

COASTAL CONSERVANCY

Staff Recommendation  
June 20, 2013

**SCRIPPS COASTAL TRAIL**

Project No. 13-014-01  
Project Manager: David Hayes

**RECOMMENDED ACTION:** Authorization to disburse up to \$250,000 to Scripps Institution of Oceanography to construct a new segment of the California Coastal Trail on the UC San Diego campus.

**LOCATION:** University of California, San Diego, San Diego County

**PROGRAM CATEGORY:** Public Access

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**EXHIBITS**

Exhibit 1: Location map

Exhibit 2: Site Plan

Exhibit 3: Site Photos

Exhibit 4: Initial Study

Exhibit 5: Project Letters

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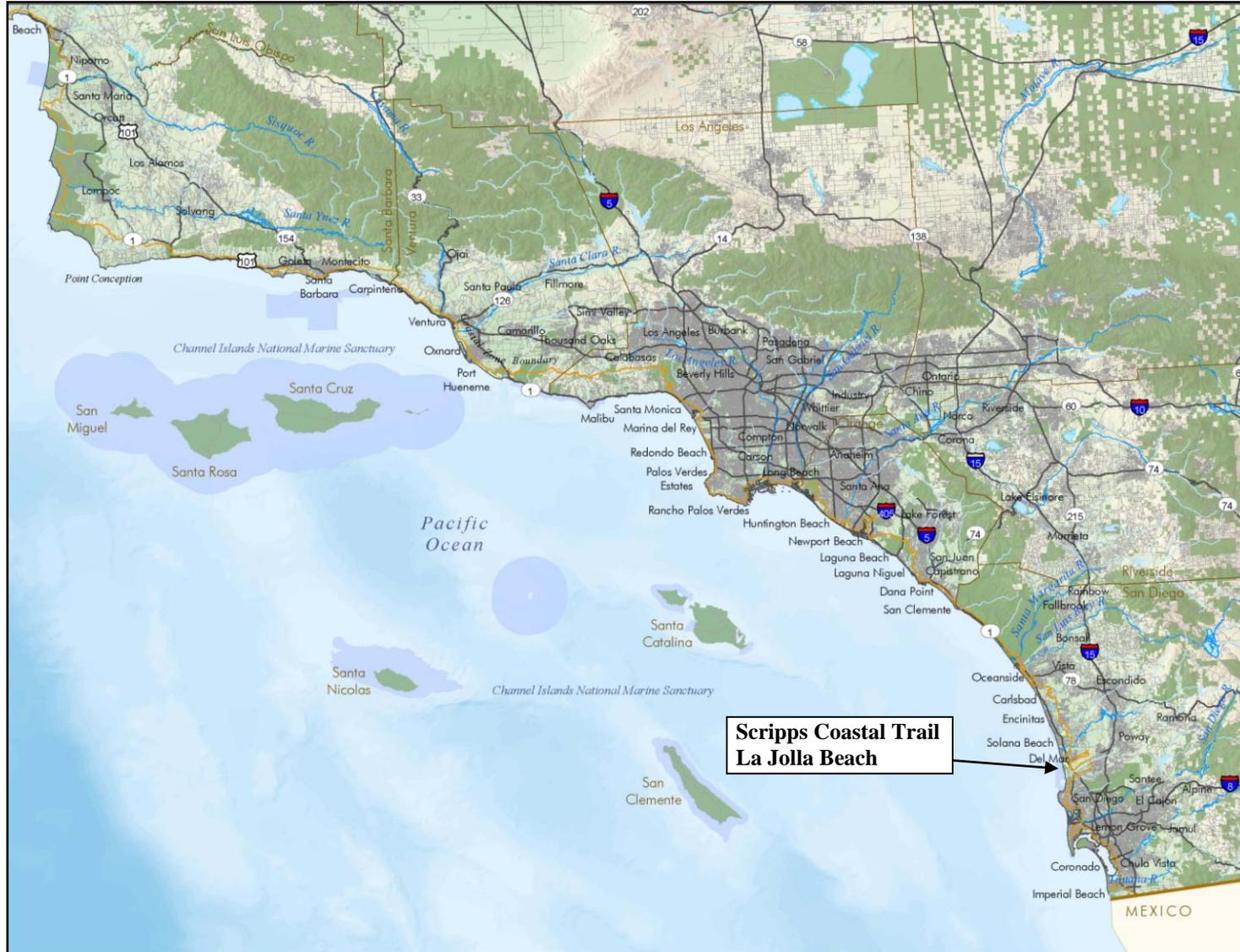
**RESOLUTION AND FINDINGS:**

Staff recommends that the State Coastal Conservancy adopt the following resolution pursuant to Sections 31400 *et seq.* of the Public Resources Code:

“The State Coastal Conservancy hereby authorizes the disbursement of an amount not to exceed \$250,000 (two hundred fifty thousand dollars) to Scripps Institution of Oceanography (SIO), University of California, San Diego, to prepare final plans and construction drawings and to construct a California Coastal Trail segment on the SIO campus and to install directional and interpretive signage on the trail, subject to the following conditions:

1. Prior to the disbursement of funds for construction, SIO shall submit for review and written approval of the Executive Officer of the Conservancy the following:
  - a. A work program, including budget and schedule.

Exhibit 2: Conservancy June 20, 2013 Staff Recommendation and Exhibits



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- b. Names and qualifications of any contractors to be employed for these tasks.
  - c. Evidence that SIO has obtained all necessary permits and approvals, and all other funds necessary to complete the project.
  - d. A signage plan for the project, including acknowledgment of Conservancy participation, and designation of the project as a segment of the California Coastal Trail.
2. To the extent appropriate, the grantee shall ensure that the project improvements are consistent with the Conservancy's 'Standards and Recommendations for Accessway Location and Development' and with all applicable federal or state laws governing barrier-free access for persons with disabilities."

Staff further recommends that the Conservancy adopt the following findings:

"Based on the accompanying staff report and attached exhibits, the State Coastal Conservancy hereby finds that:

1. The proposed authorization is consistent with the purposes and objectives of Chapter 9 of Division 21 of the Public Resources Code, regarding public access.
2. The proposed project is consistent with the current Project Selection Criteria and Guidelines.
3. The proposed project meets greater-than-local needs.
4. The environmental effects associated with the project and the measures to reduce or avoid those effects were fully identified and considered in the "University of California, San Diego (UCSD) 2004 Long Range Development Plan (LRDP) Environmental Impact Report (EIR), as updated by the East Campus Bed Tower (ECBT) EIR certified by UCSD in accordance with the California Environmental Quality Act in July 2010. (See Exhibit 4 to the accompanying staff recommendation) and all measures required by EIR to avoid or reduce potentially significant impacts have been incorporated into the project. Accordingly, no additional environmental documentation is required under the California Environmental Quality Act."

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**PROJECT SUMMARY:** The proposed project would provide funding to Scripps Institution of Oceanography (SIO) for final plans, construction drawings, and construction for a Coastal Trail (CT) segment on SIO's portion of the University of California at San Diego (UCSD) campus. The added CT segment would provide sweeping ocean views from a coastal terrace 145-200 feet above the beach and it would connect two coastal overlook sites at either end of the proposed CT segment, one of which is already developed, the other of which will be constructed in 2014. (Exhibit 2) The project also includes procurement and installation of directional and interpretive signage on the portion of the CT that passes through the SIO campus.

Currently, the CT that crosses the SIO campus from north to south is mapped along the La Jolla beaches and tide pools. However, that portion of the currently-mapped CT is not always accessible because of high tides and steep bluffs. (Exhibits 2 and 3). In order to route the CT around these inaccessible points, SIO has proposed using the existing UCSD "Campus Meander Trail", which, as its name denotes, currently meanders across the campus generally from north to the south, providing public access to various coastal bluff viewing areas to the north and the

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south of the proposed project construction area. However, there exists a 350-foot gap in this existing trail.

The proposed trail construction portion of the project will eliminate this gap, resulting in a continuous CT trail running across the SIO campus. (Exhibit 2). The trail segment that will be constructed will be six feet wide and approximately 350 feet long, connecting two coastal overlook sites already developed at SIO. It will provide the missing link between these coastal overlooks and connect the Campus Meander Trail to the north with the Meander Trail to the south part of campus. The existing road (Biological Grade) that parallels this segment is without pedestrian sidewalks and the overlook sites at either end of this segment are separated by steep grade changes. (See Exhibits 2 and 3.)

The project work will include final construction plans, engineering, permits, and construction of a trail and boardwalk. Interpretive and directional signage will be included in the project. The interpretive signs will provide information about coastal resources, the Coastal Trail, the California system of Marine Preserves, and the Scripps Shoreline Underwater Reserve.

The proposed project is designed to minimize impacts to native habitat to the extent feasible by following the canyon rim adjacent to the existing road, and by using piers for much of the alignment. Removal of non-native vegetation and replanting with native plants will also occur.

When completed, this project will enable pedestrian access to the existing system of other SIO and UCSD campus trails and, in turn, to UCSD beaches and tide pools and to trails to Torrey Pines City Beach.

SIO is a department within UCSD, and in consultation with Central Campus Planning, has the capacity and authority to develop improvement projects that further the principals of the campus Long Range Development Plan (LRDP). University of California owns the project site and SIO as the grant applicant, is the appropriate grantee.

**Site Description:** The project is located on the campus of the Scripps Institution of Oceanography at UCSD. The proposed trail segment is located on the eastern edge of a sloped coastal terrace 150-200 feet above the beach, and offers expansive views of the La Jolla coastline and the Pacific Ocean. The .85 acre site lies adjacent to Biological Grade, an internal road on the Scripps campus that was once part of the original coast highway built in 1912.

**Project History:** Nearly two years ago SIO proposed constructing a trail segment with a signing program linking La Jolla Beach with an existing trail system on the Scripps campus. Over the past year, SIO has completed the design and preliminary engineering.

**PROJECT FINANCING**

<b>Coastal Conservancy</b>	<b>\$250,000</b>
SIO	\$100,000
<b>Project Total</b>	<b>\$350,000</b>

The source of Conservancy funds is expected to be from an appropriation of the Safe Drinking Water, Water Quality and Supply, Flood Control, River Coastal Protection Bond Act of 2006,

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Public Resources Code Sections 75001 *et seq.* (Proposition 84). Proposition 84 authorizes the Conservancy's use of these funds for projects that promote access to and enjoyment of the coastal resources of the state pursuant to the Conservancy's enabling legislation, Division 21 of the Public Resources Code. The proposed project will create greater access to coastal views, beaches and tide pools by providing a continuous Coastal Trail that links to existing coastal accessways and viewing platforms. In addition, as discussed below, the project is consistent with Chapter 9 of Division 21.

In addition to Conservancy funds, there are contributions from UCSD toward engineering, biological resources analysis, construction, operational and management costs from SIO.

**CONSISTENCY WITH CONSERVANCY'S ENABLING LEGISLATION:**

The project will be undertaken pursuant to Chapter 9 of Division 21 of the Public Resources Code (Sections 31400 *et seq.*). Chapter 9 provides that it is the intent of the Legislature that the Conservancy have a principal role in the implementation of a system of public accessways to and along the state's coastline (Section 31400) and that the Conservancy coordinate the development of the California Coastal Trail (Section 31408(a)).

In order to carry out that mandate, the Conservancy is authorized by section 31400.1 to provide grants to public entities or non-profit organizations to develop lands for access to and along the coast and by Section 31400.3 to "provide such assistance as is required to aid public agencies . . . in establishing a system of public coastal accessways". The proposed project is entirely consistent with this authority: Conservancy funds will be used for final design, engineering, and construction of a segment of the Coastal Trail and placement of Coastal Trail signage on the UCSD campus.

Section 31400.1 restricts the Conservancy to providing grants to local agencies only for accessways that serve more than local needs. The goal of the proposed project is to provide public access along the coast as part of the California Coastal Trail. The construction of the Coastal Trail segment on the SIO campus and the sign program will provide access to the multitude of visitors to UCSD who come from near and far and to users of the Coastal Trail, who, likewise, come from around the state, and beyond.

**CONSISTENCY WITH CONSERVANCY'S 2013 STRATEGIC PLAN GOAL(S) & OBJECTIVE(S):**

Consistent with **Goal 1, Objective D**, the proposed project will construct a new Coastal Trail segment to increase and enhance coastal recreational opportunities.

**CONSISTENCY WITH CONSERVANCY'S PROJECT SELECTION CRITERIA & GUIDELINES:**

The proposed project is consistent with the Conservancy's Project Selection Criteria and Guidelines, last updated on November 10, 2011, in the following respects:

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**Required Criteria**

1. **Promotion of the Conservancy's statutory programs and purposes:** See the "Consistency with Conservancy's Enabling Legislation" section above.
2. **Consistency with purposes of the funding source:** See the "Project Financing" section above.
3. **Support of the public:** The SIO project has support from the La Jolla Shores Association, SANDAG, Supervisor Cox and Coast Walk. (Exhibit
4. **Location:** The proposed project is located within the Coastal Zone of San Diego County.
5. **Need:** Without Conservancy funding, the SIO would defer planning and construction for the proposed project indefinitely. SIO, though engaged in capital improvements, has insufficient funds budgeted for connecting the two overlooks are being developed by SIO. The proposed project will add a trail connection between the two overlooks and year-round Coastal Trail access, as an alternative to the current beach alignment that is not accessible during high tides. Assistance from the Conservancy will ensure timely completion of the project.
6. **Greater-than-local interest:** SIO receives thousands of visitors annually from outside the immediate community. With development of the Coastal Trail segment and installation of directional and interpretive signage, these visitors from outside the area will be made aware of and utilize the Coastal Trail
7. **Sea level rise vulnerability:** The project site is more than 100 feet above the shoreline and not susceptible to sea level rise.

