain water-oriented activities. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.	The CRMP Phase 1 would maintain access to the ocean at each of the project sites during construction activities. The CRMP Phase 1 would also maintain long-term access to the ocean by providing protection from sea level rise and coastal flooding. Therefore, the CRMP Phase 1 would be consistent with this policy.
Section 30231: Biological productivity; water quality. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.	The CRMP Phase 1 projects would protect, preserve, restore, and/or enhance important coastal habitat, biological productivity, and water quality. For example, the Pilot Project at the Ocean Beach – Dog Beach project site, Pacific Beach – Tourmaline Surf Park, Mission Beach project, and Ocean Beach – Pier project would construct sand dunes along the back of the beaches to provide protection from sea level rise and coastal flooding that would otherwise disturb coastal habitat, primarily during heavy winter storms. The dunes would prevent waves from overtopping existing flood protections (e.g., seawalls) and other coastal infrastructure (e.g., pedestrian paths) to reduce coastal flooding and associated impacts on water quality from stormwater runoff and sedimentation. Additionally, the dunes would be vegetated with native plants, which would require little water and provide biodiversity through introduction of rare plant species and habitat for threatened and endangered avian species. The earthen dikes under the Amphitheatre Design Option included as part of the La Jolla Shores project could also be vegetated with native plants. Further, the Pilot Project, Pacific Beach – Tourmaline Surf Park project, and Sunset Cliffs project would include restoration efforts to remove existing invasive plant species and plant native species at these project sites. Therefore, the CRMP Phase 1 would be consistent with this policy.
Chapter 3, Article 5 – Land Resources	
Section 30240: Environmentally sensitive habitat areas; adjacent developments. Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.	The CRMP Phase 1 projects would protect, preserve, restore, and/or enhance important environmentally sensitive habitat areas. For example, the Pilot Project at the Ocean Beach – Dog Beach project site, Pacific Beach – Tourmaline Surf Park, Mission Beach project, and Ocean Beach – Pier project would construct sand dunes along the back of the beaches to provide protection from sea level rise and coastal flooding that would otherwise disturb coastal habitat, primarily during heavy winter storms. The dunes would prevent waves from overtopping existing flood protections (e.g., seawalls) and other coastal infrastructure (e.g., pedestrian paths) to reduce coastal flooding and associated impacts on water quality from stormwater runoff and sedimentation. Additionally, the dunes would be vegetated with native plants, which would require little water and provide biodiversity through introduction of rare plant species and habitat for threatened and endangered avian species. The two earthen dikes under the Amphitheatre Design Option included as part of the La Jolla Shores project could also be vegetated with native plants. Further, the Pilot Project, Pacific Beach – Tourmaline Surf Park project, and Sunset Cliffs project would include restoration efforts to remove existing invasive plant species and plant native species at these project sites. Therefore, the CRMP Phase 1 would be consistent with this policy.
Chapter 3, Article 6 – Development	
Section 30251: Scenic and visual qualities. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting. **Section 30251:** Scenic and visual qualities. (continued) The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.	As described in Section 5.1.3.1, Issue 1: Scenic Views, the CRMP Phase 1 projects would maintain and enhance existing views at the project sites. For example, the proposed elevated sand dunes included as part of the Pilot Project and Ocean Beach – Pier project as well as the Mission Beach project would be similar in height and width to the annual winter berm that is constructed at the project sites every fall and maintained through the winter season. The proposed sand dunes would be vegetated with native plants, which may improve the aesthetic of the dune when compared to the annual winter berm. Since the sand dunes would be constructed along the back of the beaches, views of the Pacific Ocean would not be obstructed by the sand dunes when viewed from public viewing locations along the beaches. Due to the elevated height of the San Diego River Bikeway, scenic views of the Pacific Ocean from the bikeway would not be obstructed by the proposed Pilot Project. In addition, the optional restroom relocation component of the Pilot Project would likely improve scenic views by creating an unobstructed view along the beach. The height of the sand dunes would be similar to the elevation of the existing winter berm that is built along the beach annually and would maintain expansive ocean views when viewed along multi-use paths landward (east) of the proposed sand dunes. The La Jolla Shores project would maintain scenic views of the Pacific Ocean and project site from public viewing areas along the beach, the La Vereda pedestrian path, and the playground structure at Kellogg Park. Assuming the final crest height of the earthen dikes under the Amphitheatre Design Option is 4 feet above the existing elevation of the La Vereda pedestrian path and grassy recreational areas (worst-case analysis), expansive views of the ocean would still be afforded at La Jolla Shores Park and Kellogg Park. The terraced amphitheater design of the seatwall and potentially ocean-facing side of the earthen dikes included in the 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 Consistency**
	coastal viewing areas due to the elevated nature of the features. Additionally, increasing the backshore protection along the Ocean Beach – Dog Beach, La Jolla Shores, Mission Beach, and Ocean Beach – Pier project sites would reduce flooding impacts and associated impacted views during high tides and extreme storms. At the Sunset Cliffs project site, ocean views would remain visible from vehicles traveling along Sunset Cliffs Boulevard, and the proposed multi-use path would provide sweeping scenic views of the ocean to pedestrians and bicyclists. Further, implementation of the trail enhancement, interpretative signage, drainage improvements, and habitat enhancement would generally improve the visual quality of the Sunset Cliffs project site as well as provide enhanced areas for public viewing of scenic views across Sunset Cliffs. Therefore, the CRMP Phase 1 would be consistent with this policy.
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 the shoreline at the project sites. For example, the Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would provide designated accessways through the proposed multi-use path and sand dunes to maintain public and emergency access to the beach. The multi-use path would provide a connection between the San Diego River Bikeway and the Ocean Beach Pier along the beach with expansive views of the ocean. The proposed multi-use path would be protected from sea level rise and coastal flooding by the proposed sand dunes. The earthen dikes and terraced seatwall under the Amphitheatre Design Option included as part of the La Jolla Shores project would be landward (east) of the La Vereda pedestrian path and would still maintain passageways for pedestrian access from the existing parks and parking lot. The waterfront park under the Reconfigured Park Design Option would not preclude access to the La Vereda pedestrian path and the beach. The Pacific Beach – Tourmaline Surf Park project would enhance maintain existing access along the access ramp and the north side of the cobble rip rap. Additionally, the dune restoration could be integrated with the runoff from the showers in order to reduce slip hazards along the access ramp and an optional pedestrian pathway along the existing drainage culvert could provide a safe passageway from the parking lot to the beach. The sand dunes under both design options at the Mission Beach project site would provide protection sea level rise and coastal flooding to Ocean Front Walk, which provides access to and along Mission Beach. While the Perched Beach Design Option would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Additionally, the Sunset Cliffs project would provide a safe and accessible multi-use path along the southern 0.64-mile of Sunset Cliffs Trail. There would be no net loss of parking stalls. Additionally, the Pilot Project could enhance public transit to Ocean Beach by providing an express shuttle stop in the existing parking lot. Therefore, the CRMP Phase 1 would be consistent with this policy.
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 structures. The only potential structure that would be built would be if the optional restroom relation at the Ocean Beach – Dog Beach project site would require reconstruction of the restroom facility. As described in Section 5.5, Geology and Soils, the optional restroom relocation or reconstruction would occur in compliance with the CBC and SDMC, which include design criteria for seismic loading and other geologic hazards and require that a geotechnical investigation be conducted for the structure (SDMC Section 145.1803). Construction of the proposed sand dunes at the Ocean Beach – Dog Beach, Pacific Beach – Tourmaline Surf Park, Mission Beach, and Ocean Beach – Pier project sites would be similar to the annual winter berms constructed at or near the project sites every fall and maintained throughout the winter season. The proposed dunes would be vegetated with native plants, which would help stabilize the dunes. Additionally, the dune at the Pacific Beach – Tourmaline Surf Park project site and a portion of the dune at the Ocean Beach – Pier project site would be further stabilized with use of the existing cobble rip rap at those project sites. Further, the proposed road reconfiguration program and optional parking realignment at Sunset Cliffs would align the proposed multi-use path, parking, and vehicle travel further inland and away from the cliff erosion hazard area. The Sunset Cliffs project would implement drainage improvements, habitat enhancements, and other optional erosion control measures to reduce stormwater runoff and maintain stability of the coastal bluffs. Therefore, the CRMP Phase 1 would protect public health and safety through the application of effective seismic, geologic, and structural considerations. As previously described, the CRMP Phase 1 would provide coastal flood protections at all of the project sites except for the Sunset Cliffs project site. The CRMP Phase 1 would minimize vehicle miles traveled and associated energy consumption by maintaining existing and providing new multi-use paths along the coast. The Pilot Project could also reduce vehicle miles traveled by providing an express shuttle stop in the parking lot at the Ocean Beach – Dog Beach project site. Therefore, the CRMP Phase 1 would be consistent with this policy.

City of San Diego Parks Master Plan

Table E-3. Project's Consistency with Applicable City of San Diego Parks Master Plan Policies	
Policies	**CRMP Phase 1 Consistency**
Parks + 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 Appendix C, the proposed CRMP Phase 1 would be required to comply with the goals and policies of the MSCP and Subarea Plan guidelines. With implementation of MM BIO-2, MM BIO-3, MM BIO-4, MM BIO-6, and MM BIO-7, the CRMP Phase 1 would be in compliance with the MSCP goals and policies and Subarea Plan guidelines. With implementation of MM BIO-5, the CRMP Phase 1 would be in compliance Environmentally Sensitive Land regulations. Therefore, the CRMP Phase 1 would be consistent with this policy.
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 construction of coastal flood protection solutions that would help to preserve and protect historical resources landward of the proposed projects from the effects of sea level rise and coastal flooding. Therefore, the CRMP Phase 1 would be consistent with this policy.
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 plants, which would reduce water demand, sequester carbon, reduce the urban heat island effect, and provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Additionally, the restoration components at the Ocean Beach – Dog Beach, Pacific Beach – Tourmaline Surf Park, and Sunset Cliffs project sites would involve removal of invasive species and installation of native plants in these areas. Therefore, the CRMP Phase 1 would be consistent with this policy.
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 the coastal park infrastructure at the Ocean Beach – Dog Beach, La Jolla Shores, Pacific Beach – Tourmaline Surf Park, Mission Beach, and Ocean Beach – Pier project sites. The CRMP Phase 1 projects would comply with the City's Storm Water Management and Discharge Control Ordinance (SDMC Chapter 4, Article 3, Division 3) as well as SDMC Section 142.0146, which requires grading work to incorporate erosion and siltation control measures, and SDMC Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address potential erosion and sedimentation impacts. Additionally, all projects would be subject to the NPDES Construction General Permit provisions, which would require preparation and compliance with an approved SWPP) with BMPs to reduce erosion and water quality impacts from stormwater runoff and sedimentation. Conformance to these mandated requirements would ensure that proposed grading and construction operations would avoid significant water quality impacts. The proposed coastal flood protection solutions would enhance the aesthetics of the sites by vegetating the nature-based solutions with native plants. Therefore, the CRMP Phase 1 would be consistent with this policy.
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 plants, which would reduce water demand, sequester carbon, reduce the urban heat island effect, provide shade, improve air quality, and provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Additionally, the restoration components at the Ocean Beach – Dog Beach, Pacific Beach – Tourmaline Surf Park, and Sunset Cliffs project sites would involve removal of invasive species and installation of native plants in these areas. Therefore, the CRMP Phase 1 would be 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 Appendix C, the proposed CRMP Phase 1 would be required to comply with the goals and policies of the MSCP and Subarea Plan guidelines. With implementation of MM BIO-2, MM BIO-3, MM BIO-4, MM BIO-6, and MM BIO-7, the CRMP Phase 1 would be in compliance with the MSCP goals and policies and Subarea Plan guidelines. Therefore, the CRMP Phase 1 would be consistent with this policy.

