

Item 333-2/A PM

(R-2017-262)
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Sub Item 'B'

RESOLUTION NUMBER R- 310960

DATE OF FINAL PASSAGE FEB 14 2017

A RESOLUTION OF THE COUNCIL OF THE CITY OF
SAN DIEGO APPROVING A SITE DEVELOPMENT PERMIT
NO. 1778121 FOR THE EL CAMINO REAL ROAD BRIDGE
CAPITAL IMPROVEMENT PROJECT – PROJECT NO. 2982.

WHEREAS, the Public Works Department of the City of San Diego, Owner/Permittee, filed an application with the City of San Diego (City) for a Site Development Permit (SDP) to demolish an existing bridge and construct a 340-foot bridge over the San Dieguito River and widen and modify a 2,400-foot section of El Camino Real between Via de la Valle on the north and San Dieguito Road on the south, known as the El Camino Real Road Bridge Capital Improvement Project (CIP) (Project), located near the intersection of El Camino Real Road and San Dieguito Road in the Fairbanks Ranch Country Club Specific Plan area, in the AR-1-1 zone; and

WHEREAS, the Project is located on environmentally sensitive lands (wetlands) and is therefore required to comply with certain of the City's environmentally sensitive lands uses and regulations (SDMC §§ 113.0103, 143.0110(a)-(b), 143.0130(d)-(e), 143.0141(a)-(b), and 143.0150);

WHEREAS, the Project will deviate from the City's environmentally sensitive lands regulations by impacting wetlands, and must therefore obtain a SDP (SDMC §§ 112.0601, 143.0141(b)(5), and 143.0150);

WHEREAS, the Project is partially inside the Coastal Overlay Zone and partially outside the Coastal Overlay Zone, and therefore the Council must make certain findings before granting the SDP (SDMC §§ 143.0150(a), 143.0150(c)-(d), 126.0504(c), and 126.0708(a)); and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

WHEREAS, the matter was set for public hearing on February 14, 2017, and testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the following findings with respect to Site Development Permit No. 1778121.

A. SITE DEVELOPMENT PERMIT

Findings for all Site Development Permits (SDMC § 126.0504(a)):

- 1. The proposed development will not adversely affect the applicable land use plan.**

The project is subject to the City of San Diego's General Plan, Strategic Framework Plan, the North City Future Urbanizing Area Framework Plan, the San Dieguito River Regional Plan, the Fairbanks Ranch Country Club Specific Plan and the North City Local Coastal Program.

THE GENERAL PLAN

Recommendation: Land uses in Figure LU-2 in the Land Use and Community Planning designate the area crossed by the proposed alignment as Park, Open Space, and Recreation for the golf course and Polo Club fields, and Residential for the currently undeveloped property along Via de la Valle.

Consistency: Open Space is defined in Table LU-4 of the General Plan as providing for the "preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources, applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation." This project, referred to as the Eastern Alignment in EIR No. EIR No. 2982 SCH No. 1999071104 (Eastern Alignment) would widen the existing roadway and bridge and would be in the same corridor as the existing linear infrastructure, which is planned to be widened in the General Plan. Construction of a new roadway and bridge on the property of the golf course would not impact the active golf course area. Construction of a new roadway and bridge on the property of the Polo Club fields would be allowable because in the lease for the Polo Club fields recreational use, the City reserved the right to grant and use easements or establish and use rights-of-way over, under, along and across the leased premises for utilities, thoroughfares, or access as it deems advisable for the public good. The designation of Parks in Table LU-4 allows for facilities and services to meet the recreational needs of the community as defined by the community plan. Access improvement, congestion relief, and intersection improvements are part of public facilities and services that help meet recreational needs.

The project would be compatible with the designation of Residential because it would support residential development.

Recommendation: LU-H.6: Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.

Consistency: The Eastern Alignment would provide elements to accommodate pedestrians and bicyclists.

Recommendation: ME-A.1. Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions.

Consistency: The Eastern Alignment would provide elements to accommodate pedestrians and include a pedestrian/equestrian activated signal crossing at the Horsepark/Polo Club driveways.

Recommendation: ME-A.2. Design and implement safe pedestrian routes.

Consistency: The Eastern Alignment would provide pedestrian walkways.

Recommendation: ME-C.1. Identify the general location and extent of streets, sidewalks, trails, and other transportation facilities and services needed to enhance mobility in community plans.