**Additional Criteria:**

8. **Leverage:** See the "Project Financing" section above.
9. **Readiness:** SIO is prepared to start the project as soon as September 2013.
10. **Realization of prior Conservancy goals:** "See "Project History" above."
18. **Minimization of greenhouse gas emissions:** The short-term green house gas emissions would be associated with minor construction activities required to build the trail over a 10 to 12 week period. The long-term GHG emissions would be associated with vehicle operations (visitors to the site by automobile), such as pass-by trips. Substantial numbers of new trips to the site are not anticipated.. The implementation of the proposed project would not be expected to generate enough greenhouse gas emissions to individually influence global climate change or to add materially to the cumulative effect. Construction of the proposed project would result in temporary minor additions of pollutants to the local airshed, caused by soil disturbance, dust emissions, and combustion from on-site construction equipment. Trail construction will use mostly small power tools and hand tools whenever feasible, though some mechanized construction will be necessary, UCSD will encourage in its construction contracts, that construction equipment be maintained and operated at standard efficiency to minimize GHG Emissions, and during construction operations, encourage contractors to avoid vehicular "standby" idling during construction whenever practicable. However, the minor nature of the project would not require substantial hauling or heavy equipment.

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**CONSISTENCY WITH THE COASTAL CONSERVANCY'S STANDARDS AND RECOMMENDATIONS FOR ACCESSWAY LOCATION AND DEVELOPMENT:**

The proposed project is consistent with the Conservancy's Standards for Accessway Location and Development as follows:

***Standard No. 1: Protect the Public and Coastal Resources***

Consistent with this standard, the proposed trail improvements (and other access facilities proposed in the UCSD's campus-wide trail plan system) would be located and designed in a manner that would: minimize alteration of natural landforms and be subordinate to the setting's character; prevent unwarranted hazards to the land and public safety; and protect environmentally sensitive habitats.

***Standard No. 2: Correct Hazards***

Consistent with this standard, as appropriate and feasible, the project will be set back from eroding bluff edges and designed and located in a manner that will prevent further bluff erosion and separate pedestrian travel from vehicular traffic.

***Standard No. 5: Environmentally Sensitive Areas***

Consistent with this standard, the proposed trail segment has been designed so as to avoid impacts to environmentally sensitive areas and all new construction will include extensive restoration of the native coastal plant communities.

***Standard No. 8: Trails***

Consistent with this standard, the project will connect two overlooks, and with the installation of directional and interpretive signage, establish a continuous trail from the La Jolla Beach area of UCSD, with the coastal bluff 'Campus Meandering Trail'.

***Standard No. 9: Scenic Overlooks***

Consistent with this standard, the project will connect Pacific Ocean overlooks that would provide the public with a unique or unusual view of the coast.

***Standard No. 12: Support Facilities***

Consistent with this standard, the project will retain existing parking areas and existing signs and trash receptacles.

***Standard No. 13: Barrier-Free Access***

UCSD has determined that the CT segment cannot feasibly be built to meet current standards for full accessibility. The location of the CT segment is too steep and the surrounding, equally steep terrain make it infeasible to create a CT segment in that location that would meet slope and other requirements for access for persons with disabilities. However, consistent with this standard,

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the two overlooks which the CT segment will connect have been designed by UCSD to meet the requirements of Title 24 of the California Code of Regulations and federal accessibility requirements, and will provide appropriate parking and related facilities so as to enable persons with disabilities to experience the coastal views that are also available on the CT segment.

**CONSISTENCY WITH LOCAL COASTAL PROGRAM POLICIES:**

The La Jolla Community Plan (LJCP), which was adopted by the City of San Diego as its local coastal program and which was certified by the California Coastal Commission in 2004, is the relevant local coastal program for the proposed project. The project is consistent with LJCP policies for “Public Access to Beaches and Coastline” (LJCP, page 21) which recommend a comprehensive sign program to identify existing locations where public shoreline exists. The project serves to carry out the LJCP policies for “Visual Resources”, (LJCP page 23), The LJCP provides that “public views from identified vantage points, to and from La Jolla Beach, [and] scenic vistas of the ocean, beach, and bluff areas, hillsides and canyons shall be retained and enhanced for public use” and identifies public access resources between Scripps Pier at La Jolla Beach, and scenic ocean overlooks on the Scripps campus. This project is likewise consistent with the LJCP objectives related to “Physical Access”, which seek to retain and enhance public access to and along the coastline. The proposed project will improve public awareness and public access, by establishing a permanent coastal trail alignment, alternative to the intermittent La Jolla Beach trail. It will establish a continuous trail, with uniform signage, identifying it as the Coastal Trail, connecting the La Jolla Beach with the existing system of Meander Trails on the Scripps campus.

The University of California, San Diego as a unit of the State of California has as its guiding land use document the 2004 Long Range Development Plan (LRDP). The LRDP policies are consistent with LJCP concerning coastal access, habitat conservation, and visual resources.

This project also advances the goals and objectives of UCSD’s Master Plan study and 1997 planning proposal entitled “A Grand Park and A Campus Meander for UCSD”, in that it meets the dual-purpose objectives of “enabling [the public] to traverse the campus while allowing them to experience the natural habitat areas at their edges without disturbance of ecologically sensitive areas”. Further, the project is consistent with the LRDP, which includes pedestrian circulation goals and articulates the need for “connections” for pedestrians between the various areas of the UCSD campus.

**COMPLIANCE WITH CEQA:**

As noted above, the LRDP is the adopted land use plan for the UCSD campus, including the SIO portion of it. The LRDP identified the “Connections planning principle” which called for campus pedestrian circulation through the development or improvement of the “campus meander”, a campus-wide trail system. The proposed project seeks to close a gap in the campus’ existing campus meander trail system. Pursuant to the LRDP, the trail is proposed to be sited along the perimeter of the UCSD Park land use designation, adjacent to Biological Grade (Exhibit 2).

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UCSD, as the lead agency for the LRDP for purposes of the California Environmental Quality Act (CEQA), has previously completed CEQA environmental documentation and review for projects proposed under the LRDP, including the campus meander trail system. That environmental documentation consists of the “University of California, San Diego (UCSD) 2004 Long Range Development Plan (LRDP) Environmental Impact Report (EIR), as updated by the East Campus Bed Tower (ECBT) EIR certified in July 2010 (collectively, the LRDP EIR). Under the EIR, certain principles were provided for siting a trail in the campus meander trail system, including: designing trails so as to minimize impacts to sensitive vegetation communities and to sensitive habitat types to the extent feasible. These principles have been carried forward into the proposed project.

The LRDP EIR was a programmatic environmental impact report, intended to cover the potential effects of the entire LRDP program, including all future development projects proposed under the LRDP. A subsequent activity that follows under a program EIR that has been assessed pursuant to CEQA must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared. If the agency proposing the later activity finds that its effects and required mitigation to reduce those effects were already identified and considered under the program EIR, the activity can be approved with no further environmental documentation (CEQA Guidelines, Section 151168 (c)).

The Guidelines suggest the use of a written checklist or similar device to document the evaluation of the activity to determine whether the environmental effects of the operation were covered in the program EIR. UCSD utilized such a checklist to assess the nature of impacts associated with the proposed project. See Exhibit 4, accompanying this staff recommendation. The checklist used by UCSD utilized the “Environmental Checklist form”, which is attached as Appendix G to the CEQA Guidelines, and which, with the project description added, is considered under the CEQA Guidelines (Section 15063(f)), and entitled here, an “Initial Study”.

The UCSD Initial Study (IS) analyzed all of the potential impacts of the project in light of the attributes that were incorporated into the project as a result of the LRDP EIR requirements and determined that, as described, the proposed project would have no potential for environmental effects. Accordingly, no additional environmental documentation beyond the LRDP EIR is required.

Conservancy staff concurs with the analysis contained in the IS. In doing so staff notes the analysis contained in the IS, summarized below, which is particularly relevant to the proposed project and potential environmental effects:

Air Quality

Construction of the proposed project would result in a temporary minor addition of pollutants to the local airshed caused by soil disturbance, dust emissions, and combustion pollutants from on-site construction equipment. However, the minor nature of the project would not require substantial hauling activities. The proposed project is a pedestrian trail connection and no measurable emissions impacts would result from use of the trail. Vehicle trips are anticipated to be primarily pass-by in nature. Therefore the proposed project would have no significant operational impacts. On a cumulative basis, the project’s emissions do not exceed identified significance SMAQMD thresholds, and thus do not result in a cumulatively considerable contribution to the significant cumulative impact.

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The project would employ standard UCSD dust control measures (such as watering down soil during construction).

Biological Resources

In order to assess such impacts, UCSD commissioned a field survey and habitat/sensitive species mapping performed by DUDEK in 2012 (see Appendix A to Exhibit 4). Sensitive plants were identified in the project area and mapped. These include the California box thorn and Woolly seabite. In order to avoid impacts to these plants, the placement of piers of the accessway will be carefully placed. No sensitive birds or animal species were observed. While there are no historical records of the California gnatcatcher in the area and none were seen during DUDEK survey work in 2012, in an abundance of caution, no construction and the removal of less than 0.1 acres of diegan coastal sage scrub habitat would not occur during the gnatcatcher breeding season (February 15 through August 30).

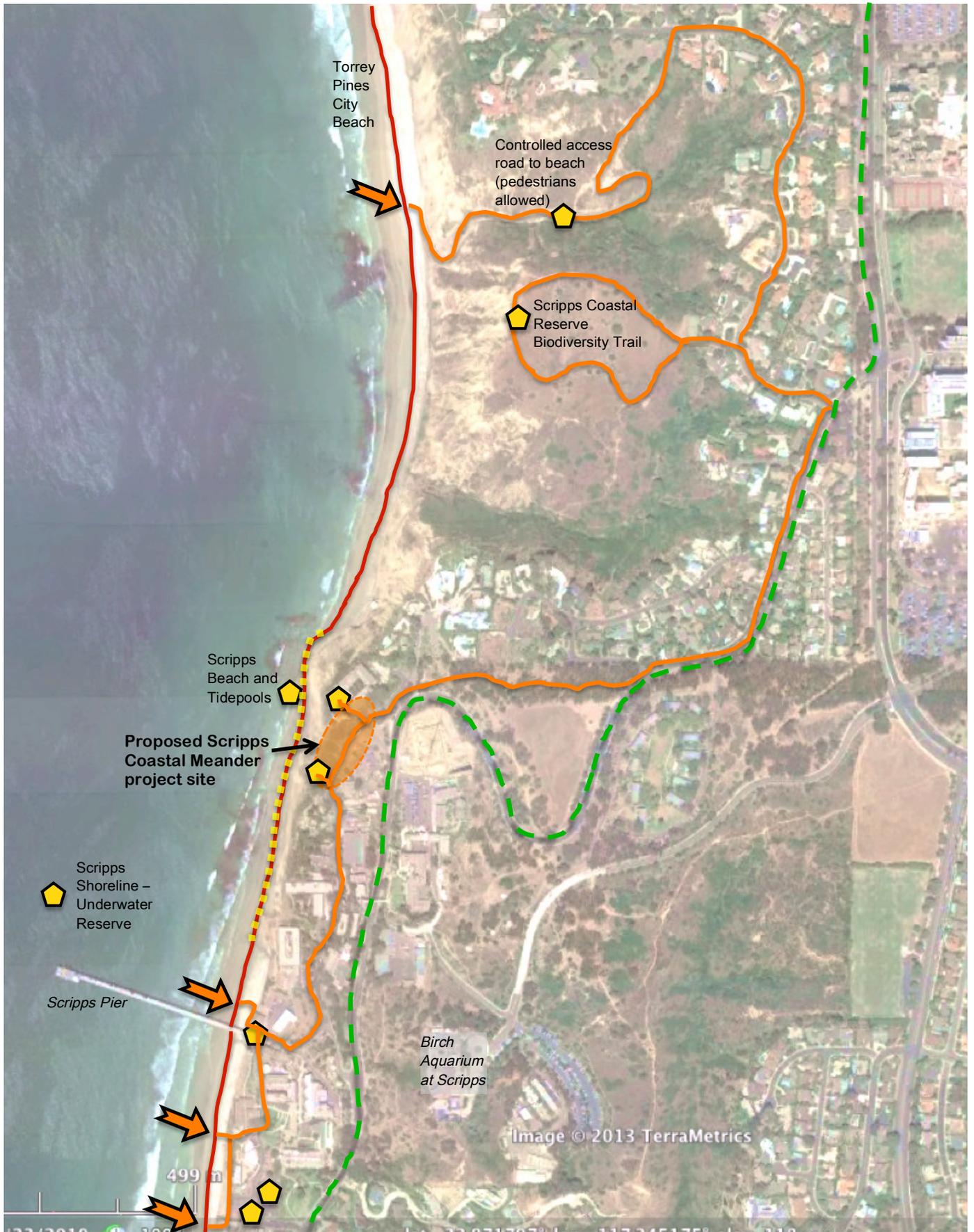
In order to further minimize impacts to native habitat to the extent feasible the project follows the canyon rim adjacent to Biological Grade, and uses footings/piers for much of the alignment. Minor grading of approximately 3,000 square-feet is limited to the south end of the path where ADA requirements could be met no other way. The project avoids the southern coastal bluff scrub vegetation community completely. In addition, the project construction methods have been restricted by a number of measures to limit potential erosion effects on natural habitats.