Table E-3. Project's Consistency with Applicable City of San Diego Parks Master Plan Policies	
Policies	**CRMP Phase 1 Consistency**
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 and beaches by providing flooding protection to the coastal park infrastructure and communities with the proposed coastal flood protection solutions. The coastal flood protection solutions would help protect public open space from coastal flooding and wave runup at La Jolla Shores Park, Kellogg Park, the grassy picnic areas north of Tourmaline Street, Mission Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza, which provide recreational access and outdoor opportunities. Additionally, the proposed multi-use path would provide more connectivity between these open spaces to facilitate better recreational access and outdoor opportunities. The CRMP Phase 1 projects aim to avoid sensitive natural and cultural resources. Further, the proposed CRMP Phase 1 projects would include vegetation and/or restoration with native plants, which would provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Implementation of the CRMP Phase 1 would require collaboration with the wildlife agencies and other environmental protection agencies, including coordination through permit processes with the California Department of Fish and Wildlife (CDFW), California Coastal Commission (CCC), U.S. Army Corps of Engineers (USACE), and San Diego Regional Water Quality Control Board (RWQCB). Therefore, the CRMP 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, which would reduce the urban heat island effect, provide shade and habitat for sensitive species, and provide ecological benefits through introduction of rare plant species. Additionally, the restoration components at the Ocean Beach – Dog Beach, Pacific Beach – Tourmaline Surf Park, and Sunset Cliffs project sites would involve removal of invasive species and installation of native plants in these areas. Therefore, the CRMP Phase 1 would improve the quality of habitat at the project sites and would be consistent with this 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 coastal flooding through implementation of nature-based shoreline protection methods where feasible. Project objectives include prioritizing implementation of nature-based climate change solutions, addressing the effects of sea level rise and coastal flooding while leveraging additional co-benefits of nature-based solutions, protecting and enhancing critical coastal habitat and associated wildlife from the impacts of climate change, protecting and enhancing recreational opportunities, and increasing coastal access for all community members (refer to Section 3.3, Project Objectives). The CRMP Phase 1 would also support species migration by removing invasive plant species and vegetating areas of the project sites with native plants. Therefore, the CRMP Phase 1 would preserve and 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 and beaches, which provide habitat and wildlife corridors, by protecting these communities from the effects of sea level rise and coastal flooding with the implementation of proposed nature-based and grey infrastructure solutions. The solutions would help protect public open space from coastal flooding and wave runup at the beach and at La Jolla Shores Park, Kellogg Park, the grassy picnic areas north of Tourmaline Street, Mission Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza. The CRMP Phase 1 projects aim to avoid sensitive species and vegetation communities. Further, the proposed CRMP Phase 1 projects would include vegetation and/or restoration with native plants, which would provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Implementation of the CRMP Phase 1 would require collaboration with the wildlife agencies and other environmental protection agencies, including coordination through permit processes with the CDFW, CCC, USACE, and San Diego RWQCB. Therefore, the CRMP Phase 1 would be consistent with 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 construction of coastal flood protection solutions that would help to preserve and protect historical, archaeological, and Tribal cultural resources landward of the proposed projects from the effects of sea level rise and coastal flooding. Therefore, the CRMP Phase 1 would be consistent with this policy.

Climate Resilient SD

Table E-4. Project's Consistency with Applicable City of San Diego Climate Resilient SD Policies	
Policies	**CRMP Phase 1 Consistency**
Resilient & Equitable City	
RE-2: Foster vibrant, healthy and sustainable communities.	Implementation of the CRMP Phase 1 projects would foster vibrant, healthy, and sustainable communities by providing coastal flood protection solutions that would help to preserve and protect existing infrastructure in the communities and their natural resources. The CRMP Phase 1 projects would also protect and/or provide coastal access for pedestrian and bicyclists, which would foster walkable and connected communities. Additionally, almost all of the projects would include vegetation and/or restoration of portions of the project sites with native vegetation, which would provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Therefore, the CRMP 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 construction of coastal flood protection solutions that would help to preserve and protect historic and tribal cultural resources landward of the proposed projects from the effects of sea level rise and coastal flooding. Therefore, the CRMP Phase 1 would be consistent with this policy.
Thriving Natural Environments	
TNE-1: Protect environmental quality and biodiversity.	Implementation of the CRMP Phase 1 projects would include construction of coastal flood protection solutions that would help to protect sensitive environmental resources landward of the proposed projects from the effects of sea level rise and coastal flooding. Additionally, almost all of the projects would include vegetation and/or restoration of portions of the project sites with native vegetation, which would provide biodiversity through introduction of rare plant species and habitat for threatened and endangered avian species. Therefore, the CRMP Phase 1 would be consistent with this policy.
TNE-2: Protect and improve the integrity of open space, habitat and parks.	The CRMP Phase 1 projects would maintain existing open space uses by providing flooding protection to the coastal park infrastructure with the proposed coastal flood protection solutions. The coastal flood protection solutions would help protect open space at La Jolla Shores Park, Kellogg Park, the grassy picnic areas north of Tourmaline Street, Mission Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza from coastal flooding and wave runup. Additionally, the proposed multi-use paths at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would provide more connectivity between these open spaces to facilitate better access and use of the parks. The CRMP Phase 1 projects aim to avoid sensitive biological resources and would result in a net reduction in impacts to biological resources when compared to the annual installation of winter berms at several of the project sites (south of Pacific Beach – Tourmaline Surf Park, Mission Beach, Ocean Beach – Dog Beach, and Ocean Beach – Pier project sites). Further, almost all of the projects would include vegetation and/or restoration of portions of the project sites with native vegetation, which would provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Therefore, the CRMP 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 coastal flooding through implementation of nature-based shoreline protection methods where feasible. Project objectives include prioritizing implementation of nature-based climate change solutions, addressing the effects of sea level rise and coastal flooding while leveraging additional co-benefits of nature-based solutions, protecting and enhancing critical coastal habitat and associated wildlife from the impacts of climate change, protecting and enhancing recreational opportunities, and increasing coastal access for all community members (refer to Section 3.3, Project Objectives). Additional shoreline protection and stabilization devices, such as a low concrete seatwall header, would be constructed landward (east) of the dunes to support the efficacy of the dunes. For example, the proposed seatwall header at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would prevent blowing sand from the beach and proposed sand dune from covering the proposed multi-use path and existing parking lot. As described in Section 3.4, Project Description, the CRMP Phase 1 presents a combination of solutions that may offer greater shoreline protection while maintaining focus on nature-based solutions. Therefore, the CRMP Phase 1 would prioritize the implementation of nature-based solutions and would be consistent with this policy.

Table E-4. Project's Consistency with Applicable City of San Diego Climate Resilient SD Policies	
Policies	**CRMP Phase 1 Consistency**
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 flooding protection to the coastal park infrastructure and other existing infrastructure in the communities with the proposed coastal flood protection solutions. The coastal flood protection solutions would help protect public open spaces from coastal flooding and wave runup at La Jolla Shores Park, Kellogg Park, the grassy picnic areas north of Tourmaline Street, Mission Beach Park, Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza, which provide social opportunities and environmental resources. Additionally, the proposed multi-use paths at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would provide more connectivity between these open spaces to facilitate better access and use of the parks. The CRMP Phase 1 projects aim to avoid sensitive environmental resources and would result in a net reduction in impacts to biological resources when compared to the annual installation of winter berms at several of the project sites (south of Pacific Beach – Tourmaline Surf Park, Mission Beach, Ocean Beach – Dog Beach, and Ocean Beach – Pier project sites). Further, almost all of the projects would include vegetation and/or restoration of portions of the project sites with native vegetation, which would provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Therefore, the CRMP Phase 1 would be consistent with this policy.

Climate Action Plan

Table E-5. Project's Consistency with Applicable City of San Diego Climate Action Plan Policies	
Policies	**CRMP Phase 1 Consistency**
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 protect, enhance, and/or provide new routes for pedestrians and cyclists. For example, the Pilot Project at Ocean Beach – Dog Beach and the Ocean Beach – Pier project would construct a new multi-use path that, when combined, would connect the San Diego River Bikeway to the Ocean Beach Pier. The Pacific Beach – Tourmaline Surf Park project includes an optional component to cover or underground the existing drainage culvert north of the parking lot to provide a safe pedestrian path from the parking lot to the beach. Restoration of the vegetated median between the restrooms and the access ramp would also improve safety along the access ramp by integrating drainage from the shower area, which would reduce slip hazards along the walkway and access ramp. Implementation of the Mission Beach project would provide coastal flood protection, which would maintain access along Ocean Front Walk. Additionally, the Sunset Cliffs project would provide a multi-use path along the southern 0.64-mile of Sunset Cliffs Boulevard. The optional parking realignment would be intended to reduce conflicts with bicyclists, optimize space and flow of traffic, and serve as a traffic calming measure. The roadway would be converted to a one-way road for vehicle use, which would allow the alignment of the proposed multi-use path along the existing roadway to locate the path outside of the cliff erosion hazard areas. Therefore, the CRMP Phase 1 would protect, enhance, and/or provide new routes for 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 would also protect, enhance, and/or provide new routes for pedestrians and cyclists, which would encourage active transportation and reduce vehicle trips in these areas. Additionally, the Pilot Project includes an optional component to provide an express shuttle and stop to the parking lot at the Ocean Beach – Dog Beach project site, which would further reduce vehicle trips. Therefore, the CRMP Phase 1 includes elements to reduce traffic congestion and improve air quality. The CRMP Phase 1 would be consistent with this policy.
3.5 Climate-Focused Land Use	All of the projects included as part of the CRMP Phase 1 are intended to adapt to the effects of climate change, such as sea level rise and coastal flooding. As described above, these projects would protect, enhance, and/or provide new routes for pedestrians and cyclists, which would encourage active transportation and reduce vehicle trips in these areas. Additionally, the Pilot Project includes an optional component to provide an express shuttle and stop to the parking lot at the Ocean Beach – Dog Beach project site, which would further reduce vehicle trips. Therefore, the CRMP Phase 1 would be climate-focused 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 Ocean Beach – Dog Beach project site, Pacific Beach – Tourmaline Surf Park project, Mission Beach project, and Ocean Beach – Pier project would be constructed with littoral sources in the project area. Therefore, clearing and dredging of existing flood channels, such as the San Diego River flood channel would not require transport of this dredged material to landfills. The CRMP Phase 1 projects would not require demolition of existing structures or excavation that would require the export of substantial materials to landfills. Therefore, the 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 the project sites and several of the proposed features (e.g., sand dunes, dune restoration, earthen dikes, trail enhancement) would include vegetation of the project components with native plants. Therefore, the CRMP Phase 1 would result in a net increase in vegetation and would be consistent with this policy.
5.2 Tree Canopy	Refer to response to Policy 5.1 Sequestration above. The CRMP Phase 1 would result in a net increase in vegetation and would be consistent with this policy.
5.3 Local Water Supply	The projects included as part of the CRMP Phase 1 would not require substantial demand of local water supply. As described in Section 5.13.3.2, Issue 2: Water Supply Availability, limited water would be required during the construction phase for each project. Short-term water demand for construction-related activities (e.g., watering exposed soils to reduce dust) would be similar to standard construction projects. The temporary use of water for construction activities would be short-term and negligible, given the limited scope of the projects. Operationally, none of the projects would increase long-term water demand or water use at the project sites. Therefore, the CRMP Phase 1 would result in a net increase in vegetation and would be consistent with this policy.

