BINDER

City of San Diego
Planning Department

Development and Environmental
Planning Division
236-6460

Environmental Impact Report

DEP No. 92-0199
SCH No. 92071032

SUBJECT: La Jolla and Pacific Beach Community Plan and Local Coastal Program Land Use Plan Updates. COMMUNITY PLAN UPDATES, GENERAL PLAN AMENDMENT, REZONINGS, and CATEGORICAL EXCLUSION from the COASTAL DEVELOPMENT PERMIT (for portions of Pacific Beach) for the purpose of updating the currently adopted La Jolla and Pacific Beach Community Plans. These Plan Updates would be consolidated statements of policy for community growth and development over the next 20 years. They would also address coastal issues to protect and enhance the area's coastal resources, with applicable policies and recommendations proposed in various elements of the Updates. The La Jolla and Pacific Beach community planning areas encompass approximately 4,680 acres and 2,700 acres of land, respectively. They lie adjacent to one another in the mid-coastal region of the City. Applicant: City of San Diego.

CONCLUSIONS:

Although both the La Jolla and Pacific Beach community planning areas are virtually built out and these plans emphasize preservation of sensitive resources, the adoption of the Community Plan Updates would potentially contribute to significant impacts associated with traffic and circulation (direct and cumulative), air quality (direct and cumulative), geology and soils, biology, cultural resources, hydrology/water quality (direct and cumulative) and noise (direct and cumulative) primarily created by residential development and infill.

It is likely that some of these impacts can be mitigated during site-specific review.

ALTERNATIVES FOR SIGNIFICANT UNMITIGATED IMPACTS:

Reduced Development Intensity

This alternative would focus on the reduction of development intensities for residential and mixed-use residential/commercial development throughout La Jolla and Pacific Beach. Certain rezoning recommendations within the Plan Updates would not be implemented. Residential density of mixed-use (residential/commercial) projects within both communities would not be increased from 29 du/acre to 43 du/acre, in neighborhood commercial districts along transit corridors.

Requiring these areas to retain a lower intensity would curb the increase of traffic and added demand for on-site and off-site parking. However, the proposed rezonings are recommended within the updates to encourage the use of public transit along transit corridors and to provide smaller more affordable housing units.

Public Transit and Operational Roadway Improvements

This alternative would delete all physical roadway improvements and focus on the implementation of enhanced public transit and operational street improvements recommended by the Plan Updates (such as using lights, directional signage, and rearranged on-street parking), as well as the additional turn lanes within existing rights-of-way. This alternative would promote and encourage all facets of the Community Plan Updates that relate to the enhancement of public transit, with year-round use of the community shuttle and the development of public transit nodes within commercial and residential/commercial areas.

Ridgegate Row/I-5 Interchange

A connection between Ridgegate Row and I-5 has been proposed by members of the Pacific Beach Community Planning Committee, as a possible access route to La Jolla from I-5. The connection with I-5 would lie between the existing Ardath/I-5 interchange and Grand/Garnet/I-5 interchange. It is possible that this alternative would alleviate some La Jolla bound traffic particularly utilizing Mission Bay Drive through Pacific Beach.

At the present time, the Ridgegate Row/I-5 interchange alternative is not being recommended by the City's Transportation Planning Division, nor is it being included in the La Jolla Community Plan Update. To determine the actual level of service improvement allowed by this interchange and other design alternatives, further analysis would have to be conducted by both the City and CALTRANS.

Unless project alternatives are adopted, project approval will require the decisionmaker to make Findings, substantiated in the record, which state that: a) project alternatives are infeasible, and b) the overall project is acceptable despite significant impacts because of specific overriding considerations.

MITIGATION MEASURES INCORPORATED INTO THE PLANS:

In an effort to reduce or avoid those impacts identified as potentially significant in the Plan updates to below a level of significance, the following mitigation measures have been incorporated into the project. Due to the general nature of Community Plan updates however, additional environmental review will be required as incremental development occurs for site specific projects over time. Additional mitigation measures with a higher degree of specificity could be required. Moreover, impacts caused by implementation of the Community Plans are considered significant and not fully mitigated at this time, until these or more specific mitigation measures are developed and carried out through final Mitigation Monitoring and Reporting Programs for individual, subsequent projects.

Traffic and Circulation

The proposed La Jolla Community Plan and LCP Update specifies policies and recommendations focusing on the improvement of public transit and related facilities without the construction of large-scale roadway widenings or extensions. Plan Update recommendations include widening of sidewalks, implementing of streetscape design guidelines, constructing student parking and school bus loading areas, and encouraging shuttle service to recreational areas and beaches. It encourages MTDB to evaluate the feasibility of a local shuttle bus service from the proposed Light Rail Transit system. The Update also recommends the evaluation of potentially realigning portions of the Ardath Road and Torrey Pines Road intersection including La Jolla Shores Drive, Hidden Valley Road and the frontage road adjacent to Ardath Road.

The Pacific Beach Community Plan and LCP Update also focuses on the improvement of public transit and related facilities, without large roadway improvements. The Plan Update recommends implementing a year-round shuttle bus, creating a park-and-ride facility for alternative transit nodes to Pacific Beach destinations, and constructing a light rail station at Balboa Avenue and Morena Boulevard/I-5. The Update also recommends the redevelopment of Pacific Plaza Shopping Center as a transit node, the realignment of Balboa Avenue to intersect Grand Avenue at Noyes Street, and the provision of transit stops, passenger waiting areas, bus terminals and bicycle facilities. The widening of Garnet Avenue to six lanes between Soledad Mountain Road and I-5 and the extension of Pacific Beach to North Mission Bay Drive is recommended by the update as well.

Air Quality

The Plan Updates set forth transportation goals and recommendations as they relate to the 1992 Regional Air Quality Standards to minimize impacts to air quality. These measures include the maximizing of mass transit use, providing bikeways and pedestrian facilities, and providing transit nodes through future redevelopment. The Plan Updates also recommend operational improvements on various roadways to reduce vehicle delay time which would in turn reduce the potential of creating CO "hotspots."

Geology and Soils

Mitigation measures set forth by the Plan Updates to reduce or avoid geological and soils impacts include the minimizing of cut and fill grading for structures built on hillsides within the Hillside Review Overlay Zone, requiring large setbacks for residential structures from the brows of hillsides, and prohibiting coastal bluff development on or beyond the bluff face. The updates also recommend the requiring of geotechnical reports for all bluff-top development within 40 feet of a bluff's edge, requiring native and drought tolerant plant landscaping in all new development, and permitting the placement of shoreline protective works only when there are no other feasible means of protection for principal structures.

Geotechnical studies will also be required for any new development within five hundred feet of either side of Rose Canyon fault which has been classified as potentially "active" by the California Division of Mines and Geology. This alignment lies within the newly established Alquist-Priolo Special Study Zone.

Biology

A comprehensive set of design guidelines have been outlined in the proposed Plan Updates to include the designating of some undeveloped City-owned parcels as Open Space, as well as limiting public access and development encroachments into these areas. Also to accurately reflect the on-going use of the dedicated Kate Session Park, the Pacific Beach Community Plan Update recommends rezoning from R1-10,000 to Open Space-Park (OS-P). The La Jolla Update recommends rezoning Mount Soledad Natural Park from the R1-40,000 to Open Space-Open Space Park (OS-OSP).

Other overall Update recommendations include the providing of a system of habitat linkages between open space areas and canyons/hillsides, and the designating of the bluffs adjacent to Coast Walk as an ecological reserve. The placement of new utility infrastructure is recommended to occur outside of open space areas serving as habitat preserves or conservation. Facilities would also avoid all sensitive habitats, plants, and animals when being located in any open space area and absolutely excluded from open space sites serving as mitigation and/or serving habitat preservation/conservation purposes. Other open space areas allowing public access and activity would be available for infrastructure with appropriate mitigation.

Cultural Resources

In compliance with cultural resource requirements of the City of San Diego, future development projects may require additional archaeological archival research, intensive surveys, excavations, resource evaluations of discovered remains, or archaeological monitoring. All future projects which may alter a designated, or eligible, historic site would undergo environmental review and review by the City's Historical Site Board.

In an effort to reduce or avoid potential impacts to cultural resources, the proposed Plan Updates specify the identification of potentially significant historic sites within the communities by conducting surveys and encouraging adaptive reuse or relocation of historical structures. The Updates also recommend the preservation of historic resources under private ownership, by providing incentives to include tax credits and permit fee waivers.

Hydrology/Water Quality

Mitigation measures outlined in the Plan Updates to minimize hydrology/water quality impacts, specify the maintenance of natural surface drainage systems including intermittent streams, creeks, gullies and rivulets, especially where such drainageways adjoin or traverse other properties. The measures recommend the limiting of surface groundcoverage, with the designing of structural foundations, driveways, patios, sidewalks and roads in such a way as to not alter natural drainageways, and to set back new development from coastal bluffs. Any new development abutting the Northern Wildlife Preserve is recommended to maintain a buffer area, together with a controlled pedestrian trail and viewing areas around the marsh.

Noise

Mitigation for noise impacts is determined on a project-by-project basis and can vary depending upon the project type and site. Noise attenuation can be accomplished by noise avoidance, implementing structural alterations or constructing noise walls and/or noise berms. Berms can also be constructed during the grading phase of a project, whereas noise walls are part of the building process. Noise avoidance involves the altering of site plans so that sensitive receptors are located outside the area of impact. This can be achieved by using larger building setbacks than required by zone, or relocating sensitive receptors to the interior of a site.

Structural mitigation involves building techniques, including insulation and special window treatments, to reduce interior noise levels. Structural measures would also include mechanical ventilation or air conditioning so that windows can remain closed and still meet ventilation requirements. The specific measures are usually not known until the building plans have been prepared.

Lawrence C. Monserrate

Lawrence C. Monserrate, Principal Planner
Environmental Analysis Section, Public Projects
City Planning Department

April 9, 1993
Date of Draft Report

July 12, 1993
Date of Final Report

Analyst: Lowry

PUBLIC REVIEW:

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

U.S. Government
- Fish and Wildlife Service

State of California
- CALTRANS, District 11
- California Coastal Commission
- Department of Conservation
- Department of Fish and Game
- Department of Parks and Recreation
- Office of the Historic Preservation
- Office of Planning and Research
- Regional Water Quality Control Board
- State Air Resources Board
- State Clearinghouse

County of San Diego
- Air Pollution Control District
- Department of Park and Recreation
- Department of Planning and Land Use

City of San Diego
- Clean Water Program
- Councilmember Wolfsheimer, District 1
- Councilmember Roberts, District 2
- Councilmember Stallings, District 6
- Engineering and Development Department
- Fire Department
- General Services Department
- Historical Site Board
- La Jolla Branch Library
- Mayor's Office
- Pacific Beach Branch Library
- Parks and Recreation Department
- Planning Department
- Police Research and Analysis
- Property Department
- Transportation Planning Division
- Water Utilities Department

City of Del Mar
- Planning and Community Development

Other Agencies and Organizations
- Audubon Society
- Birdwatcher's Neighborhood Association
- Citizens Coordinate for Century 3
- Clairemont Mesa Planning Committee
- Community Planning Committee of La Jolla Shores
- Crown Point Association
- La Jolla Community Planning Association
- La Jolla Light
- La Jolla Parking and Business Improvement Association
- La Jolla Shores Association

La Jolla Town Council
League of Women Voters
Metropolitan Transit Development Board
Mission Bay Planners Committee
Mission Bay Park Committee
Mission Beach Precise Planning Committee
Mission Beach Town Council
Ocean Beach Planning Board
Pacific Beach Community Planning Committee
Pacific Beach Town Council
San Diego Association of Governments
San Diego County Archaeological Society, Inc.
San Diego Gas & Electric
San Diego Transit Corporation
San Diego Unified School District
Scripps Institution of Oceanography
Sierra Club
Torrey Pines Community Planning Group
University of California
University Community Planning Group

Copies of the draft EIR, and any technical appendices may be reviewed in the office of the Development and Environmental Planning Division, or purchased for the cost of reproduction.

RESULTS OF PUBLIC REVIEW:

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

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

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

REVISIONS TO THE DRAFT COMMUNITY PLANS:

Both the La Jolla and Pacific Beach Community Plan and Local Coastal Program Land Use Plan Updates have been revised since distribution of the draft Environmental Impact Report, dated April 9, 1993. These revisions have not resulted in any major policy changes identified in the first set of draft Plan Updates. Rather, the revisions are text modifications and additions inserted into the text to further clarify those existing Plan policies and recommendations.

LA JOLLA

The Plan Update includes a recommendation that will require the City to review future development projects for the potential of obtaining Prescriptive Rights of access, in accordance with the California Coastal Act and State Law.

The Natural Resources and Open Space Element of the Plan Update includes two new Plan recommendations. It allows for the preservation of public views to the ocean through the dedication of public easements on properties that are located between the shoreline and the first public roadway. It also establishes standards for shoreline and bluff-top development, which are consistent with those of the Sensitive Coastal Overlay Zone of the San Diego Municipal Code.

The Residential Element includes a reference to a new Appendix (H) which establishes development standards for residential projects near coastal bluffs, which are also consistent with those of the Sensitive Coastal Resource Overlay Zone. This element contains a recommendation protecting steep and sensitive slopes from excessive grading and development, by means of clustering structures through planned residential districts and to require lot subdivisions to have a portion of each lot in slopes below 25 percent grade.

The Plan Update includes a new Appendix (I) which identifies parking standards for uses within the Coastal Zone, the Beach Impact Area and the La Jolla Shores Planned District Ordinance zones. It also includes a new Appendix (J) which identifies the boundaries of the San Diego-La Jolla Underwater Park as well as the rules and regulations governing the use, protection and maintenance of this aquatic park.

PACIFIC BEACH

The Pacific Beach Community Plan and Local Coastal Program Land Use Plan Update includes more specific recommendations for coastal bluff development and parking standards, in response to feedback received by the City from the California Coastal Commission.

A recommendation has been included in the Update for the development of the Farnum Elementary School site as an interim community park until funding for the new library is secured. Detailed streetscape plans have been provided in the Plan appendix, and the Plan's specific reference to designation of the two acres at the southeast corner of Pacific Beach Drive and Crown Point Drive, has been deleted in anticipation of it's incorporation into the Mission Bay Park Master Plan.

RESPONSE TO COMMENTS

CITY OF SAN DIEGO
M E M O R A N D U M

FILE NO: [DSK] FPB/memo lj/pb comm. plan

DATE: April 21, 1993

TO: Larry Monserrate, Principal Planner

FROM: Bob Medan, Deputy Fire Marshal BM

SUBJECT: Draft EIR La Jolla and Pacific Beach Community Plan and Local Costal Program Land Use Plan Updates

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1. I have reviewed the draft E.I.R. (DEP No. 92-0199) and request that the Fire Department participate in any decision affecting the extension of Pacific Beach Drive to North Mission Bay Drive (emergency vehicle use only) and the proposed one-way street system for the Village in La Jolla. Both of these "operational improvements" could have a direct impact on emergency response routes and response times.

Feel free to contact me at 533-4457 if you have any questions.

RECEIVED
APR 22 1993
ENVIRONMENTAL ANALYSIS SECTION

1. Comment noted. The Fire Department will be notified of these roadway improvements during their design stage.

PAUL A. PETERSON
GREGORY C. M. GARRATT
EDWARD F. WHITTLER
LYNNE L. HEIDEL
REBECCA MICHAEL
MARSHAL A. SCARR
MATTHEW A. PETERSON
LARRY N. MURNANE

PETERSON & PRICE
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LAWYERS
530 B STREET, SUITE 2300
SAN DIEGO, CALIFORNIA 92101-4454

TELEPHONE
AREA CODE 619
234-0361
—
FAX
(619) 234-4786

RECEIVED
APR 27 1993
PLANNING DEPT

FILE NO.

April 26, 1993

4452.001
via messenger

Ernest Freeman, Planning Director
THE CITY OF SAN DIEGO
Planning Department
202 "C" Street, 4th Floor
San Diego, California 92101

Re: La Jolla Community Plan Update
File No. 92-0199

Dear Ernie:

Attached please find a letter addressed to Brian Clater, Associate Planner regarding the above-referenced matter.

We have appreciated his attention to this matter. However, he has informed us that the Planning Department does not intend to process any La Jolla PDO "clean up" items at this time. It is our understanding, however, that the Planning Department will be processing at least one (1) PDO "clean up" item through the La Jolla Community Plan Update process (i.e., the residential density permitted within the Village area).

The purpose of this letter is to request that the Planning Department also process the "clean up" La Jolla PDO items as part of the La Jolla Community Plan Update process. We have obtained support for this approach from the following groups and interested organizations:

1. The La Jolla Community Planning Association
2. The La Jolla Town Council
3. The La Jolla PDO Subcommittee
4. The Neighborhoods Committee, chaired by Mark Lyons.

All of these groups feel that it is appropriate to address this, as well as other minor "clean up" items through the La Jolla Community Plan Update process.

2. We also believe the EIR should be modified to reflect these proposed "clean up" items. It is our understanding that it will go out for public review shortly. To this end, we would request that the EIR be modified now, prior to the commencement of the public review.

As you know, we are available to assist your staff in any way they deem appropriate to incorporate these "clean up" items into the Draft La Jolla Community Plan Update, as well as the Draft EIR.

Thank you for your consideration of this request.

Sincerely,

PETERSON & PRICE
A Professional Corporation

Matthew A. Peterson

Enclosure
cc: THE CITY OF SAN DIEGO
DEVELOPMENT AND ENVIRONMENTAL SERVICES
Thomas T. Story, Deputy Director

LONG RANGE PLANNING DEPARTMENT
Brian D. Clater, Associate Planner

PLANNING DEPARTMENT
James T. Rodgers, Associate Planner

DEPARTMENT OF ENVIRONMENTAL PLANNING
Anne E. Lowry, Associate Planner

Mr. Jay Wharton
Ms. Ging Ling

2. The draft EIR was distributed on April 9, 1993. Most of the La Jolla PDO "clean up" items appear to be either too specific in terms of development design or use criteria, or too minor in nature to effect the environmental impact issues addressed in the EIR. Even though this would be the case whether these "clean up" items were included within the Community Plan update or not, the final EIR will consider any additional items incorporated into the July 1993 La Jolla Plan update.

PAUL A. PETERSON
GREGORY C. H. GARRATT
EDWARD F. WHITTLER
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REBECCA MICHAEL
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(619) 234-4786

FILE NO.
4452.001

March 31, 1993

Mr. Brian D. Clater, Associate Planner
CITY OF SAN DIEGO PLANNING DEPT.
LONG RANGE PLANNING
1010 Second Avenue, MS 660
Executive Complex 6
San Diego, California 92101

Re: La Jolla Community Plan Update
File No. 92-0199

Dear Brian:

As you know, the La Jolla Community Planning Association, the La Jolla Town Council and the PDO Subcommittee have been working on a variety of updates to the La Jolla Community Plan, as well as some "clean up" items to the La Jolla Planned District Ordinance.

It is our understanding that the Planning Department does not intend to make any modifications or clarifications to the PDO at this time. However, the various community groups in La Jolla feel that it is essential that certain "clean up" items occur in conjunction with the La Jolla Community Plan Update.

One such "clean up" item relates to "Transition Zone Structures." We have attached a copy of a strikeout, underline version of the La Jolla PDO dealing with these particular structures. It is our understanding that all of the various community groups in La Jolla have reviewed and recommended approval of this language.

We would like the Planning Department to present this "clean up" item to the Planning Commission and City Council for their

consideration. In order to accomplish this, the Environmental Impact Report which has been prepared for the La Jolla Community Plan Update, should also include some reference to this as well as some of the other community group proposed "clean up" items to the PDO.

We would like the opportunity of assisting you in any way that we can.

Should you have any questions related to this, please don't hesitate to call.

Sincerely,

PETERSON & PRICE
A Professional Corporation

Matthew A. Peterson

Enclosure
cc: James T. Rodgers, Associate Planner
Anne E. Lowry, Associate Planner
Jay Wharton
Ging Ling

B. EXCEPTION

1. For that certain property located on the southeast corner of Girard Avenue and Wall Street, identified as Assessor's Parcel Nos. 350-181-01 and 02, located within the La Jolla Planned District Zone 1, which obtained coastal development permit approval prior to January 1, 1982, as amended, the following conditions shall apply:

   a. The maximum base floor area ratio, as specified in SEC. 103.1205, Paragraph C., shall not exceed 2.0.

   b. Redevelopment of the property shall be consistent with the provisions of this Ordinance regarding office square footage (0.5 floor area ratio or 10,000 sq. ft., whichever is less), as specified in SEC. 103.1205, Paragraphs A.2. and C. provided such use is located on the third floor of the building only, and further provided that additional office square footage shall be permitted for a bank or financial institution, as defined in SEC. 103.1203, Paragraph B.26., not exceeding 3,500 sq. ft. if such use is located on the second floor of the building.

2. Transition Zone Structure re-utilization in accordance with the provisions of 103.1205(E), shall be processed pursuant to a ministerial permit following a recommendation from the La Jolla Community Planning Association.

3. All other provisions of this Division shall apply.

C. PUBLIC FACILITIES, STRUCTURES

All open spaces, streets, sidewalks, street furniture, street signs, street trees, lighting installation, and any incidental structures or monuments, shall conform to the intent of this Division which is to preserve and maintain the scale and character of the community, and shall be subject to the same regulations, conditions and standards established herein.

D. APPLICATION PROCEDURES

The procedure for application of the above permits, as well as the procedures for public notice and public hearing process, shall be the same as set forth in Chapter X, Article 1, Division 2 of the San Diego Municipal Code, unless otherwise required herein.

A deposit as indicated on the current fee schedule maintained in the Planning Department shall be paid when application is made for any Planned District Permit, or when permit review requirements are imposed for projects within this Planned District.

CITIZENS COORDINATE FOR CENTURY III
1549 EL PRADO BALBOA PARK
SAN DIEGO CA 92101

RECEIVED
MAY 24 1993
PLANNING DEPT

May 20, 1993

TO: City of San Diego Planning Dept., Development and Environmental Planning Division

SUBJECT: La Jolla and Pacific Beach Community Plan and Local Coastal Program Land Use Plan Updates/Draft EIR

Although Citizens Coordinate for Century 3 only occasionally comments on individual community plans, the plan under consideration in this Draft EIR addresses issues that C-3 has been involved in for many years, namely Mission Bay Park, Coastal Zone Development, Traffic & Transportation and Historic Preservation. Therefore, we appreciate the opportunity to submit our comments as they relate to these areas of concern.

Our greatest concerns relate to areas in which the Pacific Beach Community Plan appear to usurp planning jurisdiction from the Mission Bay Park Master Plan, as detailed below:

3. 1. On Page 24, STREET EXTENSIONS, we have particular concern about inclusion of a portion of Mission Bay Park (Pacific Beach Drive from Campland east to Mission Bay Drive) in the Pacific Beach Community Plan. Mission Bay Park is governed under a separate Master Plan and the proposed extension of PB Drive and bridge over Rose Creek fall within the jurisdiction of the Mission Bay Park Master Plan. The construction of a bridge for pedestrian and bicycle use only (specifically excluding vehicles other than necessary emergency and park operations uses) is addressed by the current Mission Bay Park Master Plan Update and should be decided only within that context.

While it is not inappropriate for the neighboring community plan, because of shared interfaces, to address possibilities, they should be expressed in terms clearly acknowledging priority of planning decisions to the Plan which oversees the property at issue.

4. 2. On Page 9, Figure 3, the map shows land directly to the north and northwest of Kendall-Frost Preserve and south of Pacific Beach Drive as "multifamily" when a substantial portion is recently acquired property to be added to Mission Bay Park. We strongly support addition of the recently acquired "Frost Property" to Mission Bay Park with accompanying dedication as parkland per Section 55 of the City Charter (p.13). We would like to see the map corrected, as soon as the City Council takes action to add to Mission Bay Park and dedicate the Frost Property as parkland, to show the fringe area between Crown Point Shores Drive and Campland as parkland.

3. Approximately one-half of the proposed Pacific Beach Drive extension project (western portion) is within the Pacific Beach community, and should be addressed in the Pacific Beach Community Plan update. The improvement recommendations are consistent with those recommended within the draft Mission Bay Park Master Plan.

4. Comment noted. The Planning Department and the Park & Recreation Department are working on this matter, and the final plans will accurately reflect community plan boundaries and land uses.

5. We wonder why the Kendall-Frost Preserve and Crown Point Shores are shown as part of the PB Community Plan when they also are part of Mission Bay Park, yet the areas occupied by Campland and De Anza are correctly shown 'blank' & omitted from the PBCP map. Further inconsistency is shown in the mapping of the fringe of Sail Bay, which fails to include parkland designations for the water's edge and for the Fanuel Street Park.

6. The text of the Draft EIR, and the adopted Community Plan, should make clear which parkland areas fall within the PB Community Planning area and which are included within the Mission Bay Park Master Planning Area, two separate planning jurisdictions, as illustrated again on Page 61, paragraph 3, which appears to apply to property primarily if not exclusively belonging to Mission Bay Park (the only piece of private property now adjoining the Preserve is fully developed - without buffer or viewing areas).

Additional concerns relating to non-Mission Bay issues that fall within the comprehensive planning principles advocated by C-3 are:

7. 1. On Page 5, paragraph 2, it is stated that the City of San Diego will request a "categorical exclusion from the Coastal Development Permit process for future development in portions of Pacific Beach within the Coastal Zone". We would like to express our categorical opposition to any such exclusions from a requirement established by adoption of an initiative supported by voters of the State of California. This would be in direct contravention of the intent of the Coastal Zone Act and would open coastal area development to potential local political manipulation, the precise reason the voters supported and approved the Coastal Zone Initiative. We hope that the Regional Coastal Commission staff and the State Coastal Commissioners will feel the same and reject any request for categorical exclusion from the permit process established under the Coastal Zone Act.

2. On Pages 6 & 11, we endorse rezoning of Kate Sessions and Mt. Soledad Park to OS-OSP and urge immediate dedication of any portions not currently dedicated to parkland uses as defined in Section 55 of the City Charter.

8. 3. On Page 11, we applaud and recommend strong support for emphasis on alternative transportation (shuttle & LRT), TOD, TMD and bicycle/pedestrian needs. On the other hand, we question the long term benefits to the community, and to future decrease of dependence on private vehicular use, of widening stretches of Grand, Garnet and Balboa Avenues to as much as six lanes (Page 23), although some realignments and turn-lane improvements may serve to improve flow of traffic is these areas. Our observation has been that wider streets encourage greater amounts of traffic over time rather than providing faster/better flow of 'last year's' traffic levels.

5. The boundary between the Pacific Beach and Mission Bay Park cut across the Northern Wildlife Preserve. Figure 3 will be revised to remove both the Crown Point Shores/park designation and Fanuel Street Park. Fanuel Street Park is now part of Mission Bay Park.

6. Comment noted. See Response No's. 4 and 5.

7. Public Resources Code, Section 30610(e) authorizes the California Coastal Commission to exclude from the permit requirements of the Coastal Act any category of development within a specifically-defined geographic area if certain findings are made. The Commission must find (1) that such an exclusion will not result in a potential for any significant adverse effect, either individually or cumulatively, on coastal resources or on public access to, or along, the coast; and (2) that such exclusion will not impair the ability of local government to prepare a Local Coastal Program.

The Commission will have to certify the Pacific Beach Community Plan and Local Coastal Program Land Use Plan update, as well as all of the implementing ordinances (proposed zoning), in order to grant the categorical exclusion. The Commission has already certified those zones within the San Diego Municipal Code that are proposed to implement the Plan. Any exclusion would be subject to conditions assuring that no significant changes in density, height or nature of uses could occur without further approval of the Commission.

The areas of Pacific Beach that are proposed for exclusion are predominantly built out, and the improvements and infill which are expected to occur under the Community Plan and zoning will not adversely impact coastal resources or access. The request does not include areas that are appealable to the Coastal Commission or contain sensitive coastal resources.

8. Originally, the City recommended that longer segments of these roadways be widened. The lengths of these segments have been substantially reduced. Also, the number of streets now being recommended for widenings is less than previously proposed.

4. On Page 11, we applaud and encourage acquisition and/or utilization of school sites as public parks instead of opening them to potentially intensive residential uses.

5. On Page 11, we strongly support the Heritage Resources Element and urge rapid implementation of an inventory of potential historical resources within the Pacific Beach Community. It is pitiful that, in a community with such a venerable history, there are only 4 designated historical structures. We express our continued dismay at the low-grade designation, carrying little protection, for the most well-known and widely recognized symbol of Pacific Beach, the Crystal Pier (ref. p.57), thus allowing future redevelopment that will substantially change both bulk and footprint and provide little more than a reminder of the true historic structure.

9. 6. On Pages 50 & 51, we strongly urge replacement of the term "designation" by the term "dedication", as defined in Section 55 of the City Charter, thus ensuring that future City Council action cannot remove these properties from parkland uses without a vote of the citizens.

Thank you again for the opportunity to express these concerns and recommendations.

Sincerely,

Judith A. Svink
Chair, C-3 Mission Bay Park Committee

cc: Councilman Ron Roberts
Councilwoman Valerie Stallings
Jim Haget, Chair PBCPG
Helen Dufty, Chair Mission Bay Committee

9. **The specific reference to designation of the two acres at the corner of Pacific Beach Drive and Crown Point Drive, has been removed from the June, 1993 Pacific Beach Plan Update because of its pending incorporation into Mission Bay Park as part of the Northern Wildlife Preserve.**

The remaining references to designation of open space areas are intended to keep these particular areas in City ownership and available for public enjoyment as natural resource and recreational areas, while, at the same time, providing for their continued maintenance by various City Departments, and thus not impacting the City's limited financial resources allocated for acquiring and maintaining Open Space.

CITY of SAN DIEGO

MEMORANDUM

FILE NO. : M2ME4528.SF

DATE : May 24, 1993

TO : Planning Department, Attention: Planner A. Lowry

FROM : Park Development & Open Space Deputy Director

SUBJECT : LA JOLLA AND PACIFIC BEACH COMMUNITY PLAN AND LOCAL COASTAL PROGRAM LAND USE PLAN UPDATES: ENVIRONMENTAL IMPACT REPORT

The Park and Recreation Department has reviewed the above referenced document. The following concerns and comments need to be addressed:

General Review Letter

Page 4, Biology, Rezoning to OS-OSP

10. This sentence should read "To accurately reflect the on-going use of the dedicated park, the Community Plan update recommends rezoning the park from R1-10,000 to Open Space-Park (OS-P)."

    The parks referenced for OS-OSP, have not been identified for further development. Any future development will continue to follow current requirements for community review, prior to development within any park.

11. The plan cannot propose to rezone, that is a Council action. The plan can recommend a rezoning.

Limiting Public Access

12. Limiting public access would require fencing open space areas and additional personnel for monitoring access. This would require funding that is not available now, or in the foreseeable future.

Environmental Impact Report

Page 4, Paragraph 1, Line 3

13. The name "Kendall-Frost Ecological Preserve" should be changed to "Northern Wildlife Preserve" throughout the document. The UCSD Kendall-Frost Ecological Study Area Reserve is less than one-half of the entire marsh area. The Mission Bay Park Master Plan documents refer to the entire marsh area as "Mission Bay Park's Northern Wildlife Preserve."

10. Comment noted, see revisions within the front Conclusions section of the EIR.

11. The phrase propose to rezone does not appear within the Plan updates or the EIR.

12. Limiting public access would not necessarily require fencing of open space areas. Other means, such as to use of permanent signage, could be implemented which would require less on-going maintenance.

13. Comment noted, see revisions in text.

Page 6, Biological Resources

14. It may be appropriate to mention the proposed Seal Rock Marine Mammal Reserve just north of Children's Pool. City Council has approved a 5-year, temporary Reserve. Coastal Commission has not yet approved the proposed Reserve.

Mention of the San Diego-La Jolla Underwater Park Ecological Preserve is recommended.

Page 6, Paragraph 4, Line 6

15. Insert "federally-listed, threatened" before California gnatcatcher.

Page 6, last paragraph, Line 5

16. This does not seem to be the appropriate place to make a recommendation. This section is discussing the existing biological resources of the community.

Page 7, Overlay Zones

17. All the regulations cited are currently being consolidated into one ordinance. It may be appropriate to mention it here under its new name so the document is not dated before the ink is dry.

Figures 2, 3

18. See attached copies for comments.

Page 10, Paragraph 1, Line 7

19. See comment on Northern Wildlife Preserve.

Page 11, Bullet #1

20. The proposed habitat linkage system between the north and south portions of Soledad Mountain Natural Park is not recommended by Park and Recreation.

Due to the steep topography of this area limited access is recommended and signage is discouraged.

Page 11, Bullet #5

21. All reference to maintenance of the Fay Avenue right-of-way should be deleted. The use of this property for limited recreation (bike path, jogging, etc.) is a fact as is the visual resource of this site.

14. Comment noted, see revisions in text and on Figure 2.

15. Comment noted, see revisions in text.

16. Comment noted, see revisions in text.

17. The Zoning Code Update Resource Team has been meeting since December of 1992, in an effort to consolidate all of the existing resource ordinances onto one. This process is only in the development stages and may take years to complete. Also, no name has been chosen for this future ordinance. Therefore, the Planning Department feels that any discussion of this future ordinance within this EIR, or in any other environmental document, would be too premature at this time.

18. Comment noted, see revisions on Figures 2 and 3.

19. See revision in text.

20. There is no specific recommendation of a habitat linkage or wildlife corridor between the north and south portions of Soledad Mountain Natural Park, either in the EIR or the La Jolla Community Plan update. Any linkage here would entail construction of a subsurface tunnel under Ardath Road which is not recommended by the Planning Department at this time.

21. Fay Avenue right-of-way will continue to be under the City's ownership, and it's maintenance will remain the responsibility of the City's Streets Division. Litter control would be handled by the Waste Management Department.

Page 13, Paragraph 1, Lines 4-6

22. Change to read: "City acquired property located at the intersection of Pacific Beach and Crown Point drives be enhanced as a natural resource area and dedicated as part of the adjacent Northern Wildlife Preserve within Mission Bay Park."

Page 33, Paragraph 4, Line 5

23. See comment about Northern Wildlife Preserve.

Page 38, Paragraph 2

24. Reference new regulations being prepared by Planning Department.

Page 39, Bullet #2

25. This is not appropriate. If a trail is being proposed on a sensitive site, environmental review by the Planning Department is required. However, all other proposed trails are solely the responsibility of the Park and Recreation Department for their design and construction.

Page 39, Paragraph 7, Line 2

26. See comment about Northern Wildlife Preserve.

Page 40, General

27. Please define in the text of the document the difference between designated and dedicated open space and parks. Is this graphic consistent with other community plans on the definitions of designated and dedicated park and open space, and open space easements?

28. This figure does not indicate what is proposed "open space" and what is existing.

29. Does this plan propose the acquisition of Caltrans right-of-way for open space, adjacent to I-5 and Ardath interchange.

Figures 8 and 9

30. See attached figures for additional comments.

Page 42, Paragraph 2, Line 1

31. Reference new resource regulations being developed by Planning Department.

Page 42, Paragraph 2, Line 5

32. See comment concerning Northern Wildlife Preserve.

22. Comment noted, see revisions in text.

23. See revision in text.

24. See Response No. 17.

25. All City projects within Open Space (including trails) would first go through the Planning Department's City Projects Early Assistance process. At that time, it would be determined if the project affects sensitive resources. If sensitive resources are affected, the project would then receive environmental review and analysis by the Environmental Analysis Section, prior to any City approvals for project construction.

26. See revision in text.

27. Comment noted, see revision in text. The graphic is consistent with other community plans on the definitions of designated and dedicated park and open space.

28. The purpose of the map is to show areas of designated and dedicated Open Space/Park within La Jolla at the time the Community Plan update is adopted, not what the difference is between present and future conditions.

29. The La Jolla Community Plan update does not propose or recommend such an acquisition at this time.

30. Comment noted, see revisions on Figures 8 and 9.

31. See Response No.17.

32. See revision in text.

Page 42, Paragraph 4, Line 2

33. Change to read "declining plant and threatened and sensitive animal species."

Figure 11

34. See attached figure for comment.

Page 45, Paragraph 6

35. Mention should also be made of the State-listed, endangered Belding's savannah sparrow.

Page 46, Paragraph 2, Line 3

36. See comment concerning Northern Wildlife Preserve.

Figure 13

37. See attached figure for comment.

Page 49, Paragraph 6, Line 6

38. See comment regarding Northern Wildlife Preserve.

39. Page 50, (please refer to previous comments for Bullets 1, 2, 4, 5, 6, 7)

40. Bullet #3 - This issue has not been discussed previously in the Plan. What is the significance of designating this parcel as open space?

41. Bullet #9 - Should read "Provide a system of viable habitat linkages between the existing open space areas to canyons and hillsides throughout the La Jolla open space system.

Page 51, Pacific Beach, Bullet #1

42. Change to read "Designate the two acres recently purchased by the City at the southeast corner of Pacific Beach Drive and Crown Point Drive as dedicated parkland and part of the Mission Bay Park Northern Wildlife Preserve."

43. Bullet #2 - Rose Canyon is a flood control channel, as such, its maintenance is funded by Water Utilities. It should remain in that department so funding will remain available for maintaining it. Transfer of responsibility for maintenance to open space would require a Pacific Beach Assessment District be established.

44. Page 51, (please refer to previous comments for Bullet 3)

33. Comment noted, see revision in text.

34. Figure 11 was not an attachment to this comment letter.

35. Comment noted. Mention of the Belding's savannah sparrow, however, has been placed under the Coastal Salt Marsh section.

36. See revision in text.

37. Comment noted, see revisions on Figure 13.

38. See revision in text.

39. Comment noted.

40. The small triangular parcel, measuring approximately one-third of an acre, is presently open space. The Plan update intends to keep this parcel as such.

41. Comment noted, see revision in text.

42. Comment noted, see revision in text.

43. Comment noted, see revision in text.

44. See revision in text.

Page 51, Pacific Beach, Bullet #4

45. See comment concerning Northern Wildlife Preserve.

The Northern Wildlife Preserve should be designated as a Natural Preserve within Mission Bay Park.

Page 51, Pacific Beach, Bullet #5

46. Placement of new utility infrastructure should avoid open space areas serving as habitat preserves or conservation. Facilities should avoid all sensitive habitats, plants, and animals when being located in any open space area and absolutely excluded from open space sites serving as mitigation and/or serving habitat preservation/conservation purposes. Other open space areas allowing public access and activity would be available for infrastructure with appropriate mitigation.

Page 51, Pacific Beach, Bullet #6

47. See comment concerning Northern Wildlife Preserve.

Page 61, Pacific Beach, Bullet #3

48. See comment concerning Northern Wildlife Preserve.

Nancy Acevedo

SF:pjc

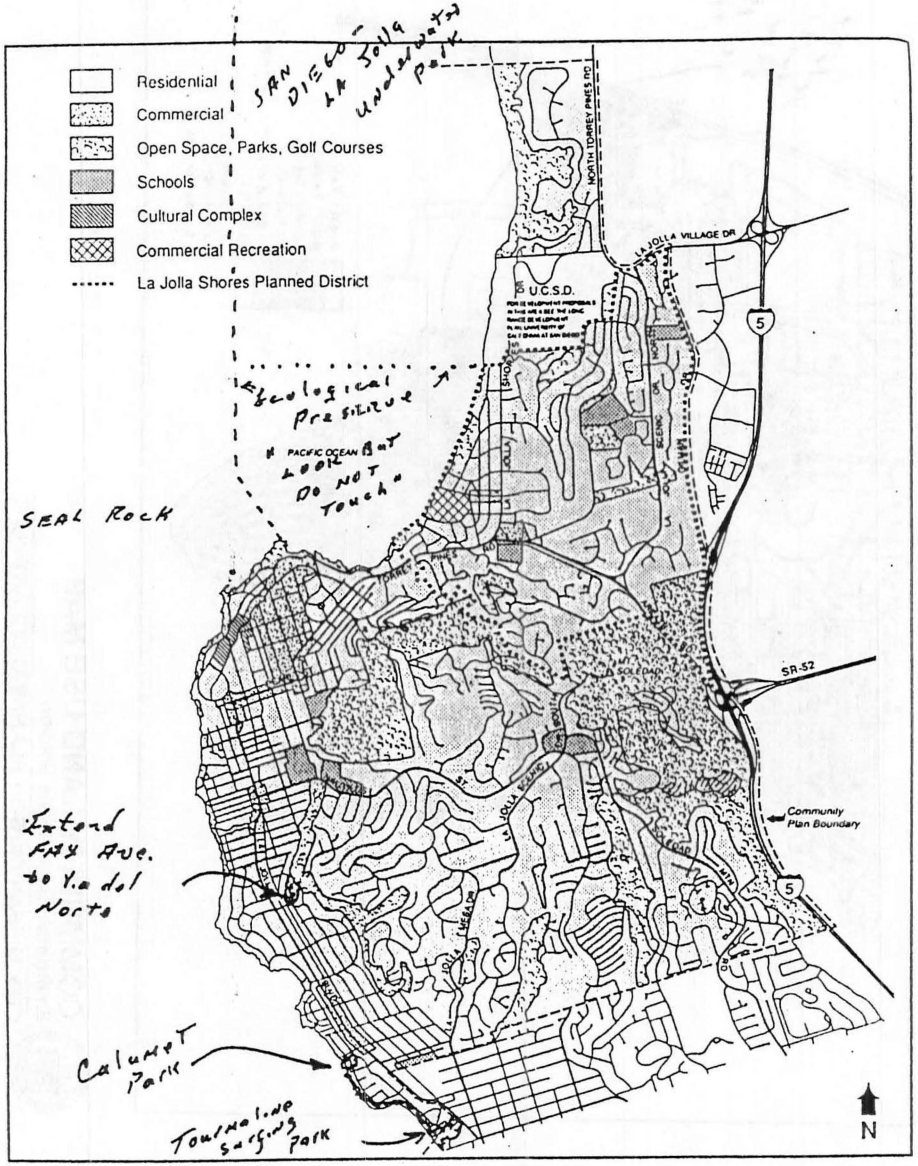
cc: Coastline Parks Division Deputy Director
R. Stribley
J. Harkness
V. Marchetti
S. Fye
K. Varga

45. The draft Mission Bay Park Master Plan identifies this area as the "Northern Wildlife Preserve" within it's Land Use section, and as an "Existing Wetland Preserve" on the Key Environmental Recommendations map, Figure 4.