Given the conclusion that there is no potential for significant environmental effects associated with the project, as described, staff concludes that there is no additional environmental documentation required under CEQA and recommends that the Conservancy made the proposed finding to that effect.

Upon Conservancy approval, staff will file a Notice of Determination for this project.



Exhibit 2 Site Plan



**Legend**

- CA Coastal Trail
- - - CA Pacific Coast Bike Route
- ⬠ CA Coastal Commission Access Point
- - - Shoreline trail submerged during high tides
- Scripps Coastal Meander and upland coastal trail loop (UCSD)
- ➔ Beach access to/from Scripps Coastal Meander and upland coastal trail loop (UCSD)

Exhibit 2b Project site and existing trails



The importance of the upland segments of Coastal Trail, which will pass through UCSD property, is to provide the only alternative route/connection to Black's Beach, Torrey Pines State Park and points further north along the coast.

### Exhibit 3: Site Photos



Aerial of the upper Scripps campus, looking north towards Blacks Beach and Scripps Coastal Reserve - August 2011



Aerial view (from the west) of the upper Scripps campus, including project site, old and new NOAA Southwest Fisheries buildings, and Scripps MESOM building under construction, September 2012

Exhibit 3: Site Photos



Scripps Overlook upper portion looking southwest, 26Aug12

Exhibit 3: Site Photos



Scripps Meander site looking north from new Scripps Overlook, 26Aug12

Exhibit 3: Site Photos



Currently the California Coastal Trail is mapped along the beach, but not accessible at high tides.

UNIVERSITY OF CALIFORNIA

INITIAL STUDY

Project Name: Scripps Coastal Meander Trail  
UCSD Project Number: N/A  
University of California, San Diego

*Revised March 2013*

Prepared by:

University of California, San Diego  
Physical and Community Planning  
9500 Gilman Drive  
Pepper Canyon Hall, Suite 464  
La Jolla, CA 92093-0074

This statement is prepared in  
compliance with the  
California Environmental Quality Act

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APPENDICES

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A Biological Resources Information

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# Environmental Checklist Form

UNIVERSITY OF CALIFORNIA  
CAMPUS: San Diego

March 2013  
UNIV. PROJECT #: N/A

## I. PROJECT INFORMATION

1. Project title: Scripps Coastal Meander Trail
2. Lead Agency name and address: Physical and Community Planning  
University of California, San Diego  
9500 Gilman Drive  
Pepper Canyon Hall, Suite 464  
La Jolla, California 92093-0074  
(858) 534-6515
3. Contact person and phone number: Catherine Presmyk  
(858) 534-6515
4. Project location: San Diego County
5. Project sponsor's name and address: (See #2 and #3)
6. Custodian of administrative record for this project (if different from response to #3):
7. Identification of previous EIRs relied upon for tiering purposes (including all applicable LRDP and project EIRs) and address where a copy is available for inspection (refer to #2 for availability):

University of California, San Diego  
2004 Long Range Development Plan EIR  
(State Clearinghouse #2003081023)  
Certified September 23, 2004

University of California, San Diego  
East Campus Bed Tower Project EIR  
(State Clearinghouse No. 2009081053)  
Certified July, 2010

## Introduction

The environmental analysis for the Scripps Coastal Meander Trail project (proposed project) is tiered from the University of California, San Diego (UCSD) 2004 Long Range Development Plan (LRDP) Environmental Impact Report (EIR), as updated by the East Campus Bed Tower (ECBT) EIR certified in July 2010. The 2004 LRDP EIR (UCSD 2004a) is a Program EIR that was prepared in accordance with the California Environmental Quality Act Guidelines (Sections 15000 et seq, Title 14, Code of California Regulations; hereafter "CEQA Guidelines") pursuant to Section 15168, which implements the California Environmental Quality Act (Public Resources Code Sections 21000, et seq, CEQA). The 2004 LRDP EIR analyzed full implementation of uses allowed under the 2004 LRDP at the program level (UCSD 2004b).

In accordance with CEQA Guidelines Sections 15152, as amended, and 15168(c), this project is tiered from the 2004 LRDP EIR (SCH# 2003081023), as updated by the ECBT EIR (SCH No. 2009081053). These documents are hereby incorporated by reference and are available for review during normal business hours at UCSD Physical and Community Planning, Pepper Canyon Hall, Suite 464, La Jolla, CA. The 2004 LRDP EIR analyzed the overall direct and indirect environmental effects of campus growth and facility development through the academic year 2020-21. The 2004 LRDP EIR also analyzed the potentially significant cumulative impacts that could occur from the implementation of the 2004 LRDP. Technical analyses prepared for the ECBT EIR (UCSD 2010a) will replace and supersede the long-term traffic and cumulative construction emissions (air quality) analysis presented in the 2004 LRDP EIR. These analyses were conducted to address changed conditions that have resulted since the 2004 LRDP EIR was certified in September 2004. In the case of air quality analysis, the construction analysis was updated to address a more robust construction emissions scenario than previously assumed at the time the 2004 LRDP EIR was prepared, so additional related cumulative analysis has been included. In addition, the status for two criteria pollutants (ozone and particulate matter less than 2.5 microns in diameter [PM<sub>2.5</sub>]) has changed to non-attainment; and new federal and/or state standards have been adopted for ozone, PM<sub>2.5</sub>, and nitrogen dioxide (NO<sub>2</sub>) since the 2004 LRDP EIR was adopted, so they are re-analyzed in the ECBT EIR. The 2004 LRDP traffic analysis was updated to reflect changing conditions locally and regionally, and new mitigation strategies are presented to address the effects of campus growth on the local circulation network in the near term (2015) and the cumulative long term (2020).

The tiering of the environmental analysis for the proposed project allows this Tiered Initial Study (IS) to rely on the 2004 LRDP EIR, as updated by the ECBT EIR for the following:

- (a) a discussion of general background and setting information for environmental topic areas;
- (b) overall growth-related issues;
- (c) issues that were evaluated in sufficient detail in the 2004 LRDP EIR, as updated by the ECBT EIR, for which there is no new information of substantial importance or substantial change in circumstances that would require further analysis; and
- (d) short and long-term cumulative impacts

The purpose of this IS is to evaluate the potential environmental impacts of the project in light of the analysis in the 2004 LRDP EIR, as updated by the ECBT EIR to determine what level of additional environmental review, if any, is appropriate including whether additional project level mitigation is necessary and would be included as part of the project. Based on the analysis contained in this IS, one of several determinations will be made as listed in Section IV of this IS.

## II. PROJECT LOCATION AND DESCRIPTION

### Project Location

**University of California, San Diego** – The UCSD campus is located adjacent to the communities of La Jolla and University City, within the northwest portion of the City of San Diego (Figure 1). The main campus consists of three distinct, but contiguous, geographic entities: the Scripps Institution of Oceanography (SIO) (179 acres), located between the Pacific Ocean to the west and Torrey Pines Road to the east; the west campus (669 acres), located west of Interstate 5 (I-5) and includes the Gliderport and Torrey Pines Center North; and the east campus (266 acres), located between I-5 and Regents Road. An additional 38.3 acres includes nearby parcels, such as the La Jolla Del Sol housing complex (12 acres) located about one mile to the southeast of campus, the University House (7 acres) and an adjacent parcel consisting of coastal canyon and beachfront (19 acres). The 2004 LRDP addresses all of the above properties and encompasses a total of 1,152 acres.

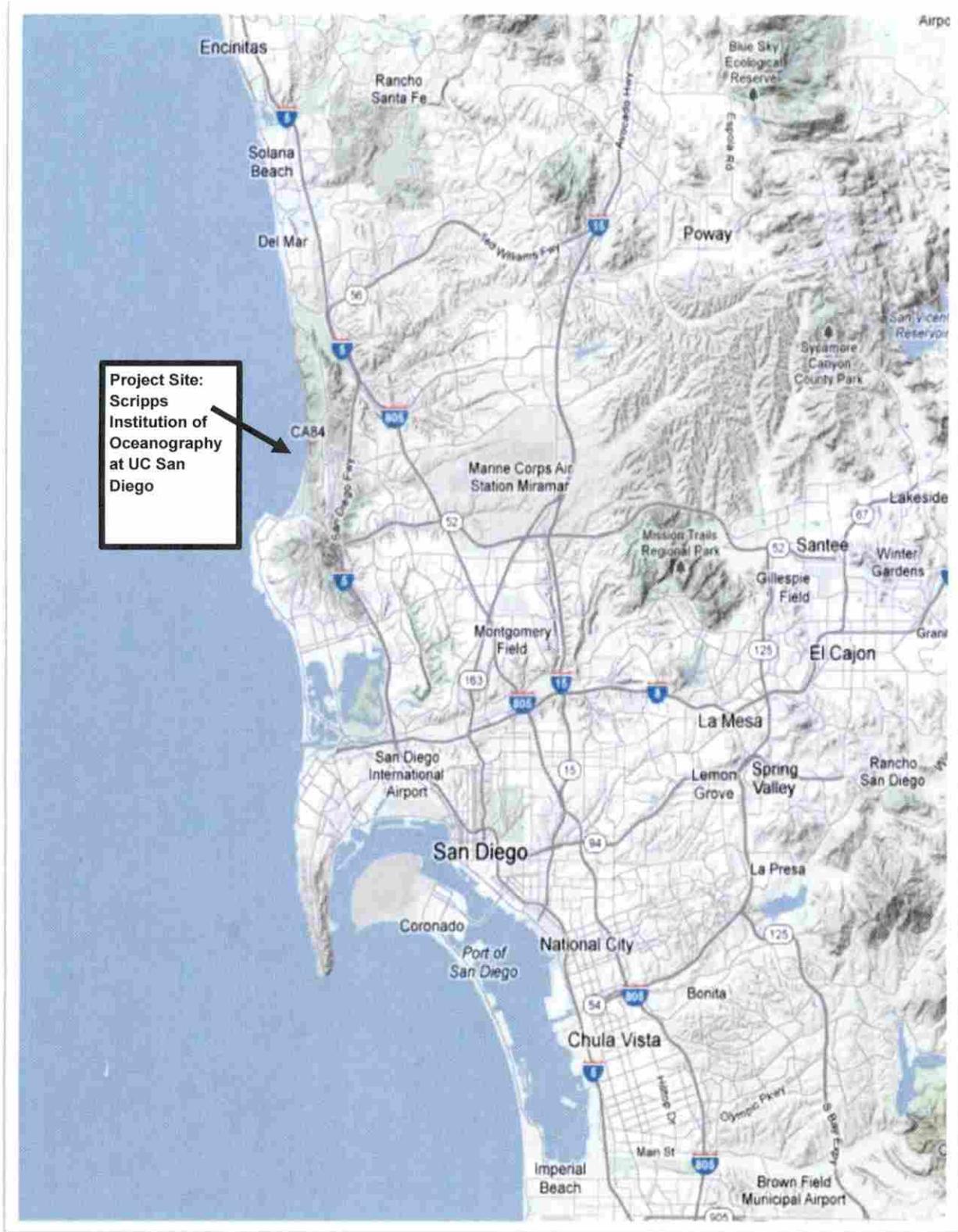
**SIO** - The SIO portion of the campus, where the project is proposed, is located west of Torrey Pines Road and includes a span of approximately 3,000 feet of ocean frontage. SIO was founded prior to the formation of UCSD and became part of the UC system in 1913. SIO is one of the oldest, largest, and most important centers for atmospheric, earth, environmental, marine, and space science research, graduate training, and public service in the world. The SIO portion of the campus referred to in this document includes the numerous SIO facilities located along the ocean to the west of La Jolla Shores Drive, as well as the hillside to the west of Torrey Pines Road; therefore, the SIO area also contains the Stephen Birch Aquarium, Coast Apartments (UCSD graduate and married student housing), and surrounding undeveloped areas. Development at SIO is constrained by steep slopes and landslides, especially east of La Jolla Shores Drive. A dominant topographic feature is Skeleton Canyon, a deep coastal canyon that originates southeast of the Coast Apartments on La Jolla Shores Drive and runs south to the campus property line.