Multiple Species Conservation Program Subarea Plan

Table E-6. Project's Consistency with Applicable City of San Diego Multiple Species Conservation Program Subarea Plan Policies	
Policy	**CRMP Phase 1 Consistency**
General Planning Polices 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 activities, the qualified monitoring biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other proposed project conditions as shown on the Biological Construction Mitigation/Monitoring Exhibit. This task shall include flagging plant specimens and delineating buffers to protect sensitive biological resources (e.g., habitats, plants, and wildlife, including nesting birds) prior to the start of construction. Further, the CRMP Phase 1 would be required to be consistent with regulations protecting sensitive nesting birds and raptors, including the California Fish and Game Code and Migratory Bird Treaty Act, and appropriate avoidance buffers for nests would be implemented as required. Therefore, the CRMP Phase 1 would be 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. However, in the event nighttime construction is required, additional measures would be necessary to ensure nighttime construction activity within undeveloped areas containing or adjacent to sensitive biological resources are minimized whenever feasible. Any nighttime lighting would be subject to City Outdoor Lighting Regulations per Land Development Code (LDC) Section 142.0740. Therefore, the CRMP Phase 1 would be consistent with this MSCP Subarea Plan Design Guideline.
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 of nature-based coastal resilience and habitat protection structures. The project-specific designs would be developed in coordination with the USACE, RWQCB, CDFW, and U.S. Fish and Wildlife Service (USFWS) prior to project implementation, in accordance with the requirements in the City's Biology Guidelines. Therefore, the CRMP Phase 1 would be consistent with this MSCP 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 of nature-based coastal resilience and habitat protection structures. The CRMP Phase 1 would not include human-made constraints or barriers within the Multi-Habitat Planning Area (MHPA). The project-specific designs would be developed in coordination with the USACE, RWQCB, CDFW, and USFWS prior to project implementation, in accordance with the requirements in the City's Biology Guidelines. Therefore, the CRMP Phase 1 would be consistent with this MSCP Subarea Plan Design Guideline.
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 of nature-based coastal resilience and habitat protection structures. The CRMP Phase 1 would not include unnatural stabilization materials within the MHPA. The project-specific designs would be developed in coordination with the USACE, RWQCB, CDFW, and USFWS prior to project implementation, in accordance with the requirements in the City's Biology Guidelines. Therefore, the CRMP Phase 1 would be consistent with this MSCP Subarea Plan Design Guideline.
Land Use Adjacency 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 would be consistent with the City Storm Water Standards in minimizing construction and post-construction drainage away from the MHPA. The CRMP Phase 1 would be designed to avoid proposing new development directly adjacent to or in the MHPA. Prior to construction, the MHPA boundary and the limits of ground disturbance would be clearly delineated on the construction documents and surveyed by the construction contractor, with supervision by the qualified monitoring biologist as required by MM BIO-2. The CRMP Phase 1 would be required to be consistent with the MSCP Subarea Plan, the San Diego RWQCB Municipal Permit, the City's Storm Water Standards, and NPDES regulations. Therefore, the CRMP Phase 1 would be consistent with this MSCP Subarea Plan Land Use Adjacency Guideline (LUAG).
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 adjacent to the MHPA (including fuel or sediment), and any drainage from the construction site must be clear of such materials. Consistent with the City Storm Water Standards, existing previously legal drainage that flows toward the MHPA shall be minimized. All project construction areas proposed for staging, storage of equipment and materials, trash, equipment maintenance, and other construction-related activities would be required to be located on previously developed land and away from the MHPA preserve boundary consistent with the MSCP Subarea Plan, the San Diego RWQCB Municipal Permit, the City's Storm Water Standards, and NPDES regulations. Therefore, the CRMP Phase 1 would be consistent with this MSCP Subarea Plan LUAG.

Table E-6. Project's Consistency with Applicable City of San Diego Multiple Species Conservation Program Subarea Plan Policies	
Policy	**CRMP Phase 1 Consistency**
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 be shielded away from the preserve. No new sources of permanent lighting would be proposed adjacent to the MHPA. Nighttime construction is not expected for the CRMP Phase 1. However, in the event nighttime construction is required, additional measures would be necessary to ensure nighttime construction activity within undeveloped areas containing or adjacent to sensitive biological resources are minimized whenever feasible. Any nighttime lighting would be subject to City Outdoor Lighting Regulations per LDC Section 142.0740. Therefore, the CRMP Phase 1 would be consistent with this MSCP Subarea Plan LUAG.
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 least tern and other covered species, during the breeding seasons for this species would be avoided to the extent feasible. However, should construction need to occur during the breeding season, noise monitoring would be conducted, and if necessary, temporary sound walls, buffers, or other sound attenuating devices or techniques would be used in areas of concern to reduce noise-related impacts. No long-term noise generating land uses would be proposed within or adjacent to the MHPA. The CRMP Phase 1 is required to conform with the MSCP Subarea Plan and Area Specific Management Directives for the covered species with a high potential to occur in the survey area, such as California least tern. Further, future site-specific projects would be required to be consistent with regulations protecting sensitive nesting birds and raptors, including the California Fish and Game Code and Migratory Bird Treaty Act. Therefore, the CRMP Phase 1 would be consistent with 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 that are within and adjacent to the MHPA may need to include permanent fencing, as necessary, to direct public access and reduce domestic animal predation on wildlife. The CRMP Phase 1 may need to incorporate the installation of permanent fencing as needed to direct public access to appropriate locations, prevent unauthorized intrusion into the MHPA, and reduce domestic animal predation on wildlife. Therefore, the CRMP Phase 1 would be consistent with this MSCP Subarea Plan LUAG.
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 with the Landscape Regulations (LDC 142.0400 and per Table 142-04F, Revegetation and Irrigation Requirements) and be non-invasive. The construction contractor shall permanently revegetate all graded, disturbed, or eroded native habitat areas that would not be permanently paved or covered by structures in accordance with the City's Municipal Code, Biology Guidelines, Landscape Regulations, and the City's Municipal Code, LDC Landscape Standards as required by MM BIO-4. Enhancement activities would be conducted in accordance with the City's Municipal Code, Biology Guidelines, and the City's Municipal Code, LDC Landscape Standards, within any habitat restoration areas to treat and remove any invasive species present in the reserve and within or adjacent to the MHPA as required by MM BIO-4. Therefore, the CRMP Phase 1 would be consistent with this MSCP Subarea Plan LUAG.
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 programmatic level of analysis. At project submittal, future site-specific projects would need to demonstrate consistency with Section 1.4.3 of the MSCP Subarea Plan, in particular grading/land development, as applicable. Therefore, the CRMP Phase 1 would be consistent with this MSCP Subarea Plan LUAG.
General Management 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 would require revegetation following the completion of construction. Construction may result in the recruitment of non-native plant species in the temporary disturbance areas and the removal of native plant species. In any areas in or adjacent to the MHPA where temporary upland impacts occur as a result of CRMP Phase 1 activities, habitat restoration and erosion control treatments would be installed as required by MM BIO-4. All restoration and revegetation activities in and adjacent to the MHPA would be required to be conducted in accordance with the City's Biology Guidelines and LDC Landscape Standards, with specific native species incorporated, as appropriate as required by MM BIO-4. Therefore, the CRMP Phase 1 would be consistent with 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 the only project site included as part of the CRMP Phase 1 that is within the MHPA. The elevated sand dune would be constructed similarly to the annual winter berm that is constructed at the project site every fall and maintained through the winter season. During construction, staging areas would be located outside of the MHPA. The proposed multi-use path that would connect to the existing San Diego River Bikeway would also be located outside of the MHPA. Therefore, the Pilot Project would be consistent with this MSCP Subarea Plan General Management Directive.

Table E-6. Project's Consistency with Applicable City of San Diego Multiple Species Conservation Program Subarea Plan Policies	
Policy	**CRMP Phase 1 Consistency**
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 the only project site included as part of the CRMP Phase 1 that is within the MHPA. All project components, including the elevated sand dune and proposed multi-use path that would connect to the existing San Diego River Bikeway, would be located outside of the MHPA. Therefore, the Pilot Project would be consistent with this MSCP Subarea Plan General Management Directive.
Invasive Exotics Control and Removal 1: Do not introduce invasive non-native species into the MHPA. Provide information on invasive plants and animals harmful to the MHPA, and prevention methods, to visitors and adjacent residents. Encourage residents to voluntarily remove invasive exotics from their landscaping.	The Pilot Project at the Ocean Beach – Dog Beach project site is the only project site included as part of the CRMP Phase 1 that is within the MHPA. The proposed sand dune and dune restoration area would be vegetated with native plants and any invasive plants encountered during restoration would be removed. Therefore, the Pilot Project would be consistent with this MSCP Subarea Plan General Management Directive.
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 restoration area included as part of the Pilot Project would be vegetated with native plants and any invasive plants encountered during restoration would be removed. Therefore, the Pilot Project would be consistent with this MSCP Subarea Plan General Management Directive.
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 only project site included as part of the CRMP Phase 1 that is within the MHPA. Construction of the proposed elevated sand dune included as part of the Pilot Project would occur in a manner generally consistent with construction of the annual winter berm at the project site every fall. For example, all sand used to construct the proposed sand dune is anticipated to be sourced from littoral sources in the project area, such as the intertidal zone or San Diego River flood shoal. Construction would occur during the dry season, generally in October, which would be within the non-breeding season for the least Bell's vireo. Therefore, the Pilot Project would be consistent with this MSCP Subarea Plan General Management Directive.