46. See revision in text.

47. See revision in text.

48. See revision in text.

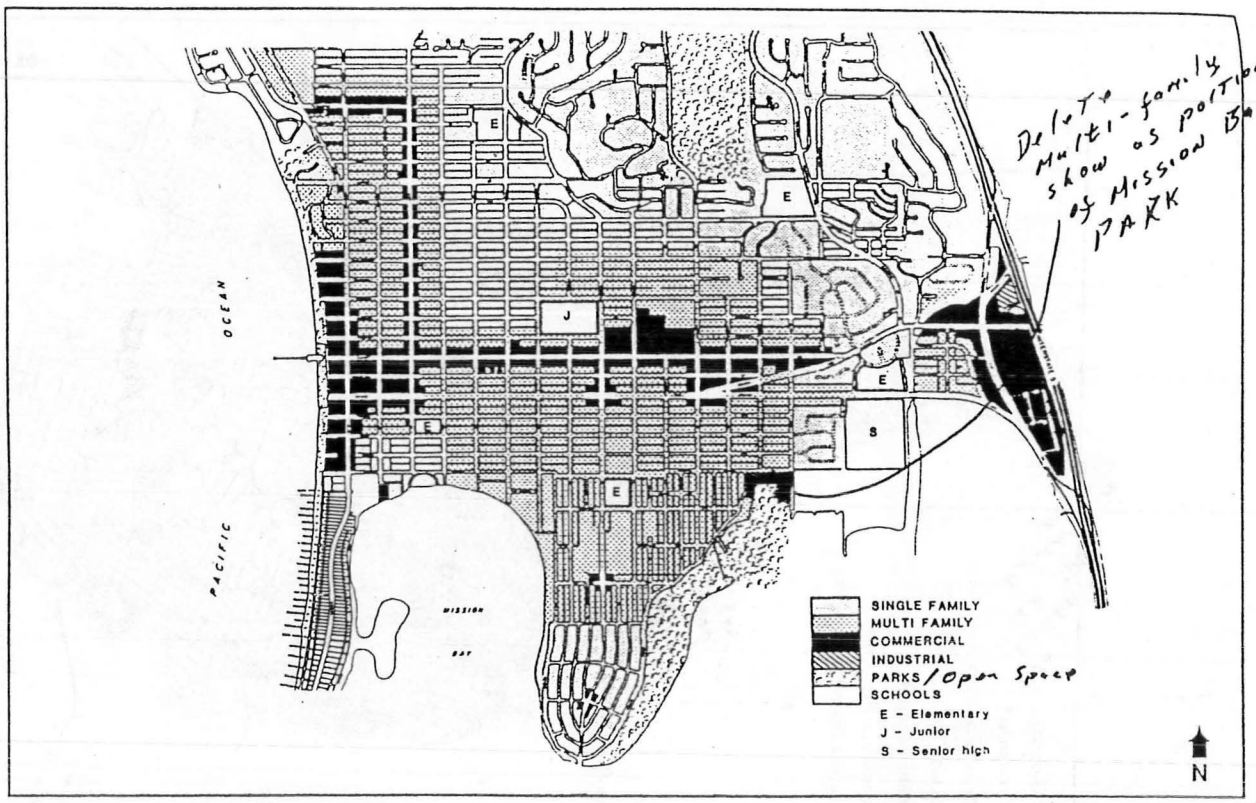


COMMUNITY LAND USE

Environmental Analysis Section

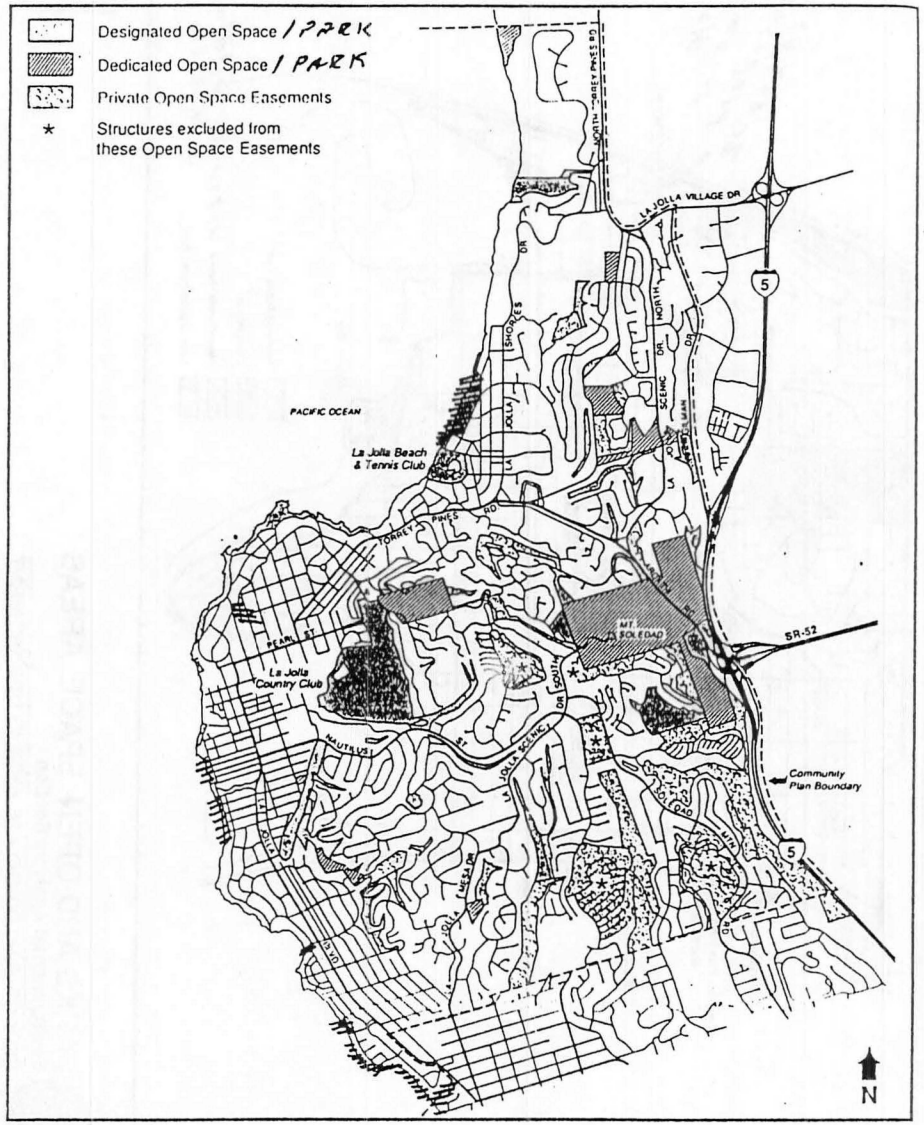
CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure **2**



COMMUNITY LAND USE MAP
Environmental Analysis Section
CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure 3

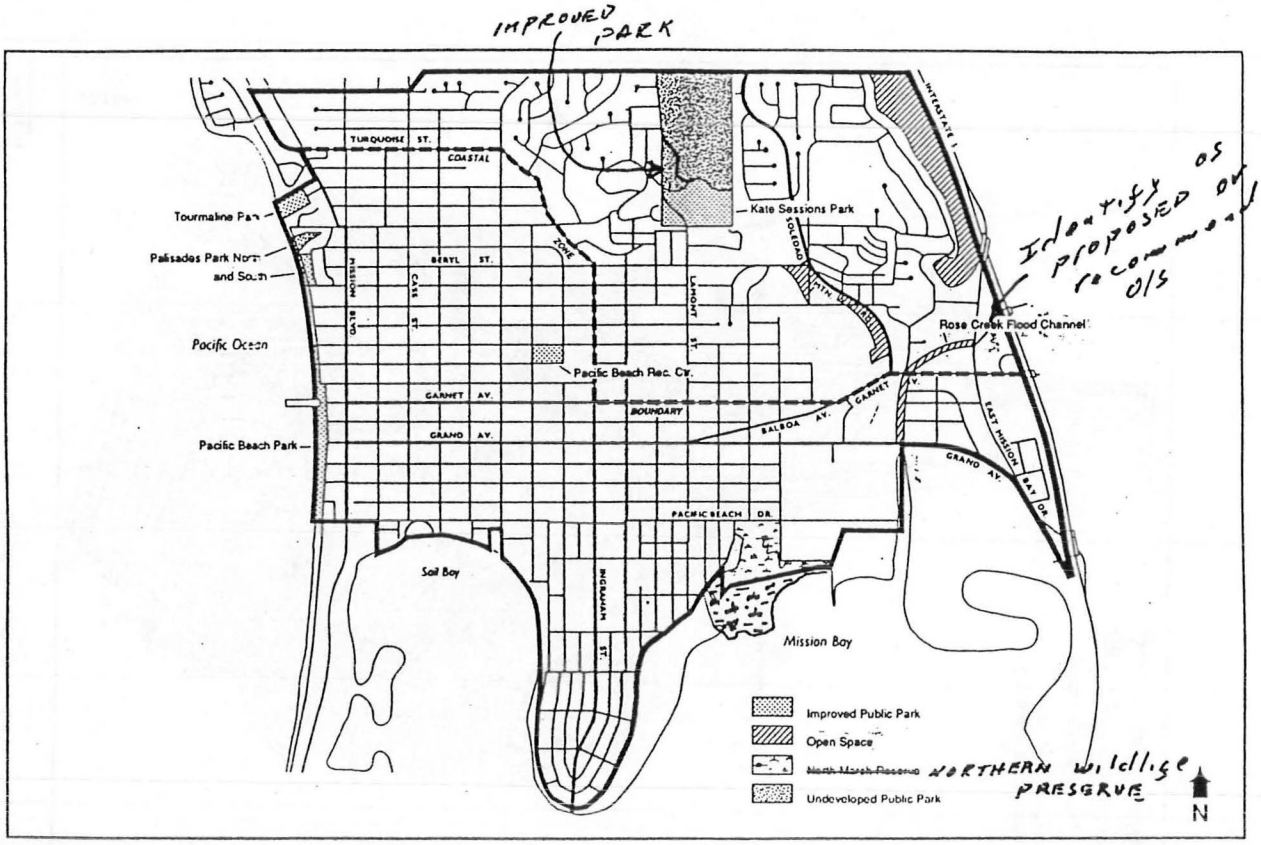


OPEN SPACE SYSTEM

Environmental Analysis Section

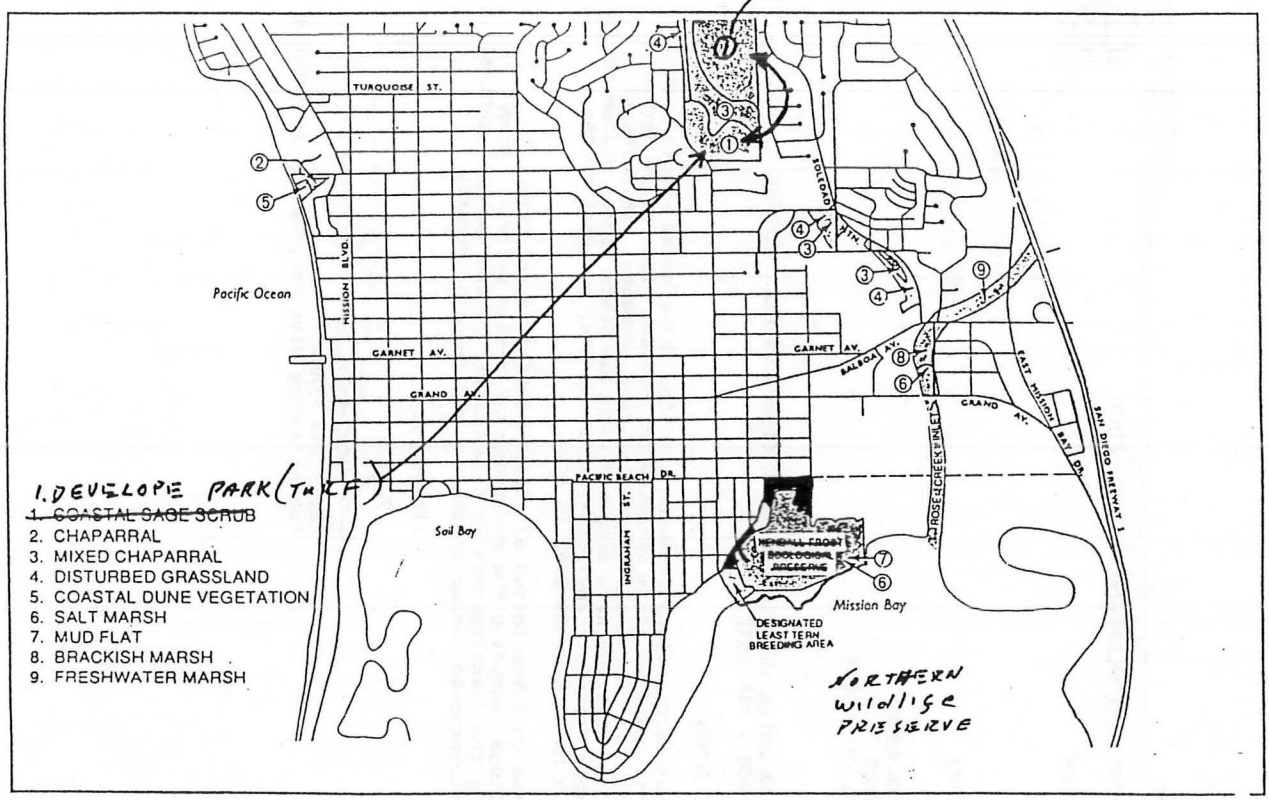
CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure 8



PARKS AND OPEN SPACE AREAS
Environmental Analysis Section
CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure 9



2-1-93 JAA

BIOLOGICAL HABITATS
Environmental Analysis Section
CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure 13

STATE OF CALIFORNIA — PETE WILSON, *Governor*

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

RECEIVED
MAY 2 7 1993
PLANNING DEPT

May 24, 1993

ANNE LOWRY
CITY OF SAN DIEGO
202 C STREET
SAN DIEGO, CA 92101

Subject: LA JOLLA AND PACIFIC BEACH COMMUNITY PLAN UPDATES
SCH # 92071032

Dear ANNE LOWRY:

49. The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Tom Loftus at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

Christine Kinne

Christine Kinne
Acting Deputy Director, Permit Assistance

49. Comment noted.

Mail to: State Clearinghouse, [redacted]enth Street, Sacramento, CA 95814 916/445-0613 | SCH # 92071032

Project Title: La Jol[redacted]ific Beach Community Plan Updates

Lead Agency: City of San Diego | Contact Person: Anne Lowry

Street Address: 202 "C" St., MS 4C | Phone: (619)236-5571

City: San Diego, CA | Zip: 92101 | County: San Diego

Project Location

County: San Diego | City/Nearest Community: La Jolla/Pacific Beach

Cross Streets: I-5/Ardath Rd/Grand Ave. | Total Acres: 7,380

Assessor's Parcel No. _____ | Section: _____ | Twp. _____ | Range: _____ | Base: _____

Within 2 Miles: State Hwy #: _____ | Waterways: Pacific Ocean/Mission Bay

Airports: _____ | Railways: ATSF RR | Schools: _____

Document Type

CEQA: [ ] NOP [ ] Supplement/Subsequent [ ] Early Cons [ ] EIR (Prior SCH No.) _____ [ ] Neg Dec [ ] Other _____ [X] Draft EIR

NEPA: [ ] NOI [ ] EA [ ] Draft EIS [ ] FONSI

Other: [ ] Joint Document [ ] Final Document [ ] Other _____

Local Action Type

[X] General Plan Update
[ ] General Plan Amendment
[ ] General Plan Element
[ ] Community Plan
[ ] Specific Plan
[ ] Master Plan
[ ] Planned Unit Development
[ ] Site Plan
[X] Rezone
[ ] Prezone
[ ] Use Permit
[ ] Land Division (Subdivision, Parcel Map, Tract Map, etc.)
[ ] Annexation
[ ] Redevelopment
[X] Coastal Permit Exemption
[ ] Other _____

Development Type

[ ] Residential: Units _____ Acres _____
[ ] Office: Sq.ft. _____ Acres _____ Employees _____
[ ] Commercial: Sq.ft. _____ Acres _____ Employees _____
[ ] Industrial: Sq.ft. _____ Acres _____ Employees _____
[ ] Educational _____
[ ] Recreational _____
[ ] Water Facilities: Type _____ MGD _____
[ ] Transportation: Type _____
[ ] Mining: Mineral _____
[ ] Power: Type _____ Watts _____
[ ] Waste Treatment: Type _____
[ ] Hazardous Waste: Type _____
[ ] Other: _____

Project Issues Discussed in Document

[ ] Aesthetic/Visual
[ ] Agricultural Land
[X] Air Quality
[X] Archeological/Historical
[X] Coastal Zone
[X] Drainage/Absorption
[ ] Economic/Jobs
[ ] Fiscal
[ ] Flood Plain/Flooding
[ ] Forest Land/Fire Hazard
[X] Geologic/Seismic
[ ] Minerals
[X] Noise
[ ] Population/Housing Balance
[ ] Public Services/Facilities
[X] Recreation/Parks
[ ] Schools/Universities
[ ] Septic Systems
[ ] Sewer Capacity
[X] Soil Erosion/Compaction/Grading
[ ] Solid Waste
[ ] Toxic/Hazardous
[X] Traffic/Circulation
[X] Vegetation
[X] Water Quality
[ ] Water Supply/Groundwater
[X] Wetland/Riparian
[X] Wildlife
[X] Growth Inducing
[ ] Landuse
[X] Cumulative Effects
[ ] Other _____

Present Land Use/Zoning/General Plan Use

Community Plan Updates

Project Description La Jolla/Pacific Beach Community Plan and Local Coastal Program Land Use Plan Updates. The proposed plan updates would be to provide consolidated statements of policy for growth and development in La Jolla and Pacific Beach over the next twenty years. They include coastal issues and policies for the purpose of protecting and enhancing the states coastal resources.

CLEARINGHOUSE CONTACT: RUSS COLLIAU (916) 445-0613

DATE REVIEW BEGAN: 4-9-93

DEPT REV TO AGENCY: 5-17

AGENCY REV TO SCH: 6-21

IN COMPLIANCE: 7-24

PLEASE NOTE SCH NUMBER ON ALL COMMENTS

PLEASE FORWARD *LATE* COMMENTS DIRECTLY TO THE LEAD AGENCY ONLY

SCAQMD/APCD: _____ (Required) 4/16

* sent by lead * ** sent by SCH

CMT SNT

___ Resources
___ Boating
___ Coastal Comm
___ Conservation
___ Fish & Game 5
___ DWR
___ Caltrans 11

CMT SNT

___ Reg. WQCB 9
___ State Lands Comm

UNIVERSITY OF CALIFORNIA, SAN DIEGO UCSD

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO SANTA BARBARA • SANTA CRUZ

GOVERNMENTAL AND COMMUNITY RELATIONS

LA JOLLA, CALIFORNIA 92093-0924
FAX: (619) 534-7490

RECEIVED
MAY 1993
PLANNING DEPT

May 24, 1993

ORIGINAL OF FAX

Lawrence C. Monserrate
Principal Planner
Planning Department (MS 4C)
City of San Diego
202 "C" Street
San Diego, CA 92101

Re: Draft Environmental Impact Report, La Jolla and Pacific Beach Community Plan and Local Coastal Program Land Use Plan Updates; DEP No. 92-0199

Dear Mr. Monserrate:

We appreciate the opportunity to comment on this draft environmental document. These comments relate to both the University campus in La Jolla, including Scripps Institution of Oceanography, and to the University of California Natural Reserve System units in La Jolla and Mission Bay. Our comments follow:

50. Page 2 - Boundaries. The La Jolla community plan area is not bounded, as is stated, on the north by UCSD and Torrey Pines State Park.

51. Page 15 - Traffic. Some of the future ADT shown in Table 1 does not correspond to the future ADT contained in the University Community Plan or the UCSD Long Range Development Plan. The specific segments which are at variance are:

Segment	University Comm. Plan	UCSD LRDP	La Jolla Comm. Plan
52. Gilman (n. of I-5)	28,000	22,000	44,000
53. La Jolla Shores (s/o Poole)	n/a	6,000	20,000

50. Comment noted, see revision in text.

51. Please note that the University forecast was based on SANDAG's Series VI forecast which was adopted in 1984. The regional information used in the La Jolla/Pacific Beach traffic study, for both the Community Plan and LCP updates and the EIR, was based on SANDAG's Series VII forecast, which was adopted in 1989. Details of the traffic study will be published in the technical report.

52. The City will check the projected ADT volume and make adjustments if necessary.

53. The traffic volume of 6,000 in the UCSD LRDP is less than half the traffic count of 13,000 made in July 1992. The City's project of 20,000 ADT seems reasonable with regard to the existing traffic, anticipated development in the area, and regional growth.

	Segment	University Comm. Plan	UCSD LRDP	La Jolla Comm. Plan
54.	La Jolla Village (Torrey Pines Rd.- La Jolla Scenic Way)	55,000	60,000	41,000
55.	Torrey Pines Road (La Jolla Village-Glenbrook)	n/a	30,000	36,000

Although some of this variance might be explained by trip distribution, we ask that the trip generation and distribution factors be reviewed and explained. The traffic information contained in the University community plan and UCSD LRDP documents has been previously reviewed and accepted by the City.

56. Pages 39, 42, and 51 - Kendall-Frost. The correct name for this site is the "Kendall-Frost Mission Bay Marsh Reserve".

Page 40, Figure 8 - Open Space System. This map excludes areas on the UCSD campus which are afforded varying degrees of open space protection. The UCSD areas are important linkages to areas
57. shown in the community plan. At your option, the designated UCSD areas could be included in this mapping. Please refer to the UCSD Long Range Development Plan and Environmental Impact Report (both previously supplied to the Planning Department).

58. Page 45. The correct reference in this and any other locations in the document is "Scripps Institution of Oceanography".

59. Page 45. The correct reference in this and any other locations is "Scripps Coastal Reserve" not "La Jolla farms Knoll Coastal Reserve".

60. Page 47, Figure 12 - Biological Resource Mapping. This mapping of biological resources on UCSD lands is not consistent with our detailed and on-going site specific mapping. This mapping information has been previously supplied to the Planning Department in "Biological Resource Update for the University of California, San Diego, August 1989". More recent information can also be supplied if you choose to correct this information. Also, the area shown north of La Jolla Village Drive and east of Torrey Pines Road is outside of the community plan area and should be deleted.

61. Page 51 - Cultural Resources. This section does not contain any reference to the valuable archaeological resources which exist within the plan area. Information concerning the resources known to UCSD is contained in "A Cultural and Paleontological Resource Inventory Update for the University of California at San Diego and Scripps Institution of Oceanography, November 1989". This document has been previously supplied to the Planning Department. We are

54. The City will adjust the projected traffic volume to reflect the projection made in UCSD's Long Range Development Plan.

55. The difference in the projected volume may be due to our use of Series VII data, already referred to.

56. The City's Park & Recreation Department has requested that both the Pacific Beach Community Plan update and EIR be revised to refer to this area as the Northern Wildlife Preserve. This term is used in the draft Mission Bay Park Master Plan document. The Kendall-Frost Mission Bay Marsh Reserve is less than one-half of the total marsh area.

57. Comment noted, see revisions in Figure 8.

58. Comment noted, see revisions in text.

59. Comment noted, see revisions in text.

60. Comment noted, see revisions in Figure 12.

61. Comment noted, see revisions in text. At the community plan level, all discussion of cultural resources within the EIR is non-specific in terms of resource site locations.

also aware of a current situation in the La Jolla Farms subdivision in which archaeological resources have been identified and project plan and environmental review activity is being pursued by the City of San Diego.

62. Page 61 - Hydrology/Water Quality. This section does not contain any evaluation or mitigation measures related to the maintenance of water quality for Mission Bay and the Rose Creek drainage area through measures such as sedimentation and runoff controls.

Again, we appreciate the opportunity to comment. Please contact me at 534-5782 if you have any questions.

Sincerely,

Milton Phegley

Milton Phegley, AICP
Campus Community Planner

cc: M. Cox
I. Kay

62. Specific recommendations for the maintenance of water quality in Mission Bay and Rose Creek, as well as stormwater treatment for these areas, are discussed at great length in the Mission Bay Park Master Plan Update (draft), dated February 1993. The final is expected to be completed by 1994.

RECEIVED

JUN 0 1 1993

PLANNING DEPT.

524 Coast Blvd. South
La Jolla, CA 92037
24 May 1993

City of San Diego
Development and Environmental Planning Division
202 "C" Street
San Diego, CA 92101

Ref: Draft Environmental Impact Report (EIR), La Jolla Community Plan-Local Coastal Program Land Use Plan Update (DEP No. 92-0199)

63. I have worked with Community Planning Association and La Jolla Town Council committees on this update for two years. Several update drafts have been issued. Which draft does this EIR represent?

I understand that at the 20 May 1993 La Jolla Community Planning Association meeting, it was stated that a "final" update draft will be issued next week. Yet we've been told for months that the EIR was held up, not because of delays in the La Jolla update, but delays in the Pacific Beach update. My obvious question is, "How can you write an EIR for a project that is not completely documented?"

My next question is, "How can you write an EIR for a draft that is so incomplete, omits so much of already-approved (by City Council and Coastal Commission)Land Use Plan requirements?"

64. I attach a copy of the Coastal Commission letter dated 11 May 1993 regarding a (presumably earlier) update draft. I endorse the comments therein and request you to address each comment and question therein relevant to this EIR. (Atch)

I'm familiar with Town Council recommendations sent to the community planner in November 1992, having supplied some of them...particularly those related to coastal and clean water issues. I understand that the Town Council is separately commenting on this EIR. I request that you comment individually on all EIR-relevant recommendations in the Town Council letter of November 1992.

65. Finally, I request a copy of all future City documents relating to the update and the EIR for this project.

Sincerely

Dave Odell

Atch: Coastal Commission 11 May 1993 letter on La Jolla Update

cc: Coastal Commission (L. Owens and D. Lee)
Councilmember Abbe Wolfsheimer

63. See Response No. 86.

64. The EIR presents an environmental analysis of the Pacific Beach and La Jolla Community Plan and LCP updates, as well as information these documents have included as a result of earlier comments from the California Coastal Commission comments and La Jolla Town Council.

65. Comment noted.

TE OF CALIFORNIA—THE RESOURCES AGENCY PETE WILSON, Governor

ALIFORNIA COASTAL COMMISSION
DIEGO COAST AREA
CAMINO DEL RIO NORTH, SUITE 200
DIEGO, CA 92108-1725
) 521-8036

May 11, 1993

Mr. Brian Clater
City of San Diego
Planning Department
1010 Second Avenue, Sixth Floor
San Diego, CA 92101

Re: La Jolla Community Plan Update

Dear Mr. Clater:

Thank you for the opportunity to comment on the June 1992 draft update to the La Jolla Community Plan and Local Coastal Program LUP. I am sorry that these comments are later than the target date we had promised you; hopefully, they will still be of use to you. Some of the comments noted herein are similar to those this office has made to the City regarding its Pacific Beach Community Plan update in those areas where it raises similar issues.

We understand from our experience in working with the City in other community plan updates, that the City's intention is to simplify the community plans and eliminate a lot of "dated" information thereby focusing on areas to be enhanced and improved at present and in the future. However, in so doing, some basic development standards have been omitted from the plan update which are essential to satisfy the requirements for a Local Coastal Program (LCP) component. Due to the standard of review established in the Coastal Act of 1976, an LCP land use plan must contain ample specificity to direct the creation of appropriate implementing ordinances.

Under Section 30512 of the Act, a land use plan is reviewed and certified based on its consistency with Chapter 3 policies of the Act. In other words, the analysis and necessary balancing of resource, public access and priority use issues must be reconciled and considered at that stage in the process. However, the standard of review for implementing ordinances, as established in Section 30513, is not consistency with the Coastal Act, but consistency with, and the ability to adequately carry out, the certified land use plan. Therefore, when reviewing an ordinance, there is no discretion or opportunity to adjust or revise the standards; the regulation is simply reviewed for strict conformity with the certified LUP.

For example, all specific parking standards based on land use designation and/or different use types have been removed from the draft plan. If the Commission were to certify the La Jolla Community Plan update as currently written or accept a general statement that "adequate parking" will be provided, it could be forced to also accept implementing ordinances without parking standards or with arguably insufficient standards because the

ordinance would be "consistent with, and adequate to carry out" the certified land use plan. Therefore, the Commission has increasingly found the need for explicit development standards to be specified in the land use plan element.

Staff also has other concerns with the draft update regarding the lack of specificity in areas addressed in the Coastal Act or found in the previously certified document. Specifically, there are no policies pertaining to blufftop development setbacks, landscaping, height, signage requirements and office-use restrictions as is contained in the certified La Jolla-La Jolla Shores LCP Addendum.

With respect to the contents of the plan itself, the following comments/ questions are made following the same order as the elements appear in the draft plan update. The first section discussed is the Planning Context portion of the plan on page 21 which addresses the LCP and summarizes the key issues addressed in the plan. It is unclear whether or not there is any distinction between "POLICIES" vs. "PLAN RECOMMENDATIONS". Can you please clarify which, or if both, are binding and controlling? How do you distinguish between the two to determine which statements/comments are mandates vs. goals or objectives?

Natural Resources & Open Space Systems

The Policies contained on page 36 should be expanded as follows: #4 (Visual Resources) can you please clarify the importance of Figure 9 and Appendix G? Are the "public" views on these figures/appendices the only views to be protected? Also, a policy statement needs to be made here that mirrors the requirements of the City's SCR ordinance which states that on properties located between the shoreline and the first public roadway, a vertical and/or visual accessway not less than ten (10) feet in width and running the full depth of the property shall be offered for dedication as a public easement provided that the need for such accessway has been identified within an adopted community plan.

Under Policy #5 (Coastal Areas), language should be added pertaining to shoreline development standards inclusive of geologic setbacks, geotechnical reports, and shoreline protective works. Regarding Policy #6, what maintenance does the City provide for the identified shoreline areas and why is it only these particular areas are delineated?

On page 36, under the Public Access Policies, either the existing policy regarding prescriptive rights contained in the presently-certified La Jolla-La Jolla Shores LCP needs to be reiterated here or a new and similar policy statement needs to be made regarding the protection of prescriptive rights. This policy is a critical component of the LCP which was based upon reliance of the Coastal Act which calls for the protection of public access to the sea, where acquired through use (i.e., prescriptive rights). Regarding Plan

Recommendation #1b on page 38, recognizing that the HR maps have been completed, how does the City envision those policies fitting in with the master Environmental Assessment and Data Base for the Mount Soledad and Muirlands areas referenced in this plan recommendation? In addition, regarding Plan Recommendation #2f, is the reference to maintenance of landscaping to protect public views applicable to both public and private properties?

Transportation System

On page 43, the third goal refers to reducing the impacts of visitor parking in those areas closest to the beach through a program of incentives which includes peripheral parking centers and improved transit and disincentives such as time-limit parking and residential parking permits. While the Commission staff has always encouraged use of alternate transit as a means for gaining public access to the coast, it should not be a substitute for retention of existing parking reservoirs in the nearshore areas until and unless it is available and ridership has been established. In other words, before existing nearshore parking reservoirs are reduced or controlled, alternative transit such as a shuttle system, etc., would need to be implemented first. The Coastal Act places a high priority on the protection and enhancement of public access to the beaches and other public recreational areas and maintenance of existing parking reservoirs should be proposed along with the provision of alternative access. Alternative access is an additional means to provide public access where parking shortages and traffic congestion has diminished the supply of available street parking for beach visitors.

Typically, the transportation of the usual array of beach paraphernalia (chairs, grills, large umbrellas, etc.) by beach goers may be cumbersome on transit facilities. However, in the case of La Jolla where it has long been documented that there is critical parking shortages and traffic circulation problems, a key goal of the community has been to implement a shuttle service within the community which would service the beach and recreational areas as well as the downtown/village areas. This is clearly stated on page 43 of the draft update.

Retention of long-term public parking in nearshore areas remains a key goal of the Commission. In those coastal areas where there are few public parking lots close to the shoreline, installation of parking meters or implementation of residential parking permits is problematic. In those very few cases where parking meters have been approved by the Commission, the time limit has been restricted to a minimum of four hours to accommodate recreational users. In those rare instances where residential parking permit programs have been approved, they have been discouraged in locations identified as areas of high beach visitor parking demand, such as the Beach Impact Area (BIA), and they have been opposed in the absence of adequate and reliable alternate transit opportunities.

Regarding Policy #1 on page 45 which addresses the City's and/or community's desire to not widen existing streets or construct major roadways into La Jolla, staff would like to state that it is recognized that the La Jolla community wishes to discourage major road improvements for purposes of accommodating new development, etc. However, this policy statement should not be construed to mean that road improvements could not occur where it is found necessary to accommodate visitor-serving uses or public access. Both the La Jolla Village and nearshore areas are popular visitor-destination points and as population trends increase, future traffic and/or street improvements may be warranted. With respect to Policy #4, which provides for commercial parking reductions in projects that develop transit-oriented development standards or develop transportation demand management programs, Commission staff would like to emphasize that such reductions should not be permitted within the Beach Impact Area (BIA) where the demand for nearshore parking is most critical between beach visitors, residents and patrons of retail/commercial establishments. Regarding Policy #5 on page 45 which addresses city streets that serve as public view corridors to the ocean, it is stated that scenic vistas shall be protected from obstruction by inappropriately located public structures or landscaping. This policy should be revised such that scenic vistas or view corridors should be protected from either inappropriately sited public or private structures.

On page 47, under Plan Recommendations #s 1-3 for street improvements, there is some concern regarding landscaping of street medians as recommended. It should be assured that such landscaping does not result in the removal of existing parking, absent alternate parking/transit provision, particularly along La Jolla Boulevard, Girard Avenue and in the central core village area of La Jolla. On a related point concerning traffic improvements, Diagram B on page 49 appears to be eliminating the existing two-lanes from La Jolla Shores Drive to Torrey Pines Road. Please explain the rationale behind this proposal and how this will improve traffic flows at this major intersection.

On page 51, Figure 12 illustrates the proposed bikeways throughout the La Jolla community. Commission staff understands that Figure 12 shows the majority of the bike routes in La Jolla as Class III routes which preserve existing street parking. However, in the event that these routes are not currently existing, and such routes are proposed adjacent to coastal bluff areas, we would like to ask if existing streets are of a sufficient width to accommodate the proposed Class III bike routes without adverse impacts to coastal bluffs via roadbed expansions. In such cases, proposed roadbed expansions for bikeways should not adversely impact the geologic stability of coastal bluffs or precipitate the need for any shoreline protection.

Residential Land Use

On page 55 under the background information, the third paragraph states there are few remaining vacant parcels where development can occur. While that

statement may be true, the potential for redevelopment and the need to regulate such development should not be underestimated. This is particularly true in La Jolla where additions to, or remodelling of, existing homes often occurs including demolition of existing older homes and reconstruction of much larger homes. This type of redevelopment raises the same issues as new development with respect to development on steep slopes or hillsides, geologic stability and setbacks from the bluff edge, visual impacts, protection of public views, impacts on public access, shoreline protective works, etc. Therefore, it is important to note that redevelopment would need to be consistent with existing regulations contained in the certified LCP and City's implementing ordinances (i.e., SCR overlay, HR ordinance.)

Under the Policies listed on page 58, the section on Community Character should also include a brief reference to height, landscaping and floor area ratios (F.A.R.) as all of these components contribute to the character of a community. Under this same section, how will Policy 2c be implemented? Are significant public views and their related corridors going to be designated?

On page 59, under Hillside Development, Policy #3a should include more specificity, stating the sensitive slope restrictions as LUP policies rather than simply referencing the HR overlay zone. In addition, the phrasing of the second sentence which reads "[w]here such slopes contain undisturbed native vegetation...." causes concerns. As part of the City's LCP effort, maps were prepared of all the City's Hillside Review areas in the coastal zone delineating sensitive habitats, geologic constraints and significant viewsheds. Sensitive and non-sensitive classifications were then assigned to all affected slopes and reclassification from the sensitive to non-sensitive designation can generally not occur without an LCP amendment. These maps and process were then certified by the Commission. The proposed language in the update would appear to exclude certain steep slopes outside of this process and current hillside review procedures. The certified LCP and City practice to date would regulate all steep slopes, as defined in the Municipal Code, and the questions of the slope's habitat value, geologic stability or visual significance would be considered in the evaluation of whether or not any encroachment on identified steep slopes could be permitted.

Under the Policy #6 which addresses balanced communities, multi-family development standards are proposed to be revised to encourage development of more affordable housing units. This raises a related issue of parking standards. How will the Beach Impact Area (BIA) requirements be incorporated into the update?

In the following section under Plan Recommendations, the Hillside Development provisions again lack specific mandatory provisions with respect to encroachment on steep slopes. In fact, the introductory statement for the provisions states the "hillside recommendations shall be used as guidelines" (emphasis added). The land use plan must be sufficiently

detailed to indicate the applicable resource protection and development policies. All the subsequent policies in this section raise questions concerning the extent of permissible encroachment into these sensitive areas such as the amount of encroachment that may occur, the type of encroachment that can be permitted, and when such encroachment can occur, for all categories of development such as grading, residential development, subdivisions, accessory structures, paving, or clearance of vegetation. For example, under #3c, exactly how much development on a hillside can occur without "excessively altering the natural hillside"? The HR ordinances control development on slope areas over 25% grade and include a sliding scale of allowable, but discretionary, encroachments into such slopes depending on the percentage of steep slopes contained on the parcel.

Under Plan Recommendation #3h, what are "minimal" impacts to wildlife habitats, ridgelines or drainageways? Under Plan Recommendation #3k, information should be included as to how far and by how much residential structures should be set back from the brow of the hillside. Also, how will significant ridges or rims be designated/defined? Policy #3o. departs from the certified LUP which required the portion of each created lot in new subdivisions of steep slopes to be equal to or exceeding the area represented by the FAR for its zone. Why was this language removed?

In addition, under Plan Recommendations #3o and p, clustering of development without encroachment would be a preferred method of preserving steep naturally vegetated slopes in PRDs. The presently-certified LCP states on page 100, in the third sentence of the second paragraph, that in the case of clustered development, obtained through a PRD, lot divisions consistent with the PRD ordinance may be allowed provided the development is located in the flattest portions of the site and is designed to harmonize with the natural features of the hillsides. This policy should be retained in the draft update. In addition, the brush management/fuel modification provisions of the City's Landscape Technical Manual should also be addressed for hillside development in the update. The update also contains no provision for restoration of degraded hillside areas or wildlife corridors as a condition of new development. Finally, there doesn't appear to be any mandatory provision protecting and securing steep slopes left undisturbed as a condition of regulatory review through the execution of open space deed restrictions or easements.

On a related point, the City's Hillside Review (HR) Ordinance itself contains a provision that basically states that development located on steep slopes in the La Jolla plan area must also comply with the requirements for hillside development contained in the La Jolla-La Jolla Shores LCP Land Use Plan. As such, it reinforces the importance of retaining the key policies of this section of the LCP.

On pages 65 and 66, the Plan Recommendations on Coastal Bluffs are less

restrictive than the language contained in the City's Sensitive Coastal Resource Overlay zone which addresses development activities on coastal bluffs. At the time of LCP certification, the SCR overlay was developed by the City and Commission staff to comprehensively address blufftop and shoreline development standards and resolve certain deficiencies and inconsistencies among the various community plans. Given the significant time lags between the adoption of the various land use plans and in response to changing shoreline conditions, we developed the SCR overlay as a unifying element. So, in this instance, as we were trying to finally achieve certification of the City's LCP, we actually incorporated greater specificity in the ordinance than directly mandated by some of the land use plans. However, this was done recognizing the extended period of time involved in the various community plan/land use plan adoptions and it was agreed that, as updates occurred, deficiencies in the plan documents would be corrected and policies consistent with the SCR overlay would be incorporated. The specific SCR policies regarding blufftop development should be reiterated here in the update. For example, under Plan Recommendation #4a, geologic and structural setbacks from the bluff edge must be identified. In addition, the last sentence of this paragraph should be re-phrased since most shoreline protective devices, no matter how well-designed, will ultimately alter the natural character of the bluff face or restrict public access over time.

Under Plan Recommendation #4b, reference is made that a geotechnical report will be required for a blufftop development proposed to be sited within 40 feet from the bluff edge. To the contrary, this is less restrictive than the existing plan or SCR overlay and all blufftop sites should provide geotechnical reports regardless of the distance of the proposed development to the bluff edge. By virtue of their very presence on a coastal bluff--improvements to existing development or new development altogether--warrants a geotechnical report, in part, to adequately assure that development on the site will not alter the geologic integrity of the bluff and that existing structures are structurally stable to support new development.

Under Plan Recommendation #4c, additional clarification needs to be made that shoreline protective devices are only warranted to protect existing principal structures that are subject to an identified hazard and for which the protective device is reasonably expected to remedy it in the least-environmentally damaging manner, while also preserving public access. Lastly, we recommend that additional thought be given to the phrasing of Plan Recommendation #4d regarding what constitutes "minimal encroachment" and what findings will be necessary to sustain a statement that "no other viable alternative exists." If "minimal" refers to toestone that is only exposed during winter storm profiles, that may be acceptable. However, if "minimal" were construed to endorse even a stringline alignment between adjacent illegally constructed revetments, the decision could be different. On the second point, the Commission has found that there may be a wide variation in the kind of shoreline protective work proposed (including upper bluff

stabilization work) dependent on the degree of protection being recommended by a coastal engineer versus what may be warranted or desirable to provide reasonable protection for an existing residence taking into consideration its remaining economic life; its blufftop siting (could portions of the home be removed or could the home be re-sited inland on the property); its present foundation (could underpinning of the home still be achieved), etc.

Commercial Land Use

Beginning on page 69, I noted that there was no mention of office building use restrictions which are contained in the certified LCP. I know that a great deal of this information is contained in the La Jolla PDO but I believe the community goals and/or policies of discouraging or restricting office use should be summarized in the updated plan.

Heritage Resources

Commencing on page 95, I noted that the regulatory process for the demolition, alteration or removal of historical sites including the function of the Historical Sites Board was eliminated. This information was useful in reviewing a project which was designated as historical. An additional comment is that on Appendix A, the list of sites within La Jolla that may be considered historically significant, as derived from the La Jolla-A Historic Inventory (1977), lists sites by address only. The original LUP listed the sites by the name of the building (i.e., beach cottage on South Coast Boulevard, Mary Star of the Sea Church, etc.). To increase the ease of reference and use by the public, the name of the building (if there is one) should also be used in conjunction with the site address.

With respect to the maps for Appendix G for visual and physical access (pp. 110-117), a general comment is that the maps are more difficult to read without the lot lines, property boundaries and streets identified to orient the user. These are important reference points for identifying the location of an accessway or vista point. The update also makes them less useful to the general public at large. Why was it necessary to revise them?