### **Project Description**

The proposed project site is located just west of La Jolla Shores Drive in the northwest corner of the SIO campus. La Jolla Shores Drive is a popular coastal access roadway known for its beautiful ocean views as the road descends 400 feet in elevation over two miles from the Torrey Pines Mesa down to sea level at La Jolla Shores. Currently, there are few well-marked places for visitors to stop to safely enjoy the view and appreciate the beauty of undisturbed natural areas contained within this stretch of coastline. The development of two new coastal overlooks on SIO/UCSD property with parking and public access provided via Biological Grade (a road internal to the SIOs campus, accessible from La Jolla Shores Drive) provides an opportunity to leverage that infrastructure to further advance both public access and coastal resource conservation goals. The proposed project, envisioned as a short but important new segment of the California Coastal Trail, does just that, while demonstrating best practices in design for such recreational amenities.

The project proposes to develop a new, publicly accessible trail on the SIO portion of the UCSD campus, affording sweeping ocean views from a coastal terrace 145-200 feet above the beach. The proposed trail features a sensitively designed pathway and boardwalk along a west-facing slope, connecting two coastal overlook sites already being developed at SIO (see Figure 2). This proposed project would introduce a unique new recreational amenity to the campus' and the state's network of coastal trails, an extension of the *Scripps Coastal Meander* to be mapped and signed as part of the California Coastal Trail, offering magnificent views of the San Diego coastline from La Jolla Cove to Torrey Pines State Beach

With key support from the California Coastal Conservancy and matching funds from SIO/UCSD, the proposed project would expand and enhance coastal public access ways, while facilitating greater public



Regional Location Map

Figure 1



use and enjoyment of other coastal view trails throughout the campus consistent with the campus 2004 LRDP EIR. The new trail segment would be approximately 350 linear feet in length would provide linkage to other sections of the *Scripps Coastal Meander* to the north, south, and east of the project site (see Figure 2).

The project would be a 6-foot wide path constructed as a combination of at-grade and pier supported structure. The on-grade portion would have a post and rope fence along the down slope edge similar to the fence around the existing overlook. The majority of the on-grade portion of the trail would be bordered by a variable height wall along the eastern edge of the trail to limit the amount of grading for the project. It is anticipated that the wall would be constructed with 6-inch by 6-inch timber posts spaced 8-feet on center with 2-inch by 6-inch synthetic slats. The wall would be no more than 24-inches tall. The boardwalk and stair portion would range from 6-inches to no more than 6-feet above ground (less than 4-feet would be targeted) and would have wood railings along both sides that would function as a barrier rail for safety. Approximately 3,000 square-feet (sf) of grading would occur on the southern end of the trail alignment to facilitate the ADA connection to the existing public overlook located there. The project has been designed as close to the top of slope adjacent to Biological Grade as feasible (see Figure 3).

The project also includes a habitat restoration component. Disturbed habitat (primarily iceplant) that occurs over an area of approximately 5,200 sf in and around the trail alignment would be removed and replaced with coastal sage scrub species. No permanent irrigation is proposed. The restoration would remove weeds and other invasive plants and improve the overall habitat quality as well as enhance the experience for those using the trail in the future.

### **Project Approval/Schedule**

As the public agency principally responsible for approving or carrying out the proposed project, the University of California is the Lead Agency under CEQA and is responsible for project CEQA compliance. The CEQA action will support the design approval, to be granted by the Regents of the University of California or their delegate. In this case (based on cost), the design approval occurs at the campus level. The project site is located within the California Coastal Zone; therefore, the California Coastal Commission would require the project to obtain a Coastal Development Permit. This is a resource dependent project that is allowable in areas of native habitat in the coastal zone.

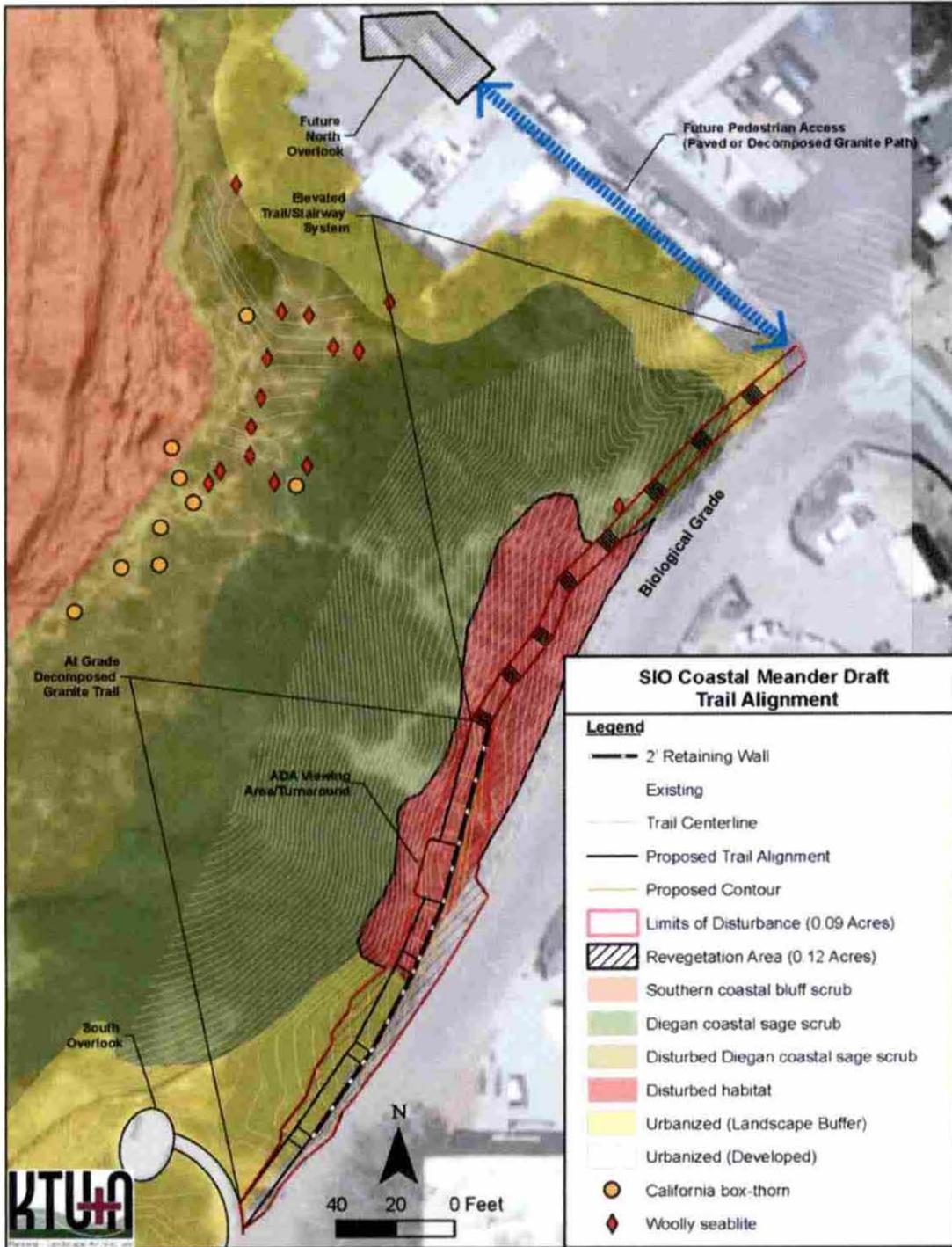
Trail construction is anticipated to begin in September 2013 and would take approximately 10 to 12 weeks to complete.

### **III. CONSISTENCY WITH THE 2004 LRDP**

The 2004 LRDP is the adopted land use plan for the UCSD campus and is based upon the anticipated increase in academic and research activities, as well as the anticipated space requirements and land uses, associated with the expansion of UCSD's academic, administrative, and support programs through academic year 2020-21. The 2004 LRDP is intended to accommodate projected student enrollment and campus population growth during that time period.

In this case, the proposed project is not related to student enrollment or campus growth, but rather would implement the Connections planning principle of the LRDP related to pedestrian circulation called the campus meander. The project proposes to close a gap in the campus' existing trail system (see Figure 2). Pursuant to the LRDP, the trail is proposed to be sited along the perimeter of the UCSD Park land use designation, adjacent to Biological Grade. The 2004 LRDP EIR provides the following guidance for siting a trail in UCSD Park and the proposed project follows all of these:

- i. The proposed Campus Meander trail shall be designed to minimize impacts to sensitive vegetation communities to the extent feasible.



Scripps Coastal Meander Site Plan

Figure 3

- ii. Within the developable areas identified by the 2004 LRDP, projects shall be designed to minimize impacts to sensitive habitat types to the extent feasible. For example, retaining walls could be used to minimize impacts, to the extent that this is possible from an engineering and visual impact standpoint.
- iii. Locations, widths, design features, and construction methods of any new trails or lookout areas shall attempt to avoid sensitive habitats (e.g., routing trails along canyon rims rather than through canyons, using small bridges to avoid wetland habitats, clearing trails by hand). Priorities for avoidance shall be placed on wetland habitats, southern maritime chaparral, native grassland, southern coastal bluff scrub and Diegan coastal sage scrub, particularly if these habitats are determined to support sensitive species.

Finally, removal of exotic plants over a 5,200 sf area in the vicinity of the project, to be replaced with native vegetation, is consistent with the Park land use designation.

#### *Appropriateness of a Tiered Initial Study*

The proposed project is consistent with the scope of development, land use designations, population projections and objectives contained in the 2004 LRDP and evaluated in the 2004 LRDP EIR, as updated by the ECBT EIR. Accordingly, pursuant to Section 15152 of the State CEQA Guidelines, it is appropriate to tier this IS from the 2004 LRDP EIR, as updated by the ECBT EIR. This IS evaluates whether the environmental effects of the proposed project were adequately addressed in the 2004 LRDP EIR, as updated by the ECBT EIR. For impacts that were adequately addressed, the IS provides a cross – reference to the relevant discussion in the 2004 LRDP EIR and the ECBT EIR. Project specific impacts that were not addressed in the 2004 LRDP EIR, or as updated in the ECBT EIR, are evaluated in detail in this document. This IS also evaluates whether there have been any changes in the project or the circumstances in which it will be undertaken since the 2004 LRDP EIR was certified, as updated by the ECBT EIR, that require additional analysis in this document.

**IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. In March 2010, the CEQA guidelines were revised to include the analysis of greenhouse gas emissions which is included herein, and parking was eliminated from further CEQA consideration. The 2004 LRDP EIR concluded that implementation of the 2004 LRDP did not have the potential to result in significant impacts related to Agricultural Resources, Forest Resources and Mineral Resources. Therefore, further analysis of potential impacts to those resources has been scoped out for the project level analyses.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture Resources         | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing       | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |

**V. DETERMINATION:**

On the basis of the initial evaluation that follows:

- I find that the proposed project as designed would not have a significant effect on the environment, has been substantially and adequately analyzed in a certified program EIR, and therefore qualifies for a CATEGORICAL EXEMPTION under Classes 3 and 4. No further documentation is required.
- I find that although the proposed project could have a significant effect on the environment, the project impacts were adequately addressed in an earlier document or there will not be a significant effect in this case because revisions in the project have been made that will avoid or reduce any potential significant effects to a less than significant level. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment. An ENVIRONMENTAL IMPACT REPORT will be prepared.

*Catherine Presmyk*

\_\_\_\_\_  
Signature

Catherine J. Presmyk  
\_\_\_\_\_  
Printed Name

March 11, 2013

\_\_\_\_\_  
Date

University of California, San Diego  
\_\_\_\_\_  
For

## V. EVALUATION OF ENVIRONMENTAL IMPACTS

The University has defined the column headings in the Initial Study checklist as follows:

- A) "Potentially Significant Impact" is appropriate if there is substantial evidence that the project's effect may be significant. If there is one or more "Potentially Significant Impact" entries a Project EIR will be prepared.
- B) "Project Impact Adequately Addressed in LRDP EIR" applies where the potential impacts of the proposed project were adequately addressed in the 2004 LRDP EIR and 2004 LRDP EIR mitigation measures, as updated by the ECBT EIR, as specified in the analysis, will mitigate any impacts of the proposed project to the extent feasible. 2004 LRDP EIR and the ECBT EIR mitigation measures may be incorporated into the project. The potential impact of the proposed project is adequately addressed in the 2004 LRDP EIR, as updated by the ECBT EIR. The impact analysis in this document summarizes and cross references (including section/page numbers) the relevant analysis in the 2004 LRDP EIR and the ECBT EIR.
- C) "Less Than Significant with Project-level Mitigation Incorporated" applies where the incorporation of project specific mitigation measures will reduce an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." All project-level mitigation measures must be described, including a brief explanation of how the measures reduce the effect to a less than significant level.
- D) "Less Than Significant Impact" applies where the project will not result in any significant effects. The effects may or may not have been discussed in the 2004 LRDP Program EIR, as updated by the ECBT EIR. The project impact is less than significant without the incorporation of LRDP or Project-level mitigation.
- E) "No Impact" applies where a project would not result in any impact in the category in question or the category simply does not apply. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (*e.g.*, the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (*e.g.*, the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis)

## Impact Questions and Responses

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS – Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

Aesthetics issues are discussed in Section 4.1 of the 2004 LRDP EIR.