La Jolla Community Plan and Local Coastal Program Land Use Plan

Table E-7. Project's Consistency with Applicable La Jolla Community Plan and Local Coastal Program Land Use Plan Policies	
Policy	**CRMP Phase 1 Consistency**
Open Space Preservation and Natural Resource Protection	
a. The City should ensure, to the fullest extent possible, that sensitive resources such as coastal sage scrub and mixed chaparral that are located in designated, as well as dedicated, open space areas and open space easements will not be removed or disturbed.	Development of the La Jolla Shores project would be contained within La Jolla Shores Park, the existing parking lot, and Kellogg Park. The proposed earthen dikes and potential seatwall under the Amphitheatre Design Option included as part of the La Jolla Shores project would extend along western border of the grassy recreational areas and the existing parking lot. The Reconfigured Park Design Option would reconfigure the grassy recreational areas and parking lot to provide one continuous waterfront park and align the parking lot further inland and away from coastal flood hazards. There are no sensitive resources, such as coastal sage scrub and mixed chaparral, within these grassy landscaped recreational areas. The La Jolla Shores project would not develop or otherwise impact open space areas outside of the La Jolla Shores project site. Therefore, the La Jolla Shores project would not remove or disturb these 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 under the La Jolla Shores project would be contained within La Jolla Shores Park, the existing parking lot, and Kellogg Park and would not remove or disturb coastal sage or chaparral vegetation. Additionally, the La Jolla Shores project site is relatively flat and does not contain steep slopes. Therefore, the La Jolla Shores project would be consistent with this policy.
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 biological resources from implementation of the La Jolla 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 earthen dikes and a terraced seatwall along the western edges of La Jolla Shores and Kellogg Parks or a reconfigured waterfront park and parking lot, depending on the final design option. Increasing the backshore protection along the project site would reduce flooding impacts at these recreational facilities and associated impacted views during high tides and extreme storms. The waterfront park would be designed to accommodate coastal flooding and would protect the reconfigured parking lot from flooding. The purpose of the La Jolla Shores project is to address the effects of sea level rise and coastal flooding while leveraging additional co-benefits of nature-based solutions, protect and enhance critical coastal habitat and associated wildlife from the impacts of climate change, and protect and enhance recreational opportunities and parking at the site. Therefore, the La Jolla Shores project would be consistent with this policy.
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 from the project site. Additionally, the proposed earthen dikes would be vegetated and the potential seatwall included as part of the Amphitheater Design Option could be designed to incorporate minor vegetation and planter boxes to soften the feature. The Reconfigured Park Design Option would require some tree removal to support reconfiguration of the grass recreational areas and parking lot; however, tree removal would be minimal, and the waterfront park would be vegetated and would likely provide new trees. Therefore, the La Jolla Shores project would be consistent with this policy.
Visual Resources	
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 Jolla Shores project would maintain scenic views of the Pacific Ocean and project site from public viewing areas along the beach, the La Vereda pedestrian path, and the playground structure at Kellogg Park. Assuming the final crest height of the earthen dike under the Amphitheatre Design Option is 4 feet above the existing elevation of the La Vereda pedestrian path and grassy recreational areas (worst-case analysis), most viewers at La Jolla Shores Park and Kellogg Park would still have unobstructed views of the Pacific Ocean. Increasing the backshore protection along the project site would reduce flooding impacts and associated impacted views during high tides and extreme storms. Additionally, the terraced amphitheater design of the potential seatwall included in the Amphitheater Design Option, and potentially ocean-facing side of the earthen dikes, would offer enhanced coastal viewing areas due to the elevated nature of the features. The Reconfigured Park Design Option could also include implementation of an earthen dike along the western border of the waterfront park; however, as described above, the earthen dikes would not completely obstruct views, and the waterfront park may not require the earthen dike, which would eliminate any potential for impacts to views of the Pacific Ocean from the recreational area. Therefore, the La Jolla Shores project would not substantially impact views of the Pacific Ocean from public viewing locations along the grassy recreational areas inland of the proposed coastal flood protections and would be consistent with this policy.

Table E-7. Project's Consistency with Applicable La Jolla Community Plan and Local Coastal Program Land Use Plan Policies	
Policy	**CRMP Phase 1 Consistency**
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 to address the effects of sea level rise and coastal flooding while leveraging additional co-benefits of nature-based solutions, protect and enhance critical coastal habitat and associated wildlife from the impacts of climate change, and protect and enhance recreational opportunities and parking at the site. The proposed earthen dikes and terraced seatwall under the Amphitheatre Design Option included as part of the La Jolla Shores project would increase the backshore protection along the project site to reduce flooding impacts and associated impacted views during high tides and extreme storms. The earthen dikes would be vegetated with grass (similar to the existing recreational areas), drought tolerant and native species, or a combination of vegetation types, which would retain biodiversity and interconnected habitats. Under the Reconfigured Park Design Option at the La Jolla Shores project site, the proposed waterfront park would be designed to accommodate coastal flooding and would protect the reconfigured parking lot from flooding. The proposed coastal flood protection features would allow the site to adapt to sea level rise in order to maintain physical and visual public access to and along the shoreline. Therefore, the La Jolla Shores project would be consistent with this policy.
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 the La Jolla Shores project site and would not include development on coastal bluffs. Additionally, the La Jolla Shores project would maintain public access along the shoreline. Therefore, the La Jolla Shores project would not conflict with this policy.
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 would be limited to the La Jolla Shores project site and would not include development on coastal bluffs. Therefore, the La Jolla Shores project would not conflict with this policy.
Steep 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 Shores project site, which is relatively flat and does not contain steep slopes. Therefore, the La Jolla Shores project would be consistent with this policy.
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 Shores project site, which includes La Jolla Shores Park, the existing parking lot, and Kellogg Park. The La Jolla Shores project would maintain access along the La Vereda pedestrian path; however, this path would not be extended or otherwise affected by the project. Additionally, the Pacific Beach – Tourmaline Surf Park project would maintain pedestrian access along the existing access ramp and includes an optional component to create a pedestrian path from the parking lot to the beach above the existing drainage culvert within the Pacific Beach – Tourmaline Surf Park project site. Therefore, the La Jolla Shores project and Pacific Beach – 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 earthen dikes along the western edge of La Jolla Shores and Kellogg parks separated by a seatwall along the western edge of the existing parking lot under the Amphitheatre Design Option or would reconfigure the parking lot inland to create one continuous waterfront park that could include a long linear earthen dike along the western edge of the park under the Reconfigured Park Design Option. Under either design option, the La Jolla Shores project would maintain the same number of parking stalls that currently exist at the site. There would be no net loss of parking at the project site under the La Jolla Shores project. The seatwall included as part of the Amphitheater Design Option would incorporate handrails and railings for safety and would provide accessways through the seatwall at key points with both staired terraces and access ramps compliant with the Americans with Disabilities Act (ADA). The La Jolla Shores project would maintain access along the La Vereda pedestrian path, which would not be affected by the project. Therefore, the La Jolla Shores project would be consistent with this policy.

Table E-7. Project's Consistency with Applicable La Jolla Community Plan and Local Coastal Program Land Use Plan Policies	
Policy	**CRMP Phase 1 Consistency**
Community Facilities, 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, would comply with the City's Storm Water Management and Discharge Control Ordinance (SDMC Chapter 4, Article 3, Division 3) as well as SDMC Section 142.0146, which requires grading work to incorporate erosion and siltation control measures, and SDMC Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address potential erosion and sedimentation impacts. Additionally, all projects would be subject to the NPDES Construction General Permit provisions, which would require preparation and compliance with an approved SWPPP. Conformance to these mandated requirements would ensure that proposed grading and construction operations would avoid significant water quality impacts. Therefore, the La Jolla Shores project would be consistent with this policy.
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 Shores project site, which includes La Jolla Shores Park, the existing parking lot, and Kellogg Park. The geological formations present in this area has been identified as young alluvial flood plain deposits (Qya) and Marine beach deposits (Qmb), which are considered low and zero sensitivity formations to the City, and therefore less likely to encounter paleontological remains. Additionally, as described in Section 7.2.5, Paleontological Resources, the CRMP Phase 1 would not result in a potentially significant impact to a moderate or high resource potential geologic deposit/formation/rock unit because it would not require excavation of over 1,000 cubic yards on any of the six project sites. Therefore, the La Jolla Shores project would be consistent with this policy.

Pacific Beach Community Plan and Local Coastal Program

Table E-8. Project's Consistency with Applicable Pacific Beach Community Plan and Local Coastal Program Policies	
Policy	**CRMP Phase 1 Consistency**
Circulation Element	
5. New development shall be designed to promote transit, bicycle and pedestrian use.	The Pacific Beach – Tourmaline Surf Park project would not involve new development at the project site; rather, it would convert the existing shoreline protection feature on the beach into sand and cobble dune with a rock core and restore the existing vegetated median between the restrooms and the access ramp with native vegetation. An optional component of the project would include covering or undergrounding the existing drainage culvert along the north edge of the parking lot to provide a safe pedestrian walkway between the parking lot and the beach. Therefore, the Pacific Beach – Tourmaline Surf Park project would be consistent with this policy.
Parks and Open 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 includes an optional component to cover or underground the existing drainage culvert along the north edge of the parking lot to provide a safe pedestrian walkway between the parking lot and the beach. The CRMP Phase 1 would be subject to review by the appropriate City departments. Therefore, the Pacific Beach – Tourmaline Surf Park project would be consistent with this policy.
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 new development of open space or other uses at the project site; rather, it would convert the existing shoreline protection feature on the beach into sand and cobble dune with a rock core and restore the existing vegetated median between the restrooms and the access ramp with native vegetation. The City has conducted extensive outreach for all projects included in the CRMP Phase 1, including the Pacific Beach – Tourmaline Surf Park project. Additional public review of the Draft PEIR is occurring in accordance with SDMC Section 128.0306 and CEQA Guidelines Section 15105. Therefore, the Pacific Beach – Tourmaline Surf Park project would be consistent with this policy.
3. The Park and Recreation Department shall improve public access to Pacific Beach's coastal resources with additional stairways, walkways, remote parking, signage, and other amenities as identified in this plan. Additionally, access shall be improved with a coordinated transit system.	The Pacific Beach – Tourmaline Surf Park project would convert the existing shoreline protection feature on the beach into sand and cobble dune with a rock core and restore the existing vegetated median between the restrooms and the access ramp with native vegetation. An optional component of the project would include covering or undergrounding the existing drainage culvert along the north edge of the parking lot to provide a safe pedestrian walkway between the parking lot and the beach. Therefore, the Pacific Beach – Tourmaline Surf Park project would be consistent with this policy.
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 includes an optional component to cover or underground the existing drainage culvert along the north edge of the parking lot to provide a safe pedestrian walkway between the parking lot and the beach. Additionally, the restoration of the vegetated median could be designed to integrate drainage from the shower area, which would help irrigate the dune plants while reducing slip hazards along the existing walkway and access ramp to the beach. Therefore, the Pacific Beach – Tourmaline Surf Park project would be consistent with this policy.
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 Street is not identified as one of the designated view corridors and the Pacific Beach – Tourmaline Surf Park project site would not be visible from any of the designated view corridors identified in Figures 4 and 16. Therefore, the Pacific Beach – Tourmaline Surf Park project would not conflict with this 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 improve the existing facilities at the Pacific Beach – Tourmaline Surf Park project site. For example, the Pacific Beach – Tourmaline Surf Park project would improve the existing shoreline protection feature by converting it into a sand and cobble dune, which would be stabilized with native dune vegetation. Access would be maintained along the north of the feature and along the existing access ramp. The vegetated median between the restrooms and access ramp would be restored with native vegetation and could integrate drainage from the shower area to help irrigate the dune plants while reducing slip hazards along the existing walkway and access ramp to the beach. Additionally, the optional component to cover or underground the existing drainage culvert along the north edge of the parking lot would provide a safe pedestrian walkway between the parking lot and the beach. Therefore, the Pacific Beach – Tourmaline Surf Park 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 Park project, would be subject to review by the appropriate City departments. Therefore, the Pacific Beach – Tourmaline Surf 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 Beach Precise Plan and Local Coastal Program Addendum Policies	
Policy	**CRMP Phase 1 Consistency**
Community Facilities 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 project site would maintain access along Ocean Front Walk by providing coastal flood protection seaward (west) of this multi-use path. Under the Dune Design Option, the eight existing breaks in the seawall would be accessible with formal pedestrian access through the proposed elevated sand dune, which would maintain public and emergency access to the beach from Ocean Front Walk. While the Perched Beach Design Option at Mission Beach would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section and the realigned section would continue to provide breaks in the seawall for access to the beach. Under the Perched Beach Design Option, the sand dune would be constructed north and south of the perched beach and would not preclude access to the ocean from the perched beach. Therefore, the 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 at the Mission Beach project site would maintain access along Ocean Front Walk by providing coastal flood protection and would maintain public and emergency access to the beach from Ocean Front Walk with formal accessways through the proposed sand dune. While the Perched Beach Design Option at Mission Beach would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section and the realigned section would continue to provide breaks in the seawall for access to the beach. Therefore, the Mission Beach project would not limit access between the ocean and the bay and 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 to recreational uses and parking at and adjacent to the Mission Beach project site. Under the Perched Beach Design Option, a portion of Mission Beach Park would be converted to sandy beach; however, the majority of Mission Beach Park would remain the same as existing conditions. Further, the perched beach would continue to allow for recreational uses. No development would occur within the parking lot. Therefore, the Mission Beach project would not conflict with this policy.
That adequate storm drains be provided where necessary to eliminate any drainage problems.	As described above, the sand dunes under both design options at the Mission Beach project site would provide coastal flood protection with implementation of the proposed sand dune to adapt to the effects of sea level rise and coastal flooding. Therefore, the Mission Beach project would improve existing drainage issues during heavy storms and extreme tides and would be consistent with this policy.
Pedestrian 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 Bayside Walk, but would provide coastal flood protection, which would maintain access along Ocean Front Walk. While the Perched Beach Design Option at Mission Beach would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Therefore, the Mission Beach project would not conflict with this policy.
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 at the Mission Beach project site would provide coastal flood protection, which would maintain access along Ocean Front Walk. While the Perched Beach Design Option at Mission Beach would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Additionally, the proposed elevated sand dune would maintain scenic views of the Pacific Ocean along this multi-use path. Therefore, the Mission Beach project would not conflict with this policy.
Bikeways	
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 Ocean Front Walk or Bayside Walk, but would provide coastal flood protection, which would maintain access along Ocean Front Walk. While the Perched Beach Design Option at Mission Beach would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section. Therefore, the Mission Beach project would not conflict with this policy.