Relative to the specific entries, the first two streets identified call for maintenance of the existing view corridors along El Paseo Grande and Camino del Oro "after it turns east". Wouldn't it be clearer if it was re-phrased to state "before it turns south"? The way it is described now makes it sound as though there is a view corridor to the east, rather than to the west. Also, shouldn't each street that is depicted on the maps with arrows to the west identifying a view corridor in the presently-certified LCP also be listed on Appendix G? If the view corridor is no longer applicable or existing, please let us know why it has been deleted or modified. Listed below are the physical accessways and/or view corridors identified on the maps for physical access and visual access in the presently-certified LCP that have been omitted

from the maps for each subarea in the new updated plan:

Subarea A (Physical) - Unimproved loop trail along bluff edge of La Jolla Farms Knoll Natural Reserve; (Visual) - Crown Crest Lane; Idle Hour Lane; two view corridors between Idle Hour Lane and Brookmead Lane; two view corridors on La Jolla Farms Road between Blackgold Road and Greentree Lane, of which the southernmost is also a physical accessway (feeder trail) from La Jolla Farms Road to Black Canyon Road; Inyaho Lane

Subarea B (Visual) - Blufftop easement for visual access only at La Jolla Shores Lane (top of Subarea B map) is not noted in update

Subarea C (Physical) - Boat launching ramp at end of Avenida de la Playa not noted on subarea map

Subarea D (Visual) - View corridor south of Princess Street; it would be helpful to show the streets on the north side of Torrey Pines Road such as Princess Street for better orientation at locating accessways; northern portion of Coast Boulevard should be identified as a scenic roadway as it is in the presently-certified LCP

Subarea E (Physical) - Stairway at Shell Beach not clear in subarea map. Dark shading of view corridor makes it hard to read the area that it overlaps. (Visual) - Eads Avenue; Draper Avenue only on the north side of Prospect

Subarea F (Physical) - Was stairway at end of Westbourne Street identified to be rebuilt in the certified LCP ever constructed? If so, it should be included on the subarea map. (Visual) - Ravina Street, Fernglen west of Monte Vista at the split in the street; Playa del Norte

Subarea G (Physical) - Foot trails and/or unimproved access at Cortez Place, Mira Monte Place and Camino de la Costa; (Visual) - Two view corridors at La Canada at Vista de la Mesa; potential view corridor at Costa Place, west of Camino de la Costa; south end of Camino de la Costa to the west

Subarea H (Physical) - Unimproved access at Moss Lane; now improved access at Linda Way; (Visual) View corridor at corner of Calumet and Sea Ridge; Bandera Street and potential access west of Calumet

In addition, listed below are streets which are depicted as view corridors in the certified LCP which have been omitted from Appendix G of the updated LUP. Naturally, most of these streets are also those view corridors listed above that have been omitted from each of the subarea maps in the update. But since Appendix G is a separate listing in the updated plan, I have listed the streets separately as well. I broke down the listing by subarea for clarity.

Subarea A - [illegible]ne of the streets shown in Subarea A as possessing a view

corridor are listed in Appendix G

Subarea B - None of the view corridors from La Jolla Shores Drive to the west are listed on Appendix G

Subarea C - Camino del Colado

Subarea D - Princess Street, northeast end of Cave Street

Subarea E - Prospect Street at Coast Boulevard South, Eads Avenue to Coast Boulevard South, Cuvier Street, Ravina Street, Arenas Street, Fernglen, Belvedere Street, Playa del Norte, Playa del Sur

Subarea F - Winamar Avenue, Avenida Cortez, Cortez Place, La Canada, Sun Gold Point, Costa Place

Subarea H - Moss Lane, Midway Street, Colima Court, San Colla Street, Ricardo Place, Crystal Drive, Wrelton Street

Regarding Appendix J, what is its purpose or relationship to the LUP? How do you treat these comments and what is their status? One comment in Appendix J raises an issue on public views (see page 126, the La Jolla Community Planning Association). It is stated that a distinction should be made between public views over public property and public views over private property. Why is such a distinction necessary? Public views [to the ocean] are those which exist from public access routes or public recreational areas to the west. They can exist across both public and private properties and should be preserved in either situation.

Due to inquiries we have received from members of the public, can you please clarify the status of the LUP in relationship to the La Jolla PDO and La Jolla Shores PDO? Also, can you please clarify the status of La Jolla's designation as a "special community"?

Staff has attempted to review the draft LUP in depth; however, some issues may not have been addressed as thoroughly as time would permit. Some of these issues/concerns may be raised when the plan is formally presented to the Commission as part of an LCP amendment. However, I have attempted to address the most significant issues at this time. We commend the City on many of its plan goals and recommendations, particularly the policies regarding preservation of public views, signage identifying coastal access points, maintenance of existing improved coastal accessways, provision and maintenance of park furnishings, and implementation of a public transit and/or shuttle service as an alternative form of transportation within the community and to the beach and recreational areas. Again, I apologize for the lateness of these comments, however, I would like to suggest that if the City desires, we meet to discuss the contents of this letter further.

The La Jolla Land Use Plan was certified ten years ago (1983) and for this reason, staff acknowledges that it lacks some of the specificity that the Commission is now advocating in new land use plans and updates. Unfortunately, based on the number of recent discussions that this office has had with various City planing staff, it appears that the City has embarked on a community plan update process which is clearly departing from the Coastal Act's mandate relative to drafting a land use plan element. Whereas the Commission's legal counsel has reaffirmed its direction that the land use plan is the controlling document and must therefore incorporate policies specific enough to guide development, the City Attorney has apparently directed the Planning Department that the zoning code is binding and foremost.

Our legal counsel has further advised us that even beyond the Commission's mandate, the Lesher Communications, Inc. decision extends to general planning measures and supports the precedence and binding nature of the general plan/community plan/land use plan element. In part, these divergent positions may reflect the difference between general planning law and the Coastal Act; however, it presents a problem which we must work to resolve. Such resolution may necessitate re-assessing the form and structure of the City's presently-certified LCP. Aside from the La Jolla update, this issue warrants discussion between our offices. As such, the comments we have made are intended to guide the City in making the LUP more specific in the areas discussed.

Thank you very much for your patience and endeavors towards completing the draft La Jolla Community Plan and LCP Land Use Plan. If you wish to discuss the community plan update/LCP process concerns, please call Deborah Lee at the above office. If you have other questions about these comments, don't hesitate to call me.

Sincerely,

Laurinda R. Owens

LAURINDA R. OWENS
Coastal Planner

cc: Betsy McCullough
Kerry Varga
Chuck Damm

(4360L)

UNIVERSITY OF CALIFORNIA, SAN DIEGO

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24 May, 1993

Lawrence C. Monserrate, Principal Planner
Planning Department, Development and Environmental Planning Division
City of San Diego
202 C St., Mail station 4C
San Diego, CA 92101
tel: 236-6154 fax: 236-6748

Re: Draft Environmental Impact Report: La Jolla and Pacific Beach Community Plan and Local Coastal Program Land Use Plan Update (DEP No. 92-0199)

Dear Mr. Monserrate:

Thank you for the chance to comment on this document. Please add the Natural Reserve System of the University of California (address above) to your mailing list so that we can receive timely notice of projects, such as this one, which affect our Kendall-Frost Mission Bay Marsh and Scripps Coastal Reserves. Please note that the UC Natural Reserve System (NRS) is a trustee agency under CEQA.
The comments below focus on factors affecting biological and hydrological resources since that is the major concern of the NRS.

In general, the draft EIR touches on many factors influencing environmental quality, but in a cursory manner. For instance, within the Biology section there is no enumeration of the various areas of each habitat type, and the patch locations and sizes. These are minimal data needed for integrated habitat planning and management.

66. p. 10: Under the Project Description there is a list of the proposed planning elements. I believe that this list fails to include one of the most important and sensitive resources that they should aim to preserve and, in fact, improve: the quality of wetlands, riparian areas, and coastal marine resources. This should be stated explicitly. This might be achieved in part through the development of a Watershed Protection Element, which could include policies on public education, signage of storm drains, adequate liquid waste recycling facilities, and improved development and protection of wetlands along drainages and creeks. The National Research Council has

66. The Planning Department has chosen to format the La Jolla and Pacific Beach Community Plan and LCP updates in a manner similar to that of the past Community Plans, and focusing more on land use issues of density and intensity. Recommendations to preserve and improve wetlands, riparian areas, and coastal marine resources are addressed throughout the Plan updates and EIR in a general manner, consistent with the level of detail typically discussed at the community plan level.

More specific recommendations for water quality maintenance of Mission Bay Park and Rose Creek, as well as stormwater treatment, are addressed at length in the draft Mission Bay Park Master Plan, February 1993. Coastal marine resources have been managed through the La Jolla-La Jolla Shores Local Coastal Program, Addendum, April 1993. Presently, The Planning Department and the California Coastal Commission are discussing the most appropriate way to handle marine resources management within this update process.

recently released an analysis of the sources of pollution of coastal waters, and in this area non-point sources top the list. Hydrocarbons and other materials from automobile wear, leakage and emissions contribute significantly to this problem, and therefore should be addressed under any element that aims to protect hydrological and biological resources.

67. p. 23: Because of the impact of motor vehicles on air, water, and soil quality it is extremely important to encourage alternatives for transportation. In the Pacific Beach area it is just as important as in La Jolla to "...Develop a coordinated bikeways system that links important destinations..."

68. p. 27, para. 4: The data do not support the statement that " Ozone levels in Del Mar ...have decreased over the last ten years."

69. p. 34, last para: Areas of both low and high stability appear to be dealt with together in a confusing manner. For instance (p. 37) "Within Pacific Beach, these areas (my underlining) are found within the vicinity of Rose Creek..." (Which areas? Those of high risk?)

70. p. 38: Slope protection should be considered for slopes of greater than 10%. Indigenous plants for erosion control as well as natural habitat expansion and restoration are recommended. Care should be taken to review proposed species lists to avoid introducing horticultural varieties adjacent to natural areas. Non-native drought-tolerant species should be carefully assessed to eliminate the possibility of natural habitat invasion.

71. p. 39, BIOLOGY, existing conditions, para 2: How much of the 900 acres in La Jolla is natural land?

72. The Kendall-Frost Mission Bay Marsh Reserve (KFMR) comprises approximately 16 acres of the northern portion of a natural area of saltmarsh, mudflat, saltpan, and eelgrass beds. The southern 30 acres (approx.) are protected by the City of San Diego as the Northern Wildlife Preserve.

73. Planning boundaries should not be the limits for consideration of biological, hydrological, and geological resources. because it leads to their highly uncoordinated protection.

74. p. 42, Biological habitats: Coastal sage scrub (CSS) is found more extensively than indicated on the UCSD campus and in the Scripps Coastal Reserve (SCR, not the La Jolla Farms Knoll Natural Reserve. The "Knoll" is a local term for just the upland bluff and mesa portion of the Scripps Coastal Reserve.) Gnatcatchers are known to occupy several sites within these UC areas.

75. p. 45 Maritime Succulent Scrub appears to be shown in the SCR where I believe we have CSS and Coastal Mixed Chaparral or Southern Maritime

67. Pacific Beach does have an interconnected bicycle system that includes Class 1, 2, and 3 bikeways. The Pacific Beach Community Plan update further promotes bicycle use for new development processed under discretionary permits.

68. Comment noted, see revision in text.

69. Comment noted, see revision in text.

70. Within both La Jolla and Pacific Beach, most land areas having less than a 25 percent slope have already been developed on in these communities. Measures for slope protection, erosion control and habitat protection are addressed in the Plan updates and the EIR.

71. Of the 900 acres of open space and parkland in La Jolla, approximately 585 acres are privately-owned designated open space areas (natural land) and 315 acres are publicly-owned parklands that are partially developed.

72. Comment noted, see Response No.56.

73. Comment noted.

74. Comment noted, see Response No's. 59 and 60.

75. As indicated in the report, A Biological Resource Inventory Update for the University of California at San Diego and Scripps Institution of Oceanography, University of California, August 1989, maritime succulent scrub exists in the Scripps Coastal Reserve. The coastal bluff scrub habitat has been delineated more clearly on the revised Biological Habitats - La Jolla map, Figure 12. Note that this map is very generalized due to its scale.

Chaparral. Coastal Bluff Scrub should be characterized more clearly, especially since it is shown on the bluffs of the Scripps Coastal Reserve, where it is more likely to be Maritime Succulent Scrub, and where tall *Atriplex* are not found.

76. p.45: Coastal Mixed Chaparral is found on the north facing slopes of Black's and Sumner Canyon in the SCR, as well as within the UCSD campus reserve system. Within the latter is found *Dudleya brevifolia*, a state-listed endangered species. Excellent quality CMC is also found along the western slopes of the Gilman Drive Canyon.

77. p.46: Coastal Salt Marsh: please insert here and under "Coastal Brackish Marsh" the scientific names of plants to be consistent. Belding's Savannah Sparrow, *Passerculus sandwichensis beldingi*, a state-listed endangered bird, is found in the KFMR. The salt marsh yellowthroat is found in San Francisco Bay but not here.

78. p.50: Not being familiar with the zoning codes used, it is not clear what protection is granted by designating an area R1-40,000 vs. R1-8000 or OS-OSP. The proposed mapping and protection of an integrated habitat system appears to be a very good idea. As mentioned above, habitat linkages can be enhanced by planting of indigenous species developed from appropriate sources.

79. p.51: Other bluffs, such as those below SIO, Scripps Estates, and La Jolla Farms could also be designated ecological reserve where that is not already the case.

80. para 3: Within the proposed Rose Creek "linear park" adequate habitat buffers should be incorporated. The Light footed Clapper Rail has been seen in this wetland. Further, the Mission Bay Park Master Plan recommends the expansion of wetlands to enhance water quality, both at the mouth and upstream in Rose Creek, and in the area currently occupied by Campland. Planning should include protection of this expanding wetland resource.

81. para 5: The installation of utility lines etc. underground in open space can be highly destructive (i.e. in wetlands.) There should not be a blanket policy to this effect. Qualifications might include avoiding impacts to long-lived and sensitive species.

82. para 6: Trails development should not only avoid habitat areas, but should also be designed to avoid erosion.

83. p.60: Hydrology/Water quality; mitigation measures, La Jolla, last para: In addition to coastal bluffs, inland bluffs and canyons need such protection. Furthermore, great damage can occur to bluffs from water saturating the ground and moving along subsurface features to emerge in the cliff face,

76. Comment noted, see revisions in text and in Figure 12.

77. Comment noted, see revisions in text.

78. Rezoning an area from R1-8000 to R1-40,000, lessens the amount of single-family residential density allowed on that land, and protects it from possible lot splits. The OS-OSP zone is to be applied to all Open Space Parks defined as City-owned land acquired for the purpose of providing such benefits as scenic vistas, preservation of natural resources, and outdoor recreation potential.

79. Comment noted. A large portion of these bluff areas are situated on University of California land and are not a formal part of the La Jolla Local Coastal Program (LCP), and can not be certified by the Coastal Commission as part of the La Jolla Community Plan and LCP update. See Appendix G, Subarea A and B in the Plan update.

80. Comment noted. Any future City development of this area as a linear park will be consistent with Mission Bay Park Master Plan recommendations regarding expansion of wetland resources.

81. Comment noted, see change in text. See Response No. 46.

82. See Response No. 25. All trail development will be reviewed for potential geotechnical and hydrological impacts, as well as biological, by the Planning Department prior to project construction.

83. Mitigation measures outlined within the Hydrological/Water Quality section of the EIR are recommended to protect inland bluffs and canyons, as well as coastal bluffs. Artificial irrigation is discouraged with the recommendation of planting native and drought tolerant plant species in future development. Specific requirements for the installation of irrigation systems are outlined in the City's Landscape Technical Manual.

leading to block failures. Thus, artificial irrigation should be limited in all sensitive areas.

84. Mitigation measures for water quality impacts could include payment into a watershed protection fund. Watershed protection measures should include erosion control (timing of grading, slope protection, desiltation basins, etc.) as well as reducing the concentration of flows and the degradation of water quality.

85. p. 69: The discussion of the Reduced Development and Public Transit alternatives does not go into sufficient depth with regard to traffic flow projections, air quality improvements, etc. to permit a serious comparison.

Thank you once again for the opportunity to comment. I sincerely hope that these Plan Updates will eliminate any chance for a repeat of the construction project at the south end of Gilman Drive, on the western slope. Not only was high quality Southern Maritime Chaparral allowed to be destroyed because the impact to habitat was deemed "not significant", but this occurred on extremely steep slopes (20-25%, I would guess). Further, no erosion control measures were implemented, and for over 3 years now the project has continued to erode through culverts and across the road into the creek which is a tributary to Rose Creek. City staff have been unable to rectify this continuing insult to the planning and environmental protection ordinances of the City of San Diego.

Please feel free to contact me at 534-2077 if you have any questions.

Sincerely,

Isabelle Kay
Academic Coordinator

cc: P. Dayton
M. Tegner
M. Phegley
J. Zedler

84. Comment noted.

85. Comment noted, see revisions in text. An indepth discussion of these alternatives, in terms of forecasted traffic reduction on community roadways, would require additional traffic studies to be conducted by both the City's Transportation Planning Division and SANDAG.

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May 27, 1993

Lawrence C. Monserrate, Principle Planner
City of San Diego
Planning Department
Development and Environmental Planning Division
202 C Street, MS 4C
San Diego, CA 92101

Subject: Draft Environmental Impact Report, Dep 92-0199, La Jolla Community Plan and Local Coastal Program Land Use Plan Updates

Dear Mr. Monserrate:

At its May meeting the trustees of the La Jolla Town Council passed the following resolution:

That subcommittees of the Parks and Beaches and Land Use Committees be authorized to prepare a letter to the City of San Diego (for the LJTC President's signature) addressing the following in the EIR of the La Jolla/Pacific Beach Community Plans and Local Coastal Program Land Use Plans:

1. Issues concerning geology and soils.
2. Impacts of traffic and circulation from adjoining University City must be considered.
3. Impacts of regulation changes from Zoning Code update and regulatory relief must be reflected in EIR.
4. Clear labeling of maps.
5. Draft EIR should be reissued after a complete draft Community Plan/Local Coastal Program is issued.

86. In accordance with the resolution, the enclosed material was prepared and is summarized here. The conclusion is that since a valid EIR cannot be written on a draft plan which is incomplete and omits important aspects of the current adopted plan, we therefore request reissuing and renoticing of a draft EIR with sufficient time allowed for wide public review and comment.

In particular, we find missing: (1) significant environmental effects; (2) mitigation measures to counteract those effects; (3) lists of visual and

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86. City Council directed the Planning Department to develop both the La Jolla and Pacific Beach Community Plan updates, and the associated environmental documentation within a certain timeframe. To meet this schedule, it was necessary to prepare the EIR concurrently with the updates. The draft EIR was based on the June 1992 La Jolla update and the July 1992 Pacific Beach update, in addition to any "up-to-the-minute" Plan changes slated to occur as of April 1993.

Subsequent Community Plan updates released in June and July of 1993, contain revisions which have been deemed non-significant in terms of the impact issues and mitigation measures addressed in the EIR. The final EIR will include the most recent Plan update changes, where applicable.

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physical accesses contained in pages 9-76 of the approved land use plan; (4) some parks not identified in the update draft; and (5) other update omissions cited in the Coastal Commission letter dated 11 May 1993.

We concur with that letter. It should be addressed in both the update and the EIR.

In sum, this draft EIR is premature. We urge that the draft update of the La Jolla Community Plan/Local Coastal Program Land Use Plan be completed before reissuing and renoticing a draft EIR.

Sincerely,

Eltinge Brown
President

Atch: "Comments on draft EIR 92-0199" with enclosure

cc: Coastal Commission (Laurinda R. Owens and Deborah Lee)
Councilmember Abbe Wolfsheimer
Planning Commission
Marsha Ingersoll, President La Jolla Community Planning Association
Richard Smith, President Birdwatchers
Robin Graham, Barber Tract Association
William Kellogg, Jr., La Jolla Shores Association
Dr. Rose Lee Josephson, Co-Chair La Jolla Farms Homeowners Assoc.
Dr. Eric Courchesne, La Jolla Village Park Association

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OFFICERS:

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May 27, 1993

La Jolla Town Council Comments On Draft EIR 92-0199

TRUSTEES:

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The La Jolla Town Council shares the concerns expressed in the May 11, 1993 letter from the Coastal Commission staff. (Encl 1) Please address each of those concerns in the EIR.

Community groups have been told that the La Jolla EIR was completed months ago and was only held up awaiting Pacific Beach draft completion. However, Planning staff advised us on May 24th that this EIR is based on an update draft to be released the week of May 27, 1993. How can the EIR be written on an as-yet unpublished update draft?

87. There have been several update draft documents. We are unable to determine the date of the update used for this draft EIR. Please specify it.

On May 20, 1993, Planning staff members said that it is too late to change errors in the update. The EIR should be withheld until update errors affecting La Jolla's environment are corrected.

88. Please note that the update merely makes recommendations, rather than establishing conditions that must be met. Doesn' t the lack of specific conditions make it impossible to determine environmental impacts and appropriate mitigation? Shouldn't the Plan contain minimum standards whereby the City can attain long-term environmental goals?

89. Even the most recent update draft is still incomplete: **viz.**, several maps and text from pages 9 through 76 of the current Land Use Plan, which we were assured would be included in the update, are still missing. Summary charts of coastline views and access points (Update Figures 6 and 9) are inappropriately consolidated and incomplete. Lists of parks (Figures 2, 6 and 17) are incomplete. **All** public views from public vantage points, to and along the ocean, and to and from Mount Soledad and other open space areas are to be protected.

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87. See Response No. 86.

88. The general purpose of community plans has been established by the City to guide development and resource protection. Even though the Plan updates have strengthened their policies and recommendations, it is still the Municipal Code (and Zoning Code Update) which dictates minimum and maximum development standards. It is for this reason, that all site-specific development projects must individually undergo environmental review and analysis at the time they occur. Specific mitigation is developed at that time.

89. See Response No. 86. Summary charts and/or maps of coastline views, access points, and public views were not part of the draft EIR, and will not be a part of the final report. Minor revisions will be included, however, to most of the La Jolla resource maps in the final EIR.

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There are several other omissions in the update draft, cited in the Coastal Commission letter of May 11, among others. (See Footnote 1)
It is premature to issue the draft EIR. It should be renoticed and reissued once the update draft is corrected and completed.

90. In this regard, CEQA Section 21003 says, "The Legislature further finds and declares that it is the policy of the state that:..(b)Documents prepared pursuant to this division be organized and written in such a manner that they will be meaningful and useful to decision-makers and to the public...." These documents are not. The update lacks sufficient specificity to guide implementing ordinances that derive from and must not conflict with the Land Use Plan (see the May 11 Coastal Commission letter for examples). The EIR should state that the update draft is generally not specific enough to regulate implementing ordinances, as required by Coastal guidelines.

91. There are concurrent and ongoing City efforts for an update of the entire Zoning Code, which will result in major rezoning and conflicts requiring further revision to this update as well as to the governing General Plan. (See City Manager Report No. P93-091, Zoning Code Update, and Resource Team Goals for Zoning Code Update City memo dated April 16, 1993-Encl 2).

There is also a concurrent major City review of regulations, intended to provide economic relief to businesses and to City development procedures (See City Manager Report No. 93-136 on Regulatory Relief). This will also probably result in significant impacts to the update and the Zoning Code.

The draft EIR is silent on these rezoning efforts, which have significant potential impacts on development and resource protection in La Jolla as well as throughout the City. CEQA, Section 2100, says, "The Legislature further finds and declares that it is the policy of the state to:..(g)Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment." This EIR is silent on qualitative factors

---

Footnote 1: Reference the California Environmental Quality Act (CEQA), Section 15125: "...Where a proposed project is compared with an adopted plan, the analysis shall examine the existing physical conditions as well as the potential future conditions discussed in the plan." The Coastal Commission letter questions revisions and deletions of conditions specified in the current Land Use Plan.

90. Both the Pacific Beach and La Jolla Community Plan updates of June 1993 and July 1993, respectively, have strengthened their development and resource protection recommendations since the 1992 update editions. Also, see Response No. 88.

91. The Plan updates are policy documents which focus on land use designations, instead of rezoning issues. The rezonings that are recommended in the Plans are only recommended for the purpose of zoning those areas to reflect their current land uses, e.g. open space/park zones and the Muirlands rezone.

The Planning Department feels that specific discussion of the Zoning Code Update process, regulatory reform, and redevelopment programs within this EIR would be premature at this time. It is unknown when these processes and programs will be finalized and ready for implementation. It is also unknown, at this time, the degree of changes (rezonings, if any) that may occur to two communities which are virtually built out. Also, see Response No. 17.

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and long-term benefits and costs associated with anticipated zoning changes and regulatory relief impacts on La Jolla's environment. Please address them in the EIR.

92. The EIR significantly ignores impacts on La Jolla from development in adjacent University City, as well as regional population increases and highway improvements linking other communities more closely to coastal areas such as La Jolla and Pacific Beach. Such impacts have already been significant and are forecasted to get much worse, particularly from increased University City development and traffic generation. Widening of Interstate 5/805, the easterly extension of Highway 52, and construction of Highway 56 can all be expected to further impact La Jolla. The Cumulative Impacts section of the EIR should address these impacts, per CEQA Section 21003(e): "...It is the policy of the state that:...Information developed in environmental impact reports covering larger geographical areas be used to contribute to information required in specific environmental impact reports."

93. The EIR and update should reflect Clean Water Act requirements contained in the California Regional Water Quality Control Board San Diego Region Order No. 90-42, paragraph 25: "The impact of stormwater and urban runoff discharges on water quality of receiving waters has not been fully determined. Extensive water quality monitoring and analysis of the data are essential to make that determination. This Order requires the permittees to monitor the discharges and to analyze the data. This Order also requires the development and implementation of best management practices (BMPs)..."(See Footnote 2)

94. In this regard, the EIR and update should also address as mitigation the La Jolla Town Council recommendations for revision to the community plan/Land Use Plan update, submitted in November 1992 (Encl 3), concerning prevention of water pollution throughout La Jolla: "Maintain the existing conditions of hillsides during construction. Do not allow dirt and fill

---

Footnote 2: Ref CEQA Section 15125(b): "...The EIR shall describe any inconsistencies between the proposed project and applicable general plans and regional plans (Note: See Encl 4 re General Plan requirements). Such regional plans include...area-wide waste treatment and water quality control plans, regional transportation plans...." Section 15125 also says, under Discussion,"...Where individual projects would run counter to the efforts identified as desirable or approved by agencies in the regional plans, the Lead Agency should address the inconsistency between the project plans and the regional plans."

92. Since La Jolla is presently 95 percent built out, the City decided to gauge regional growth impacts on the community through a regional traffic forecast, as addressed in the EIR. This forecast predicts regional traffic patterns and traffic migration to coastal communities. It utilized a model that assumes buildout of surrounding communities, including University City, by the year 2010 (according to SANDAG VII projections) and transportation improvements mentioned here.

93. Comment noted, see revisions in text under the Hydrology/Water Quality section.

94. Many of these items are included within the La Jolla Community Plan update as recommendations and within the EIR as mitigation measures. The items not included within these documents are activities and/or requirements covered under other existing resource ordinances and development related permits.

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to spill into the canyon below. Protect existing resources on or adjacent to the construction site from being trampled or destroyed. Control runoff to prevent erosion. These measures shall be conditions of development permits. In order to minimize coastal water pollution and comply with water quality legislation, the following regulations shall be carried out: Maintain natural hydrology during development. Minimize disturance of unstable areas. Minimize grading. Protect steep slopes, canyons and bluffs. Protect native vegetation. When landscaping, use drought-resistant vegetation. Minimize irrigation. Prevent discharge of sediment, toxic materials and fertilizer into storm drains and sewers. Correct deficient storm drain systems; include cleanout traps. Monitor and enforce routine cleaning of storm drain cleanout traps and sedimentation traps." Although some of these items appear in the update and EIR, several have been ignored and should be included.

95. The EIR, page 10, ignores La Jolla Town Council input to the update. That input has been extensive and continuing over the past two years and should be acknowledged in the EIR. Request that Town Council recommendations to the Planning Department, November 1992, be included in their entirety, or at least incorporated by reference in the EIR, and each EIR-relevant Town Council recommendation be commented on in the EIR.

96. Recomend the following changes concerning Soils and Geology (page 38 of the draft EIR), to comply with current Coastal Commission policy: On page 38, the 4th paragraph under the La Jolla heading should be revised in part to read: "...Other permitted coastal development would include fencing **essential** to deter trespassing and protect fragile resources, and **last-resort** erosion control measures, such as seawalls **to protect existing principal structures.**

97. Recommend further change on page 38 of EIR, 6th paragraph under La Jolla heading: "Permit the placement of shoreline protective works...only when required to save coastal-dependent uses or **and** when there are no other feasible means to protect homes **existing principal structures** in danger of
98. erosion. **from wave action.**" Recommend revising the last paragraph, page 38, to read: "Require indigenous native and drought-tolerant plants...to reduce the need for underground irrigation systems that contribute to the erosion of the bluff face due to water runoff, over the bluff face."

99. The EIR should note on page 7 the omission of reference in the update to the La Jolla Cultural Zone and its preservation. .

95. Comment noted, see revision in text. In general, the EIR does not reference particular recommendations made by individual groups on the Community Plan, except when directly related to a significant impact, mitigation measure or project alternative.

96. Comment noted, see revision in text.

97. Comment noted, see revision in text.

98. The mitigation measure is already stated as such. Note minor revision.

99. Comment noted. The La Jolla Community Plan update will be revised to reference the La Jolla Cultural Zone and its preservation.

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100. EIR Figures 2 through 15 maps should each be labeled "La Jolla" or "Pacific Beach", as appropriate.

101. In summary, the update is much less specific, undesirably so, compared with the current Land Use Plan for La Jolla. It has excluded much environmental protection provided by the current LUP, which was approved by the Coastal Commission. The EIR and update are both deficient in that respect. We believe that the result is a major diminution of environmental protection of La Jolla's natural and manmade resources. For that reason, because of the complexity of the update, and because the update is still incomplete and in many respects in error, the draft EIR should be withdrawn, renoticed and reissued once a correct and complete update draft is issued. The EIR should then address the other issues cited in this letter and in the May 11 Coastal Commission staff letter, and include impacts anticipated from the Zoning Code update and the Regulatory Relief program and from other regional programs impacting La Jolla.

Encls:

101a. 1. CA Coastal Commission letter, May 11, 1993: La Jolla Community Plan Update

2. City of San Diego Memorandum, April 16, 1993: Summary of (Zoning Code Update) Resource Team Goals and Progress

3. La Jolla Town Council November 1992 comments on June 1992 La Jolla Community Plan/Local Coastal Program Land Use Plan update

4. Selected General Plan references concerning La Jolla plan update

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100. Comment noted, see revisions on Figures 2 through 15.

101. See Response No. 66.

101a. The listed enclosures have not been included within this section of the final EIR, due to their length. This material has been placed in the permanent project file, DEP No. 92-0199, within the Planning Department, and is available for public review. Any "response to comments" that may relate to the enclosure material is included above as responses to the La Jolla Town Council letter of May 27, 1993.

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Jeffrey Scott Rosan, Chair
Traffic Subcommittee for Pacific Beach
Community Planning Committee
(PBCPC)
5175 Foothill Boulevard
San Diego, California 92109
(619) 488-0301
June 1, 1993

Anne Lowry
CITY OF SAN DIEGO
Development and Environmental Planning Division
202 "C" Street, Mail Station 4C
San Diego, California 92101

RE: Draft - Environmental Impact Report
DEP No. 92-0199, SCH No. 92071032

Dear Ms. Lowry:

Our review of the proposed EIR has revealed significant factual omissions pertaining to traffic and circulation.

Page (2) of the plan discusses the Ridgegate Row I-5 interchange but does not incorporate statistical analysis already conducted by the Engineering Department. The engineering study revealed that a direct route into central and south La Jolla, such as Ridgegate Row, would reduce the Pacific Beach ADT by nearly 23,000 vehicles.

The study also concluded that an additional 8000 vehicles which currently wind their way through La Jolla would also be reduced.

102. Furthermore, the PBCPC is aware that engineering has not recommended proceeding with the Ridgegate Row extension, but in response to this, the PBCPC has requested that further research into this or plausible alternatives be conducted.

103. Specifically, PBCPC has requested the feasibility of reconfiguration of the I-5 at I-52 interchange in conjunction with the extension of La Jolla Scenic Drive, south to connect with Ardath Road and the extension of Fay Avenue, also.

The fact that direct egress into central and south La Jolla from I-5 would significantly reduce ADT's alters various factual aspects of the EIR. We have attempted to identify some of them:

(1) Impact as noted on page (14) discusses an increase of 15,072 ADT when build out in Pacific Beach occurs. The completion of an interchange similar to Ridgegate Row from I-5 would completely offset this increase.

(2) Page (22) of the EIR notes that the La Jolla Community Plan specifies that the City shall not widen existing streets or construct major roadways into La Jolla

102. It is plausible that further research could be conducted on the Ridgegate Row/I-5 interchange or comparable alternatives. This effort would have to be carried out as a joint effort between CALTRANS and the City.

This interchange was included in the City's Transportation Planning Division Pacific Beach/La Jolla traffic study, addressed in the EIR. It was studied as a 4-lane major street connection with I-5, in a full interchange configuration. The exact amount of right-of-way that must be acquired for this project and for utility removal has not been determined. Right-of-way would also have to be acquired along I-5.

Ridgegate Row is an existing 2-lane street within the Ridgegate subdivision development. Since the existing roadway does not meet City standards if used as a 4-lane major street, numerous alignments were studied. The alignment for a new street will require massive soil cut and fill that may necessitate environmental mitigation. It was finally determined that none of the alternative designs studied met the City's minimum standards for a 4-lane major street. For this reason, the extension and interchange is not recommended.

Financially, the project would cost approximately $29 million in property, and $53-55 million for interchange construction. The cost of road construction has not been estimated. Funding is unidentified.

103. A feasibility study of a reconfiguration of the I-5 and SR-52 interchange would have to be conducted by CALTRANS.

The proposed extension of La Jolla Scenic Drive, south to connect with Ardath Road was previously rejected by the La Jolla Community Planning Association. A future study could be conducted by the City's Transportation Planning Division, but City funding would not be allocated to this effort until the matter is resolved between the Planning Association and the City's Planning Department, and they agree to projects viability.

The development of the Fay Avenue right-of-way as a 2-lane major street was not considered by the City due to the early rejection of this proposal by the La Jolla Community Planning Association.

104. which would result in an increase to existing traffic volumes. We believe that in light of the aforementioned the EIR should address this position in a more precise and accurate manner.

It is important to note that this was the stated position of the La Jolla Community Plan back in 1976. In that year, the population of La Jolla was approximately 28,000 and their current population is approximately 38,000.

We are uncertain as to the actual amount of dwelling units that were added over the last seventeen (17) years, but we would conservatively estimate 5000.

Significantly, most, if not all, the new development over the last seventeen (17) years occurred in central and south La Jolla. Without construction of significant roads to link with I-5, these residents have been forced to use Pacific Beach roadways.

In regards to the subsequent development in La Jolla since 1976, the units were of mixed variety, multi and single family, based upon this we would use an average estimate of nine (9) vehicle trips per day. Therefore, we would estimate that the overall increase in ADT as to Pacific Beach and not La Jolla has been 45,000 since 1976.

105. (3) Page (32) regarding mitigation measures should address the aforementioned information and if this is done, it becomes clear that a significant reduction of air pollution would be attained by creating a direct or indirect I-5 egress into central and south La Jolla.

Build out of both communities in the current EIR projects an additional 17,600 ADT. The offset to this increase would be a substantial reduction in ADT trip miles to reach I-5 by La Jolla residents and a significant improvement in air quality.

By way of example, it can be estimated that the La Jollan who lives in central and south La Jolla must drive an average of four (4) additional miles to reach I-5 without aid of a direct connector. Furthermore, they must traverse sometimes two (2) to three (3) LOS F intersections to reach I-5.

The aforementioned 45,000 additional trips added to surface street traffic since 1976 based upon an average of four (4) miles of travel equates to 180,000 miles of unnecessary driving due to the lack of a direct connector.

In addition, due to the numerous delays in reaching the freeway, it can be estimated that fuel consumption would be, at best, 15 miles per gallon for these vehicles.

In other words, 12,000 gallons of gasoline are consumed needlessly on a daily basis because La Jolla has refused to construct new streets.

Placing this in perspective, it can be estimated that at least 44 million gallons of gasoline have been poured into the atmosphere and subsequently, the lungs of Pacific Beach residents since 1976.

104. The La Jolla Community Planning Association has rejected any proposal to widen existing streets or construct major roadways into La Jolla. The La Jolla Community Plan update recommends making only those improvements to La Jolla's street system which would not disrupt the community character or the existing patterns of development.

105. Comment noted. See revisions in the Alternatives section, under Ridgegate Row/I-5 Interchange.

Anne Lowry
CITY OF SAN DIEGO

106. In addition, any hope of improving traffic circulation in La Jolla, especially in the central and southern portions by way of mass transit to accommodate ADT reduction is not feasible nor realistic.

The additional units created in central and southern La Jolla, for that matter, all the units in central and southern La Jolla are primarily on the slopes of Mount Soledad. They have been built in very low density and are not interconnected by truly accessible roadways.

Therefore, the one true method to achieve air pollution mitigation in Pacific Beach and La Jolla is by constructing a roadway which will permit direct access to the I-5 freeway.

(4) Page (64) regarding vehicular noise mitigation would naturally result on several Pacific Beach streets should an interconnector be built for La Jollans.

Finally, one last note, and this also is of considerable concern to the residents of Pacific Beach. We have noted on page (19) and Table (3), have omitted three (3) intersections which currently carry an LOS of F.

107. These intersections are:
(1) Bluffside Avenue at Mission Bay Drive, 90 seconds (prox)
(2) Soledad Mountain Road at Garnet Avenue, 120 seconds (prox)
(3) Soledad Mountain Road at Beryl Street, 70 seconds (prox)

We would ask that the Engineering Department be contacted to find out why these significant intersections were omitted. These intersections are significant because they serve as primary egress for central and south La Jolla.

108. We have also noted that the intersection of Garnet Avenue at Mission Bay Drive is included. We would ask that the EIR reflect this as the intersection of Balboa Avenue at Mission Bay Drive. This is very important as Balboa Avenue, as it intersects with Mission Bay Drive is in fact, a state highway. It is our understanding that priority funding may be made available through various state sources for state highways encumbered by service of LOS F such as this intersection.

We appreciate your help in this regard and if I can assist you in any way, please do not hesitate to contact me.

Very truly yours,

Jeffrey Scott Rosan, Chair
Traffic Subcommittee, PBCPC

cc: James Magot, PBCPC (Chair)
Councilmembers Valerie Stallings, Ron Roberts

106. Promoting mass transit within both communities is both a policy and directive of the City. TOD, TDM and bus and shuttle route service are now being implemented to lower the number of vehicles on community roadways. The City encourages Pacific Beach and La Jollan residents to participate in mass transit in a cooperatives effort to make this mode of transportation successful.

107. The intersection analysis was done to reflect the community's Level of Service at signalized intersections. Not all signalized intersections are included in a community-wide study. Thirteen signalized intersections were selected for Level of Service analysis in the area (more than 30 signalized intersections are in the Pacific Beach area).

108. Comment noted, see revision in text and in Table 3.

LA JOLLA COMMUNITY PLAN AND LOCAL COASTAL PROGRAM LAND USE PLAN UPDATE

AND

PACIFIC BEACH COMMUNITY PLAN AND LOCAL COASTAL PROGRAM LAND USE PLAN UPDATE

Environmental Impact Report

DEP No. 92-0199

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PREFACE

Both the La Jolla and Pacific Beach Community Plan and Local Coastal Program Land Use Plan Updates have been revised since distribution of the draft Environmental Impact Report, dated April 9, 1993. These revisions have not resulted in any major policy changes identified in the first set of draft Plan Updates. Rather, the revisions are text modifications and additions inserted into the text to further clarify those existing Plan policies and recommendations.

There has also been some modifications made to the travel forecast, developed by the City's Transportation Planning Division, for both the La Jolla and Pacific Beach Community Plan updates. These modifications have been based on the generation of new buildout information required for the associated Public Facilities Financing Plan. While the number of average daily trips at community buildout have increased, and some of the Levels of Service at community intersections have changed, there are no new significant environmental impacts identified as a result of these changes. Specific changes made within the Updates are as follows:

LA JOLLA

The Plan Update includes a recommendation that will require the City to review future development projects for the potential of obtaining Prescriptive Rights of access, in accordance with the California Coastal Act and State Law.

The Natural Resources and Open Space Element of the Plan update includes two new Plan recommendations. It allows for the preservation of public views to the ocean through the dedication of public easements on properties that are located between the shoreline and the first public roadway. It also establishes standards for shoreline and bluff-top development, which are consistent with those of the Sensitive Coastal Overlay Zone of the San Diego Municipal Code.

The Residential Element includes a reference to a new Appendix (H) which establishes development standards for residential projects near coastal bluffs, which are also consistent with those of the Sensitive Coastal Resource Overlay Zone. This element contains a recommendation protecting steep and sensitive slopes from excessive grading and development, by means of clustering structures through planned residential districts and to require lot subdivisions to have a portion of each lot in slopes below 25 percent grade.

The Plan update includes a new Appendix (I) which identifies parking standards for uses within the Coastal Zone, the Beach Impact Area and the La Jolla Shores Planned District Ordinance zones. It also includes a new Appendix (J) which identifies the boundaries of the San Diego-La Jolla Underwater Park as well as the rules and regulations governing the use, protection and maintenance of this aquatic park.

PACIFIC BEACH

The *Pacific Beach Community Plan and Local Coastal Program Land Use Plan Update* includes more specific recommendations for coastal bluff development and parking standards, in response to feedback received by the City from the California Coastal Commission.

A recommendation has been included in the Update for the development of the Farnum Elementary School site as an interim community park until funding for the new library is secured. Detailed streetscape plans have been provided in the Plan appendix, and the Plan's specific reference to designation of the two acres at the southeast corner of Pacific Beach Drive and Crown Point Drive, has been deleted in anticipation of it's incorporation into the Mission Bay Park Master Plan.

I. INTRODUCTION

Preparation of this Environmental Impact Report (EIR) is required to address potential environmental issues identified in the community plan updates for the neighboring communities of La Jolla and Pacific Beach. The proposed *La Jolla Community Plan and Local Coastal Program Land Use Plan Update* would be a consolidated statement of policy for growth and development in La Jolla over the next 20 years. The proposed *Pacific Beach Community Plan and Local Coastal Program Land Use Plan Update* would be a consolidated development guide for Pacific Beach over the next twenty years as well.

The City of San Diego Planning Department conducted an Environmental Initial Study for the proposed Updates, and determined that implementation of these Plans could result in significant environmental impacts within the communities. Preparation of an Environmental Impact Report (EIR) is, therefore, required. This EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et. seq.), the State of California CEQA Guidelines as amended, and the City's EIR preparation guidelines.

A single EIR has been prepared for both the La Jolla and Pacific Beach Community Plan and LCP Updates. These adjacent communities are almost entirely built out, in terms of developable land, and they share a susceptibility to significant impacts within the same range of environmental issues. For these reasons, a joint document was prepared. Also, as identified during the initial study process, this EIR addresses the issues of traffic and circulation, air quality, geology and soils, biology, cultural resources, hydrology/water quality, and noise.