- a,c) The proposed project is a trail connection that would be located slightly below the grade of Biological Grade on the SIO campus. The proposed project would not block views to coastal resources nor impact Key Vantage Points (KVP) located within three Visual Sensitive Zones identified in the 2004 LRDP EIR (refer to p. 4.1-8 through 4.1-26 for discussion, location and Figures). The project would enhance viewing opportunities by providing public access adjacent to the coast. Therefore, the proposed project would not impact scenic vistas nor substantially degrade the existing visual character and its surroundings.
- b) There are no “state scenic highways” in the vicinity of the project. There are no unique trees or trees of significant stature, unique rock outcroppings, or historic buildings on campus lands in the vicinity of I-5. Therefore, there is no potential for an impact to such resources from the proposed project.
- d) No night lighting is proposed as part of the project, so no new source of light or glare would be introduced to the area. Therefore, there is no potential for an impact to occur.

Summary - The proposed project would have no significant impacts to aesthetics. Therefore, no mitigation would be required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

Air quality issues are discussed in Section 4.2 of the 2004 LRDP EIR. In addition, the cumulative construction air quality analysis for campus projects was updated by the ECBT EIR (UCSD 2010a).

- a) The San Diego Air Pollution Control District (SDAPCD) air quality management plans were developed based on attainment status of each key pollutant and growth assumptions prepared by the San Diego Association of Governments (SANDAG). According to the SDAPCD, the 2004 LRDP is consistent with the growth assumptions in SANDAG's *Regional Transportation Plan*. The 2004 LRDP EIR concludes, therefore, that implementation of the 2004 LRDP, including this project, would not conflict with or obstruct implementation of the applicable air quality plan. Therefore, implementation of the proposed project would result in a less than significant impact.
- b) Since the 2004 LRDP EIR was adopted, new standards have been adopted for three criteria pollutants: Ozone (new 8-hour federal standard of 0.075 ppm); NO<sub>2</sub> (new 1-hour and annual California standards of 0.18 ppm and 0.030 ppm, respectively); and PM<sub>2.5</sub> (new 24-hour and annual federal standards of 15 µg/m<sup>3</sup> and 35 µg/m<sup>3</sup>, respectively and new 24-hour California standard of 12 µg/m<sup>3</sup>). In addition, three additional criteria pollutants are now at state non-

attainment status; ozone (1 and 8 hour), PM<sub>2.5</sub> and PM<sub>10</sub>. Ozone is still considered basic non-attainment under the federal 8 hour standard. The cumulative construction air quality analysis for LRDP anticipated growth was updated by the ECBT EIR (UCSD 2010a).

**Construction Emissions.** Construction of the proposed project would result in a temporary minor addition of pollutants to the local airshed caused by soil disturbance, dust emissions, and combustion pollutants from on-site construction equipment. However, the minor nature of the project would not require substantial hauling activities. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts. Fugitive dust emissions would be minimal, primarily resulting from minor grading (3,000 sf) and site preparation activities using small equipment. NO<sub>x</sub> and CO emissions would primarily result from the use of construction equipment and motor vehicles. Daily construction emissions would not exceed the thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>, as construction is minor and of short duration (10 to 12 discontinuous weeks). As such, construction of the proposed project would result in a less than significant impact.

**Operational Emissions.** The proposed project is a pedestrian trail connection and no measurable emissions impacts would result from use of the trail. Vehicle trips are anticipated to be primarily pass-by in nature (see Section VI.13, Transportation/Traffic). Therefore the proposed project would have no significant operational impacts.

- c) In analyzing cumulative impacts from the proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the San Diego Air Basin is listed as nonattainment for the California Ambient Air Quality Standards and the National Ambient Air Quality Standards. The San Diego Air Basin has been designated as a federal nonattainment area for O<sub>3</sub>, and a state nonattainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Since few sources emit O<sub>3</sub> directly, and O<sub>3</sub> is caused by complex chemical reactions, control of O<sub>3</sub> is accomplished by the control of emissions of NO<sub>x</sub> and VOCs. By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the air basin. Thus this regional impact is a cumulative impact, and projects would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of the regional air quality standards. Consequently, if a project's emissions do not exceed identified significance thresholds, its emissions would not result in a cumulatively considerable contribution to the significant cumulative impact (SMAQMD 2009, BAAQMD 2010).

**Cumulative Construction Emissions.** The project would employ standard University dust control measures (such as watering down soil during construction). In addition, project level construction emissions would not be substantial and therefore the project would not be expected to result in a cumulatively considerable contribution to significant cumulative impacts identified in the updated campus air quality construction analysis.

**Cumulative Operational Emissions.** No project level operational emissions are identified for use of the trail project. Therefore no cumulatively considerable contribution to significant cumulative impacts associated with non-attainment pollutants in the San Diego air basin would occur.

- d) The proposed project would not generate toxic air contaminants (TACs). Therefore, impacts to sensitive receptors as a result of the proposed project would not occur.

- e) Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the proposed project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. Such odors are temporary and in this case would not be expected to occur at magnitudes that would affect substantial numbers of people due to the small size of the construction effort. Therefore, no significant impacts would be expected.

Summary - The proposed project would have no impact on operational air quality, air toxic contaminants and odors. The proposed project would result in less than significant impacts associated with project level and cumulative construction air quality. Therefore, no mitigation would be required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
3. BIOLOGICAL RESOURCES -- Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any applicable policies protecting biological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Deleted: "Dudek estimated that the dCSS community consists of over fifty percent cover of ice plant."

## Discussion

Biological resource issues are discussed in Section 4.3 of the 2004 LRDP EIR. The analysis is based in part on a field survey and habitat/sensitive species mapping performed by DUDEK in 2012 and 2013 (see Appendix A)

- a) In 2012 and 2013, Dudek visited the project site to map the habitat on the slope located in the vicinity of the project, and to identify and map sensitive species (see Appendix A). There are five vegetation communities on the slope west of Biological Grade where the *Coastal Meander Trail* is proposed; disturbed habitat (DH), coastal sage scrub (CSS), disturbed coastal sage scrub (dCSS), southern coastal bluff scrub (SCBS), and urbanized (URB) landscape buffer. Sensitive plants that were identified include California box thorn and Woolly seabite. Both plants are included in the California Rare Plant Ranking (CRPR) as List 4.2 (plants of limited distribution). These plants are represented on Figure 2, Appendix A, as clusters of plants; a total of approximately 20 California box thorns and 90 Woolly seabites were observed, most of which are located west of the project area of impact, with the exception of approximately 16 Woolly seabites located in the vicinity of the northern portion of the trail. These 16 plants may be avoided by sensitive placement of the support piers. A list of plants identified in the study area is included in Appendix A. While protocol surveys for the California gnatcatcher were not specifically undertaken, Dudek looked for the birds and no sensitive birds or animal species were observed.

While there are no historical records of the California gnatcatcher in the area and none were seen during DUDEK survey work in 2012, in an abundance of caution, removal of less than 0.1 acres of diegan coastal sage scrub habitat would not occur during the gnatcatcher breeding season (February 15 through August 30). Construction would also be timed to occur during the non-breeding season.

No suitable trees for raptor nesting occur within the proposed project area of work.

- b,c) The proposed Coastal Meander Trail is consistent with the guidance of the 2004 LRDP EIR in that it is designed to minimize impacts to native habitat to the extent feasible by following the canyon rim adjacent to Biological Grade, and by use of footings/piers for much of the alignment. Minor grading of approximately 3,000 square-feet is limited to the south end of the path where ADA requirements could be met no other way. The project avoids the southern coastal bluff scrub vegetation community completely. Impacts were conservatively estimated at 1,625 sf of disturbed habitat, 1,050 sf of urbanized (landscape buffer), and 357 sf of coastal sage scrub habitat. The habitat impact numbers do not take into consideration the use of footings for most of the length and therefore overestimate the impact below the path. The project is considered a resource dependent use that is allowable in areas of native habitat in the coastal zone (see Figure 3).

On a project specific basis, per the 2004 LRDP EIR, impacts to less than 0.1 acre for all upland habitats and 0.01 acre for all wetland habitats would not require mitigation. Prior to individual project construction, all direct impacts to riparian habitat and sensitive natural communities greater than 0.01 acre and 0.1 acre, respectively, shall be mitigated in accordance with the mitigation approach and ratios listed in the LRDP EIR. In this case however, impacts to native habitat total less than 0.1 acre. Therefore the impact is de minimus and no mitigation is required.

However, because the proposed project is adjacent to natural habitats in the UCSD Park, the project design includes the following:

- Prior to commencement of clearing or grading activities near natural habitats, the approved limits of disturbance would be delimited and silt or orange fencing shall be installed to prevent errant disturbance by construction vehicles or personnel. All movement of construction contractors, including ingress and egress of equipment and personnel, would be

limited to the designated construction zone. This fencing shall be removed upon completion of all construction activities. A pre-construction meeting would be held to ensure that construction crews are informed of the sensitivity of habitat in the Park.

- No temporary storage or stockpiling of construction materials would be allowed within the Ecological Reserve or Restoration Lands, and all staging areas for equipment and materials shall be located at least 50 feet from the edge of natural habitats in the Park. This prohibition would not be applied to facilities that are planned to traverse Ecological Reserve or Restoration Lands (e.g., trails). Staging areas and construction sites in proximity to the Ecological Reserve or Restoration Lands would be kept free of trash, refuse, and other waste; no waste dirt, rubble, or trash shall be deposited in these portions of the Park.
  - Equipment to extinguish small brush fires (such as from trucks or other vehicles) would be present on site during all phases of project construction activities, along with personnel trained in the use of such equipment. Smoking would be prohibited in construction areas adjacent to flammable vegetation.
  - Natural habitats are considered light sensitive during the night. Night lighting would not be used during the course of construction unless determined to be absolutely necessary. If necessary, the lights would be shielded to minimize temporary lighting of the surrounding habitat.
  - The limits of construction shall be properly staked and readily identifiable, and would be monitored on a weekly basis during grading activities to ensure that the approved limits are not exceeded. Integrated Pest Management principles would be implemented to the extent practicable for areas in and adjacent to the Park for chemical pesticides, herbicides and fertilizers, through alternative weed/pest control measures (e.g., hand removal) and proper application techniques (e.g., conformance to manufacturer specifications and legal requirements).
  - Brush management (if necessary) would be accomplished by thinning and litter removal, rather than by complete clearing of native vegetation.
  - In areas supporting native (or disturbed native) habitats, manufactured slopes would be revegetated with appropriate native plant materials. Fire management considerations also shall be incorporated into the landscape palette selection process (e.g., fire resistive plants closest to structures).
- d) The proposed project would be located on the rim of an isolated coastal bluff surrounded by urban development to the south, north and east. The proposed project is a resource dependent use that is allowable in the coastal zone. There are no rare, threatened or endangered species in the area. Therefore, development of the proposed project would not preclude wildlife movement within the area. No impact would occur.
- e,f) UCSD is a part of the UC, a constitutionally created unit of the State of California. As a state entity, UC is not subject to municipal plans, policies, and regulations, such as County and City General Plans or local ordinances. The 2004 LRDP is the guiding land use document and it includes development in accordance with environmental sustainability and stewardship principles. During preparation of the 2004 LRDP EIR, the University voluntarily reviewed the LRDP for consistency with local policies and ordinances found in the City of San Diego's Land Development Code (2000), including the Environmentally Sensitive Lands (ESL) regulations and the City of San Diego Biology Guidelines (2002), and determined that there are no specific policies that address biological resources on the UCSD campus. No local policy conflicts would arise with implementation of the proposed project

The UCSD campus is not included within the City's Multiple Species Conservation Program (MSCP; City of San Diego 1997) nor is UCSD an enrolled agency in the Natural Communities Conservation Plan (NCCP) Program. Preserve areas designated by the City's MSCP (i.e., in the Multi-Habitat Planning Area [MHPA]) are generally not located on UCSD lands. The proposed project site is not located within or immediately adjacent to land that is included in the MHPA. Because UCSD is not an enrolled agency, inclusion of these lands in the City's MHPA does not constitute any obligation on the part of UCSD to comply with the City's MSCP preservation goals or objectives. However, the 2004 LRDP is not proposing development that would directly or indirectly affect the resources preserved on those properties. Therefore, no impacts to the City's MSCP or the NCCP Program would occur from the 2004 LRDP, including the proposed project.

Summary. The proposed project would result in less than significant direct and indirect impacts to upland habitat communities, and would have no significant impacts to wetland communities, threatened or endangered species, wildlife movement, applicable policies or adopted plans. Therefore, no mitigation would be required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
4. CULTURAL RESOURCES -- Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Cultural resource issues are discussed in Section 4.4 of the 2004 LRDP EIR. The analysis is based partly on a cultural resources inventory update prepared by Kyle Consulting (2004) for the 2004 LRDP EIR.