Mission Bay Park Master Plan

Table E-10. Project's Consistency with Applicable Mission Bay Park Master Plan and Local Coastal Program Policies	
Policy	**CRMP Phase 1 Consistency**
Land Use	
1.2 A park where the waterfront is designed and managed for public access to the greatest extent possible. 1.5 A park which provides a continuous, safe, and enjoyable network of recreational pathways for pedestrians, joggers, cyclists, roller skaters, and other approve non-motorized recreational users to enjoy and access the park's recreation environments. 2.3 A park which integrates the various park areas into a coherent whole, principally through paths, shore access and landscape management & certain unified design elements. 3.1 A park which is connected by recreational trails and pathways to the San Diego River, Tecolote Creek and Canyon, Rose Creek and Canyon, San Clemente Canyon, and the ocean beaches.	The proposed elevated sand dune under both design options at the Mission Beach project site would run along the back of the beach, adjacent to Ocean Front Walk, which provides a multi-use path for pedestrians, joggers, cyclists, roller skaters, and other approve non-motorized recreational users. The dune would provide coastal flood protection to maintain access along Ocean Front Walk. Under the Dune Design Option, the eight existing breaks in the seawall would be accessible with formal pedestrian access through the sand dune, which would maintain public and emergency access to the beach. While the Perched Beach Design Option at Mission Beach would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section and the realigned section would continue to provide breaks in the seawall for access to the beach. Under the Perched Beach Design Option, the sand dune would be constructed north and south of the perched beach and would not preclude access to the ocean from the perched beach. Therefore, the Mission Beach project would be consistent with this policy.
3.2 A park in which biological values are enhanced through the integration of the Bay's natural resources with those of Famosa Slough, the San Diego River, Tecolote Creek and Rose Creek.	Both design options under the Mission Beach project would construct elevated sand dunes along the back of the beach, which would be vegetated with native plants. These native plantings would provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Additionally, the coastal flood protection provided by the proposed sand dunes would protect habitat and sensitive species located inland of the beach. Therefore, the Mission Beach project would be consistent with this policy.
Water Use	
2.1 A park in which shoreline design and maintenance are managed to maximize water access within the context of shoreline stabilization needs, land use designations, environmental resources and regulations, aesthetic concerns, and public safety.	The proposed elevated sand dune under both design options at the Mission Beach project site would run along the back of the beach, adjacent to Ocean Front Walk. The dune would provide coastal flood protection to maintain access along Ocean Front Walk. Additionally, the proposed elevated sand dune would include pedestrian accessways that align with the existing access points through the seawall. Under the Dune Design Option, the eight existing breaks in the seawall would be accessible with formal pedestrian access through the sand dune, which would maintain public and emergency access to the beach. While the Perched Beach Design Option at Mission Beach would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section and the realigned section would continue to provide breaks in the seawall for access to the beach. Under the Perched Beach Design Option, the sand dune would be constructed north and south of the perched beach and would not preclude access to the ocean from the perched beach. Therefore, the Mission Beach project would be consistent with this policy.
Circulation and Access	
1.1 A park which provides maximum public pathway access to the waterfront. 1.5 A park which ensures priority access to emergency vehicles to all areas during all seasons. 4.1 A park which is connected to surrounding neighborhoods by safe pedestrian and bicycle path and routes.	The proposed elevated sand dune under both design options at the Mission Beach project site would run along the back of the beach, adjacent to Ocean Front Walk, which provides pedestrian and bicycle access along the beach. The dune would provide coastal flood protection to maintain access along Ocean Front Walk. Additionally, the proposed elevated sand dune would include pedestrian accessways that align with the existing access points through the seawall. Under the Dune Design Option, the eight existing breaks in the seawall would be accessible with formal pedestrian access through the sand dune, which would maintain public and emergency access to the beach. While the Perched Beach Design Option at Mission Beach would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section and the realigned section would continue to provide breaks in the seawall for access to the beach. Under the Perched Beach Design Option, the sand dune would be constructed north and south of the perched beach and would not preclude access to the ocean from the perched beach. Therefore, the Mission Beach project would be consistent with this policy.
Environment	
1.1 A park in which aquatic biological ecosystems are identified and managed to improve their recreational and aesthetic resource value.	Both design options under the Mission Beach project would construct elevated sand dunes along the back of the beach, which would be stabilized with native vegetation. Increasing the backshore protection along the project site would reduce flooding impacts and associated poor visual quality of the site during high tides and extreme storms. The Perched Beach Design Option would enhance the recreational resource value of the site by converting a portion of Mission Beach Park into an elevated beach area. Therefore, the Mission Beach project would be consistent with this policy.

Table E-10. Project's Consistency with Applicable Mission Bay Park Master Plan and Local Coastal Program Policies	
Policy	**CRMP Phase 1 Consistency**
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 construct elevated sand dunes along the back of the beach, which would be vegetated with native plants. These native plantings would provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Additionally, the coastal flood protection provided by the proposed sand dunes and potential perched beach would protect habitat and sensitive species located inland of the beach. Therefore, the Mission Beach project would be consistent with this policy.
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.	
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 construct elevated sand dunes along the back of the beach, which would be vegetated with native plants. These native plantings would provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species, which would improve habitat for birds migrating along the Pacific Flyway. Therefore, the Mission Beach project would be consistent with this 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 Mission Beach project site would include pedestrian accessways that align with the existing access points through the seawall. Under the Dune Design Option, the eight existing breaks in the seawall would be accessible with formal pedestrian access through the sand dune, which would maintain public and emergency access to the beach from Ocean Front Walk. While the Perched Beach Design Option at Mission Beach would realign a section of Ocean Front Walk, multi-modal access would be maintained along the realigned section and the realigned section would continue to provide breaks in the seawall for access to the beach. Under the Perched Beach Design Option, the sand dune would be constructed north and south of the perched beach and would not preclude access to the ocean from the perched beach. Therefore, the Mission Beach project would be consistent with this policy.
Aesthetics 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 proposed elevated sand dune under both design options at the Mission Beach project site would be similar in height and width to the annual winter berm that is constructed at the project site every fall and maintained through the winter season. The proposed sand dune would be vegetated with native plants, which may improve the aesthetic of the dune when compared to the annual winter berm. The sand dune would be constructed along the back of the beach adjacent to Ocean Front Walk; therefore, views of the Pacific Ocean would not be obstructed by the sand dune when viewed from public viewing locations along the beach. Additionally, the crest level of the sand dune would be designed to mimic the elevation of the existing winter berm that is built along the beach annually, at a height of approximately 5 feet above existing grades or 2 feet above the seawall (17 feet NAVD 88). Given the height of the proposed sand dune would be only 2 feet above the existing seawall, the sand dune is unlikely to obstruct scenic views of the Pacific Ocean public viewing locations along Ocean Front Walk. Views of the ocean from more inland areas at Mission Beach Park may be affected by the proposed sand dune; however, views of the ocean from these more inland areas are already limited due to distance and the existing seawall. Additionally, the perched beach proposed under the Perched Beach Design Option would be elevated and would provide a beach area with unobstructed views of the Pacific Ocean. Similar to the proposed sand dune, the perched beach would be constructed as to avoid impacts to views of the Pacific Ocean for pedestrians along the realigned Ocean Front Walk. Therefore, the Mission Beach project would preserve water view corridors and would be consistent with this policy.
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.	The proposed elevated sand dune under both design options at the Mission Beach project site is inspired by and would be generally consistent with the existing annual winter berm at the project site. The sand dune would be vegetated with native plants to provide habitat and aesthetically unify other areas of native vegetation in the community. Therefore, the Mission Beach project would be consistent with this policy.
2.1 A park in which the waterfront and circulation pathways have common design elements which serve to aesthetically unify the various recreation and open space areas.	