The analysis of these issues within the EIR is arranged in sections describing the existing conditions, potential impacts of the proposed Plans, and mitigation measures for adverse impacts. The EIR analysis distinguishes between mitigation measures incorporated into each Plan and additional mitigation necessary to reduce significant impacts to an acceptable level. Alternatives to the proposed Plans are also addressed to avoid, reduce, or mitigate potential impacts. Technical data and other supporting information and materials discussed in this report are on file with the office of the Development and Environmental Planning Division of the Planning Department.

The proposed project requires the adoption of the two community plans, developed from updated traffic forecasts and assumptions on land use intensities. Since the specifics of future development or redevelopment, such as design and construction, are not known at this time, the degree of specificity presented in this report is directly related to the degree of specificity involved in the proposed action as allowed by CEQA (Section 15146). This document is, therefore, a "tiered EIR," which is encouraged by CEQA to cover matters in broad EIRs (such as general plans or policy statements), with subsequent environmental review of future site-specific project plans.

Moreover, at this general level of project review, no Mitigation Monitoring or Reporting Program is available. As future site-specific development and redevelopment projects occur within La Jolla and Pacific Beach, applicable mitigation for specific environmental impacts will be developed.

II. ENVIRONMENTAL SETTING

The communities of La Jolla and Pacific Beach are located adjacent to one another, in the mid-coastal region of the City. With La Jolla situated just north of Pacific Beach, these two communities lie next to the Pacific Ocean shoreline, just west of Interstate 5, and north of Mission Bay Park, as shown in Figure 1. North and northeast of the La Jolla/Pacific Beach area lies the University community, and to the east lies Clairemont Mesa.

Due to the unique location of both La Jolla and Pacific Beach along the scenic Pacific Ocean coastline, these communities are host to thousands of visitors each year. While tourism is a key component to their economy, tourism is a contributor to significant impacts on the area's environment, as well.

LA JOLLA

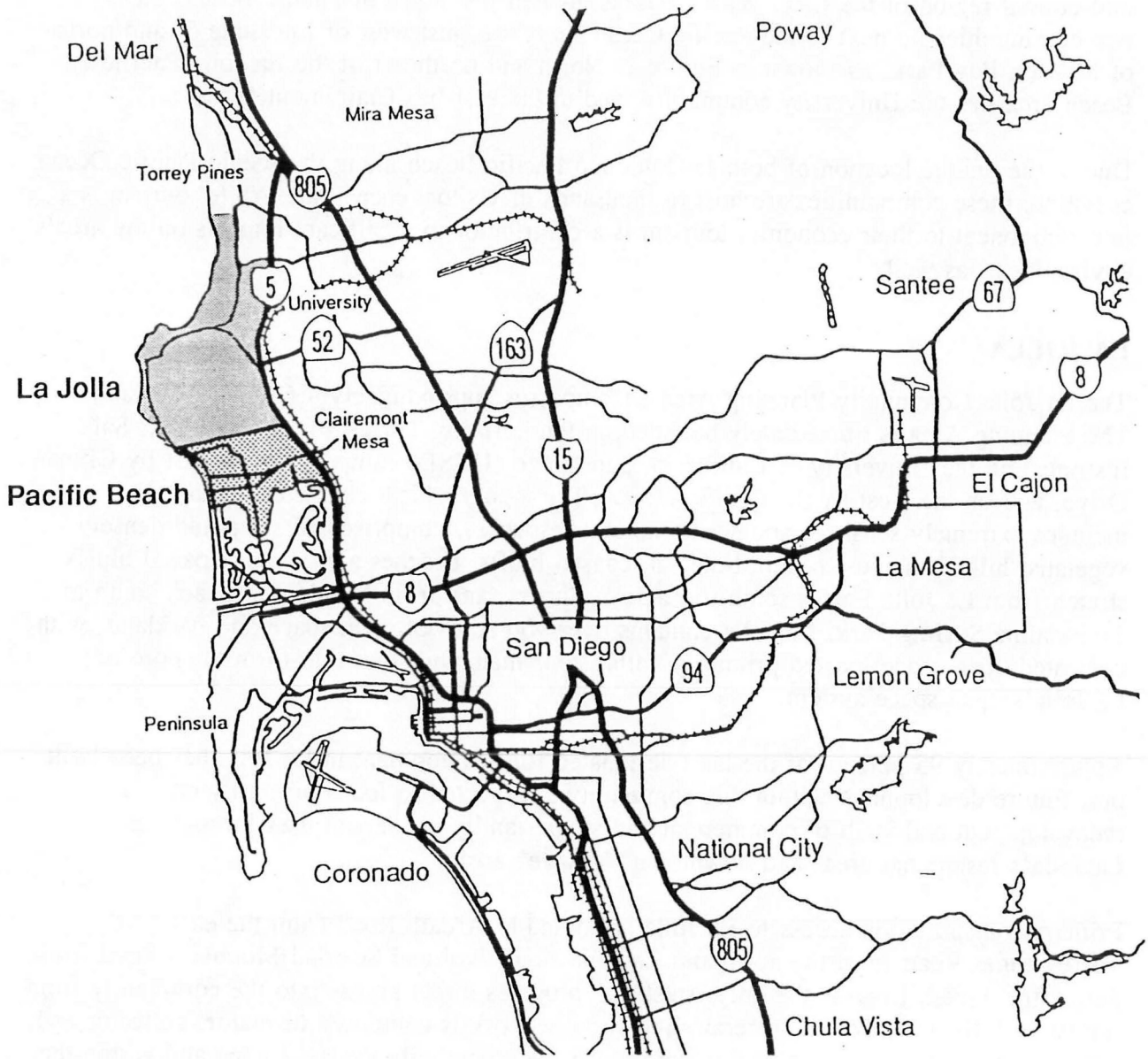
The La Jolla Community Planning Area encompasses approximately 4,680 acres of land. The Planning Area is immediately bounded on the north by Torrey Pines City Park, Salk Institute and the University of California, San Diego (UCSD) campus, on the east by Gilman Drive, and on the west by the Pacific Ocean. The topographical character of La Jolla includes extremely sensitive and scenic natural resources, comprised of steep and densely vegetated hillside slopes, Mount Soledad, coastal bluffs, beaches and parks. Coastal bluffs stretch from La Jolla Farms south to La Jolla Shores, and from Windansea Beach south to Tourmaline Surfing Park. La Jolla contains over 900 acres of open space and parkland, with dedicated open space located primarily within four major hillsides that form the core of La Jolla's open space system.

Approximately 95 percent of the land designated for development in La Jolla has been built out. Future development within this community is expected to focus primarily on redevelopment and infill of commercial and single-family residential uses throughout La Jolla's residential areas and downtown "Village" area.

Primary transportation access to La Jolla is limited to Ardath Road from the east, Torrey Pines Road from the north and La Jolla Boulevard and Soledad Mountain Road from the south. Ardath Road is the only street that provides direct access into the community from Interstate 5 (I-5). La Jolla's general circulation network is composed of major, collector and local streets, configured in a grid pattern along the community's coastal edge and within the Village area. The remaining roadways are contoured streets following the gradually elevated slopes of Mount Soledad. To minimize disruption to the community character of La Jolla, the Community Plan Update does not recommend additional road widenings. Rather, circulation improvements focus on the promotion of transit-oriented development (TOD) standards for all new development, improving public transit, and a major intersection reconfiguration.

PACIFIC BEACH

The Pacific Beach Community Planning Area encompasses approximately 2,700 acres of land. The community is immediately bounded by I-5 on the west, Mission Bay Park and the



LOCATION MAP
Environmental Analysis Section
CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure 1

community of Mission Beach on the south, and by the Pacific Ocean on the west. Within the southeastern portion of Pacific Beach lies a section of the Northern Wildlife Preserve, a highly sensitive biological resource area of Mission Bay Park. Pacific Beach was also included within the original Pueblo Lands, which divided the area into a large grid pattern in the mid-1800's. This grid pattern is still maintained today.

Topographically, Pacific Beach is characterized by flat coastal plains with gently to moderately sloped hillsides in the northwest quadrant of the community, comprising the southern slopes of Soledad Mountain. There are 124 acres of parkland and open space within this community, including City-owned Kate Sessions Memorial Park and the beaches of Mission Bay and the Pacific Ocean. The shoreline area from Grand Avenue to the boundary with La Jolla, contains coastal bluffs that gradually increase in height as they extend north.

Approximately 97 percent of the community's land area is developed, primarily with low-profile, single-family residences. A majority of the community's future development is anticipated to occur as redevelopment and infill with mostly residential and commercial uses.

Regional transportation access to Pacific Beach is provided by I-5, both southeast and northeast of the community. The community's overall circulation network follows a grid pattern mostly forming rectangular blocks on the coastal plains portion of Pacific Beach, but contours on the southern slopes of Mount Soledad. The circulation system provides coastal access routes that are heavily utilized to the public beach areas, as well as to Mission Beach and La Jolla. General access to Pacific Beach is constrained due to the Pacific Ocean to the west and Mission Bay to the south. Streets within Pacific Beach leading to La Jolla are limited in capacity and are not ideal alternative access points. The circulation system is already hampered by a street network which due to its age does not meet current design standards, and is further constrained during summer months by visitors who wish to enjoy the community's recreational opportunities.

LOCAL COASTAL PROGRAM

Approximately 70 percent of La Jolla and 60 percent of Pacific Beach is located within the California Coastal Zone. As mandated by the California Coastal Act of 1976 which established the coastal zone boundary, Local Coastal Programs (LCP) must be prepared for all areas within the coastal zone, for the purpose of protecting and enhancing the state's coastal resources.

The San Diego City Council adopted the *La Jolla-La Jolla Shores Local Coastal Program Addendum* in 1982 and amended it in 1983, and, subsequently, adopted the *Pacific Beach Local Coastal Program Land Use Plan* in 1983. These plans were developed within the context of a legislative framework existing on the federal, state and local levels. Both the proposed La Jolla and Pacific Beach Community Plan and LCP Updates further the inclusion of coastal issues identified by these communities, and propose policies and recommendations in various elements of the Plan Updates to address these issues.

CATEGORICAL EXCLUSION FROM THE COASTAL DEVELOPMENT PERMIT

Typically, any development within the California Coastal Zone would require a Coastal Development Permit pursuant to the California Coastal Act of 1976. The City of San Diego, however, will request a categorical exclusion from the Coastal Development Permit process with the Pacific Beach Community Plan and LCP Update, based on the fact that there are specified areas of Pacific Beach that are predominately built out, and redevelopment of these areas under the City's zoning ordinances will not affect coastal resources or coastal access.

A local jurisdiction must submit a written request for a categorical exclusion to the Coastal Commission staff. Since categorical exclusions are not technically a part of the Local Coastal Program, as defined by the Coastal Act, the request for a categorical exclusion may be submitted concurrently with the LCP implementation plan or after LCP certification.

LAND USE

La Jolla

As indicated above, approximately 95 percent of the land designated for development in La Jolla has been built out. As shown in Figure 2, La Jolla is a firmly established residential community, with over 14,700 housing units spread throughout the community. Seventy percent of this total is single family and 30 percent is multifamily. While single-family housing reflects a wide range of densities and architectural styles, there are very few vacant parcels remaining in this community where new development of single-family homes can occur. Based on the present residential zoning designations in the community, it is anticipated, that upon build out of La Jolla, there will be a total of 14,810 housing units, or an increase of .6 percent. Of this increase, there will be an approximate addition of 30 single-family units and 60 multifamily units.

Commercial development within La Jolla is primarily concentrated in the "Village" area, generally bounded by Prospect Street, Torrey Pines Road, La Jolla Boulevard and Pearl Street. Over 150 acres are used for commercial purposes, including specialty shops, a major department store, hotel and motel services, restaurants and corporate offices. The Village serves as a cultural and heritage center for the community with significant historic landmarks, which are discussed further in the Cultural Resources section. It also contains popular recreation areas, including the Ellen B. Scripps Park and La Jolla Cove along Coast Boulevard.

Pacific Beach

The community of Pacific Beach is almost completely built out, with approximately 97 percent of its developable land built upon. As shown in Figure 3, Pacific Beach is predominately residential in use, with about 88 percent of its acreage occupied with residential development. Of this area, 61 percent is designated for single-family use and 39 percent is for multifamily use. Housing in Pacific Beach is generally low-profile, exhibiting many architectural styles and exterior building materials. Since there are very few vacant parcels left for residential development, single-family housing in this community is virtually built out. It is anticipated, however, that there could be an additional

1,884 multifamily units constructed upon build out of the entire community. This number of units includes 50 additional units that could result from a proposal of the Pacific Beach Community Planning Committee, to rezone selected areas of Pacific Beach. It is projected, however, that only a portion of these 1,884 units will be built over the next 20 years. Based on development trends which have taken place since the community was downzoned in 1991, it is anticipated that 995 units will be built by the year 2010.

In 1990, as part of the City's Single Family Protection Program, the 1983 Plan was amended to redesignate most of the community's multifamily residential area from a maximum allowable density of 29 dwelling units per acre to a maximum allowable density of 15 dwelling units per acre, with rezonings from R-1500 to R-3000.

Commercial uses occupy approximately seven percent of Pacific Beach, and concentrate in six distinct commercial districts. Since tourism is a major part of the community's economy, commercial development has increasingly targeted the visitor population, thus neglecting the commercial needs of local residents. Commercial properties throughout these districts, and particularly along Garnet Avenue, are exhibiting symptoms of disrepair, overall deterioration and economic decline.

SENSITIVE RESOURCES

Biological Resources

La Jolla's open space system consists primarily of dedicated open space within four major hillside areas. These hillsides are the slopes of Mount Soledad, La Jolla Heights Natural Park, Pottery Canyon and Soledad Natural Park. A range of sensitive biological habitats can be found throughout La Jolla's open space system, including coastal sage scrub, mixed chaparral, maritime succulent scrub, riparian scrub, grassland, and coastal bluff scrub. Coastal sage scrub is a habitat type that supports sensitive species such as the orange-throated whiptail and San Diego horned lizard. It also supports the California gnatcatcher which is federally listed as threatened. Sensitive coastal resources extend along the entire La Jollan coastline, from La Jolla Farms to Tourmaline Surfing Park. Public access is limited, however, due to steep slopes, cliff erosion and sensitive rock formations.

Immediately off-shore of La Jolla is the San Diego-La Jolla Underwater Park, a dedicated City park consisting of 5,977 acres of tidal and submerged lands between La Jolla Cove and the northern boundary of the City of San Diego. The Park was established for the purpose of protecting all aspects of the marine environment, geological formations, archeological resources and scenic resources. Within the dedicated limits of the Park is a 532-acre ecological reserve. The reserve was formally designated as a "Look - Don't Touch" area. Maintenance responsibilities for the Park are shared between the City and the California Department of Fish and Game. City Council has also approved a temporary, 5-year Seal Rock Marine Mammal Reserve, just north of the Children's Pool. The Coastal Commission, however, has not yet approved this proposed Reserve.

Much of Pacific Beach's parkland is oriented towards the shoreline, including the beaches of Mission Bay and the Pacific Ocean, Tourmaline Park, Palisades Park (north and south),

Pacific Beach Park, and Crown Point Shores. In northeast Pacific Beach, City-owned Kate Sessions Memorial Park encompasses 79 acres of designated parkland of which 63 acres is natural open space. Moreover, sensitive coastal bluffs extend from Grand Avenue to the boundary with La Jolla, and exhibit varying degrees of erosion and slippage. The southeast corner of Pacific Beach cuts across the 65+ acre Northern Wildlife Preserve situated in Mission Bay Park. The Northern Wildlife Preserve contains one of the best examples of coastal salt marsh remaining in southern California, and is managed jointly by the City and the University of California.

Cultural Resources

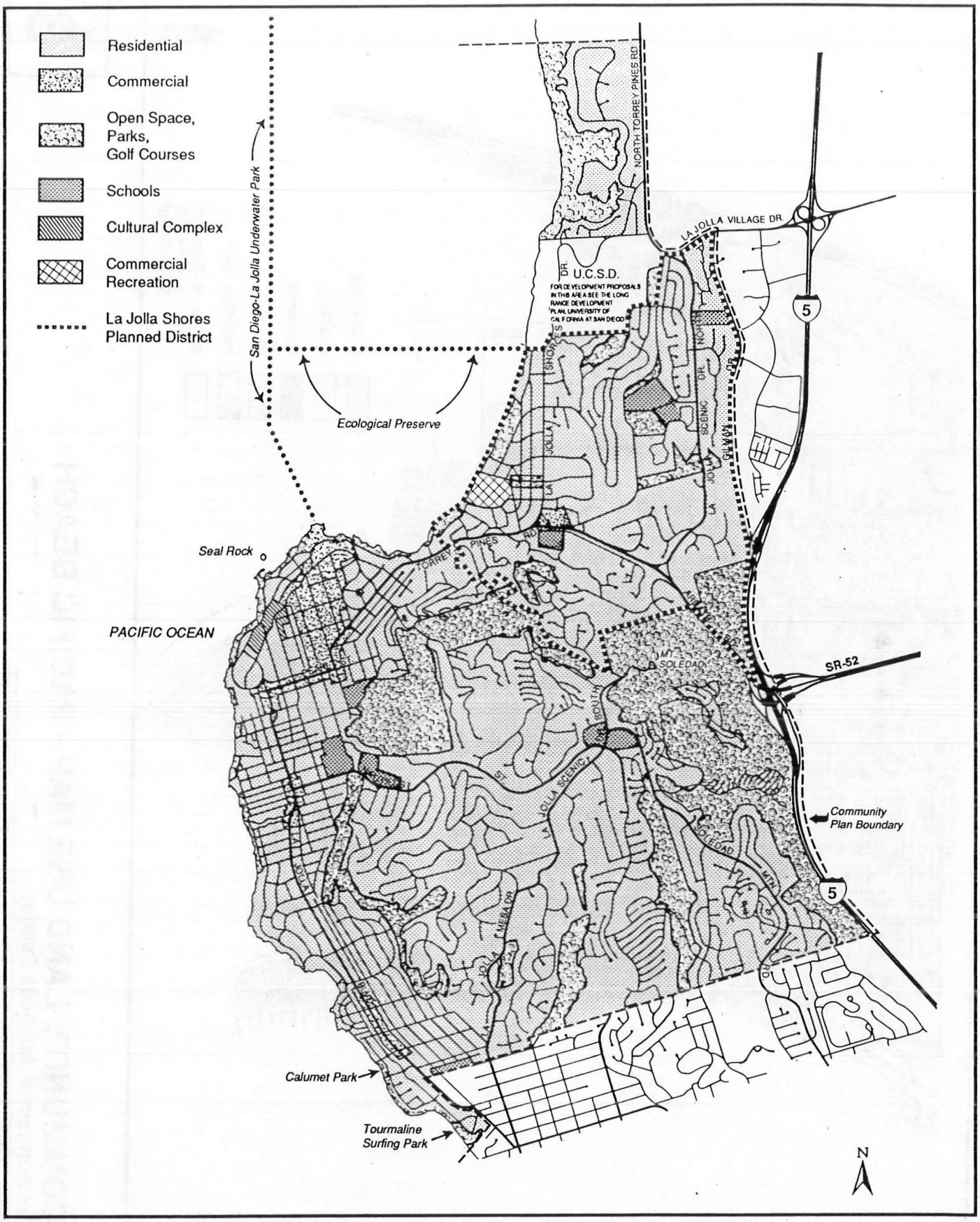
Both La Jolla and Pacific Beach contain significant prehistoric and historic archaeological resources, particularly along the coastline areas. Within La Jolla, the City's Historical Site Board has officially designated 24 sites/structures as locally historic. Historic structures and sites are important community landmarks and convey a sense of history and identity for the community and its residents. Most of the historic structures, including the La Jolla Community Center, Woman's Club and Athenaeum, are concentrated in the Village area and have established an architectural theme and neighborhood scale for this district.

Pacific Beach contains four locally designated historic sites/structures, that of Crystal Pier at the foot of Garnet Avenue, Dunaway Drugstore at the corner of Garnet Avenue and Cass Street, Rose Creek Cottage at Grand Avenue and Rose Creek, and a residence at 1704 Grand Avenue. Pacific Beach is also the location of the Village of La Rinconada de Jamo, a prehistoric village site which was occupied for approximately for 2,500 years. Prehistoric camp sites have been recorded, as well, along the entire length of Pacific Beach and Mission Beach and at Crown Point.

Overlay Zones

The coastal communities of La Jolla and Pacific Beach are located within a number of regulatory resource overlay zones, established by the City of San Diego for the protection of sensitive resources. Since large portions of these communities lie within the Coastal Zone, they are subject to Coastal Zone and Sensitive Coastal Resource Overlay Zone (SCR) regulations and permits. The SCR Overlay Zone establishes special development regulations for all wetlands, wetland buffers, shoreline coastal bluffs, and beaches, and requires a separate SCR permit.

Portions of these two communities also lie within the Hillside Review Overlay Zone (HR), which establishes development regulations for hillsides of 25 percent or greater slope and requires an HR permit. Portions of Pacific Beach lie within the Floodway Zone and Floodplain Fringe Zone. These zones fall within the 100-year floodplain, for which most development and all filling of a floodplain requires a Land Development Permit and a Coastal Development Permit. Eastern portions of both La Jolla and Pacific Beach not within the Coastal Zone, are subject to the Resource Protection Ordinance (RPO) which regulates development affecting 25 percent or greater slopes, biologically sensitive lands, geologic hazards, and cultural resources.



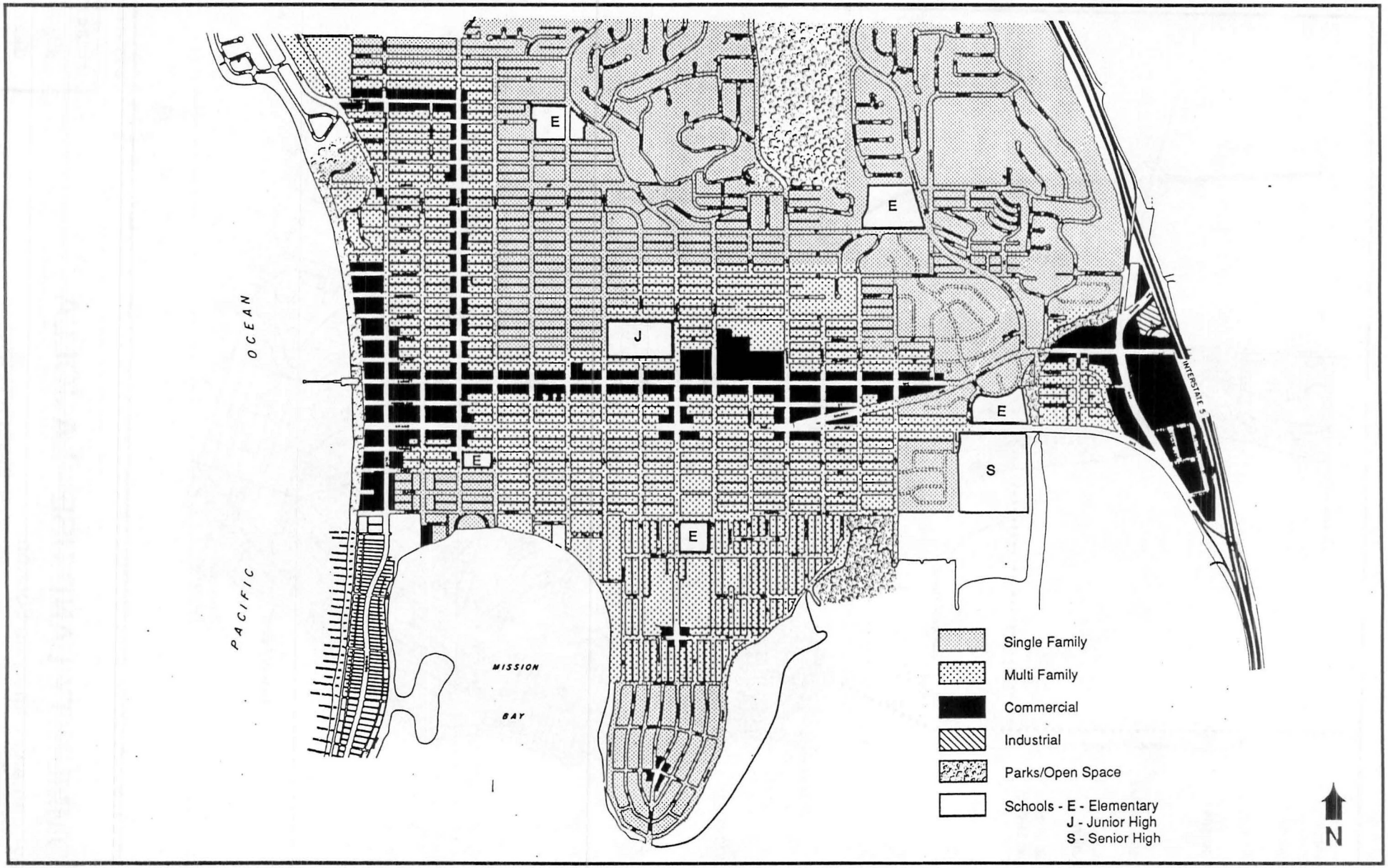
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COMMUNITY LAND USE - LA JOLLA

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Figure 2



COMMUNITY LAND USE MAP - PACIFIC BEACH

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Figure 3

Surrounding Land Uses

As indicated above, La Jolla and Pacific Beach are immediately surrounded by Mission Bay Park, and the communities of University, Clairemont Mesa and Mission Beach. Mission Bay Park is located just south of Pacific Beach and is one of the largest and most comprehensive aquatic parks ever created. It is over seven square miles in size and contains in excess of 1,800 acres of useable land and 2,200 surface acres of navigable water. The Park consists of a small boat harbor as well as area for a wide range of land and water sports. Abutting Pacific Beach's southeast corner, is the Northern Wildlife Preserve, as mentioned above, which is one of Mission Bay's highly sensitive salt marsh and mudflat habitat areas.

The University community is a growing urban center, located north and northwest of La Jolla. It has experienced a recent surge of high-density multifamily residential and office park development within the last decade, particularly within the La Jolla Village Drive area. This community includes the UCSD campus, Salk Institute, Scripps Clinic and Research Foundation, and Torrey Pines State Reserve.

South of University is Clairemont Mesa, a well-established post World War II suburban community, typically characterized by single-family homes built in the 1950's and 1960's. West of Mission Bay Park is the community of Mission Beach, a densely, built-out beach community of primarily residential uses, with many structures constructed during the 1930's and 1940's. Mission Beach has been experiencing much residential redevelopment, however, particularly on those lots overlooking the ocean and bay waters.

III. PROJECT DESCRIPTION

Development of both the La Jolla and Pacific Beach Community Plan and LCP Updates, occurred primarily through the cooperative efforts of the La Jolla Community Planning Association, La Jolla Town Council, Pacific Beach Community Planning Committee, the City of San Diego Planning Department, and other governmental agencies. The update process incorporated input from community residents, local business and property owners, architects, planners, and private citizens, as well. The Plan Updates also contain recommendations that were generated from privately-initiated planning studies and locally sponsored design charrettes, prior to preparation of these updates.

La Jolla Community Plan and LCP Update

The proposed project is, in part, an update to the existing *La Jolla Community Plan* adopted by City Council in 1976, and the *La Jolla-La Jolla Shores Local Coastal Program Addendum* adopted in 1982 and amended in 1983. The proposed Update would be a consolidated statement of policy for growth and development of the La Jolla community planning area over the next twenty years. It would designate appropriate areas for residential, commercial, community facilities and recreational uses. The Plan also recommends that specific areas remain free of development to preserve sensitive slopes, coastal access and public parkland. Below is a brief summary of the update's proposed modifications to the existing Plan:

NATURAL RESOURCES AND OPEN SPACE SYSTEM ELEMENT

This element recommends the rezoning of Mount Soledad Park from R1-40,000 to Open Space-Open Space Park (OS-OSP), and the dedicating of 30 acres of Mount Soledad, north of Ardath Road, as part of the Mount Soledad Park . The Plan proposes the provision of a viable habitat linkage system between open space areas in La Jolla in order to preserve wildlife, as well as the development of a signage program to identify visual resources and public access points.

TRANSPORTATION SYSTEM ELEMENT

Recommendations within this element include the development of a shuttle or feeder transit service to link with the Light Rail Transit (LRT), and the reduction of parking regulations for development projects utilizing transit-oriented development and transportation management demand techniques. It requires that projects processed under discretionary permits would be designed for transit, bicycle and pedestrian use. The Update also recommends the evaluation of potentially realigning portions of the Ardath Road and Torrey Pines Road intersection including La Jolla Shores Drive, Hidden Valley Road and the frontage road adjacent to Ardath Road.

RESIDENTIAL LAND USE ELEMENT

This element proposes the rezoning of portions of the West Muirlands from R1-8000 to R1-10,000, together with other areas as applicable. It also recommends increased density,

from 1 du/1500 square feet up to 1 du/1000 square feet, for mixed use projects built within commercially designated areas.

COMMERCIAL LAND USE ELEMENT

Recommendations within this element include that PDO regulations be amended to permit up to 1 du/1000 square feet for mixed commercial/residential projects developed under affordable housing programs. It also recommends the development of a Landscape Maintenance District to enhance and beautify all commercial areas, as well as the utilization of archaeological surveys to identify significant cultural resources.

COMMUNITY FACILITIES, PARKS AND SERVICES ELEMENT

This element proposes the acquisition or lease of the Decatur Elementary School site for park use, as well as joint use of public school facilities, and the maintenance of the Fay Avenue right-of-way and adjacent slopes as a recreational and visual resource.

HERITAGE RESOURCES ELEMENT

This element recommends the identification of potentially significant historic resources in the community, and the implementation of a comprehensive Historic Preservation Package to preserve historic resources under private ownership.

Pacific Beach Community Plan and LCP Update

The proposed project is also an update to the adopted *Pacific Beach Community Plan and Local Coastal Program Land Use Plan*, adopted by City Council in 1983, and amended five times. The proposed Update would guide development and redevelopment of the Pacific Beach Community Planning Area over the next 20 years, and would strive to reconcile the community's duality of roles, as both a visitor destination and a residential community. Below is a brief summary of the Update's proposed modifications to the existing Plan:

CIRCULATION ELEMENT

Recommendations within this element include the maintenance of bus routes, the Sunrunner and/or a year-round community shuttle, and linking these routes with the LRT. It proposes the reduction of parking regulations for projects employing transit-oriented development and transportation demand management techniques. Projects processed under special permits would also be designed for transit, bicycle and pedestrian use.

Also recommended in the Transportation Element are projects that would increase the capacity of the roadway system. These projects include the adding of turn lanes at the intersections of Grand Avenue/Lamont Street, Grand Avenue/Mission Bay Drive, Garnet Avenue/Lamont Street, Grand Avenue/Ingraham Street, and Garnet Avenue/Mission Bay Drive; widening Grand Avenue to six lanes from east of Noyes to Lamont Street; and widening Garnet Avenue from Soledad Mountain Road to I-5.

COMMERCIAL LAND USE ELEMENT

This element proposes that specific commercial areas be designated for office-, regional-, community-, neighborhood- and visitor-serving commercial uses. It allows a density of 43 du/acre and shared parking for mixed-use projects, and requires that projects along transit corridors to employ pedestrian, bicycle and transit-oriented development standards. The element also recommends amending the Living Unit enabling legislation to allow development in commercial zones within the community.

INDUSTRIAL LAND USE ELEMENT

The Industrial Land Use Element proposes to provide for the continuation of an industrial area within the community, and to stimulate the physical rehabilitation and economic revitalization of industrial properties to promote a positive community image. The element recommends the designation of industrial area northeast of the intersection of Mission Bay Drive and Balboa Avenue for light industrial uses. It also recommends that new industrial development processed under discretionary review incorporate landscaping treatments as identified in the Plan's landscaping recommendations.

RESIDENTIAL LAND USE ELEMENT

This element proposes to revise multifamily development standards to promote smaller, more affordable units, and to amend the R1 (single family) Zones to preserve distinct neighborhood features. It also encourages the development of Single Room Occupancy Hotels and Living Units in the commercial areas. The draft Plan includes an alternative presented by the Pacific Beach Community Planning Committee which proposes the rezoning of residential uses (increasing multifamily to 50 additional units) north of Garnet Ave. to the alley between Emerald and Felspar and from Gresham to Mission Blvd., from R-3000 to R-1500. The alternative also proposes residential rezoning north of Garnet Ave. to the alley between Emerald and Felspar between Lamont and Pendleton from R-3000 to R-1500, and from R-3000 to R-1500 the corner parcels at the northeast intersection of Moorland and Riviera Drive.

PARKS AND OPEN SPACE ELEMENT

Recommendations in this element include the designation of natural resource areas as Public Park or Open Space and proposes the improvement of public access to the beach and Mission Bay. This element recommends that any new development of property abutting the Northern Wildlife Preserve maintain a buffer area and controlled pedestrian trail and viewing areas around the Preserve, in accordance with the Sensitive Coastal Resource Zone. It is also recommends that the City work with the San Diego Unified School District to identify opportunities for jointly utilizing school properties for additional recreational facilities and pursue acquisition or lease of surplus school sites for park development.

IV. ENVIRONMENTAL ANALYSIS

Implementation of the La Jolla and Pacific Beach Community Plan and LCP Updates could potentially create significant environmental impacts associated with traffic and circulation, air quality, geology and soils, biology, cultural resources, hydrology/water quality, and noise. Since these community planning areas are 95 and 97 percent developed, respectively, many issues which would have required analysis for implementation of a new community plan, are not applicable at the update phase of these Plans. Only those impacts which are considered to be potentially significant are addressed in this EIR.

The following analysis is based upon Environmental Initial Study conducted by the City's Planning Department for the Plan Updates and subsequent comments received in response to the Notice of Preparation (NOP) distributed for this EIR, see Appendix A.

TRAFFIC AND CIRCULATION

Existing Conditions

The La Jolla and Pacific Beach community-based circulation systems are heavily used as coastal access routes on key community streets, including La Jolla Shores Drive, Torrey Pines Road, Prospect Street, Coast Boulevard, Garnet and Grand Avenues, and Ingraham Street. Presently, both communities are coping with main roadways operating in excess of their design capacity, as well as intersections operating with levels of service (LOS) lower than C.

La Jolla and Pacific Beach are both presently serviced by public transit routes. La Jolla is serviced by routes 30 and 34/34A. Route 30 provides "express" service from downtown San Diego to Mira Mesa with stops in La Jolla and Pacific Beach, while route 34/34A provides local bus service through the community from Pacific Beach to the Veterans Hospital. Pacific Beach is served by five bus routes, and during the summer months, supplemental transit called the "Sunrunner" transports residents and visitors to and along the beaches for a nominal fare. Moreover, both communities have regional and local bicycle networks that provide access to adjacent communities, shoreline areas and selected neighborhood streets.

To lessen the growing amount of traffic congestion within these two communities, both the La Jolla and Pacific Beach Community Plan and LCP Updates are focusing on the enhancement of mass transit and pedestrian access, together with the use of transportation demand management strategies in conjunction with future development.

Issue: Would revisions in the La Jolla and Pacific Beach Community Plan and LCP Updates result in an increase in traffic which is significant in relation to roadway capacities in these communities?

Impact

For the purpose of forecasting future transportation conditions upon build out of both La Jolla and Pacific Beach, the City's Transportation Planning Division, Engineering and Development Department (E&D), prepared the *Pacific Beach/La Jolla Transportation Study, Final Draft,* 1993.

The travel forecast utilized a process called "traffic model calibration" or a "base year analysis". Prior to testing future land use and traffic conditions, the traffic model was validated by performing a base year analysis. Vehicle trips were generated using existing land uses, which were then distributed and assigned to the existing circulation system. Model volumes were then compared to actual ground counts to evaluate the precision of the model. The trip generation rates used were then adjusted to bring the forecasted volumes closer to actual counts. Then the future year model was prepared. The model assumes buildout by the year 2010 of the surrounding communities (according to SANDAG projections) and transportation improvements.

Even though 95 percent of La Jolla is developed, upon community buildout there could be approximately 30 additional single-family dwelling units constructed throughout La Jolla, and about 60 multifamily units. This development translates into an additional 300 average daily traffic (ADT) on La Jolla roadways, based on 10 trips per single-family unit (suburban area) and another 480 ADT, based on eight trips per multifamily unit (under 30 du/acre). A total of 780 ADT could, therefore, be generated by implementation of the proposed La Jolla land use plan.

Although Pacific Beach is over 97 percent built out, it is anticipated that with implementation of the proposed Pacific Beach land use plan, approximately 1,884 additional multifamily dwelling units could be constructed upon community buildout. As previously discussed, singly-family housing is virtually built out. Multifamily development could generate an additional 15,072 ADT on Pacific Beach roadways, based on eight trips per unit (under 30 du/acre).

According to the travel forecast, eight roadway segments within La Jolla are presently operating in excess of their design capacities. In Pacific Beach, 14 roadway segments are operating over capacity. This is determined by a volume to capacity (V/C) ratio, where streets with V/C ratios of 1.05 or greater result in congestion. Roadways with V/C ratios of 1.30 or greater would result in severe congestion. Tables 1 and 2 indicate the overall 1991-92 ADTs for La Jolla and Pacific Beach, and the projected ADTs upon community buildout.

It is forecasted that with roadway improvements, upon community buildout of La Jolla, 14 roadway segments would operate in excess of their design capacities. Seven of these segments would be operating with V/C ratios greater than 1.30, and three segments along La Jolla Shores Drive would be operating in excess of 2.0.

Upon community buildout of Pacific Beach, it is forecasted that 17 roadway segments would be operating in excess of their design capacities. Ten segments would be operating with V/C

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UPDATE: JUNE 11, 1993

TABLE 1

LA JOLLA
TRAFFIC VOLUME COMPARISON

STREET	LIMITS	EXISTING CAPACITY (LOS E)	LATEST COUNT *	COUNT DATE	EXISTING V/C RATIO #	FUTURE CAPACITY (LOS E)	FORECAST VOLUME	FORECAST V/C RATIO
ARDATH ROAD	TORREY PINES RD – ARDATH LN	47,000	42,400	7/92	0.90	60,000	66,000	1.10 >
	LA JOLLA SCENIC N DR – SD I–5	60,000	46,500	7/91	0.78	60,000	72,000	1.20 >
FAY AVENUE	SILVERADO ST – KLINE ST	9,400	6,700	7/92	0.71	9,400	8,000	0.85
	GENTER ST – RUSHVILLE ST	9,400	15,100	7/90	1.61 ^	9,400	16,000	1.70
GILMAN DRIVE	N/O SD I–5	37,500	17,000	7/92	0.45	37,500	45,000	1.20 >
GIRARD AVENUE	WALL ST – SILVERADO ST	9,400	7,900	7/92	0.84	9,400	10,000	1.06 >
	TORREY PINES RD – PEARL ST	37,500	30,600	7/91	0.82	37,500	32,000	0.85
	PEARL ST – GENTER ST	9,400	8,800	7/90	0.94	9,400	10,000	1.06 >
HIDDEN VALLEY ROAD	S/O ROSELAND DR	9,400	7,400	7/88	0.79	9,400	9,000	0.96
LA JOLLA BOULEVARD	PROSPECT ST – RAVINA ST	9,400	9,800	7/92	1.04	9,400	9,000	0.96
	SEA LN – GENTER ST	15,000	25,200	7/90	1.68 ^	15,000	27,000	1.80
	CAMINO DE LA COSTA – BIRD ROCK AV	37,500	22,500	7/92	0.60	37,500	26,000	0.69
	COLIMA ST – SEA RIDGE DR	37,500	23,200	7/88	0.62	37,500	20,000	0.53
LA JOLLA SCENIC N DRIVE	ARDATH RD – CAMINITO BELLO	9,400	4,400	7/91	0.47	9,400	6,000	0.64
LA JOLLA SCENIC S DRIVE	VIA CASA ALTA – KING ARTHUR CT	9,400	8,500	7/91	0.90	9,400	9,000	0.96
	SOLEDAD MOUNTAIN RD – NAUTILUS ST	15,000	14,500	7/90	0.97	15,000	15,000	1.00
	S/O CAMPINA PL	9,400	6,500	7/90	0.69	9,400	7,000	0.74
LA JOLLA SHORES DRIVE	S/O POOLE ST	9,400	13,600	7/92	1.45 ^	9,400	20,000	2.13
	VALLECITOS – CALLE CLARA	9,400	14,500	7/91	1.54 ^	9,400	21,000	2.23
	CAM DEL REPOSO – PASEO DORADO	9,400	19,900	7/90	2.12 ^	9,400	20,000	2.13
LA JOLLA VILLAGE DRIVE	TORREY PINES RD – L J SCENIC WY	62,500	38,700	7/92	0.62	62,500	42,000	0.67
NAUTILUS STREET	LA JOLLA BL – DRAPER AV	9,400	7,700	7/91	0.82	9,400	9,000	0.96
	ARANDA AV – AVENIDA MIROLA	25,000	11,300	7/90	0.45	25,000	10,000	0.40
	E/O MUIRLANDS DR	25,000	10,300	8/92	0.41	25,000	12,000	0.48
PEARL STREET	FAY AV – GIRARD AV	37,500	26,700	7/91	0.71	37,500	29,000	0.77
PROSPECT STREET	EADS AV – DRAPER AV	9,400	9,100	7/90	0.97	9,400	9,000	0.96
SOLEDAD MOUNTAIN RDAD	S/O LA JOLLA SCENIC S. DR	15,000	9,500	7/91	0.63	15,000	10,000	0.67
	SOLEDAD RD – PALOMINO CR	15,000	7,800	7/92	0.52	15,000	10,000	0.67
SOLEDAD ROAD	SOLEDAD MOUNT RD – SAGEBRUSH RD	9,400	2,400	7/90	0.26	9,400	4,000	0.43
TORREY PINES ROAD	L J VILLAGE DR – GLENBROOK WY	47,000	24,500	7/89	0.52	47,000	36,000	0.77
	SCENIC PL – ARDATH LN	47,000	23,400	7/92	0.50	47,000	33,000	0.70
	LA JOLLA SHORES DR – ARDATH RD	47,000	61,400	7/91	1.31 ^	47,000	72,000	1.53
	CALLE JUELA – CALLE DE PLATA	47,000	55,100	7/92	1.17 ^	47,000	63,000	1.34
	EXCHANGE PL – PARK RW	37,500	39,100	8/92	1.04	37,500	41,000	1.09 >
VIA CAPRI	L J SCENIC S DR – SENN WY	9,400	2,100	7/91	0.22	9,400	6,000	0.64
	RUE DE ANNE – RUE MICHAEL	9,400	12,000	7/92	1.28 ^	9,400	10,000	1.06
WEST MUIRLANDS DRIVE	FAY AV – NAUTILUS ST	9,400	4,000	7/90	0.43	9,400	5,000	0.53

^ Areas that are congested today (V/C ratio of 1.05 or more)

> Future areas of congestion

* Machine Count Index, Traffic Engineering Division, Engineering & Development Department, City of San Diego.