- a) A variety of recorded or potential historical resources exist on the UCSD campus, as discussed in Section 4.4.1 of the 2004 LRDP EIR. However, the proposed project would not affect such resources. No historic resources have been identified within the project's area of construction. Therefore, no impacts to historical resources would occur from project implementation, and no mitigation would be required.
- b,d) An archival records search of archaeological site maps, records, and files was conducted for the UCSD campus and a field check of all known cultural resources was performed by Kyle Consulting (2004), as discussed in Section 4.4 of the 2004 LRDP EIR and summarized in Table 4.4-2 of that document.

The proposed project would be developed in the northwest portion of the SIO campus. Recorded archaeological sites are known in the area, however, the 350 foot trail construction area is not located within one of those recorded sites; the construction site is previously undeveloped. Therefore, the project would follow LRDP EIR protocols for construction areas located in between recorded sites (“unexpected resources”) that have not previously been developed. The project would engage a qualified archaeologist to monitor grading activities during the removal of at least the top two to three feet of soil on mesas, cliffs and other flat areas, and during all grading activities within areas of natural deposition. In addition, prior to beginning any work that would require monitoring:

- a preconstruction meeting would be held that includes the Archaeologist, Construction Manager and/or Grading Contractor, and other appropriate personnel so the archaeologist can make comments and/or suggestions concerning the Archaeological Monitoring program to the Construction Manager and/or Grading Contractor.
  - the Archaeologist would (at that meeting or subsequently) submit to the Project Manager a copy of the site/grading plan (reduced to 11 x 17 inches) that identifies areas to be monitored as well as areas that may require delineation of grading limits.
  - the Archaeologist would also coordinate with the Project Manager on the construction schedule to identify when and where monitoring is to begin and including the start date for monitoring.
  - Although no archaeological resources are expected to be found, in an abundance of caution, an archaeological monitor would be present to monitor grading activities. Therefore, no impacts to archaeological resources would occur.
- c) As part of the 2004 LRDP EIR, UCSD conducted an analysis of the paleontological monitoring records and reports produced for construction projects on campus from 1998 through to 2003. From that review, it was determined that numerous excavations into formational materials on a campus-wide basis have not yielded significant paleontological resources. Therefore, the 2004 LRDP EIR concludes that in this geographic area, these formations have not and will not yield significant paleontological resources as a result of the implementation of the 2004 LRDP, including this proposed project. Therefore, based on the 2004 LRDP EIR analysis, the project would not impact significant paleontological resources during construction activities.

Summary - The proposed project would result in less than significant impacts to archaeological resources, and would have no significant impacts to historical resources and paleontological resources. Therefore, no mitigation would be required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5. GEOLOGY AND SOILS -- Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

Geology and soils issues are discussed in Section 4.5 of the 2004 LRDP EIR. Portions of the analysis are based on a geotechnical report prepared for the 2004 LRDP EIR by Ninyo and Moore (2003). The results, conclusions and recommendations contained in this study are incorporated by reference.

a,d) There is no unusual seismic risk associated with the development of the proposed Coastal Meander Trail pedestrian path. Therefore potential impacts associated with exposure to seismic risks are considered less than significant.

- b) Earth-disturbing activities associated with project construction could produce temporary erosion effects. As discussed in Section 4.5 of the 2004 LRDP EIR, construction activities would comply with Chapters 29 and 70 of the California Building Code (as applicable). The proposed project would comply with the applicable provisions of National Pollutant Discharge Elimination System (NPDES) Phase II, which includes erosion and sedimentation BMPs during construction in tandem with a low impact design to protect the post construction environment. With the continued implementation of required erosion control measures and proper design, substantial erosion or topsoil impacts would be less than significant during or after project construction.
- c) The UCSD campus is provided sanitary sewer service by the City of San Diego and no septic tanks or alternative wastewater systems are used or anticipated on campus; therefore, no impacts to septic tanks or alternative waste water disposal systems would occur.

Summary –The proposed project would result in less than significant impacts to geology and soils, and would have no impact on septic/waste water disposal systems. Therefore, no mitigation is required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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6. GREENHOUSE GAS EMISSIONS -- Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Global climate change refers to recorded changes in average climatic conditions on earth as a whole, measured by wind patterns, storms, precipitation, and temperature. Historical records show that global temperature changes have occurred in the past, such as during previous ice ages. Recent scientific research indicates that elevated concentration of greenhouse gas (GHG) emissions in the atmosphere and the rate and magnitude of current global temperature changes are attributable to anthropogenic (human-caused) activities.

a,b) UCSD complies with all plans, policies, and regulations adopted for the purpose of reducing emissions of GHGs. UCSD further relies on the City of San Diego 2010 memorandum addressing greenhouse gas emissions from projects subject to CEQA. It should be noted that individual projects of any size are generally of insufficient magnitude to influence climate change or result in a substantial contribution to the global GHG inventory. Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emissions impacts from a climate change perspective (CAPCOA 2008). The City's memo relies on the CAPCOA findings, describes analysis screening criteria, sets a threshold below which quantitative analysis are not required, and thus cumulative impacts would not occur.

The proposed project entails minor construction of a pedestrian trail. Daily use is expected to be a combination of those walking in the area already, and those who might be passing by on La Jolla Shores Drive in their cars and see the signage (pass by trips). Substantial numbers of new trips to the site are not anticipated.

Short term temporary GHG emissions would be associated with minor construction activities required to build the 350 foot long trail over a 10 to 12 week period of time. The construction activity is so minor, that the 900 metric ton GHG emissions threshold triggering the preparation of a quantitative analysis would not occur.

Long term operational GHG emissions could be associated with vehicle operations (visitors to the site by automobile), however, it is anticipated that due to the location of the trail, it would more likely be visited by those on route to other locations. Heaviest pedestrian use is anticipated to be by those working at SIO or living in the area, where no vehicle is specifically required to reach the trail.

Therefore construction of the proposed project would not be expected to generate enough GHG emissions to individually influence global climate change. New operational GHG emissions would not be anticipated.

Summary – The proposed project implementation would result in less than significant impacts to GHG emissions, and would result in no impact to plans, policies or regulations. Therefore, no mitigation is required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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6. HAZARDS AND HAZARDOUS MATERIALS -  
Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

### Discussion

Hazards and hazardous materials are discussed in Section 4.6 of the 2004 LRDP EIR.

- a-c) The proposed project would not involve the emission of or the routine transport, use, or disposal of hazardous materials, and therefore would not create a significant hazard to the public or the environment.
- d) A records search of federal, state, and county hazardous waste lists and databases was conducted for the campus as part of the 2004 LRDP EIR (Ninyo & Moore 2003). The proposed project site is not located on or within the immediate vicinity of any hazardous materials sites identified in that search. No new hazardous waste sites have been identified in the vicinity of the project site since the 2004 LRDP EIR was certified.
- e,f) The campus is not located within two miles of a public airport, public use airport, or private airstrip, but it is located within approximately 2.5 miles of MCAS Miramar and is adjacent to the Torrey Pines Gliderport. Development of the campus under the 2004 LRDP, including this project, is anticipated to have a less than significant impact on aircraft safety hazards.
- g) Under current campus procedures, multiple emergency access or evacuation routes are provided to ensure emergency response services are not impaired or interfered with in the event of a temporary roadway closure and/or changes in campus traffic patterns during construction. Nevertheless, in the

event that the construction of a project requires a lane or roadway closure, prior to construction the contractor and/or Facilities Design and Construction (FD&C) would ensure that the UCSD Fire Marshal is notified. If determined necessary by the UCSD Fire Marshal, local emergency services would be notified by the Fire Marshal of the closure.

- h) The proposed project is the extension of a pedestrian trail in an area where people are already walking (on the road). The project does not introduce a new wild land fire threat, but rather moves people from walking on the road to walking adjacent to but west of the road. The project would comply with all fire safety regulations and code requirements to ensure the potential for wildland fires is less than significant.

Summary- The proposed project would result in less than significant impacts to airport safety hazard, and construction related access hazard. The project would have no significant impact to hazards/hazardous materials or sites. Therefore, no mitigation is required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>7. HYDROLOGY AND WATER QUALITY -- Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| f) Otherwise substantially degrade water quality?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Discussion

Hydrology/water quality issues are discussed in Section 4.7 of the 2004 LRDP EIR. A portion of that section was based on a campus-wide technical hydrology study prepared by PBS&J (2004).

a,f) Water quality standards developed by the State Water Resources Control Board (SWRCB) or Regional Water Quality Control Board (RWQCB) for storm water are set forth in applicable storm water permits (which also serve as waste discharge requirements). Storm water permits that are applicable to growth under the 2004 LRDP include the General Construction Storm Water Permit, the General Industrial Storm Water Permit, the General Small MS4s Storm Water Permit; NPDES wastewater discharge requirements, industrial waste water permit, and an individual permit for discharges from SIO. All of these permits control pollutants in runoff from campus properties.

UCSD's Storm Water Management Plan (SWMP) and a notice of intent for inclusion in the statewide Phase II general permit were submitted to the RWQCB in March 2003. The RWQCB has prioritized the Phase II program by permitting cities first; non-traditional MS4s such as universities will be permitted second. It is anticipated that UCSD will be issued a Phase II permit in the near term. Since 2003, UCSD has implemented the storm water management program outlined in the SWMP to reduce the discharge of pollutants to the maximum extent possible. Best management practices have been developed and implemented to prevent the discharge of pollutants into the storm water conveyance system. Additional control measures such as storm water pollution prevention training for appropriate staff, elimination of illicit discharges, construction site storm water runoff controls, and post construction site storm water management are ongoing on campus. The proposed project would comply with all applicable permits and plans and therefore, impacts with regard to violation of storm water standards or waste discharge requirements would be less than significant.

**Construction Measures.** During project construction the potential for short-term impacts on surface water quality exists through activities such as clearing and grading, and construction of the Coastal Meander Trail. Due to the extent of construction that is anticipated under the 2004 LRDP, the 2004 LRDP EIR concludes that potentially significant short-term impacts to water quality from uncontrolled sediment and pollutants from construction sites could result.

However, the proposed project area of construction is under 1 acre in size and therefore the Storm Water Pollution Prevention Plan (SWPPP) requirement does not apply (refer to section 4.7.2 of the 2004 LRDP EIR). For any project resulting in land disturbance that is less than an acre, prior to

initiation of construction the project manager in consultation with the UCSD Civil Engineer would approve an erosion control plan for the project construction. This erosion control plan would include, but not be limited to, the following applicable measures to protect downstream areas from sediment and other pollutants during site grading and construction:

- Proper storage, use, and disposal of construction materials.
- Removal of sediment from surface runoff before it leaves the site by silt fences or other similar devices around the site perimeter.
- Protection of storm drain inlets on site or downstream of the construction site to eliminate entry of sediment.
- Stabilization of cleared or graded slopes.
- Removal of sediment tracked or otherwise transported onto adjacent roadways through periodic street sweeping.
- Prevention of tracking soil off site through use of a gravel strip or wash facilities at exit areas (or equivalent measures)
- Protection or stabilization of stockpiled soils.

**Operational Measures.** The post construction condition would entail the restoration of the area around the trail including 5,200 sf to be re-established with native habitat consistent with the surroundings.

- b) No removal of groundwater is proposed at UCSD, as the campus would use potable water supplied by the City of San Diego Water Department via existing lines on UCSD's campus. The City receives deliveries of imported water from the San Diego County Water Authority (SDCWA) to satisfy potable water demand. No impacts to groundwater supplies would occur as a result of 2004 LRDP, including the proposed project.
- c,d,e) Implementation of the 2004 LRDP, including the proposed project, would result in the construction of new buildings and redevelopment, landscaping, and other features on the UCSD campus. Those improvements would result in minor alterations to existing drainage patterns of individual sites within the campus, but not substantial alterations to the drainage courses of the campus as a whole. The proposed project would develop a 350 foot segment of pedestrian trail located at the top of a canyon slope. Much of the trail would be on piers in order to work with the natural grades, and also to minimize impervious surfaces in the post construction scenario. No changes to existing drainage patterns or drainage structures would occur. The project also includes a restoration component to ensure runoff and erosion would not occur.
- g, h) Development under the 2004 LRDP would not place structures within the 100-year flood hazard area, as the entire campus is located in Flood Zone X which is outside of the 100- and 500-year floodplains (FEMA 1997). Therefore the proposed project, which is located on the UCSD campus and implements the 2004 LRDP, would not impede or redirect flood flows. Therefore, no impacts would occur as a result of the proposed project.
- i) Campus development is located on the Torrey Pines Mesa, at an average elevation between 300 to 400 feet above mean sea level. It is extremely unlikely that dam or levee failure occurring at remote inland San Diego County locations would have any effect on elevated campus lands located at the Pacific Coast. Flood flows emanating from inland areas would more likely travel to the coast via Los Peñasquitos Lagoon to the north or Rose Canyon to the south of campus lands. Therefore, no impacts would occur with implementation of the proposed project.