Table E-10. Project's Consistency with Applicable Mission Bay Park Master Plan and Local Coastal Program Policies	
Policy	**CRMP Phase 1 Consistency**
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 proposed elevated sand dune under both design options at the Mission Beach project site would be similar in height and width to the annual winter berm that is constructed at the project site every fall and maintained through the winter season. The proposed sand dune would be vegetated with native plants, which may improve the aesthetic of the dune when compared to the annual winter berm. The sand dune would be constructed along the back of the beach adjacent to Ocean Front Walk; therefore, views of the Pacific Ocean would not be obstructed by the sand dune when viewed from public viewing locations along the beach. Additionally, the crest level of the sand dune would be designed to mimic the elevation of the existing winter berm that is built along the beach annually, at a height of approximately 5 feet above existing grades or 2 feet above the seawall (17 feet NAVD 88). Given the height of the proposed sand dune would be only 2 feet above the existing seawall, the sand dune is unlikely to obstruct scenic views of the Pacific Ocean public viewing locations along Ocean Front Walk. Views of the ocean from more inland areas at Mission Beach Park may be affected by the proposed sand dune; however, views of the ocean from these more inland areas are already limited due to distance and the existing seawall. Additionally, the perched beach proposed under the Perched Beach Design Option would be elevated and would provide a beach area with unobstructed views of the Pacific Ocean. Similar to the proposed sand dune, the perched beach would be constructed as to avoid impacts to views of the Pacific Ocean for pedestrians along the realigned Ocean Front Walk. Therefore, the Mission Beach project would preserve water view 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 Community Plan and Local Coastal Program Land Use Plan Policies	
Policy	**CRMP Phase 1 Consistency**
Open Space, Parks & Recreation	
2.5.1. Maintain the existing Open Space, and collaborate with the wildlife agencies, environmental groups and the public to ensure adequate conservation for sensitive biological resources.	The Pilot Project at the Ocean Beach – Dog Beach project site, in combination with the Ocean Beach – Pier project, would maintain existing open space by providing flooding protection to the coastal park infrastructure and Ocean Beach community with the proposed elevated sand dunes along the back of the beach. The sand dunes would help protect open space at Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza from coastal flooding and wave runup. Additionally, the proposed multi-use path would provide more connectivity between these open spaces to facilitate better access and use of the parks. The Pilot Project at the Ocean Beach – Dog Beach project site aims to avoid sensitive biological resources at Smiley Lagoon. Further, the proposed elevated sand dune and dune restoration area would be vegetated with native plants, which would provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Implementation of the CRMP Phase 1 would require collaboration with the wildlife agencies and other environmental protection agencies, including coordination through permit processes with the CDFW, CCC, USACE, and San Diego RWQCB. Therefore, the Pilot Project and Ocean 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, in combination with the Ocean Beach – Pier project, would maintain existing public open space and recreational uses by providing stormwater and flood protection to the coastal park infrastructure and Ocean Beach community with the proposed elevated sand dunes along the back of the beach. The sand dunes would help protect public open space at Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza from sea level rise and coastal flooding. Therefore, the Pilot Project and Ocean Beach – Pier project 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 the Biology and Coastal Bluffs and Beaches Manual related to biological resources and coastal habitat would be implemented for the CRMP Phase 1 projects. Additionally, the Pilot Project and Ocean Beach – Pier projects would result in a net decrease in impacts to biological resources when compared to the existing construction of annual winter berms at the project sites. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
Mobility	
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, in combination with the Ocean Beach – Pier project, would construct a multi-use path with a pedestrian route that would connect the San Diego River Bikeway with the Ocean Beach Pier. The pedestrian walkway would be separated from the Class I bike path and would provide a designated route away from vehicles at the parking lots and streets, which would improve safety, accessibility, connectivity and walkability. Additionally, there would be several points of formal pedestrian access across the proposed multi-use path and sand dune, which would maintain accessibility and connectivity to the beach. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
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, in combination with the Ocean Beach – Pier project, would construct a multi-use path with a pedestrian route that would connect the San Diego River Bikeway with the Ocean Beach Pier. The pedestrian walkway would be separated from the Class I bike path and would provide a designated route away from vehicles at the parking lots and streets, which would improve safety, accessibility, connectivity, and walkability. The proposed multi-use path would provide more connectivity between these open spaces to facilitate better access and use of the beach and parks. Additionally, there would be several points of formal pedestrian access across the proposed multi-use path and sand dune, which would maintain accessibility and connectivity to the beach. The Pilot Project also includes an optional component to install an express shuttle stop within the existing parking lot at Ocean Beach – Dog Beach. Therefore, the Pilot Project and Ocean Beach – Pier project would improve pedestrian connections within the parks and along the beaches and would be consistent with this policy.
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, in combination with the Ocean Beach – Pier project, would construct a multi-use path with a Class I bicycle path that would connect the San Diego River Bikeway with the Ocean Beach Pier. The Class I bike path would provide a designated route away from vehicles at the parking lots and streets, which would improve safety, accessibility, and connectivity. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.

Table E-11. Project's Consistency with Applicable Ocean Beach Community Plan and Local Coastal Program Land Use Plan Policies	
Policy	**CRMP Phase 1 Consistency**
Urban 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 at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites, which would reduce water quality impacts related to storm water runoff and erosion and sedimentation. The CRMP Phase 1 projects would comply with the City's Stormwater Standards Manual, Storm Water Management and Discharge Control Ordinance (SDMC Chapter 4, Article 3, Division 3), and SDMC Section 142.0146, which requires grading work to incorporate erosion and siltation control measures, and SDMC Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address potential erosion and sedimentation impacts. Additionally, all projects would be subject to the NPDES Construction General Permit provisions, which would require preparation and compliance with an approved SWPPP with BMPs to reduce erosion and water quality impacts from stormwater runoff and sedimentation. Conformance to these mandated requirements would ensure that proposed grading and construction operations would avoid significant water quality impacts. Therefore, the CRMP Phase 1, including the Pilot Project and Ocean Beach – Pier project, would be consistent with this policy.
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 Beach – Pier project would be limited to the hours between 7:00 am to 7:00 pm during weekdays and, if necessary, on Saturdays in accordance with SDMC Section 59.5.0404. Because construction would occur during daylight hours, construction lighting is not anticipated to be necessary. If necessary, construction lighting shall be shielded and directed toward the construction and staging areas to prevent spill over into adjacent properties and/or sensitive habitat areas. Additionally, the use of construction lighting, if necessary, would be short-term and temporary. The Pilot Project and Ocean Beach – Pier project may require the realignment of existing lamps for streetscape and public recreational areas. These projects would be required to comply with the applicable outdoor lighting regulations of the SDMC (Section 142.0740 et seq.), which would require development to minimize negative impacts from light pollution including light trespass, glare, and urban sky glow. Additionally, new outdoor lighting fixtures must minimize light trespass in accordance with CALGreen, where applicable, or otherwise shall direct, shield, and control light to keep it from falling onto surrounding properties. Therefore, the Pilot Project and Ocean Beach – Pier project would be 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 elevated sand dunes along the back of the beach that would be landscaped with native vegetation and would improve visual access at street ends adjacent to the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites. The Pilot Project and Ocean Beach – Pier project would also provide a multi-use path with a Class I bike path and separated pedestrian path. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
Public Facilities, Services and Safety Element	
5.2.1 Upgrade infrastructure for water, waste water, and storm water facilities and institute a program to clean the storm drain system prior to the rainy season. Ensure new facilities are sited and designed to minimize impacts from sea level rise, and, where feasible, avoid construction of new storm water outfalls in areas that could be impacted by sea level rise.	The CRMP Phase 1 would provide stormwater and flood protection at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites, which would reduce water quality impacts related to storm water runoff and erosion and sedimentation. The CRMP Phase 1 projects would comply with the City's Stormwater Standards Manual, Storm Water Management and Discharge Control Ordinance (SDMC Chapter 4, Article 3, Division 3), and SDMC Section 142.0146, which requires grading work to incorporate erosion and siltation control measures, and SDMC Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address potential erosion and sedimentation impacts. Additionally, all projects would be subject to the NPDES Construction General Permit provisions, which would require preparation and compliance with an approved SWPPP with BMPs to reduce erosion and water quality impacts from stormwater runoff and sedimentation. Conformance to these mandated requirements would ensure that proposed grading and construction operations would avoid significant water quality impacts. Therefore, the CRMP Phase 1, including the Pilot Project and Ocean Beach – Pier project, would be consistent with these policies.
5.2.2. Install low impact development infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching the Pacific Ocean and San Diego River.	
5.2.4. 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 combination with the Ocean Beach – Pier project, would maintain existing public open space and recreational uses by providing flooding protection to the coastal park infrastructure and Ocean Beach community with the proposed elevated sand dunes along the back of the beach. The sand dunes would help protect public open space at Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza from sea level rise and coastal flooding. Additionally, the proposed multi-use path would provide more connectivity between these open spaces to facilitate public access and use of the parks. The recreational opportunities would be maintained at these project sites. For example, volleyball courts may require realignment due to the proposed sand dune; however, there would be no net loss in the number of volleyball courts provided at the beach. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.

Table E-11. Project's Consistency with Applicable Ocean Beach Community Plan and Local Coastal Program Land Use Plan Policies	
Policy	**CRMP Phase 1 Consistency**
Recreation	
6.2.6 Preserve existing unpaved and natural areas where possible.	As described further in Section 5.7.3.2, Issue 2: Groundwater Supplies, the Pilot Project at the Ocean Beach – Dog Beach project site and the Ocean Beach – Pier project would not result in a substantial increase in impervious surfaces. The proposed multi-use path at both project sites would likely convert existing pervious (sandy beach) surfaces into a paved path along the back of the beach. However, the multi-use path would result in a combined footprint of less than 33,600 sf (0.77 acre). The proposed sand dune and dune restoration area would preserve existing natural beach and dune areas. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with 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 would construct a multi-use path that would connect to the San Diego River Bikeway at the existing pedestrian ramp entrance to Dog Beach. The multi-use path and connection would remain accessible to pedestrians, bicyclists, and other non-motorized users. Therefore, the Pilot 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 combination with the Ocean Beach – Pier project, would maintain existing public open space and recreational uses by providing flooding protection to the coastal park infrastructure and Ocean Beach community with the proposed elevated sand dunes along the back of the beach. The sand dunes would help protect public open space at Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza from sea level rise and coastal flooding. Additionally, the proposed multi-use path would provide more connectivity between these open spaces to facilitate public access and use of the parks. The recreational opportunities would be maintained at these project sites. For example, volleyball courts may require realignment due to the proposed sand dune; however, there would be no net loss in the number of volleyball courts provided at the beach. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
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 combination with the Ocean Beach – Pier project, would maintain existing open space by providing flooding protection to the coastal park infrastructure and Ocean Beach community with the proposed elevated sand dunes along the back of the beach. The sand dunes would help protect open space at Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza from coastal flooding and wave runup. Additionally, the proposed multi-use path would provide more connectivity between these open spaces to facilitate better access and use of the parks. The Pilot Project at the Ocean Beach – Dog Beach project site aims to avoid sensitive biological resources at Smiley Lagoon. Further, the proposed elevated sand dune and dune restoration area would be vegetated with native plants, which would provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
Conservation 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 Appendix C, the proposed CRMP Phase 1 would be required to comply with the City's Environmentally Sensitive Lands regulations and Biology Guidelines. With implementation of MM BIO-2, MM BIO-3, MM BIO-4, MM BIO-6, and MM BIO-7, the CRMP Phase 1 would be in compliance with the MSCP goals and policies and Subarea Plan guidelines. With implementation of MM BIO-5, the CRMP Phase 1 would be in compliance Environmentally Sensitive Land regulations. Therefore, the CRMP Phase 1, including the Pilot Project and Ocean Beach – Pier project, would be consistent with this policy.
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.	
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 combination with the Ocean Beach – Pier project, would protect the native beach habitat and maintain existing recreational open space by providing flooding protection to the coastal park infrastructure and Ocean Beach community with the proposed elevated sand dunes along the back of the beach. The sand dunes would help protect recreational open space from coastal flooding and wave runup. Further, the proposed elevated sand dune and dune restoration area would be vegetated with native plants, which would provide ecological benefits through introduction of rare plant species and habitat for threatened and endangered avian species. The recreational opportunities would be maintained at these project sites. For example, volleyball courts may require realignment due to the proposed sand dune; however, there would be no net loss in the number of volleyball courts provided at the beach. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.