Consistency: The Eastern Alignment would provide four (4) travel lanes as designated for El Camino Real in relevant plans and policies and would have left-turn pockets for recreational access at Horsepark and Polo Club fields, and to facilitate access for large trucks at Mary's Tack

and Feed. The Eastern Alignment would include a pedestrian/equestrian activated signal crossing at the Horsepark/Polo Club driveways and would provide for the ability of other entities to construct a cantilever trail extending from the western side of the new bridge.

Recommendation: ME-C.2. Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.

Consistency: The Eastern Alignment would provide four (4) travel lanes and would provide full intersection improvements at this location.

Recommendation: ME-C.3. Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts.

Consistency: Proposed alignment generally matches current alignment between Via de la Valle and San Dieguito Road. The Eastern Alignment includes a hardscaped median and would provide for the ability of other entities to construct a cantilever trail extending from the western side of the new bridge. The surrounding area is flat. The road embankment slope would be 2:1. Visual enhancements to reduce visual impacts would include parkway landscaping with street trees such as coast live oak and shrubs such as coyote bush, slope landscaping with native shrubs, toyon, and hydroseed mix (see Section 2.2.10). The Eastern Alignment accommodate access to a multi-use trail under crossing under the north end of the bridge to enhance trail connectivity.

Recommendation: ME-C.4. Improve operations and maintenance on City streets and sidewalks.

Consistency: The Eastern Alignment would provide four (4) travel lanes and signals at intersections would be optimized.

Recommendation: ME-C.6. Locate and design new streets and freeways and, to the extent practicable, improve existing facilities to: respect the natural environment, scenic character, and community character of the area traversed; and to meet safety standards.

Consistency: All build alternatives involve raising the bridge and road above the 100-year flood level. All alternatives except the Road Capacity and Bicycle Safety alternatives would raise El Camino Real on landscaped embankment slopes. The Road Capacity and Bicycle Safety alternatives would raise the road on retaining walls and would not have parkways in order to minimize the road width. Visual enhancements for build alternatives except the Road Capacity and Bicycle Safety alternatives would include parkway landscaping with street trees such as coast live oak and shrubs such as coyote bush, slope landscaping with native shrubs, toyon, and hydroseed mix (see Section 2.2.10).

Recommendation: ME-C.7. Preserve and protect scenic vistas along public roadways.

Consistency: The Eastern Alignment proposes a bridge and roadway that would be above the 100-year flood level. Views to the east from the Horsepark are blocked by existing topography.

Views to the west from Polo Club fields would be blocked by the raised roadway, but these are not public views because this recreational area is operated privately through a lease with the City. Public views of the river would not be blocked for recreational trail users on the trail east of El Camino Real on the north bank of the river. The project would result in fewer piers in the river and the bridge would be higher than the existing bridge.

Recommendation: ME-C.9. Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation improvements from a multi-modal perspective in order to determine optimal improvements that balance the needs of all users of the right of way.

Consistency: The Eastern Alignment would provide for the ability of other entities to construct a cantilever trail extending from the western side of the new bridge.

Recommendation: ME-D.1. Utilize the substantial regional Intelligent Transportation Systems (ITS) investments to achieve cost-effective improvements in transportation system performance and operations wherever possible.

Consistency: Optimization will be incorporated into the signal design for the Eastern Alignment.

Recommendation: ME-E.3. Emphasize the movement of people rather than vehicles.

Consistency: The project will include new sidewalks for pedestrians and bicycle lanes for cyclists, thus providing mobility options that will improve walkability and safety for pedestrians and cyclists in the project area.

Recommendation: ME-F.1. Implement the Bicycle Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs over the next 20 years.

Consistency: El Camino Real and Via de la Valle are shown as bikeways on Figure ME-2. The Eastern Alignment would provide bike lanes on El Camino Real and Via de la Valle.

Recommendation: ME-F.3. Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists.

Consistency: The Eastern Alignment would provide bike lanes on El Camino Real and Via de la Valle.

Recommendation: UD-A.1. Preserve and protect natural landforms and features.

Consistency: The Eastern Alignment would raise the road along the Fairbanks Ranch Golf Course south of the bridge and east of El Camino Real. The surrounding area is flat. The Eastern Alignment would raise El Camino Real on landscaped embankment slopes. The Eastern Alignment would be consistent with the Multiple Species Conservation Program (MSCP).

Recommendation: UD-A.3. Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.

- l. Protect views from public roadways and parklands to natural canyons, resource areas, and scenic vistas.
- n. Provide public pedestrian, bicycle, and equestrian access paths to scenic view points, parklands, and where consistent with resource protection in natural resource open space areas.
- o. Provide special consideration to the sensitive environmental design of roadways that traverse natural open space systems to ensure an integrated aesthetic design that respects open space resources. This could include the use of alternative materials such as “quiet pavement” in noise sensitive locations, and bridge or roadway designs that respect the natural environment.