\# V/C is for traffic volume divided by roadway capacity

FILE: PBCAST2.WK3

UPDATE: JUNE 10, 1993

TABLE 2

PACIFIC BEACH
TRAFFIC VOLUME COMPARISON

STREET	LIMITS	EXISTING CAPACITY (LOS E)	LATEST COUNT *	COUNT DATE	EXISTING V/C RATIO #	FUTURE CAPACITY (LOS E)	FORECAST VOLUME	FORECAST V/C RATIO
BERYL STREET	DONALDSON DR – SOLEDAD MTN RD	9,400	17,900	7/90	1.90 ^	9,400	19,000	2.02
GARNET AVENUE	BAYARD ST – CASS ST	15,000	16,100	7/91	1.07 ^	15,000	18,000	1.20
	CASS ST – DAWES ST	15,000	20,600	7/90	1.37 ^	15,000	22,000	1.47
	GRESHAM ST – HAINES ST	15,000	26,500	7/92	1.77 ^	15,000	30,000	2.00
	JEWELL ST – KENDALL ST	37,000	28,500	7/92	0.77	37,000	30,000	0.81
	MORRELL ST – NOYES ST	37,000	29,800	7/91	0.81	37,000	35,000	0.95
	E/O DONALDSON DR	37,500	50,100	7/91	1.34 ^	37,500	51,000	1.36
	W/O BOND ST	37,500	58,500	7/92	1.56 ^	50,000	66,000	1.32
	E/O ALBUQUERQUE ST	37,500	38,400	7/91	1.02	50,000	48,000	0.96
GRAND AVENUE	BAYARD ST – CASS ST	37,500	20,000	7/91	0.53	37,500	24,000	0.64
	CASS ST – DAWES ST	37,500	27,600	7/90	0.74	37,500	31,000	0.83
	GRESHAM ST – HAINES ST	37,500	32,200	7/91	0.86	37,500	36,000	0.96
	INGRAHAM ST – JEWELL ST	37,500	41,100	7/90	1.10 ^	50,000	43,000	0.86 <
	MORRELL ST – NOYES ST	37,500	32,900	7/92	0.88	50,000	45,000	0.90
	ROSE CANYON CREEK – BOND ST	37,500	38,500	7/92	1.03	37,500	52,000	1.39 >
INGRAHAM STREET	DIAMOND ST – EMERALD ST	37,000	16,900	7/90	0.46	37,500	18,000	0.48
	HORNBLEND ST – GRAND AV	37,000	21,000	7/91	0.57	37,500	23,000	0.61
	THOMAS AV – REED AV	37,000	22,900	7/90	0.62	37,500	25,000	0.67
	LA MANCHA DR – LA CIMA DR	15,000	22,200	7/92	1.48 ^	15,000	23,000	1.53
	S/O RIVIERA DR	37,500	35,500	5/86	0.95	37,500	38,000	1.01
LA JOLLA BOULEVARD	N/O MISSION BL	37,500	14,500	7/91	0.39	37,500	21,000	0.56
LA JOLLA MESA DRIVE	VAN NUYS ST – ARCHER ST	9,400	9,100	7/91	0.97	9,400	12,000	1.28 >
LAMONT STREET	MALDEN ST – WILBUR AV	9,400	7,100	7/90	0.76	9,400	16,000	1.70 >
	DIAMOND ST – EMERALD ST	9,400	10,900	7/91	1.16 ^	9,400	16,000	1.70
	HORNBLEND ST – GRAND AV	9,400	12,100	7/92	1.29 ^	9,400	15,000	1.60
	THOMAS AV – REED AV	9,400	9,000	7/91	0.96	9,400	11,000	1.17 >
LORING STREET	CASS ST – DAWES ST	15,000	6,000	7/91	0.40	15,000	8,000	0.53
MISSION BAY DRIVE	I–5 – BLUFFSIDE AV	37,500	47,400	7/91	1.26 ^	50,000	55,000	1.10
	BLUFFSIDE AV – DAMON AV	37,500	41,900	7/92	1.12 ^	50,000	49,000	0.98 <
	MAGNOLIA AV – BUNKER HILL ST	37,500	33,400	7/92	0.89	50,000	39,000	0.78
	S/O GRAND AV	37,500	60,400	7/91	1.61 ^	50,000	64,000	1.28
N. MISSION BAY DRIVE	W/O MISSION BAY DR	9,400	6,300	7/92	0.67	9,400	8,000	0.85
MISSION BOULEVARD	OPAL ST – LORING ST	37,000	7,300	7/92	0.20	37,500	16,000	0.43
	GARNET AV – HORNBLEND ST	37,000	26,500	7/92	0.72	37,500	28,000	0.75
	GRAND AV – THOMAS AV	37,000	26,900	7/92	0.73	37,500	31,000	0.83
PACIFIC BEACH DRIVE	E. BRIARFIELD DR – DAWES ST	9,400	10,800	7/90	1.15 ^	9,400	12,000	1.28
	HAINES ST – PROMONTORY ST	9,400	6,700	7/90	0.71	9,400	9,000	0.96
	W/O JEWELL ST – JEWELL ST	9,400	4,500	7/91	0.48	9,400	5,000	0.53
SOLEDAD MOUNTAIN ROAD	SOLEDAD RANCH RD – CROWNHILL RD	37,500	11,100	7/92	0.30	37,500	12,000	0.32
	BERYL ST – FELSPAR ST	37,500	28,200	7/91	0.75	37,500	30,000	0.80
	FELSPAR ST – GARNET AV	37,500	19,100	7/90	0.51	37,500	21,000	0.56
TURQUOISE STREET	MISSION BL – BAYARD ST	15,000	14,300	7/90	0.95	15,000	16,000	1.07 >

^ Areas that are congested today (V/C ratio of 1.05 or more)
> Future areas of congestion
< Areas where existing or future congestion is eliminated with improvement
* Machine Count Index, Traffic Engineering Division, Engineering & Development Department, City of San Diego
V/C is for traffic volume divided by roadway capacity

File: LJLOS.WK3
Date: 6/16/93

TABLE 3

LA JOLLA
SIGNALIZED INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION	SCENARIO #1				SCENARIO #2				SCENARIO #3			
	TOTAL APPROACHING TRAFFIC (VEHICLES)	AVERAGE DELAY PER VEHICLE (SECONDS)	AVERAGE DELAY OF TOTAL APPROACHING TRAFFIC (HOURS)	LOS	TOTAL APPROACHING TRAFFIC (VEHICLES)	AVERAGE DELAY PER VEHICLE (SECONDS)	AVERAGE DELAY OF TOTAL APPROACHING TRAFFIC (HOURS)	LOS	TOTAL APPROACHING TRAFFIC (VEHICLES)	AVERAGE DELAY PER VEHICLE (SECONDS)	AVERAGE DELAY OF TOTAL APPROACHING TRAFFIC (HOURS)	LOS
La Jolla Shores Dr./Torrey Pines Rd.	5,195	61	88	F	6,444	120	210	F	6,338	24	42	C
Ardath Rd./Torrey Pines Rd.	3,153	16	14	C	3,827	27	29	D	5,502	47	72	E
Total:	**8,348**	**77**	**102**		**10,271**	**147**	**239**		**11,840**	**71**	**114**	
La Jolla Blvd./Pearl St.	2,134	22	13	C	2,302	24	15	C	--	--	--	--
Girard Ave./Peral St.	2,875	21	17	C	3,163	24	21	C	--	--	--	--
Prospect Pl./ Torrey Pines Rd.	4,268	24	28	C	5,086	44	62	E	--	--	--	--
La Jolla Shores Dr./N. Torrey Pines Rd.	3,380	36	34	D	5,115	120	170	F	--	--	--	--

Scenario #1: Existing traffic volumes with existing intersection configuration.
Scenario #2: Future traffic volumes with existing intersection configuration.
Scenario #3: Future traffic volumes with recommended intersection improvements.

File: PBLOS01.WK3
Dated: JAN95

TABLE 3
(continued)

PACIFIC BEACH
SIGNALIZED INTERSECTION LEVEL OF SERVICE ANALYSIS

INTERSECTION	SCENARIO #1				SCENARIO #2				SCENARIO #3				SCENARIO #4			
	TOTAL APPROACHING TRAFFIC (VEHICLES)	AVERAGE DELAY PER VEHICLE (SECONDS)	AVERAGE DELAY OF TOTAL APPROACHING TRAFFIC (HOURS)	LOS	TOTAL APPROACHING TRAFFIC (VEHICLES)	AVERAGE DELAY PER VEHICLE (SECONDS)	AVERAGE DELAY OF TOTAL APPROACHING TRAFFIC (HOURS)	LOS	TOTAL APPROACHING TRAFFIC (VEHICLES)	AVERAGE DELAY PER VEHICLE (SECONDS)	AVERAGE DELAY OF TOTAL APPROACHING TRAFFIC (HOURS)	LOS	TOTAL APPROACHING TRAFFIC (VEHICLES)	AVERAGE DELAY PER VEHICLE (SECONDS)	AVERAGE DELAY OF TOTAL APPROACHING TRAFFIC (HOURS)	LOS
Garnet Ave./Mission Blvd.	2,470	21	14	C	2,689	22	16	C	--	--	--	--	2,415	21	14	C
Grand Ave./Mission Blvd.	2,870	27	21	D	3,196	30	27	D	--	--	--	--	2,782	26	20	D
Mission Blvd./Pacific Beach Dr.	1,853	20	10	C	2,250	23	14	C	--	--	--	--	2,018	20	11	C
Beryl St./Ingraham St.	2,229	31	19	D	2,339	42	27	E	--	--	--	--	2,100	30	17	C
Garnet Av./Ingraham St.	3,270	39	35	E	3,936	74	81	F	3,936	53	58	E	3,404	39	37	D
Garnet Ave./Lamont St.	2,870	28	22	D	3,500	58	57	E	3,500	44	42	E	3,127	30	26	D
Grand Ave./Ingraham St.	4,270	32	38	D	4,922	44	60	E	4,922	36	50	D	4,278	28	34	D
Crown Pt. Dr./Ingraham St./Riviera Dr.	3456	25	24	C	3,864	35	35	D	--	--	--	--	3,473	22	20	C
Grand Ave./Lamont St.	4,753	62	82	F	5,943	120	198	F	5,943	54	89	E	5,200	32	47	D
Balboa Ave./Grand Ave./Noyes St.	*	*	*	*	*	*	*	*	5,431	40	61	E	4,886	24	33	C
Grand Ave./Olney St.	3,339	16	15	C	4,291	34	40	D	--	--	--	--	3,785	22	23	C
Garnet Ave./Balboa Ave./Mission Bay Dr.	7,532	78	163	F	8,543	120	285	F	8,543	120	285	F	7,685	70	150	F
Grand Ave./Mission Bay Dr.	3,614	29	29	D	4,034	59	66	E	--	--	--	--	3,590	30	30	D

* Currently unsignalized

Scenario #1: Existing traffic volumes with existing intersection configuration.
Scenario #2: Future traffic volumes with existing intersection configuration.
Scenario #3: Future traffic volumes with recommended intersection improvements.
Scenario #4: Future traffic volumes with the proposed shuttle system and recommended intersection improvements, where applicable.

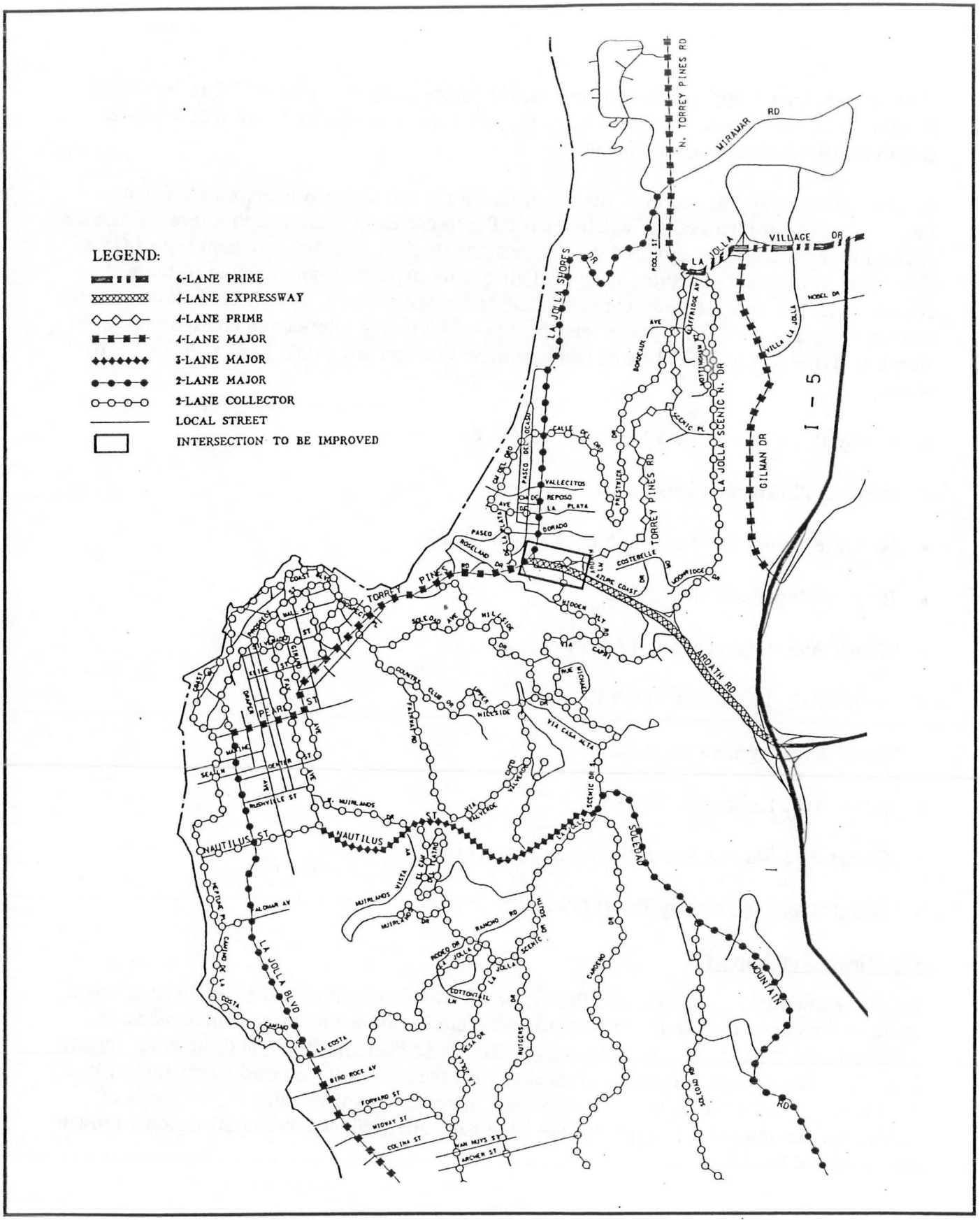
ratios greater than 1.30, and one segment would be operating in excess of 2.0 (Beryl Street - Donaldson Dr. to Soledad Mountain Rd.). Figures 4 and 5 illustrates future recommended street classifications in both communities.

In terms of roadway intersections, the travel forecast found that two intersections within La Jolla, and eight intersections within Pacific Beach currently operate with a level of service (LOS) lower (or worse) than C, of the intersections studied. Potential problems with LOS's lower than C include congestion, delay and air quality impacts. Upon buildout of these communities, the forecast study projected LOS to be worse than C at four La Jolla intersections, and ten Pacific Beach intersections with existing intersection configurations. As shown in Table 3, and listed below, many of these intersections would have a LOS of E or worse.

- Torrey Pines Rd./La Jolla Shores Dr. (LOS F)
- Prospect Pl./Torrey Pines Rd. (LOS E)
- N. Torrey Pines Rd./La Jolla Shores Dr. (LOS F)
- Beryl St./Ingraham St. (LOS E)
- Garnet Ave./Ingraham St. (LOS F)
- Garnet Ave./Lamont St. (LOS E)
- Grand Ave./Ingrahm St. (LOS E)
- Grand Ave./Lamont St. (LOS F)
- Garnet Ave./Balboa Ave./Mission Bay Dr. (LOS F)
- Grand Ave./Mission Bay Dr. (LOS E)

Significance of Impact

Implementation of the La Jolla and Pacific Beach Community Plan and LCP Updates would result in direct and cumulative impacts to traffic circulation within these communities, in relation to the capacity of the roadway systems. These Plan Updates would, however, create less of an overall impact to traffic circulation than the previously adopted Community Plans for La Jolla and Pacific Beach. The forecasted increases in traffic volumes and levels of service for community roadways, for the large part, are attributed to overall regional growth and increased tourism.

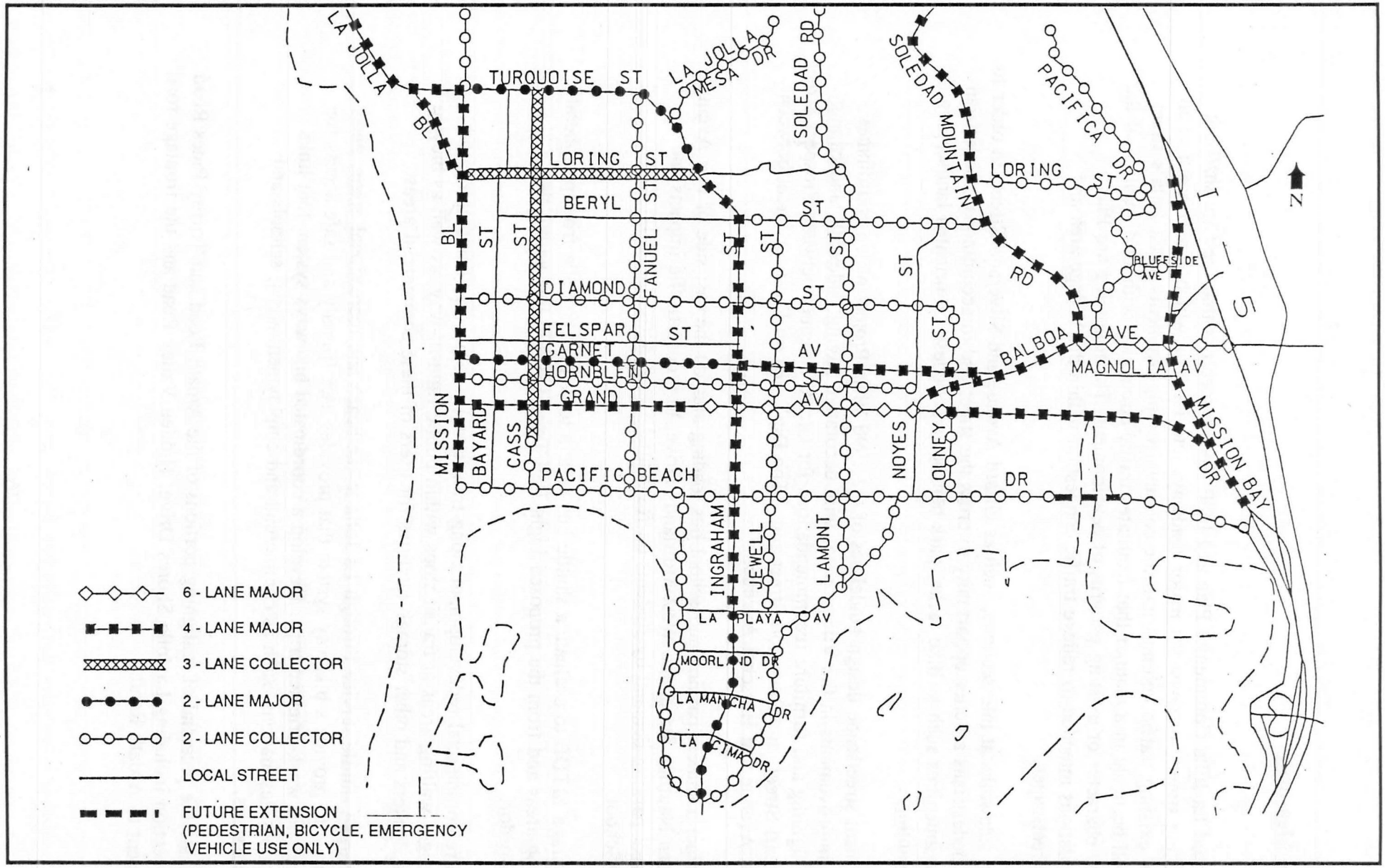


PROPOSED STREET CLASSIFICATION - LA JOLLA

Environmental Analysis Section

CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure **4**



4/93 bf.

PROPOSED STREET CLASSIFICATIONS - PACIFIC BEACH

Environmental Analysis Section

CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure 5

Mitigation Measures

La Jolla

The proposed La Jolla Community Plan and LCP Update specifies that the City shall not widen existing streets, or construct major roadways into La Jolla which would result in an increase in existing traffic volumes into the community. Improvements to La Jolla's street system shall be made in a manner that facilitates traffic circulation without disruption of the community character or existing patterns of development. The following are Plan recommendations intended to relieve traffic congestion within the Village area and enhance streetscapes.

- Widen sidewalks at intersections, such as Girard Avenue and Silverado Street, in order to allow pedestrians a better opportunity to cross the street and to accommodate pedestrian related amenities such as bike racks, park benches and pedestrian-oriented landscaping or tree plantings.

- Implement streetscape design guidelines of the 1990 Vista Project which coordinates street improvements in the Village area, with decorative paving, sidewalk landscaping, street lighting and furniture recommendations for Girard Avenue, between Prospect Street and Pearl Street, and Silverado Street and "The Dip" area on Prospect Street between Girard Avenue and Herschel Avenue.

- Construct a student parking and school bus loading area on the east side of Fay Avenue between Nautilus Street and West Muirlands Drive, to reduce traffic impacts and on-street parking demand by students on residential streets surrounding La Jolla High School.

- Encourage MTDB to evaluate a shuttle bus system to central La Jolla from peripheral parking areas and from the proposed Light Rail Transit (LRT) line within the I-5 corridor.

- Require commercial redevelopment along transit routes to provide landscaping and passenger waiting areas at transit stops within public right-of-way, as well as bicycle racks, lockers and other storage facilities for users of these commercial areas.

- Encourage shuttle service through La Jolla to the beach and recreational areas, and continue to provide a bikeway system that provides user friendly and safe access for leisure and work-oriented trips. Develop a coordinated bikeways system that links important destinations, such as commercial and employment areas, schools and transit stops.

- Evaluate the potential of realigning portions of the Ardath Road and Torrey Pines Road intersection including La Jolla Shores Drive, Hidden Valley Road and the frontage road adjacent to Ardath Road.

- Locate surface parking areas at the rear of buildings, with ingress and egress from the alley.

Implementation of these recommendation would partially reduce impacts to traffic and circulation, but not to a level below significance.

Pacific Beach

Similar to La Jolla, the Pacific Beach Community Plan and LCP Update specifies policies and recommendations focusing on the improvement of public transit and related facilities, without the construction of large-scale roadway widenings and extensions.

- Study the feasibility of providing a no-fare collection shuttle bus (to supplement the Sunrunner and bus routes) with stops at parking terminals outside the central commercial areas and near I-5, as well as at pay parking lots located at various points throughout the community.

- Pursue acquisition of property on East Mission Bay Drive for the purpose of creating a park and ride facility for alternative transit modes to destinations in Pacific Beach.

- Upon construction of the light rail station at Balboa Avenue and Morena Boulevard/I-5, expand the existing Pacific Beach bus routes or establish a new route to provide service between the station and the community.

- Promote the redevelopment of the Pacific Plaza shopping center as a transit node to help reinforce it as the commercial core area of the community.

- Require new development processed under discretionary review to provide transit stops, passenger waiting areas, bus turnouts, bicycle racks, lockers and storage facilities as appropriate.

- Review and periodically update traffic signal timing and coordination to ensure maximum efficiency of traffic flow in the community.

Street Realignments

- Realign Balboa Avenue to intersect Grand Avenue at Noyes Street, thereby reducing congestion and eliminating the potential for traffic conflicts.

Street Widenings

- Widen Grand Avenue to six lanes between east of Noyes and Lamont Street within existing right-of-way.

- In the long term, obtain the dedication of the required right-of-way on both sides of Garnet Avenue to provide a landscape entryway and to increase to six lanes between Soledad Mountain Road and I-5.

- Obtain the dedication of the required right-of-way at the intersection of Garnet Avenue and Mission Bay Drive, to provide a second southbound to eastbound left turn lane and lengthen the storage length for the northbound right and left turn lanes.

- At the intersection of Grand Avenue and Lamont Street, widen Lamon Street to provide a second southbound left-turn lane and an additional northbound right-turn lane, within the existing right-of-way. Separate the shared northbound left and through lanes. Within the existing right-of-way, provide additional turn lanes at the following locations:

- Garnet Avenue and Lamont Street (Add a right turn lane northbound to eastbound and add a right turn lane southbound to westbound).

- Grand Avenue and Ingraham Street (Add second lane northbound to westbound and add southbound to eastbound left turn lanes).

Street Extensions

- Extend Pacific Beach Drive to North Mission Bay Drive for pedestrian, bicycle and emergency vehicle use one. Mitigation measures shall be provided during construction to address the impacts of increased sediment caused by grading. Measures should include catch basins and filtering systems or other necessary and effective measures. The bridge design should provide for minimal alterations to Rose Creek and its habitat.

The La Jolla Community Planning Association has provided a list of proposed operational improvements to the City, including a one-way street system for the Village commercial area, for the City's Transportation Planning Division to study. The Pacific Beach Community Planning Committee has provided a list of proposed operational improvements for the City to study as well.

The rezoning alternative proposed by the Pacific Beach Community Planning Committee would result in approximately 50 additional multifamily units at buildout (included within the 1,884 unit count). The City's Transportation Planning Division has determined, however, that the additional ADT generated by these units is not significant enough to warrant further circulation improvements.

Implementation of the above mitigation measures, or alternatives to these measures, would partially reduce impacts to traffic and circulation, but not to a level of below significance.

The contribution to significant traffic and circulation impacts by future residential and commercial development/redevelopment within La Jolla and Pacific Beach, could be further mitigated by the adoption of a development alternative to reduce intensities within communities. Reduced intensities could include downzoning within the same land use category, or rezoning to a more restrictive use.

Future traffic and circulation impacts could also be reduced with the adoption of a project alternative to implement additional public transit services and a year-round community shuttle system (within Pacific Beach only), in addition to installing operational street and intersection improvements. The LOS of key community intersections would improve slightly, as shown in Table 3.

AIR QUALITY

Existing Conditions

Southern California has experienced long term air pollution problems, and particularly smog, due to a combination of its geography, climate and population. Air quality is directly related to the cardiovascular and respiratory health of humans and animals. Both the communities of La Jolla and Pacific Beach lie within the San Diego Air Basin, where a majority of the area's air pollutants are generated from motor vehicle emissions. San Diego is surrounded by mountainous terrain which traps pollution in stagnate air. Persistent stagnant weather conditions prevent pollutants from dispersing into the atmosphere, which increases the time pollutant gases are exposed to sunlight, causing chemical reactions that create smog.

The federal Clean Air Act of 1970 as amended in 1977, mandates the attainment of national ambient air quality standards in order to protect public health from adverse effects caused by excessive concentrations of certain pollutants. In accordance with the Clean Air Act, Ambient Air Quality Standards (AAQS) have been established, to set maximum background levels considered safe for six primary pollutants: carbon monoxide (CO), nitrogen oxides (NOx), ozone, sulfur dioxide, lead, and suspended particulates. The State Air Resources Board (ARB) has developed additional AAQS, due to California's unique air quality problems, which are based on the levels at which pollutants can cause damage. A margin of safety is calculated into these standards, partly to protect people who are particularly sensitive to air pollution, such as children, the elderly, and people with heart and lung diseases.

State standards are more stringent than federal standards for all pollutants except NO2, for which federal and state standards are not comparable. Table 4 shows both federal and stated AAQS. To ensure that these standards are met within the San Diego Air Basin, the local Air Pollution Control District (APCD) was established. Since the air basin is actually concentric with San Diego County boundaries, the County Board of Supervisors acts as the APCD. The Board appropriates funding for the District's operation, adopts local regulations concerning pollution amounts that can be released, and maintains eight air quality monitoring stations throughout the County.

Throughout California, each air basin has been classified by the State ARB and the federal Environmental Protection Agency (EPA) for oxidants, CO, NO2, and particulate matter as being either attainment areas (which met standards), or nonattainment areas (which exceed the standards). San Diego is designated as a nonattainment area for ozone and particulates. The western portion of the County (coastal plain and eastern foothill) is also a nonattainment area for carbon monoxide and nitrogen dioxide.

Pollutants

Photochemical smog, measured as ground-level ozone, continues to be San Diego's primary air pollution problem. Ozone is formed when hydrocarbons are mixed with NOx in the presence of sunlight, from the emissions of automobiles and industry. These emissions are generated in the populated coastal plain and are blown inland by the onshore breeze to the lower mountain slopes. Between 1:00 and 3:00 p.m. is when ozone is the most severe, with

Table 4

AMBIENT AIR QUALITY STANDARDS

		California Standards		National Standards		
Pollutant	Averaging Time	Concentration	Method	Primary	Secondary	Method
Ozone	1 Hour	0.09 ppm	-	0.12 ppm (235 µg/m3)	Same as Primary	Ethylene Chemiluminescence
Carbon Monoxide	8 Hour 1 Hour	9.0 ppm (10 mg/m3) 20 ppm (23 mg/m3)	Non-dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m3) 35 ppm (40 mg/m3)	-	Non-dispersive Infrared Spectrascopy (NDIR)
Nitrogen Dioxide	Annual Average 1 Hour	- 0.25 ppm (470 µg/m3)	Gas Phase Chemilumi-nescence	100 µg/m3 (0.05 ppm) -	Same as Primary Standards	Gas Phase Chemilumi-nescence
Sulfur Dioxide	Annual Average 24 Hour 3 Hour 1 Hour	- 0.05 ppm (131 µg/m3) - 0.25 ppm (655 µg/m3)	Ultraviolet Fluorescence	80 µg/m3 (0.03 ppm) 365 µg/m3 (0.14 ppm) - -	- - 1300 µg/m3 (0.5 ppm) -	Pararosaniline
Suspended Particulate Matter (PM 10)	Annual Mean 24 Hour	30 µg/m3 50 µg/m3	Size Selective Inlet High Volume Sampler	50 µg/m3 150 µg/m3	-	High Volume Sampling
Sulfates	24 Hour	25 µg/m3	Turbidimetric Barium Sulfate	-	-	-
Lead	30 Day Average Calendar Quarter	1.5 µg/m3 -	Atomic Absorption	- 1.5 µg/m3	- Same as Primary	Atomic Absorption
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m3)	Cadmium Hydroxide Stractan	-	-	-
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm (26 µg/m3)	Tedlar Bag Collection, Gas Chromatography	-	-	-
Visibility Reducing Particles	1 Observation	In sufficient amount to reduce the prevailing visibility to less than 10 miles when the relative humidity is less than 70%.		-	-	-

Notes:

1. California standards, other than ozone, carbon monoxide, sulfur dioxide (1 hour), nitrogen dioxide, and particulate matter (PM_{10}), are values that are not to be equaled or exceeded. The ozone, carbon monoxide, sulfur dioxide (1 hour), nitrogen dioxide, and particulate matter (PM_{10}) standards are not to be exceeded.
2. National standards, other than ozone and those based on annual averages or annual geometric means, are not to be exceeded more than once a year. The ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above standard is equal to or less than one.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. All measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar). Ppm in this table refers to ppm by volume or micromoles of pollutant per mole of gas.
4. Any equivalent procedure that can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health. Each state must attain the primary standards within a specified number of years after that state's implementation plan is approved by the Environmental Protection Agency (EPA).
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a "reasonable time" after the implementation plan is approved by the EPA.
7. Reference method as described by the EPA: An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. Prevailing visibility is defined as the greatest visibility that is attained or surpassed around at least half of the horizon circle but not necessarily in continuous sector.
9. The annual PM_{10} state standard is based on the geometric mean of all reported values taken during the year. The annual PM_{10} national standard is based on averaging the quarterly arithmetic means.

intense sunlight and higher temperatures. Ozone is a strong irritant that attacks the respiratory system and can damage individual air sacs in the lung. Smog levels have, however, decreased within the region during the last 10 years, primarily due to fewer Santa Ana weather conditions pushing air pollution from the Los Angeles basin out over the ocean and down to San Diego.

Airborne particulates, which are particles of dust, smoke, and minute droplets of liquids (aerosols), are another major air pollutant in San Diego. It may contain sulfur, nitrogen, carbon and various metals. Inhaled particulate matter can constrict airways and interfere with the mucous lining of airways. It can lodge deep in the lung, where as a possible carrier for toxic materials, can be absorbed into the bloodstream. In 1987, the federal standard of particulate measurement was changed to only the inhalable size of 10 micrometers or less (PM 10), because this size is capable of passing through the body's natural filtering system. In 1989, no violation of federal standards was recorded in San Diego, but the state standard was violated.

Carbon monoxide (CO) is primarily emitted by motor vehicles, throughout the incomplete combustion of fossil fuels. It is an odorless, colorless gas which is harmful when inhaled, reducing the body's ability to deliver oxygen to its tissues. CO tightly binds to hemoglobin, the oxygen-carrying protein in blood, and reduces oxygen flow. Concentrations of CO occur in areas with high traffic volumes and where vehicles idle for prolonged periods, such as congested intersections. Areas of CO build-up are referred to as CO "hotspots". High CO concentrations and hotspots would be expected at intersections operating at LOS "D" or worse.

Of the eight air quality monitoring stations throughout the County, the closest one to La Jolla is the Del Mar monitoring station. The closest monitoring station to Pacific Beach is the downtown San Diego monitoring station. Table 5 indicates photochemical smog (ozone) trends for San Diego County, including Del Mar and downtown San Diego, from 1980 to 1989, for the number of days with one-hour ozone concentrations exceeding the Federal Clean Air standard. Table 6 and 7 indicates the number of days and hours exceeding both federal and state ozone standards in 1990 and 1991. Ozone levels in downtown San Diego have fluctuated over the last ten years. Ozone levels in Del Mar have fluctuated over the last ten years as well.

Within the last five years, the only federal standard exceeded within the San Diego Air Basin was the ozone standard. San Diego is not expected to reach attainment for ozone, however, due to its proximity to the Los Angeles Air Basin. Total suspended particulates have also exceeded state standards at the Kearny Mesa station.

The California Clean Air Act of 1988 required that a revised air quality strategy be submitted by local air pollution control districts to the State ARB by mid-1991. Also under this Act, areas like San Diego County that do not meet clean air standards are required to: (1) meet federal and state standards as soon as practical, and (2) reduce, by 5 percent or more per year, those pollutants violating the standards or their precursors. The San Diego APCD recently adopted a new San Diego County Regional Air Quality Strategy (RAQS) plan in June 1992. These RAQSs contain control strategies designed to improve air quality by

Table 5

PHOTOCHEMICAL SMOG (OZONE) TRENDS FOR SAN DIEGO COUNTY

NUMBER OF DAYS WITH ONE-HOUR OZONE CONCENTRATIONS
EXCEEDING THE FEDERAL CLEAN AIR STANDARD OF
12 PARTS PER HUNDRED MILLION - 1980 THROUGH 1989

Monitoring Stations	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
Del Mar	21	19	—	—	8	12	13	11	9	16
Chula Vista	6	3	5	6	4	4	2	1	2	9
Alpine	69	52	32	48	30	33	23	25	34	38
Downtown San Diego	6	1	2	5	3	5	2	1	2	9
Kearny Mesa	10	3	11	9	9	14	7	5	7	9
TOTAL- SD Air Basin	87	78	47	61	51	50	42	40	45	55
Exceedance Days Attributed to locally Produced Air Pollutants	27	28	18	24	19	14	12	14	13	14
Exceedance Days Attributed to Transported Air Pollutants from LA-Orange Counties	60	50	29	37	32	36	30	26	32	41
Number of Smog Alerts Ozone Concentration = > 20 pphm.	8	2	4	4	4	4	0	1	2	2

Source: APCD (2/12/90)

Table 6

PHOTOCHEMICAL SMOG (OZONE) TRENDS FOR SAN DIEGO COUNTY

NUMBER OF DAYS WITH ONE-HOUR OZONE CONCENTRATIONS EXCEEDING THE FEDERAL AND STATE CLEAN AIR STANDARDS OF 12 PARTS PER HUNDRED MILLION - 1990

Station	No. of Days Exceeding Federal Standard 1-Hour Concentration >12 pphm	No. of Hours Exceeding Federal Standard 1-Hour Concentration >12 pphm	No. of Days Exceeding State Standard 1-Hour Concentration >9 pphm	No. of Hours Exceeding State Standard 1-Hour Concentration >9 pphm	Maximum 1-Hour Concentration in pphm	Date of Maximum Concentration
Alpine	26	74	123	498	17	June 3
Chula Vista	3	5	21	58	15	June 26
Del Mar	9	23	23	77	17	Oct. 29
Downtown San Diego	6	12	26	82	17	Oct. 24
El Cajon	8	18	46	129	16	June 3
Escondido	8	12	26	75	17	June 26
Kearny Mesa	13	28	29	89	20	Oct. 25
Oceanside	4	8	14	34	17	Oct. 4
BASINWIDE	39	122	139	-	20	Oct. 25

Source: APCD

Table 7

PHOTOCHEMICAL SMOG (OZONE) TRENDS FOR SAN DIEGO COUNTY

NUMBER OF DAYS WITH ONE-HOUR OZONE CONCENTRATIONS EXCEEDING THE FEDERAL AND STATE CLEAN AIR STANDARDS OF 12 PARTS PER HUNDRED MILLION - 1991

Station	No. of Days Exceeding Federal Standard 1-Hour Concentration >12 pphm	No. of Hours Exceeding Federal Standard 1-Hour Concentration >12 pphm	No. of Days Exceeding State Standard 1-Hour Concentration >9 pphm	No. of Hours Exceeding State Standard 1-Hour Concentration >9 pphm	Maximum 1-Hour Concentration in pphm	Date of Maximum Concentration
Alpine	13	27	77	277	15	Sept. 1
Chula Vista	3	4	13	38	15	Oct. 9
Del Mar	7	16	28	87	17	Nov. 4
Downtown San Diego	7	9	23	57	17	Oct. 1
El Cajon	4	4	31	72	14	Oct. 9
Escondido	7	21	27	75	21	Oct. 19
Kearny Mesa	8	15	25	68	18	Oct. 9
Oceanside	3	7	14	35	16	May. 5
Otay Mesa	2	2	28	65	14	Oct. 9
BASINWIDE	27	69	106	-	21	Oct. 19

Source: San Diego County APCD

concurrently reducing reactive organic gases (ROG), CO, and NOx emissions. ROG and NOx are the precursors to the formation of ozone. A wide range of RAQS control measures were adopted for implementation, of which the following measures are relevant to the La Jolla and Pacific Beach Community Plan and LCP Updates:

- Trip reduction and parking management programs to reduce vehicle trips and increase average vehicle occupancies.

- Expansion of transportation alternatives including park-and-ride facilities, high-occupancy-vehicle facilities and expanded mass transit.

- Traffic systems management to encourage better traffic flow by ramp metering and transportation control improvements.

The RAQSs contain 32 new stationary source tactics to control emissions from industrial, commercial and residential sources. They also require California-registered vehicles owned by persons with a Mexican address to comply with the smog check program.

Issue: Would implementation of the proposed Community Plan and LCP Updates reduce the ability of the San Diego Air Basin to meet federal and state clean air standards?

Impact

The community of La Jolla is presently 95 percent developed. With implementation of the proposed land use plan upon community buildout, there could be approximately 30 additional single-family units constructed in La Jolla, and about 60 multifamily units. This development translates into an additional 780 ADT that could be generated onto La Jolla roadways.

Even though Pacific Beach is now over 97 percent developed, upon community buildout, approximately 1,884 additional multifamily dwelling units could be constructed. This development could generate an additional 15,072 ADT on Pacific Beach roadways.

The rezoning alternative proposed by the Pacific Beach Community Planning Committee would result in approximately 50 additional multifamily units (included within the 1,884 units) at build out. The City's Transportation Planning Division has determined that the additional ADTs generated by these units are not significant enough to warrant further circulation improvements.

Based on the travel forecast conducted by the City's Transportation Planning Division, 1993, eight roadway segments within La Jolla are presently operating in excess of their design capacities, as well as 14 such roadway segments in Pacific Beach. Upon buildout of these communities, it is forecasted that with roadway improvements, the total number of roadway segments operating over capacity would be 14 in La Jolla and 17 in Pacific Beach. Segments with V/C ratios of 1.30 or greater would result in moderate to severe traffic congestion.

The travel forecast also found that two intersections within La Jolla and eight intersections within Pacific Beach currently operate with a LOS lower (or worse) than C. Potential problems with LOS D or lower includes congestion, delay and air quality impacts. Upon buildout of the two communities, the travel forecast projects the LOS to be worse than C at four La Jolla intersections, and at ten Pacific Beach intersections with existing intersection configurations. Intersections with LOS D or lower could experience a build-up of CO concentrations, thus creating CO "hotspots."

Significance of Impact

Implementation of the land use plans set forth within the proposed La Jolla and Pacific Beach Community Plan and LCP Updates, would create direct impacts on the region's ability to attain federal and state air quality standards. Motor vehicle emissions would also incrementally affect air quality within the San Diego Air Basin as development occurs over time, resulting in cumulative impacts. These Plan updates would, however, create less impacts than the previously adopted Community Plans for these two communities. Forecasted increases in average daily traffic and levels of service on community roadway, are for the large part, attributed to overall regional growth and an increase in tourism.

Mitigation Measures

To minimize direct and cumulative impacts to air quality within the San Diego Air Basin, both the La Jolla and Pacific Beach Community Plan and LCP Updates include goals and recommendations as they relate to the 1992 RAQSs. Implementation of these measures would not, however, reduce impacts to below a level of significance.

- Reduce traffic congestion within the communities by increasing the efficiency of public transit, by promoting safe and pleasant bicycle and pedestrian routes, and by providing physical and operational improvements to the existing circulation systems.

- Promote the use of a year-round shuttle service as an alternative form of transportation.

- Create safe and useful pedestrian and bicycle pathways to connect the residential neighborhoods with commercial areas and community facilities, such as schools, parks and the library.

- Reduce the impact of visitor parking in those areas closest to the beach and bay through a program of incentives (such as peripheral parking centers and improved transit) and disincentives (such as time-limit parking and residential parking permits).

In addition, the Plan Updates recommend the implementation of transportation demand strategy studies. Significant impacts to air quality within the San Diego Air Basin could be further mitigated by the adoption of development alternatives to reduce intensities within both communities. These alternatives would focus on downzoning within the same land use category, or rezoning to a more restrictive land use. Adoption of a development alternative would reduce traffic impacts, and thereby reduce direct and cumulative impacts to air quality within the San Diego Air Basin.

GEOLOGY AND SOILS

Existing Conditions

Soils

According to the *U.S. Department of Agriculture Soil Survey-San Diego, California,* much of the soil make up within the two communities is either highly erodible, or because of widespread development, no valid interpretations for erodibility can be made. The southern coastal plain of La Jolla and the western one-half of Pacific Beach is composed of such disturbed soil, that is referred to as Urban Land (Ur). Urban Land indicates that the soil have be so highly urbanized upon that no erodibility factor can be determined.