Table E-11. Project's Consistency with Applicable Ocean Beach Community Plan and Local Coastal Program Land Use Plan Policies	
Policy	**CRMP Phase 1 Consistency**
7.3.2 Ensure the preservation of the coastal bluffs in their natural state by working cooperatively with the community, City officials, and the California Coastal Commission.	Neither the Pilot Project at the Ocean Beach – Dog Beach project site nor the Ocean Beach – Pier project would be located along coastal bluffs in the Ocean Beach community. These projects would be limited to the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites, which would occur along Ocean Beach. Therefore, the Pilot Project 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 combination with the Ocean Beach – Pier project, would construct elevated sand dunes, a natural solution, along the back of the beach to provide coastal flood protection. Additional shoreline protection and stabilization devices, such as a low concrete seatwall header, would be constructed landward (east) of the dunes to support the efficacy of the dunes. For example, the seatwall header would prevent blowing sand from the beach and proposed sand dune from covering the proposed multi-use path and existing parking lot. As described in Section 3.4, Project Description, the CRMP Phase 1 presents a combination of solutions that may offer greater shoreline protection while maintaining focus on nature-based solutions. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
7.3.5 Develop and implement shoreline management strategies to ensure all shoreline development will provide long term protection of the coastal bluffs, beaches, and public coastal access in the community.	The Pilot Project at the Ocean Beach – Dog Beach project site, in combination with the Ocean Beach – Pier project, would provide long-term flood protection to the coastal park infrastructure and Ocean Beach community with the proposed elevated sand dunes along the back of the beach. In addition, the sand dunes would provide a reservoir of sand to the beach that could be utilized during erosive conditions. The sand dunes would help protect public open space at Brighton Park, Saratoga Park, and Ocean Beach Veterans Plaza from coastal flooding and wave runup. The proposed multi-use path would improve public coastal access by providing a connection between the San Diego River Bikeway and Ocean Beach Pier with designated formal accessways through the path and sand dunes towards the beach. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
7.3.7 In the review of any Coastal Development Permits for bluff or shoreline protection devices, implementation should consider the following factors: an assessment of changes to geologic site and beach conditions, changes in beach width relative to sea level rise, implementation of any long-term, large scale sand replenishment or shoreline restoration programs, and any ongoing impacts to coastal resources and public access and recreation from the existing device. Include in the permit review a reassessment of the need for the protective device, and provide options for the ultimate removal of the protective device.	The planning process for the CRMP Phase 1 included an assessment of existing site conditions, including geologic and beach conditions, changes in beach width relative to sea level rise, implementation of existing (winter berm program) and proposed long-term, sand replenishment or shoreline restoration programs, and ongoing impacts to coastal resources and public access and recreation with and without the proposed coastal flood protection solutions. The PEIR includes an evaluation of potential impacts on the environment from the proposed coastal flood protection solutions at each project site. As described in Section 3.4, Project Description, the CRMP Phase 1 presents a combination of nature-based and hybrid infrastructure solutions that may offer greater shoreline protection while maintaining focus on nature-based solutions. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
7.3.8 Preserve and protect coastal bluffs, beaches, and shoreline areas. Encourage the retreat of existing development from the coastal bluff edge, and the removal of shoreline protective devices with proposals for development. Use the coastal development permit approval process to require additions and accessory structures to be landward of the bluff edge setback line.	Neither the Pilot Project at the Ocean Beach – Dog Beach project site nor the Ocean Beach – Pier project would be located along coastal bluffs in the Ocean Beach community. These projects would be limited to the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites, which would occur along Ocean Beach. The Pilot Project at the Ocean Beach – Dog Beach project site, in combination with the Ocean Beach – Pier project, would provide long-term flood protection to the coastal park infrastructure and Ocean Beach community with the proposed elevated sand dunes along the back of the beach. In addition, the sand dunes would provide a reservoir of sand to the beach that could be utilized during erosive conditions. Additional shoreline protection and stabilization devices, such as a low concrete seatwall header, would be constructed landward (east) of the dunes to support the efficacy of the dunes. For example, the seatwall header would prevent blowing sand from the beach and proposed sand dune from covering the proposed multi-use path and existing parking lot. As described in Section 3.4, Project Description, the CRMP Phase 1 presents a combination of solutions that may offer greater shoreline protection while maintaining focus on nature-based solutions. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
7.4.1 Apply all Best Management Practices found in General Plan, Conservation Element Section C, D and E, to reduce the impacts of construction on adjacent properties and open space or other environmentally sensitive areas. Evaluate and update the management practices to account for changes in water quality that could arise as a result of sea level rise impacts, as applicable.	As demonstrated in Table 8 of the Biological Resources Technical Report (Appendix C), the CRMP Phase 1 projects would be consistent with the City's General Plan goals and policies, including mitigation requirements. Therefore, the CRMP Phase 1, including the Pilot Project and Ocean Beach – Pier project, would be consistent with this policy.

Table E-11. Project's Consistency with Applicable Ocean Beach Community Plan and Local Coastal Program Land Use Plan Policies	
Policy	**CRMP Phase 1 Consistency**
7.4.2 Incorporate criteria from the City's Storm Water Standards Manual and the Low Impact Development (LID) practices into public and private project design, including but not limited to, bioretention, porous paving & landscape permeability, and green roofs to reduce the volume of runoff, slow runoff, and absorb pollutants from these urban surfaces.	The CRMP Phase 1 would provide stormwater and flood protection at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites, which would reduce water quality impacts related to storm water runoff and erosion and sedimentation. The CRMP Phase 1 projects would comply with the City's Stormwater Standards Manual, Storm Water Management and Discharge Control Ordinance (SDMC Chapter 4, Article 3, Division 3), and SDMC Section 142.0146, which requires grading work to incorporate erosion and siltation control measures, and SDMC Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address potential erosion and sedimentation impacts. Additionally, all projects would be subject to the NPDES Construction General Permit provisions, which would require preparation and compliance with an approved SWPPP with BMPs to reduce erosion and water quality impacts from stormwater runoff and sedimentation. Conformance to these mandated requirements would ensure that proposed grading and construction operations would avoid significant water quality impacts. Therefore, the CRMP Phase 1, including the Pilot Project and Ocean Beach – Pier project, would be consistent with these policies.
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 vulnerability assessments to evaluate the vulnerability of the project sites to impacts from sea level rise and proposes adaptation strategies for each site. The Pilot Project at the Ocean Beach – Dog Beach project site, in combination with the Ocean Beach – Pier project, would provide long-term flood protection to the coastal park infrastructure and Ocean Beach community with the proposed elevated sand dunes along the back of the beach. In addition, the sand dunes would provide a reservoir of sand to the beach that could be utilized during erosive conditions. Additional shoreline protection and stabilization devices, such as a low concrete seatwall header, would be constructed landward (east) of the dunes to support the efficacy of the dunes. For example, the seatwall header would prevent blowing sand from the beach and proposed sand dune from covering the proposed multi-use path and existing parking lot. As described in Section 3.4, Project Description, the CRMP Phase 1 presents a combination of solutions that may offer greater shoreline protection while maintaining focus on nature-based solutions. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
7.6.6 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 combination with the Ocean Beach – Pier project, would construct elevated sand dunes that are inspired by the City's existing winter berm program. The proposed elevated sand dunes would be designed to provide protection from existing and projected flooding impacts associated with sea level rise. Given that the dunes would be constructed with sand and vegetated with native plants, these dunes could be repaired or adjusted as needed in the future to maintain the efficacy of the intended coastal flood protection. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
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 Project and Ocean Beach – Pier project would be similar in height and width to the annual winter berm that is constructed at the project sites every fall and maintained through the winter season. The proposed sand dune would be vegetated with native plants, which may improve the aesthetic of the dune when compared to the annual winter berm. Views of the Pacific Ocean would not be obstructed by the sand dune or multi-use path when viewed from public viewing locations along the beach. Additionally, due to the elevated height of the San Diego River Bikeway, scenic views of the Pacific Ocean from the bikeway would not be obstructed by the proposed Pilot Project. In addition, the optional restroom relocation component of the Pilot Project would likely improve scenic views by creating an unobstructed view along the beach. The optional express shuttle stop component of the Pilot Project would be located within the existing parking lot, and therefore, would not impact scenic views from a public viewing location. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.

Table E-11. Project's Consistency with Applicable Ocean Beach Community Plan and Local Coastal Program Land Use Plan Policies	
Policy	**CRMP Phase 1 Consistency**
Historic Preservation	
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 the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites. The field survey was conducted using standard archaeological procedures and techniques. No resources were encountered during the pedestrian surveys on the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites. Additionally, both of these project sites have been previously heavily disturbed. Therefore, the potential for unknown subsurface archaeological resources is considered to be low. Therefore, the Pilot Project and Ocean Beach – 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 the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites. The field survey was conducted using standard archaeological procedures and techniques. No resources were encountered during the pedestrian surveys on the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites. Additionally, both of these project sites have been previously heavily disturbed. Therefore, the potential for unknown subsurface archaeological resources is considered to be low. Further, the Pilot Project and Ocean Beach – Pier project would not directly disturb or indirectly impact designated historical resources adjacent to the project sites, such as the Ocean Beach Cottage Emerging Historical District and the Ocean Beach Pier. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
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 the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites. The field survey was conducted using standard archaeological procedures and techniques. No resources were encountered during the pedestrian surveys on the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites. Additionally, both of these project sites have been previously heavily disturbed. Therefore, the potential for unknown subsurface archaeological resources is considered to be low. Tribal consultation noticing has also been initiated as part of the AB 52 process for CRMP Phase 1. In addition, the City sent Tribal outreach letters to Tribal contact representatives in June and again in November. The City also attended a Tribal Working Group meeting to facilitate consultation. Therefore, the Pilot Project and Ocean Beach – Pier project would be consistent with this policy.
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 Ocean Beach – Dog Beach and Ocean Beach – Pier project sites. No resources were encountered during the pedestrian surveys on the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites. Additionally, both of these project sites have been previously heavily disturbed. Therefore, the potential for unknown subsurface historical and archaeological resources is considered to be low. As such, MM CUL-2, requiring an Archaeological and Tribal Monitoring Program for other CRMP Phase 1 (i.e., La Jolla Shores and Sunset Cliffs) projects, was determined to not be necessary for implementation of the Pilot Project and Ocean Beach – Pier project. Therefore, the Pilot Project and Ocean Beach – Pier project would not conflict with this policy.

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 Consistency**
Recommendations – 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 would construct elevated sand dunes along the back of the beach that would be landscaped with native vegetation and a multi-use path that would connect the San Diego River Bikeway with the Ocean Beach Pier. The Pilot Project would also include dune restoration north of the parking lot and optional components to relocate or reconstruct the existing restroom and construct an express shuttle stop in the parking lot. Implementation of the Pilot Project and Ocean Beach – Pier project would not create a barrier to construction of a San Diego River Park Pathway kiosk at Dog Beach identifying the western entrance of the San Diego River Park. Therefore, the CRMP Phase 1 would not conflict with this policy.
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 Mission Bay Park Master Plan, as described in Table E-10 above. The CRMP Phase 1 is not subject to the Famosa Slough Enhancement Plan or the Mission Valley Preserve due to location of the project sites. Additionally, the CRMP Phase 1 would not create a barrier to the replacement and construction of the West Mission Bay Bridge. Therefore, the CRMP Phase 1 would not conflict with 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 a multi-use path with a pedestrian route that would connect the San Diego River Bikeway with the Ocean Beach Pier. The pedestrian walkway would be separated from the Class I bike path and would provide a designated route away from vehicles at the parking lots and streets, which would improve safety, accessibility, connectivity and walkability. Additionally, there would be several points of formal pedestrian access across the proposed multi-use path and sand dune, which would maintain accessibility and connectivity to the beach. The proposed multi-use path at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would provide more connectivity between Brighton Park, Saratoga Park, and Ocean Beach Veteran's Plaza to facilitate better access and use of the parks. The Pilot Project and Ocean Beach – Pier project would not create a barrier to trail connections to other open spaces, such as Mission Bay Park, Famosa Slough, Tecolote Canyon, and Southern Wildlife Preserve. Therefore, the Pilot Project and Ocean Beach – Pier project would be 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 elevated sand dunes along the back of the beach that would be landscaped with native vegetation and a multi-use path with a pedestrian route that would connect the San Diego River Bikeway with the Ocean Beach Pier. Implementation of the Pilot Project and Ocean Beach – Pier project would not create a barrier to construction of estuary overlook platforms along the San Diego River Bikeway that could include interpretive signs on the hydrology and habitat of the Southern Wildlife Preserve. Therefore, the CRMP 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 at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites, which would reduce water quality impacts related to storm water runoff and erosion and sedimentation. The CRMP Phase 1 projects would comply with the City's Stormwater Standards Manual, Storm Water Management and Discharge Control Ordinance (SDMC Chapter 4, Article 3, Division 3), and SDMC Section 142.0146, which requires grading work to incorporate erosion and siltation control measures, and SDMC Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address potential erosion and sedimentation impacts. Additionally, all projects would be subject to the NPDES Construction General Permit provisions, which would require preparation and compliance with an approved SWPPP with BMPs to reduce erosion and water quality impacts from stormwater runoff and sedimentation. Therefore, the CRMP Phase 1, including the Pilot Project and Ocean Beach – Pier project, would be consistent with these design guidelines.