Consistency: The Eastern Alignment would provide for the ability of other entities to construct a cantilever trail extending from the western side of the new bridge. The project will also include new sidewalks for pedestrians and bicycle lanes for cyclists, thus providing mobility options that will improve walkability and safety for pedestrians and cyclists in the project area.

Visual enhancements for the Eastern Alignment would include parkway landscaping with street trees such as coast live oak and shrubs such as coyote bush, slope landscaping with native shrubs, toyon, and hydroseed mix (see Section 2.2.10).

Recommendation: UD-A.8. Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.

Consistency: Visual enhancements for the Eastern Alignment would include parkway landscaping with street trees such as coast live oak and shrubs such as coyote bush, slope landscaping with native shrubs, toyon, and hydroseed mix (see Section 2.2.10).

Recommendation: PF-G.2: Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies.

Consistency: Final design plans and specifications for the selected alternative will include best management practices during construction. The drainage system will be designed to avoid erosion and sedimentation during and after construction.

Recommendation: RE-F.2. Provide for sensitive development of recreation uses within and adjacent to City-owned open space lands.

- a. Include only those development features and amenities that do not encroach upon or harm the feature or resource that inspires the open space or resource-based park.
- b. Design and maintain open space lands to preserve or enhance topographic and other natural site characteristics.
- c. Preserve designated public open space view corridors, such as views to the Pacific Ocean, other bodies of water, and significant topographic features.

Consistency: The Eastern Alignment would provide for the ability of other entities to construct a cantilever trail extending from the western side of the new bridge. The cantilever would enhance connectivity, but views to the west for travelers on the bridge would be impaired by the chain link fencing for the cantilever equestrian trail, for all build alternatives.

Recommendation: RE-F.7: Create or enhance open space multi-use trails to accommodate, where appropriate, pedestrians/hikers, bicyclists, and equestrians.

Consistency: The Eastern Alignment would provide for the ability of other entities to construct a cantilever trail extending from the western side of the new bridge. The project will include new sidewalks for pedestrians and bicycle lanes for cyclists, thus providing mobility options that will improve walkability and safety for pedestrians and cyclists in the project area.

Recommendation: CE-B.1: Protect and conserve the landforms, canyon lands, and open spaces that define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities; or provide outdoor recreational opportunities.

Consistency: The Eastern Alignment would raise the road along the Fairbanks Ranch Golf Course south of the bridge and east of El Camino Real. The surrounding area is flat. The Eastern Alignment would raise El Camino Real on landscaped embankment slopes. The Eastern Alignment would be consistent with the MSCP, would include wetlands mitigation on the fallow fields owned by the JPA and would prevent direct impacts to sensitive wildlife by avoiding construction in the river area during the breeding season for clapper rail and least Bell's vireo.

Recommendation: CE-B.4: Limit and control runoff, sedimentation, and erosion both during and after construction activity.

Consistency: Final design plans and specifications for the selected alternative will include best management practices during construction. The drainage system will be designed to avoid erosion and sedimentation during and after construction.

Recommendation: CE-B.5: Maximize the incorporation of trails and greenways linking local and regional open space and recreation areas into the planning and development review processes.

Consistency: The Eastern Alignment would provide for the ability of other entities to construct a cantilever trail extending from the western side of the new bridge and would provide a multi-use trail under crossing under the north end of the bridge to enhance trail connectivity.

Recommendation: CE-C.8. Protect coastal vistas and overlook areas from obstructions and visual clutter where it would negatively affect the public's reasonable use and enjoyment of the resource.

Consistency: The Eastern Alignment would provide for the ability of other entities to construct a cantilever trail extending from the western side of the new bridge.

Recommendation: CE-E.7: Manage floodplains to address their multi-purpose use, including natural drainage, habitat preservation, and open space and passive recreation, while also protecting public health and safety.

Consistency: The Eastern Alignment would avoid increases in 100-year water surface elevations upstream and would raise the bridge and road above the 100-year flood level to enhance public health and safety. The Eastern Alignment would be consistent with the MSCP and would include wetlands mitigation on the fallow fields owned by the JPA, helping to accomplish regional habitat restoration plans.

Recommendation: CE-G.5: Promote aquatic biodiversity and habitat recovery by reducing hydrological alterations, such as grading a stream channel.