The shoreline beach areas in both communities are classified as Coastal Beaches (Cr), with a severe erodibility factor. Much of Mission Bay, its island and peninsulas, are composed of Made Land (Md) as a result of dredging operations conducted in Mission Bay from 1942 to 1961. Made Land is found in Pacific Beach within the vicinity of Mission Bay Senior High School and Campland, adjacent to the Northern Wildlife Preserve.

The hillier parts of La Jolla and Pacific Beach comprising Mount Soledad and its ridges and canyons, are composed of a mixture of highly erodible soils. The summit of Mount Soledad and the high ridge extending south along I-5 contain terrace escarpments (TeF), which are severely erodible. The remaining hillside ridges and canyons fanning out from Mount Soledad throughout the center of La Jolla, are composed of Olivenhain cobbly loams (OhE, OhF, and OhC), ranging in slope gradients of 2 to 50 percent. Within sloping mesa areas in-between the canyons, widespread development has occurred on soils generally consisting of Carlsbad gravelly loamy sands (CbB and CbC), Olivenhain-Urban land complex soils (OkC and OkE) and Huerhuero-Urban land complex soils (HuC and HuE). The loamy sands have a high erodibility factor, where the other soils containing Urban land have no rating.

In northern La Jolla, along the flatter coastline areas, are highly erodible Corraliton loamy sands (CsB and CsC). Altamont clays (AtE, AtE2, and AtF) lie adjacent to the loamy sands, and have a moderate to severe erodibility rating. The remainder of northern La Jolla is generally composed of Carlsbad gravelly loamy sands (CbB, CbC, and CbD), Carlsbad-Urban land complex (CcC and CcE), and Chesterton fine sandy loams (CfC). The sands and the loams are all highly erodible.

Geology

Seismology

According to the *City of San Diego Seismic Safety Study,* there are a range of seismic fault traces extending through the La Jolla community. As shown in Figure 6, these faults include the Muirlands Fault, Country Club Fault, Mount Soledad Fault, Rose Canyon Fault and Scripps Fault.

The Rose Canyon Fault zone extends south through La Jolla and Pacific Beach, for approximately 10 miles. This zone extends south from La Jolla Cove Shores, down along

Ardath Road, through Rose Canyon, and along the east side of Mission Bay paralleling I-5. This zone is comprised of the subparallel faults of Rose Canyon, County Club and Mount Soledad. Within Pacific Beach, as shown in Figure 7, it includes the Mission Bay Fault. Seismic studies indicate that the Rose Canyon Fault zone also continues north offshore for approximately 10 miles.

The Rose Canyon fault has been classified as potentially "active" by the California Division of Mines and Geology, due to its recorded pattern of earthquake and seismic movement. Any new development within five hundred feet of either side of this fault, would require geotechnical studies prior to issuance of discretionary permits and site construction. This alignment also falls within the Alquist-Priolo Special Study Zone, recently established by the California Division of Mines and Geology in December of 1992. Seismic related hazards within this zone include ground shaking, surface ground rupture, landslides and liquefaction. The remaining faults within these communities are classified as inactive.

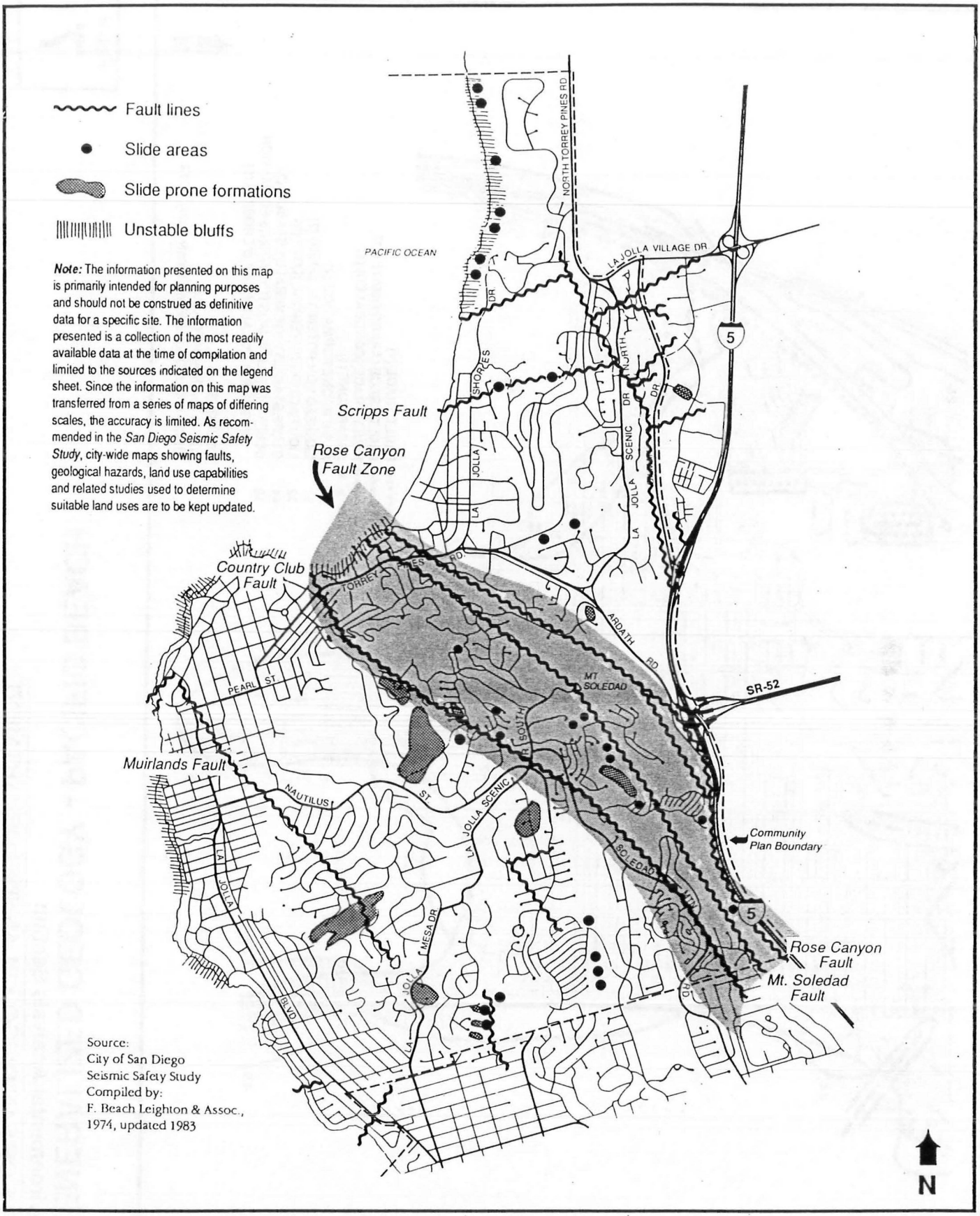
Ground Stability

In terms of geologic stability within La Jolla and Pacific Beach, ground conditions appear to be generally stable through much of the two communities. Based on the *City of San Diego Seismic Safety Study*, almost the entire community of Pacific Beach and the western portion of La Jolla have a geotechnical land use risk zone rating of AB, B, and AC, with a corresponding geologic hazard category number of 52, thus indicating that the ground is generally stable. The shoreline's coastal bluff and beach areas range from generally unstable, with unfavorable jointing and rapid erosion, to generally stable, with very slow erosion and no slides (in the broader beach areas). La Jolla's northern shoreline contains confirmed, known, and highly suspected slide areas within the coastal slopes.

Many of the shoreline areas immediately adjacent to Mission Bay have a high potential for ground failure, or liquefaction. Liquefaction is a phenomenon which occurs in unconsolidated and/or near saturated materials. The soil loses total cohesion and is converted to a fluid state when subjected to severe vibration, as with seismic activity. Within Pacific Beach, these areas of high liquefaction potential are found within the vicinity of Rose Creek, Mission Bay Senior High School and Campland, and have a geotechnical land use risk zone rating of C with a corresponding geologic hazard category number of 31.

The areas comprising Mount Soledad and its ridges, canyons and sloping mesas, are mostly underlain with Ardath scale, a slide-prone geologic formation. Its geologic ratings, however, indicate that these areas range from unfavorable to favorable in geologic ground structure. Most of the existing development occurs on favorable geologic ground structure.

Issue: Would implementation of the Community Plan and LCP Updates result in the exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

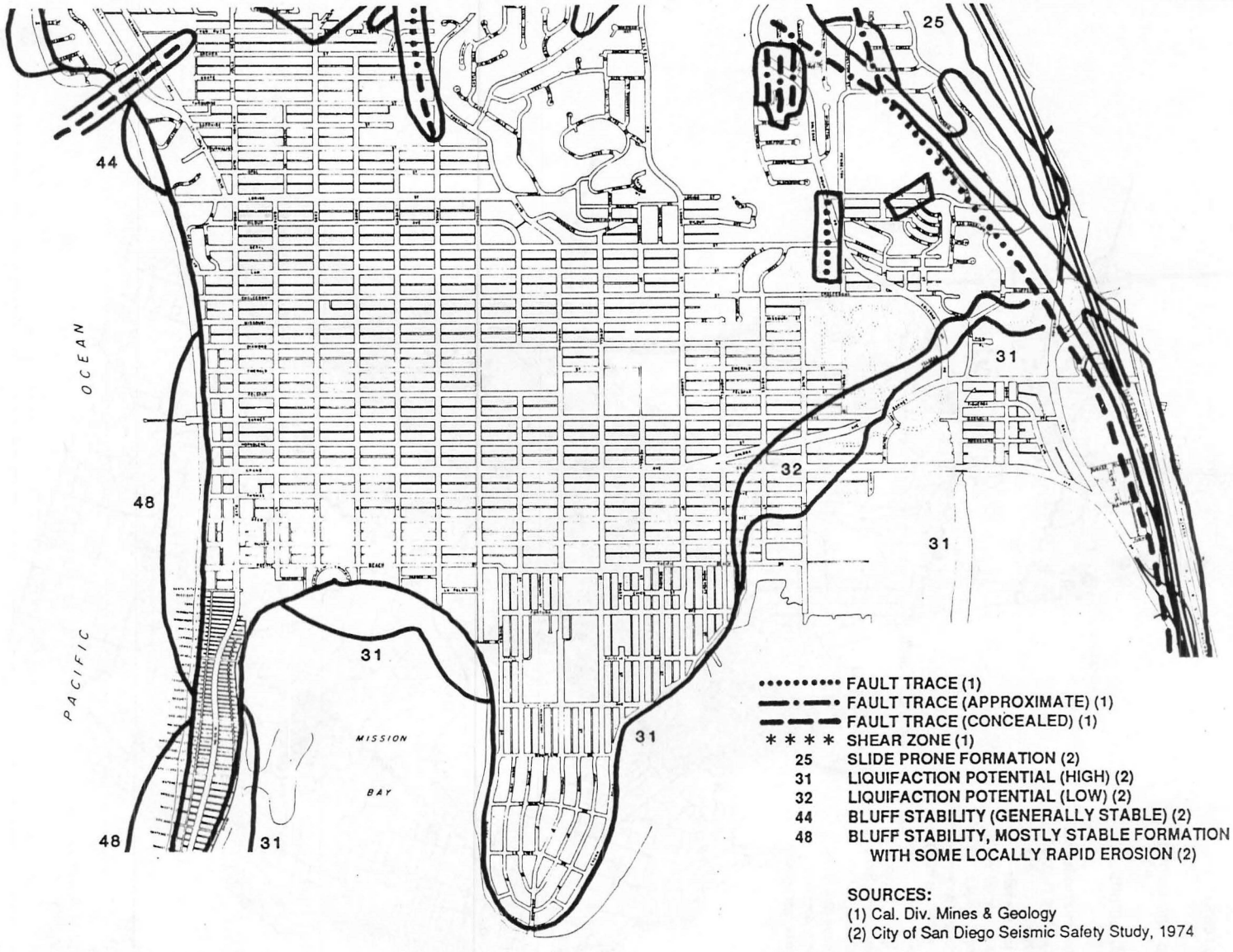


GEOLOGICAL FAULT LINES AND HAZARD AREAS - LA JOLLA

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Figure 6



GENERALIZED GEOLOGY - PACIFIC BEACH

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Figure 7

Impact

Geological conditions exist within both La Jolla and Pacific Beach which could pose serious hazards when the land is developed upon. These areas include unstable slopes, slide-prone rock formations, earthquake faults, and areas prone to liquefaction during seismic activity.

Construction sites located in specific Hazard Category Zones are considered to have potentially significant geologic impacts. The Hazard Category Zone, as it relates to La Jolla and Pacific Beach, includes land with the following features or phenomenon: confirmed, highly suspected, or conjectured land slide potential; slide-prone Ardath scale rock formation; relatively high liquefaction potential; generally unstable coastal bluffs; unstable and unfavorable bedding planes; and rapid erosion potential. Also, project sites located within 500 feet of an active fault, such as Rose Canyon Fault, or potentially active faults are considered to have potentially significant geologic/geotechnical impacts.

The future residential development or residential/commercial redevelopment expected to occur throughout La Jolla and Pacific Beach, may well be located within one, or a combination of, the above mentioned Hazard Category Zones. Future projects that are in these areas would require geotechnical surveys and studies to be conducted prior to issuance of any City permits. In most cases, geologic hazards can be alleviated by grading. Generally, this involves removing the hazardous ground material and backfilling with stable material at stable slope gradients. In some cases, buttress fills are created which extend into open spaces, thereby disturbing sensitive vegetation, at least temporarily. For hazards associated with faults, building setbacks are generally considered as adequate mitigation.

Significance of Impact

Implementation of both the Community Plan and LCP Updates could result in significant direct and indirect impacts to the geological make-up of future project sites within La Jolla and Pacific Beach. Future development could expose people and property to geologic hazards, thus jeopardizing human safety and well-being.

Mitigation Measures

The proposed La Jolla and Pacific Beach Community Plan and LCP Updates recommend specific hillside and coastal bluff development guidelines to alleviate potential geologic hazards in those areas.

La Jolla

- Design structures on hillsides with a Hillside Review Overlay Zone designation in a manner that does not excessively alter the natural hillside conditions, thereby minimizing the need for cut and fill grading.

- The structural quality of the soil should determine the type of construction proposed on hillsides. The stability of a hillside is important to the protection of adjacent properties as well as sensitive slopes and canyons which may surround the site.

- Design infill development on hillsides in relation to existing topography and landscape features, and set back large residential structures from the brows of hillsides.

- Prohibit coastal bluff development on or beyond the bluff face, except for public access stairways and ramps leading to beaches. Other permitted coastal development would include fencing essential to deter trespassing and protect fragile resources, and erosion control measures, such as seawalls and drainage conduits, provided that they do not alter the natural character of the bluff face, restrict public access, or encroach on public property without an approved encroachment permit.

- Require a geotechnical report for all bluff-top development proposed to be sited within 40 feet from the bluff edge, to document that the edge is stable enough to support the proposed development in accordance with the Sensitive Coastal Resource Overlay Zone.

- Permit the placement of shoreline protective works, such as seawalls, revetments and parapets, only when required to save coastal-dependent uses and when there are no other feasible means to protect existing principal structures in danger from wave action.

- Disallow the placement of protective structures to encroach on any public areas unless engineering studies indicate that minimal encroachment may be necessary to avoid significant erosion conditions and that no other viable alternative exists.

- Require indigenous native and drought tolerant plants in all new developments and significant additions along coastal bluffs, to reduce the need for underground irrigation systems that contribute to the erosion of the bluff face due to water runoff over the bluff face.

- On existing legal lots, where 90 percent or more of the lot is located on steep slopes above 25 percent grade, limit encroachment into the hillside to 20 percent, thereby preserving the remaining portions of the hillside in a natural, undisturbed state.

Pacific Beach

- Set back new development along coastal bluffs in accordance with the sensitive coastal resources zone and specific proposals within the Plan to reduce the potential for erosion and slippage.

- Any new access (via trails, etc.) into and through Open Space areas proposed by the City shall be reviewed by the Planning Department to ensure that it is provided in a manner that is sensitive to resource preservation.

Detailed mitigation measures would be formulated during environmental review of site-specific projects.

BIOLOGY

Existing Conditions

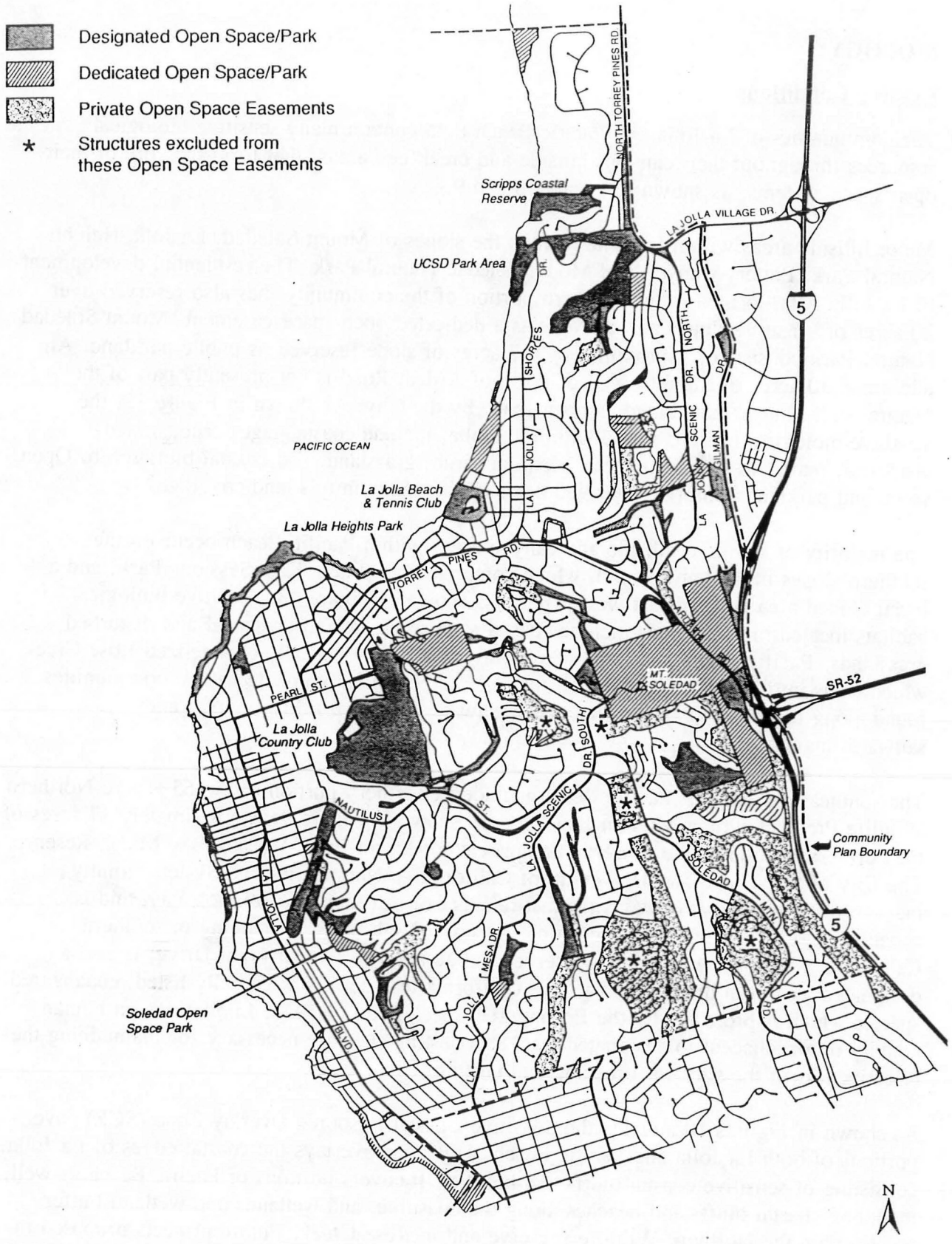
The communities of La Jolla and Pacific Beach both contain many sensitive biological resources throughout their canyon, hillside and creek bed areas, that form the core of their open space systems, as shown in Figures 8 and 9.

Major hillside areas within La Jolla include the slopes of Mount Soledad, La Jolla Heights Natural Park, Pottery Canyon and Mount Soledad Natural Park. The residential development of La Jolla Alta, located in the southern portion of the community, has also reserved over 20 acres of sensitive slopes and canyons as a dedicated open space easement. Mount Soledad Natural Park consists of approximately 117 acres of slope reserved as public parkland. An additional 30 acres of Mount Soledad, north of Ardath Road is not presently part of the Natural Park, but is maintained as open space by the City. As shown in Figure 12, the sensitive biological habitats found within La Jolla, include coastal sage scrub, mixed chaparral, maritime succulent scrub, riparian scrub, grassland, and coastal bluff scrub. Open space and parkland comprise over 900 acres of the community's land coverage.

The majority of sensitive hillside and canyon areas within Pacific Beach occur on the southern slopes of Mount Soledad, which comprise the 79-acre Kate Sessions Park, and a linear sloped area situated just west of I-5. As shown in Figure 13. Sensitive biological habitats located in these areas include coastal sage scrub, mixed chaparral and disturbed grasslands. Pacific Beach's eastern side is traversed by the partially channelized Rose Creek, which leads into Mission Bay through the Rose Creek inlet. Valuable habitat communities found along the creek alignment include freshwater marsh, brackish marsh, and saltwater marsh.

The southeastern edge of Pacific Beach includes a northern portion of the 65+ acre Northern Wildlife Preserve within Mission Bay Park, as shown in Figure 9. Approximately 17 acres of the northern portion of the Preserve comprise the Kendall-Frost Mission Bay Marsh Reserve. The City of San Diego and University of California - Natural Reserve System, jointly manage the Preserve. It contains the last remnant of salt marsh in Mission Bay, and is considered to be one of the best examples of coastal salt marsh remaining in southern California. Just southwest of the Preserve, and adjacent to Crown Point Drive, is also a designated least tern breeding area. The California least tern is a federally-listed, endangered species which is protected by the Endangered Species Act of 1973. Limitations on human activity on or adjacent to designated least tern nesting sites are necessary for maintaining the effectiveness of the sites for breeding and nesting.

As shown in Figures 10 and 11, the Sensitive Coastal Resource Overlay Zone (SCR) covers portions of both La Jolla and Pacific Beach. This zone overlays the coastal edges of La Jolla, consisting of sensitive coastal bluffs and beaches. It covers portions of Pacific Beach as well, including coastal bluffs and beaches along the coastline, and wetlands and wetland buffer areas within the Northern Wildlife Preserve and in Rose Creek. Future projects proposed in these SCR overlay areas would require SCR permits.



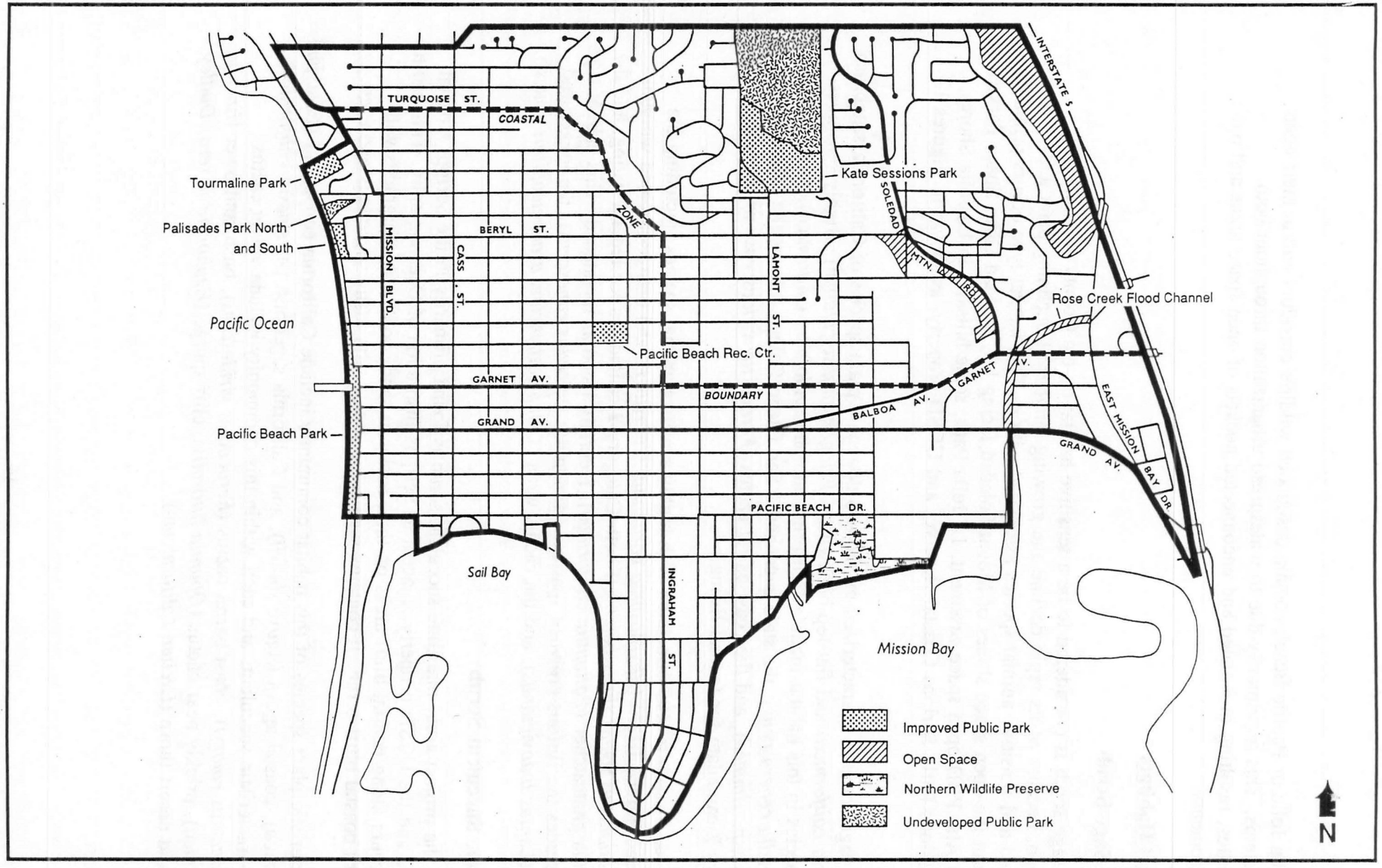
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OPEN SPACE SYSTEM - LA JOLLA

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Figure 8



PARKS AND OPEN SPACE AREAS - PACIFIC BEACH

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Figure 9

Neither La Jolla or Pacific Beach contain designated wildlife corridors within their open space systems. This is primarily due to widespread urbanization throughout both communities, resulting in isolated and unconnected pockets of open space areas and open space easements.

Biological Habitats

Coastal Sage Scrub

Coastal sage scrub is considered to be a sensitive habitat by the County and City of San Diego, because of its rapid decline and growing number of declining plant and threatened and sensitive animal species associated with it. This habitat type occurs primarily throughout the open space slopes of Mount Soledad facing I-5, Soledad Open Space Park, the La Jolla Alta PRD open space easement, La Jolla Park, some hillsides in La Jolla Shores, Kate Sessions Park, Scripps Coastal Reserve, and UCSD property, as shown in Figures 12 and 13.

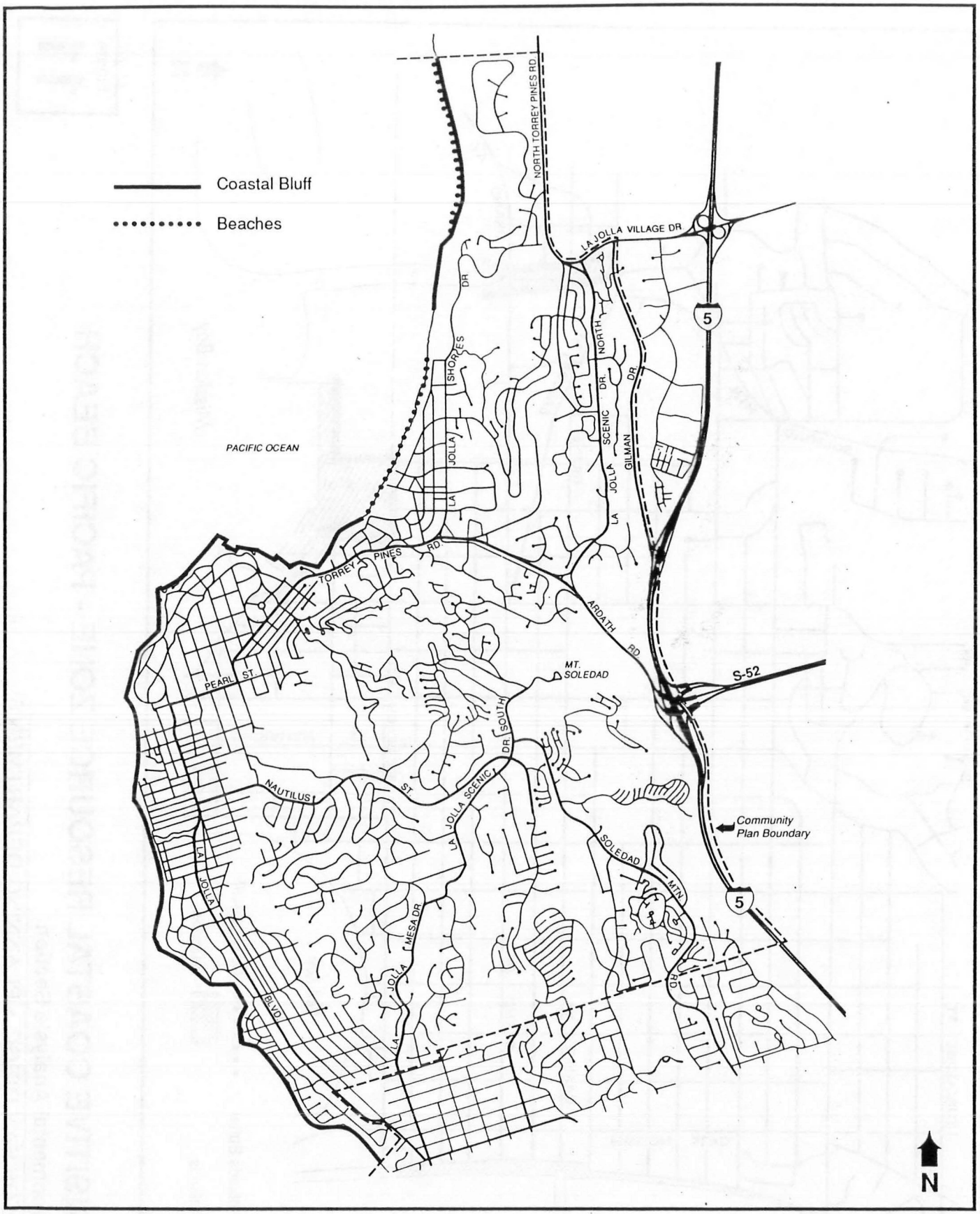
Coastal sage scrub is characterized by the two dominant plant species of California sagebrush (*Artenisia californica*) and flat-top buckwheat (*Eriogonum fasciculatum*). Highly sensitives plant species in this habitat include California adolphia (*Adolphia californica*), mesa clubmoss (*Selaginella cenerascens*), the state endangered San Diego County monardella (*Monardella linoides ssp. viminea*), and the coast barrel cactus (*Ferocactus viridescens*) which is a Category 2 candidate for federal listing.

Coastal sage scrub is also associated with highly sensitive animal species, including the San Diego horned lizard (*Phyrnosoma coronatun blainvillei*), and orange-throated whiptail (*Cnemidophorus hyperythrus beldingi*) both Category 2 candidates for federal listing, and the California gnatcatcher (*Polioptila californica*), federally listed as threatened. This habitat type also includes the Rufous-crowned sparrow (*Aimophila ruficedps canescens*), the loggerhead shrike (*Lanius ludovicianus*), and the cactus wren (*Campylorhynchus branneicapillus couesi*).

Maritime Succulent Scrub

Within the project area, maritime succulent scrub is found primarily in the Scripps Coastal Reserve and the UCSD property adjacent to Scripps Institution of Oceanography. This habitat type occurs along coastal bluff areas on thin, rocky or sandy soils and intergrades with southern coastal bluff scrub. It contains sage scrub mixed with many succulents and cacti.

Characteristic plant species of this habitat community include California copperleaf (*Ccalypha californica*), coastal agava (*Agave shawii*), and California sagebrush (*Artemesia californica*). The characteristic succulents and cacti within this community include velvet cactus (*Bergercactus emoryi*), coast barrel cactus (*Ferocactus viridescens*), bush sunflower (*Encelia californica*), prickly pear cactus (*Opuntia littoralis*), cliff spurge (*Euphorbia misera, Dudley spp.*) and desert thorn (*Lycium californicum*).

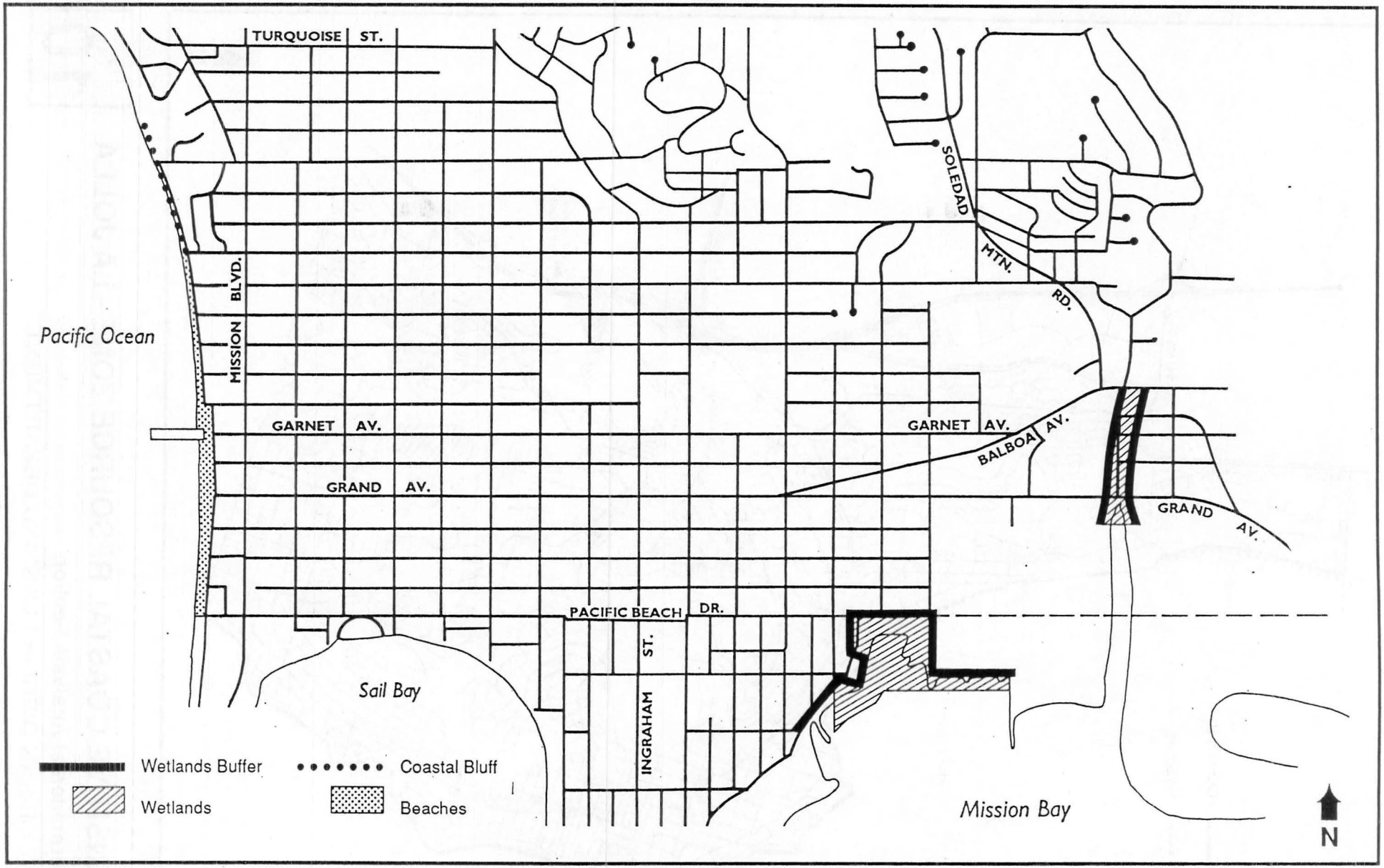


SENSITIVE COASTAL RESOURCE ZONE - LA JOLLA

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Figure 10



SENSITIVE COASTAL RESOURCE ZONE - PACIFIC BEACH

Environmental Analysis Section

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Figure 11

Coastal Bluff Scrub

Coastal bluff scrub requires special soil conditions found on coastal bluffs along the northern end of La Jolla, in and around Blacks Canyon and Sumner Canyon. The height of the plantsmay reach five feet. Characteristic plant species within the habitat community include saltbush (*Atriplex* spp.), morning-glory (*Calystegia cyclostegia*), and others.

Coastal Mixed Chaparral

Coastal mixed chaparral is also known as southern maritime chaparral. It is a distinctive type of chaparral that exists only in weathered sands with the fog belt in scattered localities from La Jolla to Encinitas. It frequently grows on steep slopes, especially those with a northern orientation. Within the project area, this habitat type exists primarily on the slopes of Mount Soledad Natural Park, Pottery Canyon, the UCSD property south of La Jolla Shores Drive, portions of hillsides within the Muirlands, and Kate Sessions Park. It is also found in Black's and Sumner Canyons in and adjacent to the Scripps Coastal Reserve.

Coastal mixed chaparral is characterized by the plant species which have a relatively limited distribution and occur no place else in the world. Plant species of this community include toyon, sugar bush, lemonade berry, laural sumac, chamise, Del Mar manzanita, wart-stemmed ceanothus, mountain mahogany, summer holly, sea dahlia, Del Mar sand aster and Western dichondra. These species continue to be vulnerable to continued development pressures.

Del Mar manzanita (*Arctostaphylos glandulosa* ssp. *crassifolia*) and summer holly (*Comarostaphylos diversifolia* ssp. *diversifolia*) are both Category 2 candidates for federal listing as endangered or threatened species. Western dichondra (*Dichondra occidentalis*) is a Category 3c candidate for federal listing.

Riparian Scrub

Riparian scrub is widely scattered along intermittent streams and near larger rivers, and is maintained by frequent flooding. Within the project area, this habitat community is found along the La Jolla Alta PRD open space easement and drainage area. Riparian scrub is characterized by the plant species of baccharis (*Baccharis viminea*), Barbara sedge (*Carex barbarae*), slender willow (*Salix exiqua*), and hoary nettle (*Urtica Holosericea*).

Coastal Salt Marsh

Coastal salt marsh vegetation is found in low-lying areas along the coast, and especially in estuaries, bays and lagoons. Within the project area, this habitat community exists at the mouth of Rose Creek as it empties into Mission Bay and in the Northern Wildlife Preserve. Salt marsh found within the Preserve is considered to be one of best examples of coastal salt marsh in southern California. This habitat is subject to inundation by salt water, and is therefore characterized by high soil salinities. Salt marsh is a highly productive habitat and is an essential spawning ground for many ocean-going organisms, including several game fishes. Only a small remnant of the original salt marsh acreage remains statewide, due to encroaching development.

Salt marsh plants are typically perennial species of succulents and grasses, with California cord-grass and glasswort being the two most common genera within this habitat community. Sea-blite and saltwort are also readily found within salt marsh. Salt marsh bird's beak (*Cordylanthus maritinus maritimus*) is a federally listed endangered plant also occurring in this habitat, which is a hemiparasite that lives on the roots of other marsh species.

An abundance of wildlife is supported by this habitat, including fish, shell fish, and birds. Animals of concern include the California least tern (*Sterna antillarum browni*), light-footed clapper rail (*Rallus longirostris*), salt marsh skipper (*Panoquina panoquinoider errans*), tidewater gobi (*Eucyclogobijus newberrye*), and the Belding's savannah sparrow (Passerculus sandwichensis beldingi). The least tern and the clapper rail are federally listed endangered species, and the Belding's savannah sparrow is a state-listed endangered species.

Coastal Brackish Marsh

Coastal brackish marsh usually intergrades with coastal salt marsh towards the ocean in coastal bays and estuaries, and occasionally with freshwater marshes at the mouth of rivers. Within the project area, coastal brackish marsh is found in the upper mouth of Rose Creek, as it intergrades with salt marsh leading into Mission Bay. The salinity in brackish marsh may vary considerably, and may increase at high tide or during seasons of low freshwater runoff or both. This habitat community is characterized by plant species including sedge, coastal salt grass, rushes, glasswort, bulrushes, and soft flag.

Freshwater Marsh

Freshwater marshes are found where the water table is at or just above the ground surface. Freshwater is found within Rose Creek just north of Balboa Avenue, as the creek bed transitions upstream from salt and brackish water. This vegetation community is dominated by perennial bulrushes and cattails.