Table E-12. Project's Consistency with Applicable San Diego River Park Master Plan Policies	
Policy	**CRMP Phase 1 Consistency**
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 MHPA, or determined to be within a wetland buffer area, the San Diego River Pathway should be moved just outside of these areas. In these situations, the outer edge of the San Diego River Pathway will 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 surfaces should have a cross slope no greater than 2 percent. B. The concrete material should be a color that blends with the surrounding native soil with a texture appropriate for bicycle and pedestrian uses. C. The San Diego River Pathway should meander, where possible, within the 35-foot Path Corridor. A 10-foot wide minimum landscape area between the edge of the 100-year floodway and the edge of the San Diego River Pathway should be provided. D. Creative elements such as leaf or animal imprints appropriate to each reach may be included in the San Diego River Pathway paving material. E. The San Diego River Pathway will be designed to meet ADA standards and guidelines and California Title 24 regulations for accessibility, which allow for flexibility in how trails are designed and used.	The Pilot Project and Ocean Beach – Pier project would construct elevated sand dunes along the back of the beach that would be landscaped with native vegetation and a multi-use path with a pedestrian route that would connect the San Diego River Bikeway with the Ocean Beach Pier. The proposed multi-use path would include a separate pedestrian path from the Class I bike path and would provide a designated route away from vehicles at the parking lots and streets, which would improve safety, accessibility, connectivity and walkability. Although the proposed multi-use path would not be a part of the San Diego River Pathway, construction of the multi-use path would comply with all applicable standards and regulations, including the 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), ADA standards and guidelines, and California Title 24 regulations for accessibility. Additionally, there would be several points of formal pedestrian access across the proposed multi-use path and sand dune, which would maintain accessibility and connectivity to the beach. Therefore, the CRMP Phase 1 would not conflict with this policy.
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 Beach – Pier project sites would connect the San Diego River Bikeway to the Ocean Beach Pier with a separate pedestrian path. Section 4.3.2.4 of the San Diego River Park Master Plan refers to the San Diego River Pathway Design Guidelines outlined above. As described above, the proposed multi-use path at the Ocean Beach – Dog Beach and Ocean Beach – Pier project sites would be consistent with the applicable design guidelines and would not conflict with the non-applicable design guidelines. Section 4.3.2.5 of the San Diego River Park Master Plan refers to trails, which are defined in the plan as a secondary path system for pedestrians to experience the river valley native landscape and habitat. The proposed multi-use path would not be limited to pedestrian use and would not following along the river valley native landscape and habitat, but instead would follow south to the Ocean Beach Pier. Therefore, this section does not apply to the proposed multi-use path. Sections 4.4.2.8 through 4.4.2.11 of the San Diego River Park Master Plan refer to Public Access Pathway Across Development, Public Access Pathway from Streets that Abut and Parallel the River Corridor Area, Streets that Abut and Parallel the River Corridor Area, and Street Intersections Adjacent to the River Corridor Area, none of which apply to the proposed multi-use path or other components of the CRMP Phase 1.

Peninsula Community Plan and Local Coastal Program Land Use Plan

Table E-13. Project's Consistency with Applicable Peninsula Community Plan and Local Coastal Program Land Use Plan Policies	
Policy	**CRMP Phase 1 Consistency**
Parks and Recreation	
Sunset Cliffs Shoreline Park should be dedicated and developed in a manner consistent with resource protection. All improvements should be reviewed as to their potential for either direct or indirect impacts on the sensitive resources (i.e., natural topography, significant flora and fauna, and tidepool environment) present in this area.	The Sunset Cliffs project would implement a pilot road reconfiguration program within the existing alignment of Sunset Cliffs Boulevard. The proposed road reconfiguration program would not impact sensitive resources adjacent to the roadway and would align vehicles and trail users further from these sensitive resources. Additionally, the Sunset Cliffs project would include trail enhancement, interpretative signage, drainage improvements, and habitat enhancement through removal of invasive species and installation of native plants along the Sunset Cliffs trail. Optional components of the project would include removal of the existing parking lots and realignment of parking spaces, trail enhancement, drainage improvements, installation of native plants, and erosion control measures along the northern portion of the project site. Implementation of these improvements would reduce soil erosion and enhance wildlife habitat. Therefore, the Sunset Cliffs project would result in beneficial impacts related to long-term protection of sensitive resources through removal of invasive species, installation of native vegetation, improved drainage, and reduction of erosion. The Sunset Cliffs project would be consistent with this policy.
Pedestrian Pathway 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 shoreline by providing a multi-use path along the southern portion of the roadway. A portion of the roadway would be converted to a one-way road for vehicle use, which would allow the alignment of the proposed multi-use path along the existing roadway to locate the path outside of the cliff erosion hazard areas. Additionally, the optional parking realignment would be intended to maintain the same or even increase the number of parking spaces provided at these sites. Therefore, the Sunset Cliffs project would enhance public parking access at the project site and would be consistent with this policy.
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 road reconfiguration program along the southern 0.64-mile of Sunset Cliffs Boulevard that would provide a multi-use path and would align this path and vehicle traffic along Sunset Cliffs Boulevard inland (east) and away from the cliff erosion hazard areas. Further, implementation of the trail enhancement, interpretative signage, drainage improvements, habitat enhancement, and optional erosion control measures would enhance wildlife habitat and reduce soil erosion by improving drainage and stabilizing the soil with vegetation. The optional realigned parking areas could also be graded to ensure that drainage moves towards Sunset Cliffs Boulevard, which would prevent stormwater runoff on the bluff to minimize erosion. Additional stormwater infrastructure and drainage improvements could be implemented as the new parking configurations are designed and implemented. Therefore, the Sunset Cliffs project would be consistent with this policy.
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 shoreline along the southern 0.64-mile of Sunset Cliffs Boulevard by providing a multi-use path. The roadway would be converted to a one-way road for vehicle use, which would allow the alignment of the proposed multi-use path along the existing roadway to locate the path outside of the cliff erosion hazard areas. Additionally, the optional parking realignment would improve bicycle safety by reducing conflicts with bicyclists and serving as a traffic calming measure. Therefore, the Sunset Cliffs project would be consistent with this policy.
Conservation and Environmental 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 reconfiguration program within the existing alignment of Sunset Cliffs Boulevard, which would not impact sensitive resources adjacent to the roadway and would align vehicles and trail users further away from these sensitive resources. Additionally, the Sunset Cliffs project would include trail enhancement, interpretative signage, drainage improvements, and habitat enhancement through removal of invasive species and installation of native plants along the Sunset Cliffs trail. Implementation of these improvements would reduce soil erosion and enhance wildlife habitat. Therefore, the Sunset Cliffs project would result in beneficial impacts to sensitive resources and would be consistent with this policy.

Table E-13. Project's Consistency with Applicable Peninsula Community Plan and Local Coastal Program Land Use Plan Policies	
Policy	**CRMP Phase 1 Consistency**
Any erosion control/cliff stabilization program which is developed along the Sunset Cliffs should consider the visual compatibility of such a project with the adjacent area, any adverse affects on the marine environment or sandy beach areas, and, where feasible, incorporation of public physical and visual accessways. Importantly, erosion control structures should be carefully designed and selectively placed in conformance with the natural landscape and shoreline, with special emphasis on preservation of sandy beach areas. Comparable replacement should be provided for any beaches which are eliminated.	The Sunset Cliffs project would align vehicles and trail users further away from erosion hazard areas. The trail enhancement, interpretative signage, drainage improvements, and habitat enhancement would reduce soil erosion while enhancing wildlife habitat and views of the natural areas from Sunset Cliffs trail. Further, implementation of the trail enhancement, interpretative signage, drainage improvements, and habitat enhancement would generally improve the visual quality of the Sunset Cliffs project site as well as provide enhanced areas for public viewing of scenic views across Sunset Cliffs. Additionally, as described in Section 5.1.3.1, Issue 1: Scenic Vistas, ocean views would remain visible from vehicles traveling along Sunset Cliffs Boulevard, and the proposed multi-use path would provide sweeping scenic views of the ocean to pedestrians and bicyclists at the Sunset Cliffs project site. Therefore, the Sunset Cliffs 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 Cliffs project would provide a multi-use path along the southern 0.64-mile of Sunset Cliffs Boulevard and would align this path and vehicle traffic inland (east) and away from the cliff erosion hazard areas. Further, implementation of the trail enhancement, interpretative signage, drainage improvements, and habitat enhancement would reduce soil erosion by improving drainage and stabilizing the soil with vegetation. The Sunset Cliffs project also includes optional erosion control measures along the northern portion of the site. The optional parking realignment would remove existing pavement and convert these areas to more natural material and could be graded to ensure that drainage moved towards Sunset Cliffs Boulevard, which would prevent stormwater runoff on the bluff to minimize erosion. Therefore, the Sunset Cliffs project would be consistent with this policy.
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 sites, including the Sunset Cliffs project site, are described in Section 5.5, Geological Resources. Noise impacts from the projects included as part of the CRMP Phase 1 are described in Section 5.9, Noise. As described therein, impacts related to geologic instability and seismic hazards at the Sunset Cliffs project site would be less than significant, and no mitigation measures are required. MM NOI-1 would reduce potential noise impacts to sensitive receptors during construction at the Sunset Cliffs project site to less 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 would occur within the existing alignment of Sunset Cliffs Boulevard to avoid impacts to sensitive resources erosion hazard areas adjacent to the roadway, and therefore, would not require grading or earthwork. The Sunset Cliffs project would align vehicles and trail users further away from erosion hazard areas. The trail enhancement, interpretative signage, drainage improvements, and habitat enhancement would enhance wildlife habitat and reduce soil erosion by improving drainage and stabilizing the soil with vegetation. The Sunset Cliffs project also includes optional erosion control measures along the northern portion of the site. The optional parking realignment would remove existing pavement and convert these areas to more natural material and could be graded to ensure that drainage moved towards Sunset Cliffs Boulevard, which would prevent stormwater runoff on the bluff to minimize erosion. Therefore, the Sunset Cliffs project would be consistent with this policy.