Consistency: The Eastern Alignment would be consistent with the MSCP and would include wetlands mitigation on the fallow fields owned by the JPA, helping to accomplish regional habitat restoration plans. Directly under the new bridge of each build alternative, the embankment slopes would be steepened to 1.5:1 from approximately 2:1, and would be protected from erosion with riprap. This limited grading of river slopes would minimize other hydrological alterations that would otherwise be needed to prevent increased 100-year water surface elevations upstream.

Recommendation: CE-H.8: Implement a "no net loss" approach to wetlands conservation in accordance with all city, state, and federal regulations.

Consistency: The Eastern Alignment would be consistent with the MSCP and would include wetlands mitigation on the fallow fields owned by the JPA, with mitigation ratios proposed to achieve no net loss of wetlands. The proposed mitigation concept plan will be finalized in consultation with permitting agencies including the U. S. Army Corps of Engineers, USFWS, and CDFW.

STRATEGIC FRAMEWORK ELEMENT

Recommendation: Provide alternative modes of mobility.

Consistency: The Eastern Alignment would provide pedestrian walkways and bike lanes along the length of El Camino Real from Via de la Valle to San Dieguito Road. The project also would provide a pedestrian/equestrian-activated signal crossing at the Horsepark/Polo Club driveways, and accommodate access to an equestrian undercrossing.

Recommendation: Promote streetscape, bicycle facilities, urban trails, paths and pedestrian connection projects.

Consistency: The Eastern Alignment would provide pedestrian walkways and bike lanes along the length of El Camino Real from Via de la Valle to San Dieguito Road.

Recommendation: Promote an interconnected street network, which includes pedestrian and bicycle access, where topography and landform permits.

Consistency: The Eastern Alignment would provide pedestrian walkways and bike lanes along the length of El Camino Real from Via de la Valle to San Dieguito Road.

Recommendation: Promote pedestrian, bicycle and transit friendly design of City streets.

Consistency: The Eastern Alignment would provide pedestrian walkways and bike lanes along the length of El Camino Real from Via de la Valle to San Dieguito Road.

Recommendation: Provide capacity and operational improvements to streets and highways to minimize congestion with a focus on persons and goods, not just vehicles.

Consistency: The Eastern Alignment would provide pedestrian walkways and bike lanes with four (4) travel lanes and special left-turn pocket/enhanced access at Mary's Tack and Feed for large trucks.

NORTH CITY FUTURE URBANIZING AREA FRAMEWORK PLAN

Recommendation: The North City Future Urbanizing Framework Plan recommends creating wide landscaped roadway edges along arterial streets, using berms, dense planting and other devices that reduce the need for sound attenuation walls.

Consistency: The Eastern Alignment would provide a full widened roadway cross section alternatives include 22-foot-wide urban parkways on both sides of the road, incorporating the landscaping concepts and native seed mix described in Section 2.2.10.

Recommendation: 4.8g: Create a wide landscaped roadway edge along arterial streets, using berms, dense planting and other devices that reduce the need for sound attenuation walls.
4.10a: Within the 100-year floodplain fringe of the San Dieguito River, fill for roads and other public improvements and/or permanent structures will be permitted only if such development is consistent with the policies detailed in the North City Local Coastal Program (LCP).

Consistency: The Eastern Alignment would include a 22-foot-wide urban parkways on both sides of the road, incorporating the landscaping concepts and native seed mix described in Section 2.2.10.

Recommendation: 4.9c: Where streets cross the open space system, bridge structures should be used to cross canyons.

Consistency: The Eastern Alignment would include a new vehicular bridge to cross the San Dieguito River.

Recommendation: 4.10a: Within the 100-year floodplain fringe of the San Dieguito River, fill for roads and other public improvements and/or permanent structures will be permitted only if such development is consistent with the policies detailed in the North City Local Coastal Program (LCP).

Consistency: Revisions to the North City LCP approved by the California Coastal Commission on January 13, 1988 note that “Channelization or other substantial alteration of rivers or streams shall be limited to (1) necessary water supply projects, (2) flood control projects where no other feasible method for protecting existing public or private structures exists and where such protection is necessary for public safety or to protect existing development, or (3) other development, a primary element of which is the improvement of fish and wildlife habitat. Such development may include new or expanded roads or highways that are essential to the economic health of the region, state or nation, provided they comply with all the provisions of part (B) of this policy and all other applicable policies of this local coastal program.” Part (B) includes requirements for hydrological studies, no increase in peak runoff rate, minimization of stream scour, a floodway that accommodates the 100-year flood, and natural stream bottom and sides.