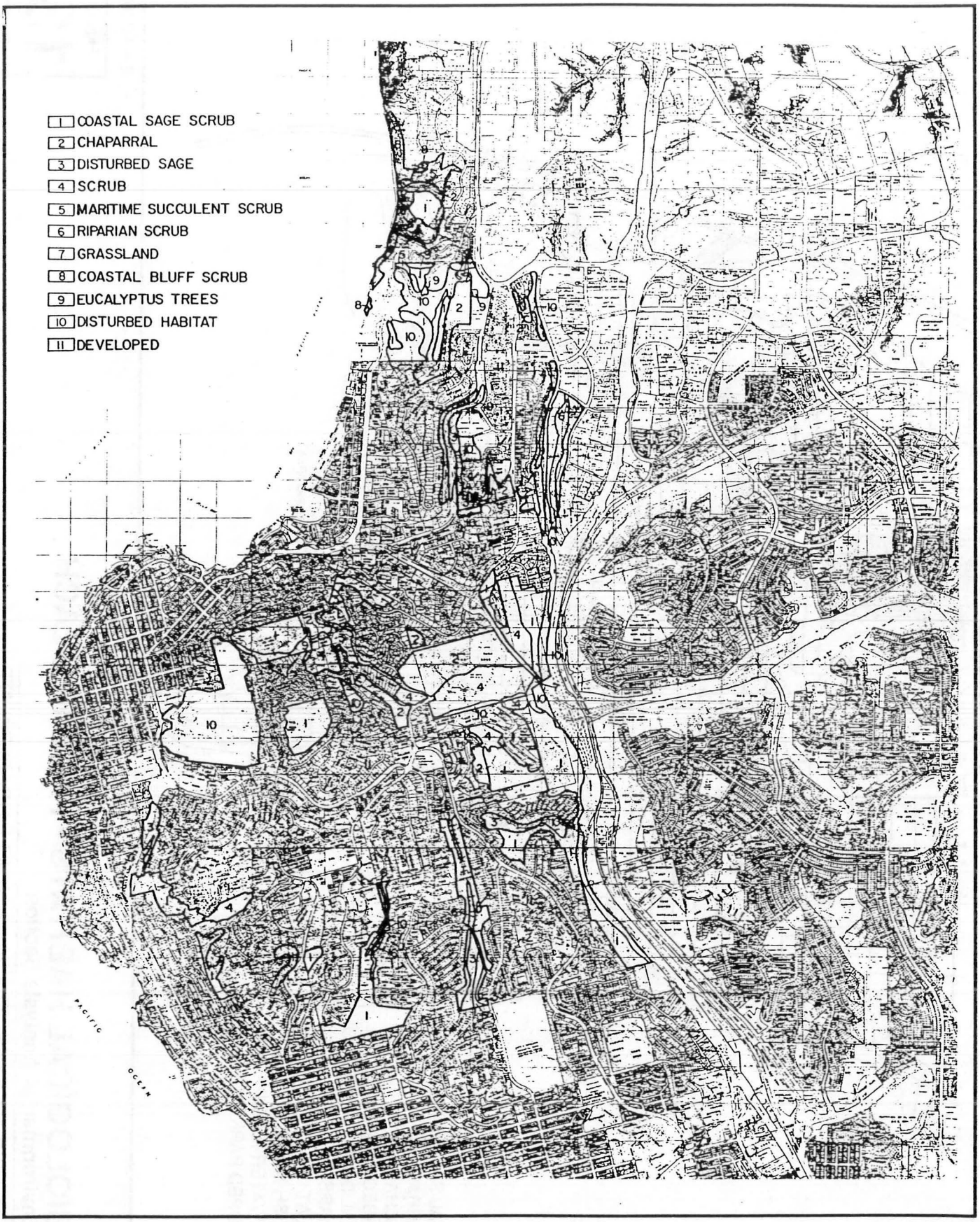
Issue 1: Would implementation of the proposed Plans result in a reduction of any unique, rare, endangered, sensitive, or protected species of plants or animals?

Issue 2: Would implementation of the proposed Plans result in the interference with movement of any resident or migratory fish or wildlife species?

Issue 3: Would implementation of the proposed Plans result in impacts to a sensitives habitat, including streamside vegetation, coastal sage scrub, chaparral, salt water marsh, and freshwater marsh?

Impact

Future development and redevelopment to take place within La Jolla and Pacific Beach over the next 20 years, could occur adjacent to sensitive biological resources found on hillside and canyon areas. Even though La Jolla is 95 percent developed, upon buildout of this community, it is expected that approximately 30 additional single-family dwelling units would be constructed, as well as 60 multifamily units. Residential construction could occur along the edges of open spaces systems and open space easements, thus encroaching upon valuable habitat areas and potential wildlife linkages/corridors.



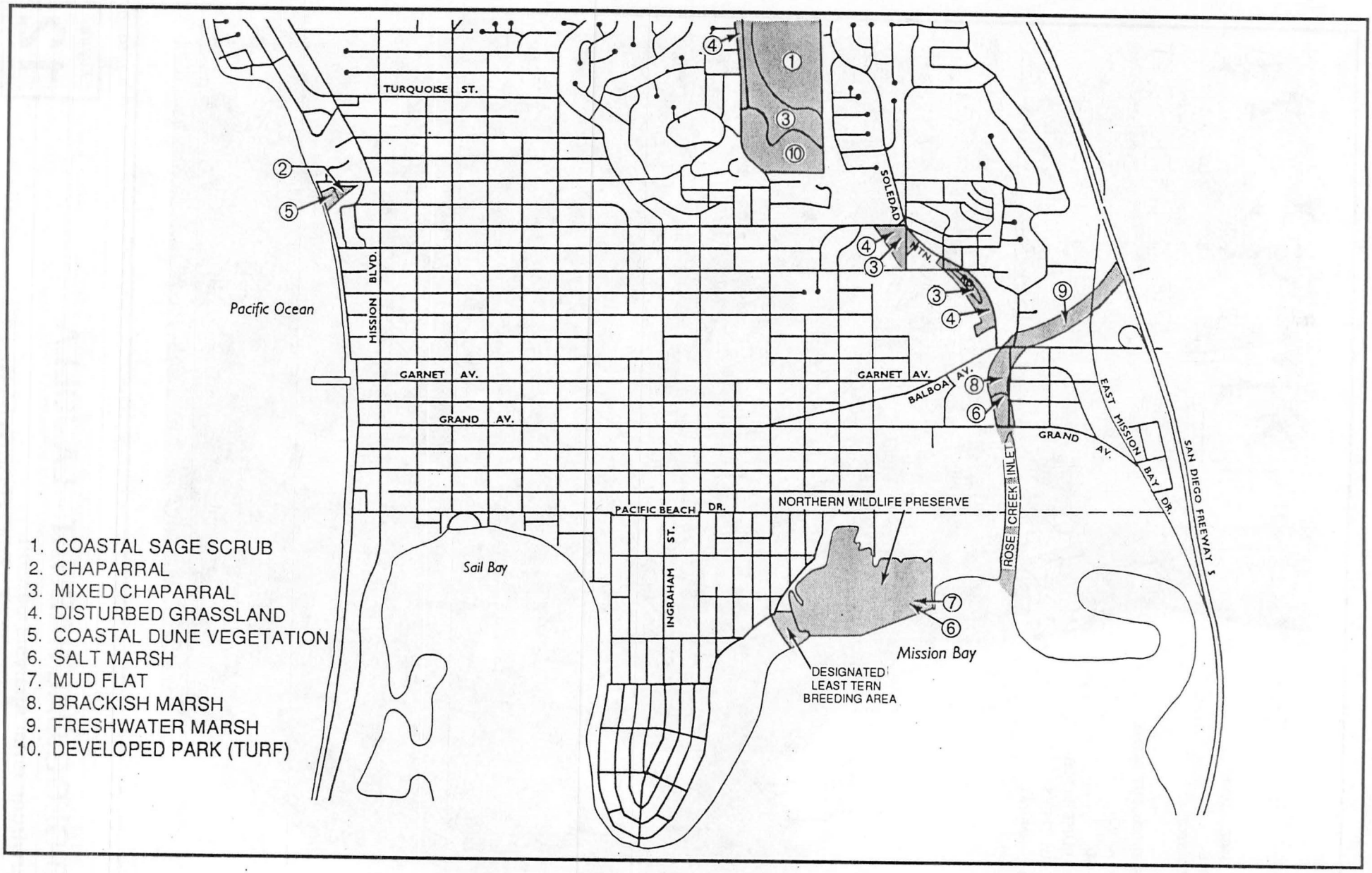
6-25-93 LDJ

BIOLOGICAL HABITAT - LA JOLLA

Environmental Analysis Section

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Figure 12



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BIOLOGICAL HABITATS - PACIFIC BEACH

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Figure 13

Even though Pacific Beach is almost totally builtout, it is anticipated that another 1,884 multifamily units could be constructed through implementation of the proposed land use plan. Single-family residential development, would occur as redevelopment, most likely in older neighborhoods. Future development could encroach upon the fringes of sensitive habitat communities found within Kate Sessions Park, the Rose Creek floodplain area and the Northern Wildlife Preserve.

Area roadway improvements recommended by the Community Plan and LCP Updates, as previously discussed in Section IV. A., could also potentially disturb valuable biological habitat. In particular, the widening of Garnet Avenue between Soledad Mountain Road and I-5, and the extending of Pacific Beach Drive to North Mission Bay Drive with a bridge spanning Rose Creek, could potentially damage fragile marsh areas within the creekbed and its embankments.

The installation and replacement of public utilities, including, but not limited to, water and sewer pipelines, electrical and communications cabling, and natural gas pipelines, all could traverse and potentially impact valuable wildlife habitats within open space and shoreline marsh and bluff areas.

Significance of Impact

Implementation of the proposed La Jolla and Pacific Beach Community Plan and LCP Updates could result in both direct and indirect impacts to biological resources within community open space systems, creek beds and shoreline areas. Development of future public utility and roadway improvements as recommended by the City could potentially impact valuable habitat within these communities as well.

Mitigation Measures

The proposed La Jolla and Pacific Beach Community Plan and LCP Updates set forth the following policies and recommendations to minimize direct and indirect impacts to sensitive biological resources, potentially created through implementation of the Plans.

La Jolla

- Rezone Mount Soledad Natural Park from R1-40,000 to OS-OSP.
- Dedicate the 30 acres of Mount Soledad, north of Ardath Road, as part of the Mount Soledad Natural Park.
- Designate the small City-owned parcel at La Jolla Scenic Way and La Jolla Scenic Drive South as Open Space.
- Rezone both Starkey and Via del Norte Mini-Parks as OS-OSP from R-3000.
- Designate the Fay Avenue bike path as Open Space and rezone it from R1-5000 and R1-8000 to R1-40,000.

- Limit public access in open space areas that contain sensitive biological resources to scientific or educational use. Access shall be confined to designated trails or paths and no access shall be approved by the City which would result in the disruption of habitat areas.

- Limit encroachment of new development in the areas identified as designated Open Space. Place the future installation of utility lines, facilities and equipment underground in any open space areas where feasible and revegetate with indigenous plant species.

- Prepare a master Environmental Assessment and Data Base for the Mount Soledad and Muirlands areas, to serve as a basic resource document containing an inventory and an analysis of all Open Space plant and animal habitat areas.

- Provide a system of viable habitat linkages between the existing open space areas to canyons and hillsides throughout the La Jolla open space system.

- Designate the bluffs adjacent to Coast Walk as an ecological reserve in order to help protect the integrity of the off-shore Underwater Park and Marine Reserve.

Pacific Beach

- Designate the Rose Creek inlet and flood control channel as Open Space, and pursue development of the area as a linear park with naturalized landscaping, and pedestrian and bicycle paths and facilities. Its maintenance will continue to be funded by the City's Water Utility Department.

- Natural resource areas such as Kate Sessions Park and the Northern Wildlife Preserve shall be designated as Open Space and rezoned to an appropriate Open Space Zone to preserve them in their natural state.

- Placement of new utility infrastructure should avoid open space areas serving as habitat preserves or conservation areas. Facilities should avoid all sensitive habitats, plants, and animals when being located in any open space area and absolutely excluded from open space sites serving as mitigation and/or serving habitat preservation/conservation purposes. Other open space areas allowing public access and activity would be available for utility infrastructure with appropriate mitigation.

- Any new access (via trails, etc.) into and through Open Space acres proposed by the City shall be reviewed by the Planning Department to ensure that it is provided in a manner that is sensitive to resource protection, with designated trails what would not disrupt habitat areas.

- Any new development of property abutting the Mission Bay Park Northern Wildlife Preserve shall maintain a buffer area and shall incorporate, where feasible, a controlled pedestrian trail and viewing areas around the marsh in accordance with the Sensitive Coastal Resource Zone and the specific proposals within the Community Plan.

"Designation" of land to Open Space within the Community Plan updates, acts to secure land for a particular use, but which could be rezoned to another use in the future. Development of open space related facilities could occur within this designation. To "dedicate" property to a particular land use, entails a commitment made by a private landowner to keep his property within a particular land use, such as Open Space, or a transfer of the land's ownership to the City (e.g. in the form of an easement) for a particular land use. Acceptance of land dedications by the City requires approval by the City Council. Dedication of land to Open Space permits no future development on that property and no future rezonings.

Detailed mitigation or alternatives for impacts to biology related to residential, public utility and other projects, would be formulated during subsequent environmental review for those projects.

CULTURAL RESOURCES

Existing Conditions

Both La Jolla and Pacific Beach are situated within a coastal region which has an extensive record of both prehistoric and historic occupation, even though much of these areas have been completely urbanized. Areas including Rose Canyon, Mount Soledad, Pacific Beach, Mission Beach, and Mission Bay have been studied by archaeologists over the years, and a large number of archaeological sites have been recorded.

Prehistory

The area's prehistory dates back to approximately 10,000 years ago, when the region's occupants were Native American people. The San Dieguito Complex is a cultural distinction used to describe a group of Native American people who occupied this region between 10,000 and 8,000 years ago. The San Dieguito migrated to coastal San Diego County from areas with drying, inland lakes now located in desert terrain. It is believed that the San Dieguito Complex was a wandering-based hunting and gathering society, as suggested by tools recovered from the sites of the San Dieguito. These people gathered marine resources of shellfish and fish with sophisticated stone tools. The material culture of the San Dieguito Complex consists primarily of scrapers, scraper planes, choppers, large blades, and large projectile points. Many tools were made of felsite, a fine-grained green metavolcanic material. Also associated with San Dieguito sites are sleeping circles, trail shrines, and rock alignments.

Subsequent to the San Dieguito was the La Jolla Complex which dates back to approximately 9,000 to 8,500 years before the present. The La Jolla Complex is a major cultural tradition which was established in the San Diego region, primarily along the coast. These people are characterized by having milling technology. The material culture includes "crude" cobble tools, especially choppers and scrapers, basin metates, manos, descoidals, points and flexed burials. The time period represented by La Jollan sites is referred to as the Early Milling or Archaic Period.

The Late Prehistoric Period is marked by the occupation of the Kumeyaay Indians, a Yuman speaking people from the Colorado River region, approximately 2,000 years ago. Due to the silted-in condition of lagoons along the coast, the Kumeyaay availed themselves of what marine food sources were available, but supplemented this with seasonal plants and game as the primary sources of nourishment. They were a seasonal hunting and gathering people who practiced cremation, the use of bows and arrows, and the use of acorns from scattered oak trees along the coast (Moratto 1984). The cultural material of the Kumeyaay included specialized ceramics, cremation urns, scrapers, scraper plains, a steatite industry, and clay-lined hearths.

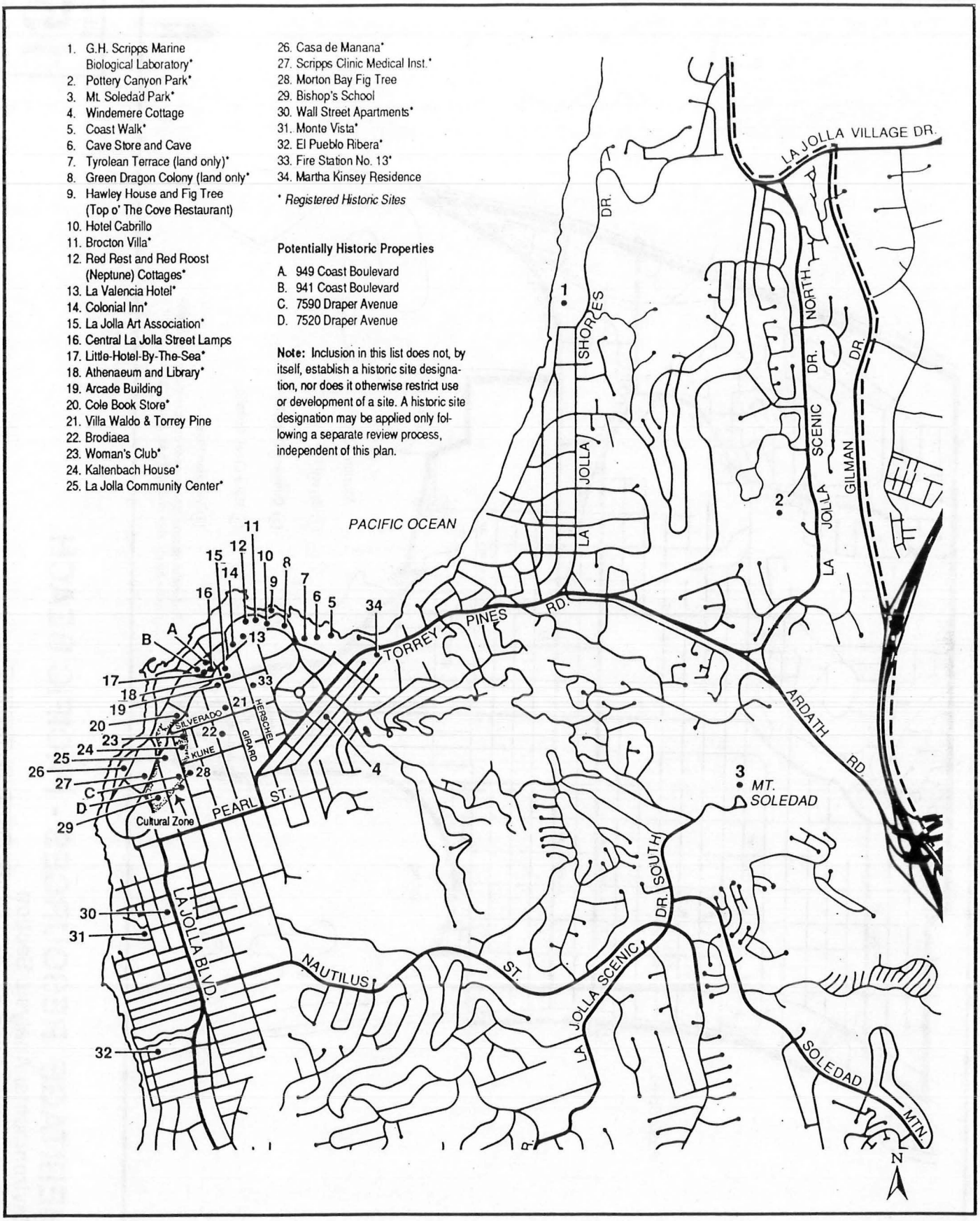
Within the Pacific Beach community is the recorded, prehistoric site of the Village of La Rinconada de Jamo, SDI-5017 (SDM-W-150). The village site has provided archaeologists with significant information regarding the ways of prehistoric life in coastal San Diego. It is believed that this site was occupied for 2,500 years or more, from the late Early Milling Period throughout the Late Prehistoric Period and into the Historic Period. Cultural material recovered at the village site indicated the subsistence activities of milling and hunting, stone tool manufacture, meat processing, and procurement of fish, mammals, and reptiles (Winterrowd and Cardenas 1987). A recovered ceramic pipe fragment and red-tailed hawk remains also indicate the occurrence of ceremonial activities at the site.

History

In 1769 the first Spanish exploring party, commanded by Gaspar de Portola, traversed the coastal canyons en route to the north from San Diego. Rose Canyon served as a natural transportation route for commercial and military activities along the coast. Dramatic changes occurred in the lives of the Indians of San Diego during this time, when the Mission San Diego de Alcala and the Presidio of San Diego were founded. Coastal Indians were quickly absorbed into the Mission system or died of newly introduced diseases. For this reason, ethnographic accounts of these Indians are limited. As the Indian population diminished, Spanish and Mexican people gradually settled in the area, as well as Americans during the Gold Rush era (Carrico and Taylor 1983), to pursue farming and ranching activities.

Since the beginning of the 20th Century, the San Diego coastal area experienced an increase in residential development and an escalation in land values. Both La Jolla and Pacific Beach contain significant historic structures and sites, dating back to the early 1900's that are important historical and heritage resources as well as community landmarks, as indicated in Figures 14 and 15. La Jolla contains 24 sites and structures that have been designated as locally historic by the City's Historical Site Board. These sites are located primarily in the Village area, of which four of those sites have been placed on the National Register of Historic Places. The nationally historic sites are the Red Rest and Red Roost (Neptune) Cottages, La Jolla Woman's Club and Scripps Marine Biological Laboratory.

Within the vicinity of Scripps Institution of Oceanography, there are also historic features (Hanna 1980) associated with the former military facilities of Camp Callan and Camp Matthews. The historic remains are representative of military activities with World War II coastal defenses. Camp Matthews was located in the eastern and central portions of the



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HERITAGE RESOURCE - LA JOLLA

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Figure 14



HERITAGE RESOURCES - PACIFIC BEACH

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Figure 15

present UCSD campus, and served as a Marine Corps training and firing range from World War I to 1964. Camp Callan was located along the ocean in the vicinity of La Jolla Farmsand north up to the southern boundary of Torrey Pines State Park. Within the UCSD campus are other military buildings and features probably associated with Camp Matthews. Within the northern La Jolla Community Plan boundaries, historic remains include a part of a bermed coastal artillery battery, and historic trash with bottles and ceramics.

Pacific Beach contains only a few significant historic structures reminiscent of the community's early history. Crystal Pier at the foot of Garnet Avenue, Dunaway Drugstore at the corner of Garnet Avenue and Cass Street, Rose Creek Cottage at Grand Avenue and Rose Creek, and a Victorian residence at 1704 Grand Avenue have been designated as locally historic sites.

Issue 1: Would development as a result of the proposed Community Plan and LCP Updates alter or destroy any prehistoric or historic archaeological sites?

Issue 2: Would development as a result of the proposed Community Plan and LCP Updates create adverse physical or aesthetic effects on an architecturally significant building, structure, or object?

Issue 3: Would development as a result of the proposed Community Plan and LCP Updates cause any impacts to existing religious or sacred uses within the potential impact area?

Impact

Development to occur within the communities of La Jolla and Pacific Beach, as proposed by the land use plans, could potentially impact both known and unknown cultural resources within the project area. Archaeological records reveal that the communities of La Jolla and Pacific Beach are rich in cultural resources. In addition to the prehistoric Village of La Rinconada de Jamo discussed above, resources include prehistoric camp sites which have been recorded along the entire length of Pacific Beach and Mission Beach, as well as heavily used seasonal camps at Crown Point and at the foot of Rose Canyon. These sites were associated with the La Jolla Complex (Smith and Moriarty 1985, Norwood and Walker, 1980) and the recent late prehistoric Kumeyaay Indians (Winterrowd and Cardenas, 1987).

Prehistoric burials have also been discovered along La Jolla's coastal bluffs during residential construction. These burials are as old as 8,400 years and associated with the La Jolla Complex. Their condition is usually disturbed as a result of previous farming activities within the area.

Disturbance and damage to cultural resources often occurs during the excavation operations for a project, where unknown subsurface resources are uncovered. Future redevelopment projects would also be occurring on properties which have not been previously surveyed for cultural remains.

Public roadway and utility improvement projects could disturb or damage unknown prehistoric and historic sites as well. Among these improvements, the City is carrying out the La Jolla-Pacific Beach Trunk Sewer Relief Project (CIP No. 46-164). This project primarily upgrades existing sewer force mains that are tributary to the First and Second La Jolla-Pacific Beach Trunk Sewers, renovates pumps in Sewer Pump Station 17, and rehabilitates Storm Station "G". The project extends approximately 13 city blocks from Mission Blvd., down Thomas Ave., and along Haines Street in Pacific Beach, with which the presence of potentially significant cultural resources could not be verified. As specified in a separate environmental document prepared for this project (Mitigated Negative Declaration, DEP No. 90-0787), archaeological monitoring is required during all ground disturbance operations.

The City is also carrying out the Mission Bay Sewage Interceptor System (MBSIS), a five phase project, to control non-point source pollutant flows and sewage spills from discharging into Mission Bay and the San Diego River tributary area. This project will consist of phased improvements to storm drains, construction of underground pump stations and the installation of telemetry systems. Project locations extend around the Mission Bay shoreline, within Sail Bay and Fiesta Bay, and have the potential for impacting recorded archaeological sites including the Village of La Rinconada de Jamo. Separate environmental documentation is being conducted for this phased project with appropriate mitigation, if required.

Historic surveys and inventories have also been conducted for La Jolla and Pacific Beach, to identify those sites which are 45 years and older and which may have historical significance. The *La Jolla-A Historic Inventory* was compiled in 1977, and lists approximately 171 potentially historic sites throughout La Jolla. A preliminary historic survey was also prepared for Pacific Beach in 1981 and revised in 1992 by the City Planning Department, which lists 53 significant and potentially significant historic sites. Thus, future development and redevelopment within these communities could impact structures/sites of unknown historical value.

Significance of Impact

Development to occur over time within La Jolla and Pacific Beach could create direct impacts to both known and unknown prehistoric and historic archaeological resources. Development and redevelopment within these communities could also potentially damage or destroy historical significant buildings, structures or sites representative of architectural periods or occupied by people of historical significance.

Mitigation Measures

The proposed La Jolla and Pacific Beach Community Plan and LCP Updates set forth the following policies and recommendations to minimize or avoid direct impacts to cultural resources potentially caused through implementation of both Plans.

La Jolla

- Identify sites of potentially significant historic value within the community by conducting surveys with the owners consent, based on existing preliminary surveys.

- Protect existing structures of significant architectural and historical value within residential and commercial areas for their scientific, educational and heritage values. Maintain the cultural zone designation within the La Jolla Planned District.

- Encourage the adaptive reuse or relocation of older structures to another site within the community to preserve the structural integrity, usefulness and potential historic value of these buildings.

- Implement a comprehensive Historic Preservation Package in order to preserve historic resources under private ownership, through incentives such as the provision of historic tax credits and permit fee waivers.

Pacific Beach

- Conduct historical and archaeological surveys using the preliminary heritage survey conducted for Pacific Beach, and pursue designation of significant sites or structures.

- Ensure that any redevelopment for Crystal Pier maximizes public access, emphasizes water dependent uses, enhances the historical architectural character of the pier and provides adequate parking.

- Provide incentives, such as tax credits and permit fee waivers to encourage private designation and conservation of potentially historic sites.

In compliance with cultural resource requirements of the City of San Diego, future development projects may require additional archival research, intensive surveys, excavations, resource evaluations of discovered remains, or archaeological monitoring. The project applicant shall retain a qualified archaeologist to carry out these activities.

Identified significant archaeological resources shall be avoided during excavation or construction at a project site, or preserved through capping or placement within an open space easement. When a significant resource would be disturbed by development, a research design and data recovery program, discussing in detail how the resource would be recovered, shall be prepared by the archaeologist and approved by the City prior to issuance of any discretionary permit.

The City Planning Department shall review all future projects which may alter a designated, or potentially eligible, historic site (typically a structure of 45 years or older). Any project proposal that substantially alters such a site, shall be reviewed by the City's Historical Site Board. Site restoration shall follow specific guidelines set forth by the Board during the project's environmental review.

All cultural resource surveys, assessments, resource evaluations and report preparations shall be carried out in accordance with City of San Diego and CEQA guidelines. It would be determined, however, which of these activities would be required, during the environmental review of site-specific projects.

HYDROLOGY/WATER QUALITY

Existing Conditions

The La Jolla and Pacific Beach Community Planning Areas are located within the Penasquitos Hydrographic Unit. The Penasquitos Hydrographic Unit is a triangular-shaped area of approximately 170 square miles, extending west from Poway to La Jolla. The unit contains Los Penasquitos Lagoon and Mission Bay, as well as Miramar Reservoir which is a major water storage facility containing imported Colorado River water. There are numerous creeks in this unit, including Soledad Canyon Creek , Carmel Valley Creek, Los Penasquitos Creek and Rose Creek which are major tributaries collecting runoff from seasonal rainfall.

Mission Bay forms a 4,000-acre aquatic park, with water quality that is generally lower than that of the coastal ocean water. This water quality is mostly due to poor flushing characteristics of the bay, incidental discharging from boats, and accidental sewage pipeline breaks and spills into the bay. The partially channelized Rose Creek empties into Mission Bay, and has been degraded by adjacent residential and commercial development, as well as the construction of roadway and public utility projects.

In the San Diego region, urban stormwater runoff is a major contributor to nonpoint source (NPS) pollution to surface waters. Growing urbanization has further impacted the hydrologic characteristics of watersheds which affects the volumes and rate of stormwater runoff. In compliance with amendments to the Federal Clean Water Act, in 1987, which established the National Pollution Discharge Elimination System (NPDES) Permit process, the City's Engineering and Development Department is developing a Citywide NPS pollution control and management program. Solutions to NPS pollution are regional in scope, rather than designed on a project level basis; however, the practices may be implemented on individual projects.

This City program is being developed in accordance with the California Regional Water Quality Control Board San Diego Region, Order No. 90-42, NPDES No. CA 0108758, a region-wide permit that states,

> ..."The impact of stormwater and urban runoff discharges on water quality of receiving waters has not been fully determined. Extensive water quality monitoring and analysis of the data are essential to make that determination. This order requires the permittees to monitor the discharges and to analyze the data. This Order also requires the development and implementation of best management practices (BMPs). "BMPs" are defined in 40 CFR

122.2 as "schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the United States..."

Issue 1: Would the proposed Community Plan and LCP Updates result in changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?

Issue 2: Would the proposed Community Plan and LCP Updates result in the discharging into surface or ground waters, significant amounts of pesticides, herbicides, fertilizers, gas, oil, or other noxious chemicals?

Issue 3: Would the proposed Community Plan and LCP Updates result in a change in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or the bed of the ocean or any lagoon?

Impact

Future development within both La Jolla and Pacific Beach would increase the amount of impervious ground surfaces within these communities, and in turn, increase the overall amount of urban runoff. Urban runoff is a major contributor to nonpoint source pollution to surface waters within the Penasquitos Hydrographic Unit. During the rainy season, pollutants from stormwater runoff are washed off streets, roofs, lawns and landscaping, and parking lots, thus degrading the water quality as it enters the area's rivers, creeks, coastal wetlands, lagoons, bays and the Pacific Ocean. The potential pollutants carried in stormwater runoff include sediment, heavy metals, oil, grease, gasoline, and other petroleum derivatives, fertilizers, pesticides, nutrients, animal wastes, salts and bacteria. Adverse impacts include more frequent and severe flooding, streambank and coastal bluff erosion, increased sedimentation in riparian areas and estuaries, and pollutant export.

Implementation of the La Jolla Community Plan and LCP Update would result in the additional construction of approximately 30 single-family dwelling units and approximately 60 multifamily units. Commercial development would occur as redevelopment primarily within the Village core. Moreover, implementation of the Pacific Beach Plan would result in approximately 1,884 additional multifamily units throughout the community. New single-family housing and commercial uses within Pacific Beach would occur over time as redevelopment within the allowable zones.

The construction of building foundations and additional paved areas, including roadway improvements, parking lots, and driveways would increase the amount of impervious ground areas. These impervious areas increase stormwater runoff and the velocity of sheetflow which could carry many of the above mentioned toxins, especially from motor vehicles, into waterways and groundwater. Landscape irrigation and other sources of imported water could also increase the amount of area runoff, and toxin infiltration into groundwaters.

As discussed above under the Geology and Soils section, much of the sloped areas within La Jolla and Pacific Beach are composed of soil types which are rated by the

U.S. Department of Agriculture Soil Survey-San Diego Area, California as having severe erodibility characteristics. Coastal beaches along both communities are rated as having a severe erodibility factor as well. The steeper slopes and coastal bluff areas are susceptible to erosion, geologic instability, and bluff alteration in general.

Significance of Impact

Through implementation of the proposed land use plans for both La Jolla and Pacific Beach within the next ten to twenty years, development could result in direct and indirect impacts to the natural hydrology and water quality of community groundwater, traversing creeks and canyon drainage areas, Mission Bay and the Pacific Ocean shoreline. Incremental development and redevelopment occurring over a period of time, could contribute to cumulative impacts to hydrology/water quality as well.

Mitigation Measures

The following are mitigation measures recommended throughout the Community Plan to minimize or avoid impacts associated with the hydrology/water quality within the two Community Planning Areas.

La Jolla

- Preserve beach and shoreline areas through appropriate erosion control measures that will maintain the natural environment, yet allow for the effective drainage of surface water. Surface water drainage shall not be allowed to drain over or near the bluff area, but rather into drainage facilities with energy dissipating devices. Where street drainage systems erode bluffs, the system should be redesigned to prevent bluff erosion.

- Limit encroachment of new development in the areas identified as designated Open Space.

- Maintain the natural surface drainage system, including intermittent streams, creeks, gullies and rivulets, especially where such drainageways adjoin or transverse other properties. Effects to natural drainage created by changes to natural landform or its surface coverage, must be determined prior to project approval.

- Limit the total amount of surface ground cover. The design of such site surfaces as structure foundations, driveways, patios, sidewalks and roads, should support, not alter, the natural system of drainage.

- Require indigenous native and drought tolerant plants in all new developments and significant additions along coastal bluffs, to reduce the need for underground irrigation systems that contribute to the erosion of the bluff face due to water runoff.

- Improve existing street drainage outlets with energy dissipating devices or other similar measures in order to minimize erosion caused by quantity, velocity or content of runoff.

- Direct roof and surface drainage away from the bluff edge towards the street or into special drainage facilities that have been equipped to divert water runoff from flowing over the bluff face.

Pacific Beach

- Set back new development along coastal bluffs in accordance with the Sensitive Coastal Resource Zone and specific proposals within the Plan to reduce the potential for erosion and slippage.

- Any new access (via trails, etc.) into and through Open Space areas proposed by the City shall be reviewed by the Planning Department to ensure that it is provided in a manner that is sensitive to resource preservation.

- Any new development of property abutting the Mission Bay Park Northern Wildlife Preserve shall maintain a buffer area and shall incorporate, where feasible, a controlled pedestrian trail and viewing areas around the marsh in accordance with the Sensitive Coastal Resource Zone and the specific proposals within the Plan.

Detailed mitigation measures would be formulated during environmental review of site-specific projects.

NOISE

Existing Conditions

Noise is defined as any unwanted or objectionable sound which disturbs human activity. Ambient noise levels are increasing in urban areas due to the growing volume of noise-generating activities. Within the urbanized communities of La Jolla and Pacific Beach, noise is primarily due to vehicular traffic, temporary construction, ventilation and air conditioning (HVAC) operations, leaf blowers, car alarms and barking dogs. The long-term effects of noise are physical as well as psychological. The various effects of noise could include headaches, sleep disturbance, changes in the heart and respiratory rate, irritability, fatigue, and hearing impairment. Noise could also adversely affect property values and the overall livability of a particular area.

Noise level is based upon the volume or intensity of a sound, its frequency or pitch, and the time of day and duration of its occurrence. The intensity of sound is made up of small, very rapid fluctuations in air pressure, measured on a logarithmic scale in decibels (dB). Decibel levels range from 0 dB, the approximate threshold for hearing, to 120 dB, the approximate threshold for pain. Sound frequency is the number of sound waves per second produced by an emitting source, which gives a sound its pitch. High pitched sounds are generally perceived as louder and more annoying than low pitched sounds, even when both types of sound are being emitted at the same decibel level.

A method often used to quantify environmental sounds consists of a weighing system for all frequencies, that reflects the decreased sensitivity of human hearing at both low and

extremely high frequencies. This method is referred to as "A" weighing, and the decibel level measured is called the A-weighted sound level dB(A).

Regarding the time of day sound occurs, night-time noise events are generally weighted as being ten times louder than day-time noise because of the much higher level of human disturbance that occurs, as in sleep disruption. This is calculated by using the Community Noise Equivalent Level (CNEL), which is the "A" weighted average sound level for a 24-hour day. It is calculated by adding 5dB to sound levels in the evening (7:00 pm to 10:00 pm), and 10dB to sound levels in the night (10:00 pm to 7:00 am) to compensate for the increased sensitivity to noise during the quieter evening and nighttime hours.

In addition, noise which occurs frequently at shorter intervals tends to be more irritating than continuous sounds that blend into the background, as in white noise. Physical harm to the ear can be caused by continuous noises at high decibel levels.

Issue 1: Would implementation of the proposed Updates result in a significant increase in the existing ambient noise levels of La Jolla and Pacific Beach?

Issue 2: Would implementation of the proposed Updates result in the exposure of people to noise levels which exceed the City's adopted noise ordinance?

Issue 3: Would implementation of the proposed Updates result in the exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan?

Impact

The City of San Diego Transportation Element of the *Progress Guide and General Plan* established noise standards for various land uses, see Table 8. The maximum acceptable exterior noise level is 75 dB(A) CNEL for industrial and commercial land uses; 70 dB(A) CNEL for business and professional office land uses; and 65 dB(A) CNEL for residential land uses, schools, libraries, hospitals and parks. The maximum exterior noise level for all useable outdoor living space (including patios, balconies, courtyards, seating areas, children's play areas, picnic and barbecue areas, and swimming pools) is 65 dB(A) CNEL or below.

Interior noise levels for hotels, motels, and dwellings other than single-family dwelling units are regulated by the City's Building Inspection Department, in accordance with the California Administrative Code, Title 24, Noise Insulation Standards (Title 24). Noise insulation in these structures is required so that interior noise levels do not exceed 45 dB(A) CNEL. Even though single-family detached residences are not presently covered by the City's Noise Ordinance, interior noise levels for these homes which exceed 45 db(A) CNEL, would be considered significant. Interior noise levels at business and professional office land uses are not to exceed 50 dB(A) CNEL.

The most prevalent and consistent source of noise within La Jolla and Pacific Beach will continue to be generated by vehicular traffic. As a "rule of thumb", the City's Planning Department has established thresholds for which noise studies or calculations would be

Table 8

LAND USE–NOISE LEVEL COMPATIBILITY STANDARDS

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

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

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

SOURCE: CITY OF SAN DIEGO PROGRESS GUIDE AND GENERAL PLAN 1989

required for new construction impacted by traffic noise. If the structure or outdoor usable area is proposed to be 50 feet of less from the center of the outside lane of a street, with the following existing or future ADT levels, the exterior noise level standards may be exceeded:

Land Use	ADT Level
All residential and other sensitive uses (schools, libraries, hospitals, day-care facilities, motels and parks).	7,500 ADT or greater
Office, church, business and professional office uses.	20,000 ADT or greater
Commercial, retail, industrial and outdoor spectator sport uses.	40,000 ADT or greater

Most main streets within La Jolla and Pacific Beach which traverse residentially designated areas, have ADTs much greater than 7,500. These roadways would include Torrey Pines Road, La Jolla Shores Drive, La Jolla Scenic Drive South and North, Nautilus Street, Soledad Mt. Road, Beryl Street, Grand Avenue, Garnet Avenue, Ingraham Street, La Jolla Mesa Drive, and Lamont Street. New residential construction along these streets would most likely require noise studies and noise mitigation.

With respect to noise from adjacent stationary uses, a project which would generate noise levels at the property line which exceed the City's Noise Ordinance standards, would be considered a potential noise impact (such as a car wash). Increases in urban noise levels affecting a wildlife refuge, or open space park could also be determined significant on a case-by-case basis. Temporary construction noise which exceeds 75 dB(A) CNEL for 12 hours within a 24-hour period at residences would be considered significant, as well. Where temporary construction noise would substantially interfere with normal business communication, or affect sensitive receptors, temporary noise impacts would be considered significant.

Significance of Impact

Implementation of the land use plans set forth in the La Jolla and Pacific Beach Community Plan and LCP Updates, could create direct impacts on the ambient noise quality of both communities. As future development occurs incrementally over the next twenty years, implementation of the Plans could create cumulative noise impacts within these communities.

Mitigation Measures

Mitigation for noise impacts is determined on a project-by-project basis and can vary depending upon the project type and site. Noise attenuation can be accomplished by noise avoidance, implementing structural alterations or constructing noise walls and/or noise

berms. Avoidance involves the altering of site plans so that sensitive receptors are located outside the area of impact. This can be achieved by using larger building setbacks than required by zone, or relocating sensitive receptors to the interior of a site.

Structural mitigation involves building techniques, including insulation and special window treatments, to reduce interior noise levels. Structural measures would also include mechanical ventilation or air conditioning so that windows can remain closed and still meet ventilation requirements. The specific measures are usually not known until the building plans have been prepared.

Physical mitigation includes the installation of noise walls and/or noise berms. Berms are constructed during the grading phase of a project, whereas noise walls are part of the building process.

GROWTH INDUCEMENT

Both La Jolla and Pacific Beach are well established, urbanized communities. Approximately 95 percent of the land designated for development within La Jolla has been builtout, as well as over 97 percent of the developable land within Pacific Beach. Neither one of these communities have the land area to accommodate significant future growth. Development to occur within the next twenty years would take place as limited infill or redevelopment of existing residential and commercial buildings. Recent downzonings have also occurred in Pacific Beach, primarily for multifamily residential uses, to comply with the City's Single Family Protection Program. Both the proposed La Jolla and Pacific Beach Community Plan and LCP Updates are consistent with the City of San Diego *Progress Guide and General Plan* and the California Coastal Act of 1976.

Transportation improvements recommended within the Transportation/Circulation Elements of these Plan Updates, would serve to alleviate existing roadway problems and those traffic conditions forecasted upon community and regional buildout. As discussed above in Section IV. , these improvements would not lessen traffic and circulation impacts to below a level of significance, and are considered growth accommodating at best.

CUMULATIVE IMPACTS

Implementation of the proposed Community Plan and LCP Updates could result in significant cumulative impacts, as identified by the environmental analysis section of this EIR. Cumulative impacts could occur in association with traffic and circulation, air quality, hydrology/water quality, and noise. A brief summary of each impact is presented below.

TRAFFIC AND CIRCULATION

Based on the *Pacific Beach/La Jolla Transportation Study, Final Draft,* 1993, conducted by the City's Transportation Planning Division, many roadways segments would operate significantly in excess of their design capacities within these communities. It is forecasted that with recommended roadway improvements, 14 roadway segments would operate over capacity in La Jolla, as well as 17 roadway segments within Pacific Beach. Street segments with V/C 1.3 or greater would result in congested conditions ranging from moderate to severe.

The City's forecast also found that upon community buildout, the level of service (LOS) would be worse than C at four La Jolla intersections, and at ten Pacific Beach intersections. As development occurs over time, vehicles would idle for prolonged periods of time with LOS D or lower, creating congestion, delay and air quality impacts.

AIR QUALITY

Upon community buildout, the City's transportation forecast projected that 14 roadway segments within La Jolla would operate over capacity, as well as 17 roadway segments in Pacific Beach. This would result in moderate to severe roadway congestion, thus emitting additional automobile exhaust and pollutants into the regional San Diego Air Basin.

At those roadway intersections forecasted to operate at LOS D or greater, a buildup of CO concentrations could occur, creating unhealthful and damaging CO "hotspots". Incremental pollutant emissions, generated throughout the life of the proposed Plan Updates could inhibit the ability of the San Diego Air Basin to attain both federal and state air quality standards.

HYDROLOGY/WATER QUALITY

Incremental construction of additional building foundations and paved areas, would increase the amount of impervious area throughout La Jolla and Pacific Beach. Over the next 20 years, urban runoff would be the major contributor to nonpoint source pollution of surface and groundwaters. An increase in impervious surface areas could increase runoff and the velocity of stormwater sheetflow, resulting in the accumulation of toxins and sediment loading within canyon drainage areas, Rose Creek, Mission Bay, coastal bluff areas and Los Penasquitos Lagoon. These impacts are most effectively reduced by regional programs and facilities.

NOISE

As urbanization becomes more intense within La Jolla and Pacific Beach during the next several decades, ambient noise levels will increase due to the growing number of noise-generating activities. The long-term effects of noise are physical as well as psychological. The various effects of noise could include headaches, sleep disturbance, changes in the heart and respiratory rate, irritability, fatigue, and hearing impairment. Noise could also adversely affect property values and the overall livability of a particular area.

Within La Jolla and Pacific Beach, noise is generated primarily from vehicular traffic with increases in roadway ADTs. New development and redevelopment of residential and commercial uses along the more frequently travelled roadways in these communities, may be subjected to future noise studies and noise mitigation, as development occurs. Urban noise levels affecting a wildlife refuge or open space could also be determined as significant on a case-by-case basis.