- j) The campus is not subject to inundation by seiche as this phenomenon is typically associated with land locked bodies of water, none of which occur near the campus. A tsunami (or seismic sea wave) is the secondary effect of a major earthquake. In the rare event that a particularly destructive tsunami occurred, the southwest portion of the SIO campus could be at risk of inundation, however, the proposed project is located at the top of a coastal cliff, 160 feet above the beach and therefore out of the path of potential tsunami. Inundation by mudflows across the developed portion of the campus is also unlikely because of the urbanized and vegetated character of the campus. Less than significant impacts from seiche, tsunami or mudflow would occur upon implementation the proposed project.

Summary – The proposed project would result in less than significant impacts to water quality and would have no significant impacts to groundwater supplies, drainage patterns or drainage structures, flooding, or inundation by seiche, tsunami or mudflows. Therefore, no mitigation is required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>8. LAND USE AND PLANNING -- Would the project:</b>					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the LRDP, general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create other land use impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Planning and land use issues are discussed in Section 4.8 of the 2004 LRDP EIR.

- a) The construction of a pedestrian trail on the UCSD/SIO campus would not divide an established community. Therefore, no impact would occur.
- b) With regard to local plans and policies, UCSD is part of the University of California (UC), a constitutionally created entity of the State of California. As a constitutional entity, UC is not subject to municipal regulations, such as the City’s General Plan or the surrounding community plans. The applicable land use plan for the project site is the campus’ 2004 LRDP. As discussed in Section III of this IS, the project is consistent with the 2004 LRDP, and is a compatible use in the UCSD Park land use designation. Therefore, no impact would occur. .
- c) Please see Biological Resources section item 4.e,f,d. The proposed project is a consistent use within UCSD Park Lands and is a resource dependent project that is allowable in area of native habitat in

the coastal zone. The project would constitute a quiet passive recreation opportunity that would not negatively impact other land uses in the area.

Summary –The proposed project would not have significant impacts to land use and planning. Therefore, no mitigation would be required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
9. NOISE -- Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (including construction)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Noise issues are addressed in Section 4.9 of the 2004 LRDP EIR. The analysis is based in part on a noise and vibration technical report prepared by URS (2004c) for the 2004 LRDP EIR.

a,b,c) The proposed project is a passive recreational use, and would not result in permanent noise increases at sensitive receptors, would not generate noise in excess of established standards and would not increase ambient noise levels in the project vicinity about existing levels. The project would not expose persons to excessive groundbourne vibration.

d) Construction activities associated with development occurring under the 2004 LRDP would result in temporary increases in ambient noise levels above levels existing without the project. The minor construction activities expected to build a trail over a 10 to 12 week period of time would employ the following conditions of approval:

- The construction contractor would be required to work in such a manner so as not to exceed a 12-hour average sound level of 75 dBA at any noise-sensitive land use (dormitories/ residential/ lodging, contemplative spaces, libraries, inpatient medical care facility [beds present], and on-campus classrooms) between 7:00 a.m. and 7:00 p.m. Monday through Saturday.
- Construction equipment would be properly outfitted and maintained with manufacturer recommended noise-reduction devices to minimize construction-generated noise.
- Stationary construction noise sources such as generators or pumps would be located at least 100 feet from noise-sensitive land uses as feasible.
- Laydown and construction vehicle staging areas would be located as far from noise-sensitive land uses as feasible.
- All neighboring land uses that would be subject to construction noise shall be informed at least two weeks prior to the start of each construction project, whenever possible.
- Loud construction activity occurring within 100 feet of a residential or academic building would not be scheduled during any finals week of classes to the extent feasible or consider adjusting the hours or days of construction.
- Loud construction activity occurring within 100 feet of an academic or residential use shall be scheduled during holidays, class breaks, and/or summer session, to the extent feasible.

e) The proposed Coastal Meander Trail is a passive recreational use; therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels.

f) There are no private airstrips located in the vicinity of the UCSD campus. No impacts would occur.

Summary – The proposed project would result in less than significant construction noise impacts and trail users would periodically experience nuisance level noise from aircraft in the area. The proposed project would have no significant permanent noise or groundbourne vibration impacts. Therefore, no mitigation is required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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10. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Discussion

Population and housing issues are discussed in Section 4.10 of the 2004 LRDP EIR. The analysis is based on a population and housing report on the 2004 LRDP prepared by Keyser Marston and Associates (2004).

a-c) The project proposed to build a 350 foot stretch of the Coastal Meander Trail at SIO. The pedestrian path would serve those living and working in the area. The proposed project would not induce substantial growth in population, would not displace housing or people. Therefore, no impact would occur.

Summary – The proposed project would have no significant impact to population and housing. Therefore no mitigation would be required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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11. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- a) Fire protection?
- b) Police protection?
- c) Schools?
- d) Parks?
- e) Other public facilities?
- f) Create other public service impacts?

Discussion

Public service issues are discussed in Section 4.11 of the 2004 LRDP EIR.

a-f) The proposed project would complete a walking trail on the SIO campus. Therefore the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. In addition, the project would have no effect on maintenance of acceptable service ratios, response times or other performance objectives. No physical adverse impacts would occur as a result of construction and use of a walking trail.

Summary –The proposed project would have no significant impacts to public services. Therefore, no mitigation is required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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12. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The project would provide a new trail connection on the SIO campus. The new 350 ft. stretch of trail that is being added would close at gap in the current system of pathways in the vicinity (see Figure 2). This project would not be expected to increase use such that substantial physical deterioration of the facility would occur.
- b) The proposed project would build a portion of the campus meander and California Coastal Trail system on campus. The impacts of construction and use of this new portion of the trail are fully addressed in this initial study. The potential for impacts associated with construction and use are less than significant.

Summary – The proposed project construction would have a less than significant impact on the environment, and use of the trail would have no significant impacts on the facility. Therefore, no mitigation is required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
13. TRANSPORTATION/TRAFFIC (cont.) -- Would the project:					
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with applicable policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Transportation, traffic and parking issues are discussed in Section 4.13 of the 2004 LRDP EIR. The analysis is based on a traffic analysis report prepared by Kimley-Horn & Associates for the 2004 LRDP EIR (Kimley-Horn & Associates 2004). The 2004 analysis has since been superseded by the March 2010 CEQA Guidelines changes that eliminated parking impacts as a CEQA issue, and the preparation of the 2004 Long Range Development Plan Traffic Update (LLG 2010). This new analysis was prepared as part of the ECBT EIR (July 2010). The traffic update provides an update to the information contained in the 2004 LRDP EIR and assumes that other long-term, local-serving and regional projects (e.g., Mid-coast corridor light rail and I-5 direct access ramps) are in place for the long term.

a,b) Planned growth and subsequent traffic impacts associated with this growth were addressed in the 2004 LRDP EIR, and as updated by the ECBT EIR. Trips associated with the implementation of the

2004 LRDP and future projects as discussed in the ECBT EIR could result in adverse traffic and circulation impacts to certain off campus roadway segments, intersections, freeway segments and freeway ramps within the University City community.

The proposed project however would not contribute to the significant unmitigated plan level or cumulative traffic impacts identified in the LRDP EIR or the ECBT EIR for the following reasons. Construction activity would be minor in nature lasting 10 to 12 weeks. Long term use of the trail could be associated with vehicle operations (visitors to the site by automobile), however, it is anticipated that due to the location of the trail, it would more likely be visited by those on route to other locations (pass by trips). Daily pedestrian use is anticipated to be by those working at SIO or living in the area, where no vehicle is specifically required to access the trail. Therefore, trip generation would be expected to be incidental.

- c) The proposed project would not change existing air traffic volumes, nor would it affect existing air traffic patterns in any way. Therefore, no impacts would occur as a result of proposed project implementation.
- d) The campus is located in an urbanized area with no farming, rural or other non-compatible uses. The campus roadway system is largely in place with the exception of a second bridge crossing over Interstate 5 to complete the campus loop road system. There are no plans to substantially change the campus circulation system or to change off-site circulation. The proposed project does not include any hazardous design features. Therefore, implementation of the 2004 LRDP, projects discussed in the ECBT EIR, and the proposed project would not substantially increase hazards due to design features or incompatible uses.
- e) Development pursuant to the 2004 LRDP and ECBT EIR, including development of the proposed project, is subject to review by the UCSD Fire Marshal. Prior to final plan approval, the Fire Marshal would review all project plans to ensure among other things, that adequate fire and emergency access is provided. Furthermore, as discussed in Section 6.g of this document, Haz-6A (UCSD Fire Marshal will notify local emergency services of lane closures at his/her discretion) would be implemented during construction of the proposed project. Therefore, impacts would be less than significant.
- f) UCSD operates one of the largest alternative transportation programs in the County, which focuses on the use of transit, ridesharing, shuttles and bicycles to encourage and assist UCSD commuters in utilizing alternatives to the single-occupancy vehicle (see Sections 4.13.1.1 through 4.13.1.3 in the 2004 LRDP, and Section 3.8 in the ECBT EIR for detailed discussions). The proposed project further encourages alternative modes of travel by completing a link in the pedestrian trail system that traverses SIO and provides for a better, safer pedestrian experience.

Summary – The proposed project would result in less than significant impacts to transportation/traffic related issues. Therefore, no mitigation is required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
14. UTILITIES AND SERVICE SYSTEMS -- Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with applicable federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Create other utility and service system impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

Utilities, service systems and energy are discussed in Section 4.14 of the 2004 LRDP EIR. The analysis is based on a variety of information sources, including a water supply assessment report prepared for the 2004 LRDP by PBS&J (2004).

a-h) The proposed project is a small extension of the existing trail/walkway system at SIO. As such no utility connections are required. No lighting is proposed. Temporary irrigation (three years or less) may be required to assist with native plant restoration of an area approximately 5,200 sf in size.

Summary – The proposed project would have no significant impacts to utilities and service systems.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. MANDATORY FINDINGS OF SIGNIFICANCE – The lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur. Where prior to commencement of the environmental analysis a project proponent agrees to mitigation measures or project modifications that would avoid any significant effect on the environment or would mitigate the significant environmental effect, a lead agency need not prepare an EIR solely because without mitigation the environmental effects would have been significant (per Section 15065 of the State CEQA Guidelines):

a) 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, substantially reduce the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## VII. SUPPORTING INFORMATION SOURCES

California Public Resources Code, Section 21000–21177. California Environmental Quality Act, as amended.

CAPCOA (California Air Pollution Control Officers Association, 2008)

City of San Diego. 2010. Memorandum Addressing Greenhouse Gas Emissions from Projects Subject to CEQA. August 18.

UCSD (University of California, San Diego). 2004a. 2004 Long Range Development Plan Final Environmental Impact Report. Volumes I through III. September.

2004b. 2004 Long Range Development Plan. September.

UCSD (University of California, San Diego). 2010. East Campus Bed Tower Final Environmental Impact Report. July.

The 2004 LRDP and 2004 LRDP EIR are available for review at UCSD Physical and Community Planning, 9500 Gilman Drive, Pepper Canyon Hall, Suite 464, La Jolla, California, (858) 534-6515.

# APPENDIX A

## BIOLOGICAL RESOURCES INFOMRATION



# SIO COASTAL MEANDER TRAIL PROJECT

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## PROJECT PLANT LIST

### DICOTS

#### **AIZOACEAE—FIG-MARIGOLD FAMILY**

- \* *Carpobrotus edulis*—hottentot fig

#### **ANACARDIACEAE—SUMAC OR CASHEW FAMILY**

*Rhus integrifolia*—lemonade sumac

#### **ASTERACEAE—SUNFLOWER FAMILY**

*Artemisia californica*—coastal sagebrush

- \* *Centaurea melitensis*—Maltese star-thistle
- Encelia californica*—California brittlebush
- Isocoma menziesii* var. *menziesii*—Menzies' goldenbush

#### **CACTACEAE—CACTUS FAMILY**

*Cylindropuntia prolifera*—coastal cholla

*Opuntia littoralis*—coastal pricklypear

#### **CHENOPODIACEAE—GOOSEFOOT FAMILY**

- \* *Atriplex semibaccata*—Australian saltbush
- \* *Salsola tragus*—prickly Russian thistle
- Suaeda taxifolia*—woolly seablite

#### **CLEOMACEAE—CLEOME FAMILY**

*Peritoma arborea*—bladderpod spiderflower

#### **CRASSULACEAE—STONECROP FAMILY**

*Dudleya edulis*—fingertips

#### **FABACEAE—LEGUME FAMILY**

- \* *Acacia* sp.—wattle
- \* *Medicago polymorpha*—burclover

#### **MYRSINACEAE—MYRSINE FAMILY**

- \* *Anagallis arvensis*—scarlet pimpernel

#### **PLUMBAGINACEAE—LEADWORT FAMILY**

- \* *Limonium perezii*—Perez's sea lavender

## SIO COASTAL MEANDER TRAIL PROJECT

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### ***POLYGONACEAE*—BUCKWHEAT FAMILY**

*Eriogonum fasciculatum*—California buckwheat

### ***SCROPHULARIACEAE*—FIGWORT FAMILY**

\* *Myoporum laetum*—ngaio tree

### ***SOLANACEAE*—NIGHTSHADE FAMILY**

*Lycium californicum*—California box-thorn

## MONOCOTS

### ***POACEAE*—GRASS FAMILY**

- \* *Avena barbata*—slender oat
- \* *Brachypodium distachyon*—purple false brome
- \* *Bromus diandrus*—ripgut brome
- \* *Cortaderia selloana*—Uruguayan pampas grass
- Elymus condensatus*—giant wildrye
- \* *Gastridium phleoides*—nit grass
- \* *Hordeum marinum* ssp. *gussoneanum*—Mediterranean barley
- \* *Polypogon monspeliensis*—annual rabbitsfoot grass

\* Signifies introduced (non-native) species



**COUNCILMEMBER SHERRI S. LIGHTNER**

FIRST DISTRICT  
CITY OF SAN DIEGO

May 15, 2013

Samuel P. Schuchat, Executive Officer  
California State Coastal Conservancy  
1330 Broadway, 13th Floor  
Oakland, CA 94612-2530

Dear Mr. Schuchat,

I am writing to express my support for a pedestrian trail project proposed by the Scripps Institution of Oceanography at the University of California, San Diego. It is not often that we encounter an opportunity such as this to establish a publicly accessible trail on a coastal terrace 150 feet above the ocean, offering spectacular views of the coastline from the La Jolla Cove to the Scripps Pier and points north.