VII. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Both La Jolla and Pacific Beach are located along the Pacific Ocean coastline, where tourism is a key component of their local economies. Land values are escalating due to the desirability of living along the coast, together with an ever increasing limitation of developable land. In terms of short-term productivity and viability, these communities both support a localized industry of tourism that coexists with well-established residential uses occupying much of the community land areas.

Future development and redevelopment would occur primarily in residential and commercial districts which have, or are adjacent to, areas containing hydrological, biological and cultural values. These areas would include that of open space, marshland, coastal bluffs and locations containing older buildings with possible historic eligibility. Implementation of the Community Plan and LCP Updates would potentially diminish these environmental values. Maintenance and enhancement of the long-term productivity of these values within the two communities, however, would depend upon the extent of future development and the success of impact mitigation applied, in accordance with both Plan guidelines and supplemental environmental review.

VIII. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES INVOLVED IN THE IMPLEMENTATION OF THE PROPOSED ACTION

Implementation of the proposed La Jolla and Pacific Beach Community Plan and LCP Updates would result in an increase in traffic and circulation congestion, a reduction in air and water quality, a reduction in ground stability, a reduction in biological and cultural resources, and an increase in noise levels. These changes would also be considered permanent and irreversible, over and beyond the life of the proposed Plans.

Future residential development as proposed by both Plan Updates throughout these two communities, would further commit these areas to suburban use. Plan implementation would also increase incremental demand on community services, including water and sewer facilities, and fire and police protection.

IX. ALTERNATIVES

In accordance with State CEQA Guidelines (Section 15126(d), a range of project alternatives to the proposed project are presented below, as options which may reduce or avoid identified impacts associated with implementation of the La Jolla and Pacific Beach Community Plan and LCP Updates. The impacts identified within this EIR are associated with traffic/circulation, air quality, geology and soils, biology, cultural resources, hydrology/water quality and noise.

The "No Project" alternative is also discussed in accordance with CEQA, which would result in the continued implementation of the existing Community Plans.

NO PROJECT

Adoption of the "No Project" alternative would allow the continued implementation of the *La Jolla Community Plan* (1976) and *La Jolla-La Jolla Shores Local Coastal Program Addendum* (1982), as well as the *Pacific Beach Community Plan and Local Coastal Program Land Use Plan* (1983).

This alternative would result in no rezoning actions. Relative to La Jolla, this alternative would not rezone the slopes of Mount Soledad Natural Park from R1-40,000 to an OS-OSP designation, or dedicate the 30 acres of Mount Soledad, north of Ardath Road, as part of the Mount Soledad Natural Park. Within this alternative, an 8-acre portion of the Muirlands residential area would not be rezoned from R1-8000 to R1-10,000. Nor would the No Project alternative provide for the increased density of mixed use (residential/commercial) projects from 29 to 43 dwelling units per acre, to encourage affordable housing along transit corridors within the neighborhood commercial districts.

In Pacific Beach, adoption of the No Project alternative would result in no designations of natural resource areas as Open Space, such as Rose Creek inlet and flood control channel, or the rezoning of Kate Sessions Park from R1-10,000 to OS-P. No provision would be made to apply the SCR zone to property abutting the Northern Wildlife Preserve, or to promote coordination between the City and the San Diego Unified School District to pursue joint utization of school sites for recreational and park use. This alternative would not allow for the increased density to 43 du/acre and shared parking for those mixed-use (residential/commercial) projects which employ pedestrian, bicycle, and transit-oriented development (TOD) standards.

No Project would not implement the transportation improvements, discussed above, to alleviate congested roadways and intersections, as both recommended in the Plan Update and recommended by the City's Transportation Planning Division. As a result, this alternative could result in similar or worse adverse impacts to traffic/circulation, air quality, geology and soils, biology, cultural resources, hydrology/water quality and noise.

REDUCED DEVELOPMENT INTENSITY

This alternative would focus on the reduction of development intensities for residential and mixed-use residential/commercial development throughout La Jolla and Pacific Beach. To lessen the intensity of uses within these communities, certain rezoning recommendations within the proposed Plan updates, would not be implemented.

Both in La Jolla and Pacific Beach, the residential density of mixed use (residential/commercial) project would not be increased from 29 du/acre to 43 du/acre, within neighborhood commercial districts along transit corridors. This includes 20 acres of neighborhood/commercial use in La Jolla, along the east and west sides of La Jolla Boulevard, within the PDO.

With this alternative, approximately 75 units of multifamily development would not be constructed along transit corridors in La Jolla, within the neighborhood/commercial districts. Approximately 400 units of multifamily development would not be constructed in Pacific Beach along its transit corridors. Based on 8 vehicle trips per multifamily unit (under 30 du/acre), there would be a reduction of 600 ADT on La Jollan roadways and 3,200 ADT on Pacific Beach roadways. Requiring these areas to retain a lower intensity, would not only curb the increase of area traffic, but would decrease the added demand for on-site and off-site parking within the communities. Area traffic impacts would be reduced, as well as impacts to air quality and noise. However, this is only the case if commercial development were not to intensity along the same transit corridors, by adding additional square footage on second or third stories. Because of the 30-foot height limit, the mixed-use alternative would generate less ADT than either 2-story or 3-story commercial development.

The proposed rezonings, however, are recommended within the Plan Updates to encourage the use of public transit along transit corridors and to provide smaller, more affordable housing units.

PUBLIC TRANSIT AND OPERATIONAL ROADWAY IMPROVEMENTS

This project alternative would delete all roadway widening and extension improvements recommended in the Plan updates. Rather, it would focus on the implementation of enhanced public transit and operational street improvements recommended by the Plan Updates (such as using lights, directional signage, and rearranged on-street parking), as well as the additions of turn lanes within existing rights-of-way. This alternative would promote and encourage all facets of the Community Plan Updates that relate to the enhancement of public transit with the year-round use of the community shuttle and the development public transit nodes within commercial and residential/commercial areas.

Recommended roadway improvements to be deleted from this alternative include the obtaining of required right-of-way on both sides of Garnet Avenue for the purpose of widening it to six lanes between Soledad Mountain Road and I-5. The extension of Pacific Beach Drive to North Mission Bay Drive for pedestrian, bicycle and emergency vehicle use only, with a bridge spanning Rose Creek would be deleted as well.

The actual savings in ADTs through full implementation of this alternative is not available at this time, either through the City's Transportation Planning Division or SANDAG. According to *SANDAG's 1985 Transit Mode Split Study*, however, it was indicated that utilizing mass transit to its maximum potential would reduce ADTs in La Jolla by .7 percent of its total projected traffic volumes, and in Pacific Beach by .1 percent (Ammi, Transportation Planning Division, 1993).

RIDGEGATE ROW/I-5 INTERCHANGE

A connection between Ridgegate Row and I-5 has been proposed by members of the Pacific Beach Community Planning Committee, as a possible access route to La Jolla from I-5. It is believed that approximately 30 percent of the traffic traversing Pacific Beach is La Jolla bound traffic. The connection of Ridgegate Row with I-5 would lie between the existing Ardath/I-5 interchange and Grand/Garnet/I-5 interchange.

CALTRANS and the City have conducted an engineering and cost/benefit analysis of the proposed interchange, included within the *Pacific Beach/La Jolla Transportation Study, Final Draft,* 1993. Several significant constraints were identified by transportation engineers, including 1) the proposed interchange would lie too close to the adjacent interchanges, thus causing increased weaving among vehicles entering and exiting I-5, and 2) due to the high grade difference between the only location where CALTRANS could build an interchange connecting to Soledad Mountain Road, a 4-lane major street could not be designed to City standards. A new alignment would have to be selected, requiring massive grading operations. This would result in a very costly ramp design, with funding unidentified at this time.

Currently, the Ridgegate Row/I-5 interchange alternative is not being recommended by the City's Transportation Planning Division, nor is it being included in the La Jolla Community Plan update. According to the traffic study, however, this alternative would have substantial traffic benefits. It would allow another access point to La Jolla and would relieve some of the traffic from Pacific Beach streets, particularly on Mission Bay Drive. It is expected that Ardath Road traffic would decrease as well. Potential impacts to traffic would be reduced, together with impacts to air quality and noise.

To determine the actual level of traffic improvements within Pacific Beach and La Jolla with inclusion of the Ridgegate Row/I-5 interchange and its design alternatives, further analysis would have to be conducted by both the City and CALTRANS.

None of the above alternatives, however, would completely mitigate impacts to traffic/circulation or air quality within La Jolla and Pacific Beach.

X. REFERENCES

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A Cultural and Paleontological Resource Inventory Update for the University of California at San Diego and Scripps Institution of Oceanography, UCSD, November 1989.

This Environmental Impact Report was prepared by the City of San Diego Planning Department, Environmental Analysis Section (EAS), located at 202 C Street, Fourth Floor, San Diego, California. The following professional staff participated in its preparation:

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Shahriar Ammi, Associate Traffic Engineer, E&D

APPENDIX A

City of San Diego
Planning Department
DEVELOPMENT AND ENVIRONMENTAL PLANNING DIVISION
202 "C" Street
Mail Station 4C
San Diego, CA 92101
(619) 236-6460

Date: July 8, 1992

NOTICE OF PREPARATION OF A DRAFT
ENVIRONMENTAL IMPACT REPORT

THE CITY OF SAN DIEGO will be the Lead Agency and will prepare a draft Environmental Impact Report (EIR) for the following project:

PROJECT: La Jolla and Pacific Beach Community Plan Updates and Local Coastal Program Land Use Plans. COMMUNITY PLAN and LOCAL COASTAL PROGRAM LAND USE PLAN AMENDMENTS and REZONINGS, for the purpose of updating the currently adopted La Jolla and Pacific Beach Community Plan texts and land use plans. The La Jolla community planning area encompasses approximately 4,680 acres of land, and Pacific Beach encompasses about 2,700 acres. These communities lie adjacent to one another, in the mid-coastal region of the City. They are located immediately west of Interstate 5, south of the University community and north of Mission Bay. Portions of both La Jolla and Pacific Beach also lie within the California Coastal Zone. Applicant: City of San Diego.

DEP NO.: 92-0199

Based on an Initial Study, it appears that the project may result in significant environmental impacts in the following areas: Traffic, air quality, hydrology/water quality, biology and cultural resources.

For more information, or to provide comments on the scope and content of the draft EIR, contact the following person at the address above: Anne Lowry, Associate Planner, (619) 236-5571.

Written comments on the scope and content of the draft EIR must be sent to the above address by no later than 30 days after receipt of this notice.

Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding.

Attachments: Location Map
Initial Study Checklist

Distribution: U.S. Government
Fish and Wildlife Service
State of California
CALTRANS, District 11
California Coastal Commission
Department of Conservation
Department of Fish and Game
Department of Parks and Recreation

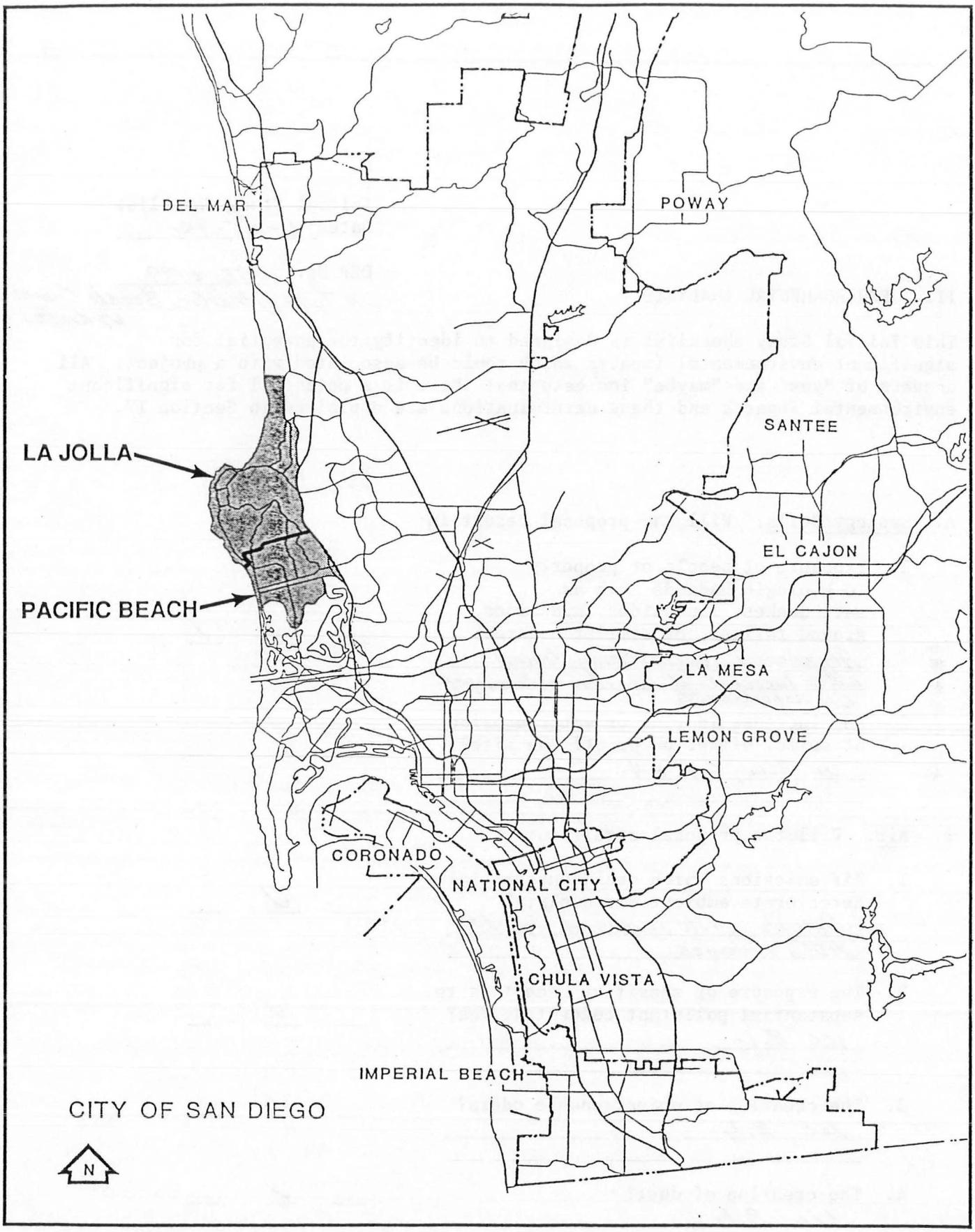
Office of the Historic Preservation
Office of Planning and Research
Regional Water Quality Control Board
State Air Resources Board
State Clearinghouse

County of San Diego
Air Pollution Control District
Department of Park and Recreation
Department of Planning and Land Use

City of San Diego
Clean Water Program
Councilmember Wolfsheimer, District 1
Councilmember Roberts, District 2
Councilmember Stallings, District 6
Engineering and Development Department
Fire Department
General Services Department
Historical Site Board
Mayor's Office
Parks and Recreation Department
Planning Department
Police Research and Analysis
Property Department
Transportation Planning Division
Water Utilities Department

City of Del Mar
Planning and Community Development

Other Agencies and Organizations
Birdwatcher's Neighborhood Association
Citizens Coordinate for Century 3
Clairemont Mesa Planning Committee
Community Planning Committee of La Jolla Shores
Crown Point Association
La Jolla Community Planning Association
La Jolla Parking and Business Improvement Association
La Jolla Shores Association
La Jolla Town Council
League of Women Voters
Metropolitan Transit Development Board
Mission Bay Planners Committee
Mission Bay Park Committee
Mission Beach Precise Planning Committee
Mission Beach Town Council
Ocean Beach Planning Board
Pacific Beach Community Planning Committee
Pacific Beach Town Council
San Diego Association of Governments
San Diego County Archaeological Society, Inc.
San Diego Gas & Electric
San Diego Transit Corporation
San Diego Unified School District
Scripps Institution of Oceanography
Sierra Club
Torrey Pines Community Planning Group
University Community Planning Group



6-30-92 JAA

LA JOLLA AND PACIFIC BEACH COMMUNITY PLANS

VICINITY MAP

Environmental Analysis Section

CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure 1

Initial Study Checklist
Date 6-25-92

DEP No. 92-0199
La Jolla / Pacific Beach Comm. Plan Updates

III. ENVIRONMENTAL ANALYSIS:

This Initial Study checklist is designed to identify the potential for significant environmental impacts which could be associated with a project. All answers of "yes" and "maybe" indicate that there is a potential for significant environmental impacts and these determinations are explained in Section IV.

	Yes	Maybe	No
A. Geology/Soils. Will the proposal result in:			
1. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? Appropriate engineering design will be incorporated into construction per City requirements	—	—	✓
2. Any increase in wind or water erosion of soils, either on or off the site? see A.1., C2.+4.	—	✓	—
B. Air. Will the proposal result in:			
1. Air emissions which would substantially deteriorate ambient air quality? Possibly with increased traffic (ADT) volumes	—	✓	—
2. The exposure of sensitive receptors to substantial pollutant concentrations? see B.1.	—	✓	—
3. The creation of objectionable odors? see B.1.	—	✓	—
4. The creation of dust? see B.1.	—	✓	—

	Yes	Maybe	No
5. Any alteration of air movement in the area of the project? *No alteration of air movement*	—	—	✓
6. A substantial alteration in moisture, or temperature, or any change in climate, either locally or regionally? *No substantial emissions of heat or moisture*	—	—	✓

C. Hydrology/Water Quality. Will the proposal result in:

	Yes	Maybe	No
1. Changes in currents, or the course or direction of water movements, in either marine or fresh waters? *Development would not affect any large bodies of water*	—	—	✓
2. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? *Possibly with future paved areas or landscaping*	—	✓	—
3. Alterations to the course or flow of flood waters? *Not within 100-year flood boundaries*	—	—	✓
4. Discharge into surface or ground waters, or in any alteration of surface or ground water quality, including, but not limited to temperature, dissolved oxygen or turbidity? *Possibly, from urban runoff*	—	✓	—
5. Discharge into surface or ground waters, significant amounts of pesticides, herbicides, fertilizers, gas, oil, or other noxious chemicals? *see c. 4. - from roadways, parking lots, landscaping*	—	✓	—
6. Change in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? *No modifying of any bodies of water*	—	—	✓

	Yes	Maybe	No
7. Exposure of people or property to water related hazards such as flooding? see C.3. + A.1.	___	___	✓
8. Change in the amount of surface water in any water body? No water exchange w/ any body of water	___	___	✓

D. Biology. Will the proposal result in:

1. A reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals? Possibly w/ perimeter development along open space + natural areas	___	✓	___
2. A substantial change in the diversity of any species of animals or plants? No substantial effects - per City requirements + permits	___	___	✓
3. Introduction of invasive species of plants into the area? Landscaping only allowed in appropriate areas - per City requirements + permits	___	___	✓
4. Interference with the movement of any resident or migratory fish or wildlife species? see D.1.	___	✓	___
5. In impact on a sensitive habitat, including, but not limited to streamside vegetation, oak woodland, vernal pools, coastal salt marsh, lagoon, wetland, or coastal sage scrub or chaparral? see D.1	___	✓	___
6. Deterioration of existing fish or wildlife habitat? see D.1.	___	✓	___

E. Noise. Will the proposal result in:

1. A significant increase in the existing ambient noise levels? No, communities almost built out	___	___	✓

	Yes	Maybe	No
2. Exposure of people to noise levels which exceed the City's adopted noise ordinance? *Possibly, during construction stages only*	___	✓	___
3. Exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan? *Possibly with roadways over capacity and intersections > LOS C*	___	✓	___
F. Light, Glare and Shading. Will the proposal result in:			
1. Substantial light or glare? *Individual projects will be reviewed for light, glare & shading of properties*	___	___	✓
2. Substantial shading of other properties? *see F.1.*	___	___	✓
G. Land Use. Will the proposal result in:			
1. A land use which is inconsistent with the adopted community plan land use designation for the site? *Land use consistent with update*	___	___	✓
2. A conflict with the goals, objectives and recommendations of the community plan in which it is located? *Plan reflects goals & objectives of General Plan*	___	___	✓
3. A conflict with adopted environmental plans for the area? *Consistent with adopted environmental plans*	___	___	✓
4. Land uses which are not compatible with aircraft accident potential as defined by a SANDAG Airport Land Use Plan (ALUC)? *Not within any airport accident potential zone*	___	___	✓

	Yes	Maybe	No
H. Natural Resources. Will the proposal result in:			
1. The prevention of future extraction of sand and gravel resources? No sand & gravel resources	___	___	✓
2. The conversion of agricultural land to nonagricultural use or impairment of the agricultural productivity of agricultural land? No agricultural land in plan area	___	___	✓
I. Recreational Resources: Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? see D.1.	___	✓	___
J. Population. Will the proposal alter the planned location, distribution, density, or growth rate of the population of an area? Communities almost built out	___	___	✓
K. Housing. Will the proposal affect existing housing in the community, or create a demand for additional housing? see J.	___	___	✓
L. Transportation/Circulation. Will the proposal result in:			
1. Traffic generation in excess of specific/ community plan allocation? Some streets over capacity, some intersections > LOS C	✓	___	___
2. An increase in projected traffic which is substantial in relation to the capacity of the street system? see L.1.	✓	___	___
3. An increased demand for off-site parking? Possibly with future mixed use development	___	✓	___
4. Effects on existing parking? see L.1,2,3.	___	✓	___

	Yes	Maybe	No
5. Substantial impact upon existing or planned transportation systems? see 1.1.f 2.		✓	
6. Alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas? Possibly, see 1.1, 2, 3, 4, 5		✓	
7. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? Possibly, see 1.1-4.		✓	

M. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

	Yes	Maybe	No
a. Fire protection? Public service is adequate			✓
b. Police protection? see M.a.			✓
c. Schools? see M.a.			✓
d. Parks or other recreational facilities? No effect upon facilities			✓
e. Maintenance of public facilities, including roads? Possible increase in maintaining roadway R-O-W		✓	
f. Other governmental services? Service adequate			✓

	Yes	Maybe	No

N. Utilities. Will the proposal result in a need for new systems, or require substantial alterations to existing utilities, including:

a. Power? — — ✓
Utility is adequate

b. Natural gas? — — ✓
all N.a.

c. Communications systems? — — ✓
all N.a.

d. Water? — — ✓
all N.a.

e. Sewer? — — ✓
all N.a.

f. Storm water drainage? — — ✓
all N.a.

g. Solid waste disposal? — — ✓
all N.a.

O. Energy. Will the proposal result in the use of excessive amounts of fuel or energy? — — ✓
No excessive amounts required

P. Water Conservation. Will the proposal result in:

1. Use of excessive amounts of water? — — ✓
No excessive amounts required, communities almost built out

2. Landscaping which is predominantly non-drought resistant vegetation? — — ✓
Adherence to City requirements

Q. Neighborhood Character/Aesthetics. Will the proposal result in:

1. The obstruction of any vista or scenic view from a public viewing area? — — ✓
Design criteria will be applied to all new development projects

	Yes	Maybe	No
2. The creation of a negative aesthetic site or project? see Q.1.	___	___	✓
3. Project bulk, scale, materials, or style which will be incompatible with surrounding development? see Q.1.	___	___	✓
4. Substantial alteration to the existing character of the area? see Q.1 Community almost built out	___	___	✓
5. The loss of any distinctive or landmark tree(s), or a stand of mature trees? see Q.1.	___	___	✓
6. Substantial change in topography or ground surface relief features? see Q.1. All new development will be reviewed for landform alterations	___	___	✓
7. The loss, covering or modification of any unique geologic or physical features such as a natural canyon, sandstone bluff, rock outcrop, or hillside with a slope in excess of 25 percent? see Q.1. and 6.	___	___	✓

R. Cultural Resources. Will the proposal result in:

1. Alteration of or the destruction of a prehistoric or historic archaeological site? All new development will be reviewed for cultural resource impacts - potential subsurface resources	___	✓	___
2. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, object, or site? see R.1.	___	✓	___

	Yes	Maybe	No
3. Adverse physical or aesthetic effects to an architecturally significant building, structure, or object? see R.I.	___	✓	___
4. Any impact to existing religious or sacred uses within the potential impact area? see R.I.	___	✓	___

S. Paleontological Resources. Will the proposal result in the loss of paleontological resources?

All new development will be reviewed for paleontological impacts	___	✓	___

T. Human Health/Public Safety. Will the proposal result in:

1. Creation of any health hazard or potential health hazard (excluding mental health)? All new development will be reviewed for hazardous materials, followed by remediation before any construction	___	___	✓
2. Exposure of people to potential health hazards? see T.1.	___	___	✓
3. A future risk of an explosion or the release of hazardous substances (including but not limited to gas, oil, pesticides, chemicals, radiation, or explosives)? see T.1	___	___	✓

U. Mandatory Findings of Significance.

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the			

	Yes	Maybe	No
number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? see D.1 & R.1	—	✓	—
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) Possible long-term effects on traffic and air quality	—	✓	—
3. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) Possible cumulative impacts to traffic + air quality	—	✓	—
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Possibly air quality	—	✓	—

INITIAL STUDY CHECKLIST

REFERENCES

A. Geology/Soils

✓ City of San Diego Seismic Safety Study, Updated June 1983.

____ USGS San Diego County Soils Interpretation Study -- Shrink-Swell Behavior, 1969.

____ Geology of the San Diego Metropolitan Area, California.

____ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973.

____ Site Specific Report: _____

B. Air

✓ Regional Air Quality Strategies (RAQS) - APCD.

____ State Implementation Plan.

✓ Site Specific Report: APCD, 1990 Annual Report, County of San Diego

C. Hydrology/Water Quality

✓ Flood Insurance Rate Map (FIRM), September 29, 1989.

____ Federal Emergency Management Agency (FEMA), National Flood Insurance Program - Flood Boundary and Floodway Map, September 29, 1989.

____ Site Specific Report: _____

D. Biology

✓ Community Plan - Resource Element

____ City of San Diego Vernal Pool Maps

____ California Department of Fish and Game Endangered Plant Program - Vegetation of San Diego, March 1985.

____ Sunset Magazine, New Western Garden Book - Rev. ed. Menlo Park, CA - Sunset Magazine.

____ Robinson, David L., San Diego's Endangered Species, 1988.

____ California Department of Fish and Game, "San Diego Vegetation", March 1985.

____ California Department of Fish and Game, "Bird Species of Special Concern in California", June 1978.

____ State of California Department of Fish and Game, "Mammalian Species of Special Concern in California", 1986.

____ State of California Department of Fish and Game, "California's State Listed Threatened and Endangered Plants and Animals", January 1, 1989.

____ Code of Federal Regulations, Title 50, Part 10, "List of Migratory Birds."

____ Code of Federal Regulations, Title 50, Part 17, "Endangered and Threatened Wildlife and Plants", January 1, 1989.

____ Site Specific Report: _____

_____.

E. Noise

✓ Community Plan

✓ San Diego International Airport - Lindbergh Field CNEL Maps, January 1987 - December 1987.

____ Brown Field Airport Master Plan CNEL Maps.

____ Montgomery Field CNEL Maps.

✓ NAS Miramar CNEL Maps, 1976.

____ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes 1984-88.

____ San Diego Association of Governments - Average Daily Traffic Map, 1989.

____ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG, 1989.

____ Lindbergh Field Airport Influence Area, SANDAG Airport Land Use Commission.

✓ City of San Diego Progress Guide and General Plan.

____ Site Specific Report: _____

_____.

F. Light, Glare and Shading

____ Site Specific Report: _____

G. Land Use

✓ City of San Diego Progress Guide and General Plan.

✓ Community Plan.

____ Airport Land Use Plan.

____ City of San Diego Zoning Maps

____ FAA Determination

H. Natural Resources

____ City of San Diego Progress Guide and General Plan.

✓ U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, December 1973.

____ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification.

____ Division of Mines and Geology, Special Report 153 - Significant Resources Maps.

I. Recreational Resources

✓ City of San Diego Progress Guide and General Plan.

✓ Community Plan.

____ Department of Park and Recreation

____ City of San Diego - A Plan for Equestrian Trails and Facilities, February 6, 1975.

____ City of San Diego - San Diego Regional Bicycling Map

____ City of San Diego - Open Space and Sensitive Area Preservation Study, July 1984.

____ Additional Resources: _____

J. Population

____ City of San Diego Progress Guide and General Plan.

✓ Community Plan.

____ Series VII Population Forecasts, SANDAG.

K. Housing

✓ Community Plan Update

L. Transportation/Circulation

____ City of San Diego Progress Guide and General Plan.

✓ Community Plan.

____ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG, 1989.

____ San Diego Region Weekday Traffic Volumes 1984-88, SANDAG.

✓ Site Specific Report: Revised Level of Service Analysis for Pacific Beach and La Jolla.

M. Public Services

____ City of San Diego Progress Guide and General Plan.

____ Community Plan.

N. Utilities

✓ Community Plan update

O. Energy

✓ Community Plan update

P. Water Conservation

____ Sunset Magazine, New Western Garden Book. Rev. ed. Menlo Park, CA: Sunset Magazine.

Q. Neighborhood Character/Aesthetics

____ City of San Diego Progress Guide and General Plan.

✓ Community Plan.

✓ Local Coastal Plan.

R. Cultural Resources

✓ City of San Diego Archaeology Library.

____ Historical Site Board List.

____ Community Historical Survey: _____

_____.

✓ Site Specific Report: Community Plan updates

_____.

S. Paleontological Resources

✓ Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles," California Division of Mines and Geology Bulletin 200, Sacramento, 1975.

____ Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977.

____ Site Specific Report: _____

_____.

T. Human Health/Public Safety

____ San Diego County Hazardous Materials Management Division

____ FAA Determination

____ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized July 13, 1989.

RECEIVED
AUG 17 1992
PLANNING DEPT

324 Coast Blvd South
La Jolla Ca 92037
14 August 1992

Anne Lowry
Associate Planner
1st Floor, City Administration Building
202 "C" Street
San Diego, Ca 92101

REF: DEP No. 92-0199

Dear Anne:

Thanks for sending me the initial study Checklist with cover letter dated July 8, 1992. However, in order to comment on scope and content of the draft EIR, we must see the scope and content. If the draft itself is not yet available, please mail me as many copies as you can of the scope & content of the draft EIR (is that all in a "scoping letter or study?) and I will distribute them to the members of the La Jolla Town Council group reviewing the draft La Jolla Community plan/LCP land use plan update. Please also extend the review period of "scope and content of draft EIR" for 30 days following our receipt of them.

Respectfully,

Dave Oden

CITY OF SAN DIEGO

MEMORANDUM

DATE: August 14, 1992

TO: Associate Planner Lowry, Development and Environmental Planning Division, Planning Department

FROM: Associate Engineer Juybari via Senior Civil Engineer Wilson, Engineering Division, Water Utilities Department

SUBJECT: **NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE LA JOLLA AND PACIFIC BEACH COMMUNITY PLAN UPDATES**

The subject notice dated July 8, 1992, includes the Local Coastal Program Land Use Plans.

We have reviewed the subject notice, and it appears that all of the Water Utilities issues will be adequately covered in the draft Environmental Impact Report, according to the scope and content presented in the notice.

If you have any questions concerning this matter, please call me at 533-5150.

Hossein Juybari

HOSSEIN JUYBARI

KL:ds

cc: R. Graff
K. Ghaderi

DEPARTMENT OF FISH AND GAME
330 Golden Shore, Suite 50
Long Beach, California 90802
(310) 590-5113

RECEIVED
AUG 4 1992
PLANNING DEPT

July 27, 1992

Ms. Anne Lowry
City of San Diego
202 C Street
San Diego, California 92101

Dear Ms. Lowry:

Notice of Preparation for La Jolla and Pacific Beach Community Plan Updates, San Diego County - SCH 92071032

To enable our staff to adequately review and comment on subject project, we recommend the following information be included in the Draft Environmental Impact Report:

1. A complete assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened and locally unique species and sensitive and critical habitats.

2. A discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.

3. A discussion of potential adverse impacts from any increased runoff, sedimentation, soil erosion, and/or urban pollutants on streams and watercourses on or near the project site, with mitigation measures proposed to alleviate such impacts. Stream buffer areas and maintenance in their natural condition through non-structural flood control methods should also be considered in order to continue their high value as wildlife corridors.

   More generally, there should be discussion of alternatives to not only minimize adverse impacts to wildlife, but to include direct benefit to wildlife and wildlife habitat. Those discussions should consider the Department of Fish and Game's policy that there should be no net loss of wetland acreage or habitat values. We oppose projects which do not provide adequate mitigation for such losses.

Diversion, obstruction of the natural flow, or changes in the bed, channel, or bank of any river, stream, or lake will require notification to the Department of Fish and Game as called for in the Fish and Game Code. Notification should be made after the project is approved by the lead agency.

Thank you for the opportunity to review and comment on this project. If you have any questions, please contact Mr. Kris Lal at (310) 590-5137.

Sincerely,

Fred Worthley
Regional Manager
Region 5

cc: Office of Planning & Research

Ms. Anne Lowry
Dev & Env Planning Div.
202 C St.
San Diego, CA 92101

RECEIVED
JUL 27 1992
DEVELOPMENT AND ENVIRON. PLANNING

July 26, 1992
6144 Castejon Dr.
La Jolla, CA 92037

Dear Ms. Lowry;

Bus service needs to be added to the La Jolla Alta North and South as well as to the Muirlands area of La Jolla.

The bridge over Ardath Rd. and a full intercange with La Jolla Scenic Dr. North and South should be constructed, as well as the missing link on La Jolla Scenic Dr. South. Thank you. Please add my name to your mailing list.

Sincerely yours,

Stefan Helstrom

Stefan Helstrom.

UNIVERSITY OF CALIFORNIA, SAN DIEGO UCSD

BERKELEY • DAVIS • IRVINE • LOS ANGELES • RIVERSIDE • SAN DIEGO • SAN FRANCISCO SANTA BARBARA • SANTA CRUZ

GOVERNMENTAL AND COMMUNITY RELATIONS

LA JOLLA, CALIFORNIA 92093-0924
FAX: (619) 534-7490

July 20, 1992

RECEIVED
JUL 23 1992
DEVELOPMENT AND ENVIRON. PLANNING

Anne Lowry
Associate Planner
Planning Department
City of San Diego
202 "C" Street
San Diego, CA 92101

Re: Notice of Preparation of Draft Environmental Impact Report, La Jolla Community Plan Update; DEP No. 92-0199

Dear Ms. Lowry:

Please add the University of California, San Diego to the distribution list for this document in the "Other Agencies and Organizations" category. Although Scripps Institution of Oceanography (a unit of the university) is already listed, the larger university campus has the same geographic proximity to the plan area as SIO.

Your contact address should be:

Milton Phegley
Campus Community Planner
Governmental and Community Relations (0924)
University of California, San Diego
La Jolla, CA 92093-0924

(619) 534-5782.

Sincerely,

Milton Phegley

Milton Phegley, AICP
Campus Community Planner

STATE OF CALIFORNIA PETE WILSON, *Governor*

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
ACRAMENTO, CA 95814

REC VED
JUL 2 1 1992
DEVELOPMENT AND ENVIRON.
PLANNING

DATE: Jul 15, 1992

TO: Reviewing Agency

RE: CITY OF SAN DIEGO's NOP for
LA JOLLA AND PACIFIC BEACH COMMUNITY PLAN UPDATES
SCH # 92071032

Attached for your comment is the CITY OF SAN DIEGO's Notice of Preparation of a draft Environmental Impact Report (EIR) for the LA JOLLA AND PACIFIC BEACH COMMUNITY PLAN UPDATES.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

ANNE LOWRY
CITY OF SAN DIEGO
202 C STREET
SAN DIEGO, CA 92101

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Tom Loftus at (916) 445-0613.

Sincerely,

Christine Kinne

Christine Kinne
Acting Deputy Director, Permit Assistance

Attachments

cc: Lead Agency

NOP Distribution List

SCH# 92071092

S = sent by lead agency
X = sent by SCH

Resources Agency

- [ ] Judy Carpenter
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- [X] Gary L. Holloway
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  - ○ Div. of Oil and Gas
  - ○ Land Resources Protect. Unit

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- [ ] Nancy Wakeman
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- [ ] Nadell Gayou
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- [ ] Gary Stacey, Regional Manager
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- [ ] B. Hunter, Regional Manager
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- [X] Fred A. Worthley, Jr., Reg. Manager
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- [ ] William A. Johnson
Native American Heritage Comm.
915 Capitol Mall, Room 288
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916/653-4082

- [ ] William Meyer
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505 Van Ness Avenue
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415/703-1540 (8-597)

- [X] Betty Eubanks
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- [ ] Sandy Hesnard
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916/324-1833

- [ ] Tom Mkone
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Office of Special Projects
Planning and Analysis Division
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916/437-7222

- [ ] Ron Helgason
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- [X] Mike Owen
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Food and Agriculture

- [ ] Vashek Cervinka
Dept. of Food and Agriculture
1220 N Street
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916/322-5227

Health & Welfare

- [ ] Quy Tu
Dept. of Health
601 N. 7th Street, PO Box 942732
Sacramento, CA 94234-7320
916/323-6111

- [ ] DHSTSCD:_____

State and Consumer Services

- [ ] Robert Sleppy
Dept. of General Services
400 P Street, Suite 5100
Sacramento, CA 95814
916/324-0214

Environmental Affairs

- [X] Barbara Fry
Air Resources Board
2020 L Street
Sacramento, CA 95815
916/322-8267

- [ ] Jeanie Agpoon
Calif. Waste Management Board
8800 Cal Center Drive
Sacramento, CA 95826
916/255-2439 916/255-2341

State Water Resources Control Board

- [ ] Allan Patton
State Water Resources Control Board
Division of Clean Water Programs
P.O. Box 944212
Sacramento, CA 94244-2120
916/739-4265

- [ ] Dave Beringer
State Water Resources Control Board
Delta Unit
P.O. Box 2000
Sacramento, CA 95812-2000
916/322-9870

- [ ] Phil Zentner
State Water Resources Control Board
Division of Water Quality
P.O. Box 100
Sacramento, CA 95801
916/657-0912

- [ ] Mike Falkenstein
State Water Resources Control Board
Division of Water Rights
901 P Street, 3rd Floor
Sacramento, CA 95814
916/657-1377 (8-457)

- [X] APCD/AQMD: SD
27 DIEGO

Regional Water Quality Control Board

- [ ] NORTH COAST REGION (1)
1440 Guerneville Rd.
Santa Rosa, CA 95401
707/576-2220 (8-590)

- [ ] SAN FRANCISCO BAY REGION (2)
2101 Webster, Suite 500
Oakland, CA 94612
415/464-1255 (8-561)

- [ ] CENTRAL COAST REGION (3)
81 Higuera Street, Suite 200
San Luis Obispo, CA 93401-5427
805/549-3147 (8-629)

- [ ] LOS ANGELES REGION (4)
1075 S. Broadway, Rm. 4027
Los Angeles, CA 90012
213/266-4460 (8-640)

- [ ] CENTRAL VALLEY REGION (5)
3443 Routier Road, Suite A
Sacramento, CA 95827-3098
916/361-5600

  - ○ Fresno Branch Office
  3614 East Ashlan Avenue
  Fresno, CA 93726
  209/445-5116 (8-421)

  - ○ Redding Branch Office
  415 Knollcrest Drive
  Redding, CA 96002
  916/224-4845 (ATS 441)

- [ ] LAHONTAN REGION (6)
2092 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150
916/544-3481

  - ○ Victorville Branch Office
  15428 Civic Drive, Suite 100
  Victorville, CA 92392-2359
  619/241-6583

- [ ] COLORADO RIVER BASIN REGION (7)
73-271 Highway 111, Suite 21
Palm Desert, CA 92260
619/346-7491

- [ ] SANTA ANA REGION (8)
2010 Iowa Avenue, Suite 100
Riverside, CA 92507
714/782-4130 (8-632)

- [X] SAN DIEGO REGION (9)
9771 Clairemont Mesa Blvd., Suite B
San Diego, CA 92124-1331
619/265-5114 (8-636)

- [ ] OTHER: _____

- [ ] OTHER: _____

4/2/92

San Diego County Archaeological Society, Inc.

Environmental Review Committee
P.O. Box A-81106 San Diego, CA 92138

July 12, 1992

RECEIVED
JUL 15 1992
DEVELOPMENT AND ENVIRON. PLANNING

To: Ms. Anne Lowry, Associate Planner
Development and Environmental Planning Division
Planning Department
City of San Diego
202 C Street, Mail Station 4C
San Diego, California 92101

Subject: Notice of Preparation of a Draft Environmental Impact Report
La Jolla and Pacific Beach Community Plan Updates and
Local Coastal Program Land Use Plans
DEP No. 92-0199

Dear Ms. Lowry:

Thank you for providing the subject Notice of Preparation, which was received by SDCAS last week.

We are pleased to note the inclusion of cultural resources in the list of issues to be addressed in the DEIR. When the report is distributed for public review, please ensure that SDCAS is sent one copy each of the DEIR and the cultural resources technical report(s).

The San Diego County Archaeological Society appreciates being included in the City's environmental review process for these community plan updates.

Sincerely,

James W. Royle, Jr.

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
file

DEPARTMENT OF FISH AND GAME
300 Golden Shore, Suite 50
Long Beach, California 90802
(310) 590-5113

RECEIVED
JUL 16 1992
DEVELOPMENT AND ENVIRON. PLANNING

July 10, 1992

Ms. Anne Lowry
City of San Diego
Planning Department
Development and Environmental Planning Division
202 "C" Street
Mail Station 4C
San Diego, California 92101

Dear Ms. Lowry:

Notice of Preparation for La Jolla
and Pacific Beach Community Plan
Updates and Local Coastal Program Land Use Plans,
San Diego County

To enable our staff to adequately review and comment on subject project, we recommend the following information be included in the Draft Environmental Impact Report:

1. A complete assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened and locally unique species and sensitive and critical habitats.

2. A discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.

3. A discussion of potential adverse impacts from any increased runoff, sedimentation, soil erosion, and/or urban pollutants on streams and watercourses on or near the project site, with mitigation measures proposed to alleviate such impacts. Stream buffer areas and maintenance in their natural condition through non-structural flood control methods should also be considered in order to continue their high value as wildlife corridors.

   More generally, there should be discussion of alternatives to not only minimize adverse impacts to wildlife, but to include direct benefit to wildlife and wildlife habitat. Those discussions should consider the Department of Fish and Game's policy that there should be no net loss of wetland acreage or habitat values. We oppose projects which do not provide adequate mitigation for such losses.

Diversion, obstruction of the natural flow, or changes in the bed, channel, or bank of any river, stream, or lake will require notification to the Department of Fish and Game as called for in the Fish and Game Code. Notification should be made after the project is approved by the lead agency.

Thank you for the opportunity to review and comment on this project. If you have any questions, please contact Mr. Kris Lal at (310) 590-5137.

Sincerely,

R. E. Mall for

Fred Worthley
Regional Manager
Region 5

cc: Office of Planning & Research