The proposed trail features a sensitively designed pathway and boardwalk along a west-facing slope, connecting two coastal overlook sites already being developed at Scripps. This project would introduce a unique new recreational amenity to the state's network of coastal trails, an extension of the Scripps Coastal Meander to be mapped and signed as part of the California Coastal Trail.

The proposed trail project site is located just west of La Jolla Shores Drive, a popular coastal access route known for its tantalizing ocean views as the road descends 400 feet in elevation over two miles from the Torrey Pines Mesa down to sea level at La Jolla Shores. Currently, there are few well-marked places for visitors to stop to safely enjoy the view and appreciate the beauty of undisturbed natural areas contained within this stretch of coastline. The planned development of two new coastal overlooks on Scripps/UCSD property with parking and public access provided via Biological Grade (a road internal to the Scripps campus, accessible from La Jolla Shores Drive) provides an opportunity to leverage that infrastructure to further advance both public access and coastal resource conservation goals. The proposed project, envisioned as a short but spectacular new segment of the California Coastal Trail, does just that, while demonstrating best practices in design for such recreational amenities.

As one of the world's oldest and largest centers for earth and ocean science research and education, Scripps is a de facto partner in supporting the Conservancy's mission to preserve, protect, and restore the resources of the California coast. Scientific research conducted at Scripps increases human understanding of earth systems and contributes to greater public appreciation of marine and coastal resources. In addition to offering beautiful ocean, beach, and whitewater vistas, the proposed trail and connecting paths serve as a showcase for habitat



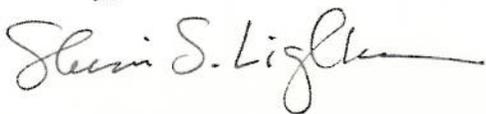
restoration and stormwater pollution prevention efforts undertaken by Scripps/UCSD to preserve and protect the beach and coastal waters of the La Jolla Ecological Preserve, a state-designated Area of Special Biological Significance.

UCSD welcomes thousands of visitors annually, but relatively few are aware or take advantage of opportunities to use existing portions of the California Coastal Trail or the Scripps Coastal Meander, largely due to their fragmentation and the absence of visitor parking and signage close to trailhead locations. Currently, the Scripps Coastal Meander is interrupted in a few key places, forcing pedestrians onto the upper portion of Biological Grade, a steep road with vehicular traffic but no shoulders or sidewalk. Similarly, the only currently mapped alignment of California Coastal Trail in this area is on the beach itself, which becomes impassable during high tide approximately 120 yards north of the Scripps Pier.

This project addresses those disconnects, facilitating public access to a dramatic new segment of trail traversing a coastal terrace between two scenic coastal overlooks where public parking will be provided. As implied by its name, the proposed trail is part of a "meandering" route that offers pedestrians a unique coastal experience of both the natural habitat and developed surroundings (including several buildings of architectural and historical significance) from the Scripps beach all the way up to the Torrey Pines Mesa and UCSD main campus. The proposed new trail will feature signage highlighting access routes to reach the beach and other sections of the meander offering different views and surroundings. The trail will be marked on maps produced by CoastWalk and UCSD and listed on websites that provide information and directions to publicly accessible walking trails. With its easy access off La Jolla Shores Drive and proximity to the Birch Aquarium and other popular attractions, the meander is destined to become known as a must-see segment in the network of trails and pathways that comprise San Diego County's section of the California Coastal Trail.

Thank you for your consideration of the pedestrian trail project proposed by Scripps/UCSD.

Sincerely,



Sherri S. Lightner  
Councilmember, District One  
City of San Diego

cc: David Hayes, Project Manager, California State Coastal Conservancy, South Coast Region

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MAY 20 2013

**COASTAL CONSERVANCY  
OAKLAND, CALIF.**



# DAVE ROBERTS

SUPERVISOR, THIRD DISTRICT  
SAN DIEGO COUNTY BOARD OF SUPERVISORS

May 15, 2013

Samuel P. Schuchat  
Executive Officer  
California State Coastal Conservancy  
1330 Broadway, 13th Floor  
Oakland, CA 94612-2530

*Serving the  
communities  
of ...*

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*Cardiff-by-the-Sea*

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*Carmel Valley*

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*Del Mar*

*Del Mar Heights*

*Del Mar Mesa*

*Encinitas*

*Escondido*

*Leucadia*

*Mira Mesa*

*Olivenhain*

*Rancho  
Bernardo*

*Rancho  
Peñasquitos*

*Sabre Springs*

*San Pasqual*

*Scripps Ranch*

*Solana Beach*

*Tierrasanta*

*Torrey Hills*

*Torrey Pines*

*University City*

Dear Mr. Schuchat,

I am writing to express my support for a pedestrian trail project proposed by the Scripps Institution of Oceanography at the University of California, San Diego. It is not often that we encounter an opportunity to establish a publicly accessible trail on a coastal terrace 150 feet above the Pacific Ocean. And there are currently very few, well-marked places for visitors to stop and safely enjoy this undisturbed stretch of coastline.

The proposed project does just that—while also demonstrating best practices in designing recreational amenities. It would connect two overlook sites already being developed on Scripps/UCSD property with parking and public access via an internal campus road accessible from La Jolla Shores Drive. As an extension of the Scripps Coastal Meander, it would also be mapped and signed as a short but spectacular new segment of the California Coastal Trail.

UCSD welcomes thousands of visitors annually, but relatively few are aware or take advantage of opportunities to use existing portions of the California Coastal Trail or the Scripps Coastal Meander, largely due to their fragmentation and the absence of visitor parking and signage close to trailhead locations. Currently, the Scripps Coastal Meander is interrupted in a few key places, forcing pedestrians onto the upper portion of Biological Grade, a steep road with vehicular traffic but no shoulders or sidewalk. Similarly, the only currently mapped alignment of California Coastal Trail in this area is on the beach itself, which becomes impassable during high tide approximately 120 yards north of the Scripps Pier. This project addresses those disconnects, facilitating public access to a dramatic new segment of trail traversing a coastal terrace between two scenic coastal overlooks where public parking will be provided.

The proposed trail and connecting paths would also serve as a showcase for habitat restoration and stormwater pollution prevention efforts undertaken by Scripps/UCSD to preserve and protect the beach and coastal waters of the La Jolla Ecological Preserve, a state-designated Area of Special Biological Significance. It would feature signage highlighting access routes to reach the beach and other sections of the meander offering different views and surroundings.

Exhibit 5: Project Letters

To further its exposure to the public, the trail would be marked on maps produced by CoastWalk and UCSD and listed on websites that provide information and directions to publicly accessible walking trails. And finally, with its easy access off La Jolla Shores Drive and proximity to the Birch Aquarium and other popular attractions, the newly proposed "meander" could become known as a must-see segment in the network of trails and pathways that comprise San Diego County's section of the California Coastal Trail.

Thank you for your consideration of the pedestrian trail project proposed by Scripps/UCSD.

Sincerely,



DAVE ROBERTS  
Supervisor, Third District  
County of San Diego Board of Supervisor

cc: **David Hayes**  
Project Manager  
California State Coastal Conservancy  
South Coast Region

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MAY 17 2013

COASTAL CONSERVANCY  
OAKLAND, CALIF.



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November 9, 2012

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Humboldt County

Una J. M. Glass,  
Executive Director

Ms. Joan Cardelino  
Mr. David Hayes  
State Coastal Conservancy  
1330 Broadway, 13th Floor  
Oakland, CA 94612

Dear Joan and David,

I am writing in support of a project proposed by Scripps Institution of Oceanography (Scripps) at the University of California, San Diego. They are proposing to develop a new, publicly accessible trail on their campus, affording sweeping ocean views from a coastal terrace 145-200 feet above the beach. This project would introduce a unique new recreational amenity to the state's network of coastal trails, an extension of the *Scripps Coastal Meander* to be mapped and signed as part of the California Coastal Trail, offering magnificent views of the San Diego coastline from La Jolla Cove to Torrey Pines State Beach.

This particular location has been lacking coastal trail and safe public access. I also know connecting this area to the CCT has been on the radar of SANDAG. While this does not accomplish the full goal of developing a complete connection between La Jolla Shores and Torrey Pines, it does provide an additional segment that will bring us one step closer to that long term goal. I personally know this area well and can affirm that the views and public benefit of accessing this area would certainly be worthwhile.

Coastwalk encourages you to favorably consider this project and the excellent benefits that it could provide to the public.

Sincerely,

Una J. M. Glass  
Executive Director

Mailing Address:  
555 South Main St., Suite 1  
Sebastopol, CA 95472  
(707) 829 6689

www.coastwalk.org  
california@coastaltrail.info

Cc: Tim Duff, SCC  
Ken Hall, Scripps/UCSD

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NOV 14 2012

COASTAL CONSERVANCY  
OAKLAND, CALIF.



401 B Street, Suite 800  
San Diego, CA 92101-4231  
(619) 699-1900  
Fax (619) 699-1905  
www.sandag.org

May 14, 2013

File Number 33002.00

Mr. Samuel P. Schuchat, Executive Officer  
California State Coastal Conservancy  
1330 Broadway, 13th Floor  
Oakland, CA 94612-2530

Dear Mr. Schuchat:

SUBJECT: California Coastal Trail

I am writing to express my support for a pedestrian trail project proposed by the Scripps Institution of Oceanography at the University of California, San Diego (UCSD). The California Coastal Trail is recognized as a regional facility in SANDAG's 2050 Regional Transportation Plan, so I am pleased to see this effort to establish a publicly accessible trail at UCSD that can serve as part of the coastal access the trail will provide through the San Diego region. Providing a trail on a coastal terrace 150 feet above the ocean will offer spectacular views of the coastline from the La Jolla Cove to the Scripps Pier and points north.

The proposed trail project site is located just west of La Jolla Shores Drive where there are few well-marked places for visitors to stop to safely enjoy the view and appreciate the beauty of undisturbed natural areas contained within this stretch of coastline. The planned development of two new coastal overlooks on Scripps/UCSD property with parking and public access provided via Biological Grade provides an opportunity to leverage that infrastructure to further advance both public access and coastal resource conservation goals.

An existing trail in the area, the Scripps Coastal Meander, is interrupted in a few key places, forcing pedestrians onto the upper portion of Biological Grade, a steep road with vehicular traffic but no shoulders or sidewalk. Similarly, the only currently mapped alignment of California Coastal Trail in this area is on the beach itself, which becomes impassable during high tide approximately 120 yards north of the Scripps Pier. This project addresses those disconnects, facilitating public access to a dramatic new segment of trail. For these reasons, I encourage the California Coastal Conservancy to support this project.

Sincerely,

  
GARY L. GALLEGOS  
Executive Director

SVA/ais

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MAY 22 2013  
COASTAL CONSERVANCY  
OAKLAND, CALIF.

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- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

**La Jolla Shores Association  
P.O. Box 64  
La Jolla, CA 92038-0064**

January 25, 2012

Samuel P. Schuchat, Executive Officer  
California Coastal Conservancy  
1330 Broadway, 13<sup>th</sup> Floor  
Oakland, CA 94612-2530

SUBJECT: Grant Application for Coastal Meander by University of California,  
San Diego and Scripps Institution of Oceanography

Dear Mr. Schuchat:

The University of California, San Diego Scripps Institution of Oceanography (SIO) proposes the development of a coastal meander public access walkway along Biological Grade on the SIO campus. The meander will connect two public coastal overlooks and will allow for an improvement in public visual coastal access. The proposed meander is consistent with the University's Master Plan and Long Range Development Plan, as well as the La Jolla Community Plan and the City of San Diego's Local Coastal Program.

At their meeting of January 11, 2012, the board of directors of the La Jolla Shores Association received a presentation about the proposed project and a grant application to the Coastal Conservancy. The board subsequently voted unanimously to endorse the grant application.

Sincerely,



Audrey D. Keane, Chair  
La Jolla Shores Association

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JAN 31 2012

**UCSD  
COMMUNITY PLANNING**