The Eastern Alignment would involve a bridge replacement necessary for public safety, and a road expansion essential to relief of congestion in the regional area. The bridge abutment design allows the road and bridge to be raised above the 100-year flood elevation without increasing 100-year water surface elevations upstream above levels predicted under existing (2012) conditions. The requirements of Part B are included in the project.

Recommendation: 4.10f: Development should not obstruct public views.

Consistency: The Eastern Alignment involves a bridge and roadway that would be above the 100-year flood level. Views to the east from Horsepark are already blocked by existing topography. Views to the west from Polo Club fields would be blocked by the raised roadway, but these are not public views because this recreational area is operated privately through a lease with the City. Public views of the river would not be blocked for recreational trail users on the trail east of El Camino Real on the north bank of the river. There would be fewer piers in the river and the bridge would be higher for all build alternatives.

Recommendation: 4.10n: All exterior lighting shall be a low-sodium type with horizontal cut-off and shall be shielded downward such that the light would not be visible to the adjacent properties and the proposed San Dieguito River Valley Regional Open Space Park.

Consistency: This requirement will be incorporated into the design of the Eastern Alignment.

Recommendation: 5.1c: Preserve floodplains and significant topographic features such as canyons, ridges, and hillsides.

Consistency: The Eastern Alignment does not propose new development in the floodplain because the widened road and new bridge would be constructed in the same general corridor as the existing road and bridge. The existing floodplain would not be substantially changed upstream (east) of widened El Camino Real, even though the road would be raised on fill across the floodplain. To the extent that flow would not occur across El Camino Real due to the new road embankment, the Horsepark property would be protected from flooding from the east. However, this area would still be subject to flooding due to overflow of the San Dieguito River west of the road.

Recommendation: 5.4f: No concrete, asphalt, riprap, or other channelization structures will be allowed within the open space system's drainage areas or floodplains. Floodplain banks will be (re) revegetated with appropriate native species (riparian scrub or woodland, chaparral, or sage scrub), restoring drainage areas and floodplains to fully-functional ecosystems.

Consistency: The river banks under the bridge would be excavated to have approximately 1.5:1 side slopes in order to avoid any increase in predicted 100-year water surface elevations that could be caused by the project. With the steeper abutment slopes under the new bridge, 100-year water surface elevations with the project would be the same as predicted for existing conditions. The abutment slopes under the bridge would have to be protected with riprap because these slopes would be too steep to successfully plant in open stabilization materials and plant growth would be inhibited by bridge shading. An open system of reinforcement underneath the bridge would not be able to successfully develop vegetative cover, so would be subject to erosion. Rip rap would be limited to the smallest area possible at the bridge. This area would be temporarily and permanently disturbed by construction activities. By preventing future erosion, the protective riprap is the least environmentally damaging slope protection alternative. The existing south bank of the river is currently protected by a buried stabilization system, and the river bed under and upstream of the existing bridge is protected by a rip rap blanket.

The mitigation area berm would be protected from erosion by open stabilization materials planted with appropriate native species. The weir in the berm for the mitigation area would be protected from erosion by open stabilization material planted with appropriate native species.

All revegetation would meet applicable standards including City landscape regulations, MSCP, and Biological Resources Guidelines.

Recommendation: 5.4g: No water entering the open space system through storm water runoff pipes and facilities shall enter at a speed causing erosion or other detrimental effects to the natural ecosystem. Drainage areas shall be thickly vegetated with native species to prevent erosion and to help filter water.

Consistency: The Eastern Alignment would minimize impacts to the existing drainage ditch, but not avoid it completely.

Recommendation: 5.5a: Where it is essential that a road cross the environmental tier, bridge structures shall be required to provide unobstructed wildlife corridors. Structures should be designed and built to minimize the need for alteration of natural landforms.

Consistency: The Eastern Alignment would include replacing the existing bridge with a structure that would have fewer piers in the river than the existing bridge. Therefore, upon completion of construction, the wildlife corridor in the river would be less obstructed than in existing conditions. For all alternatives, during construction, corridor impacts would be minimized by keeping the river free of equipment at night, and by not constructing during the bird breeding season.

Recommendation: 5.5d: Where roads enter and traverse portions of the open space system, provisions shall be taken to provide for wildlife movement across the road a minimum of once every ½ mile.

Consistency: The Eastern Alignment would include a wider and higher structure that would have fewer piers in the river than the existing bridge, which will provide for wildlife movement.

Recommendation: 5.5f: Roads which cross the 100-year flood plain shall be constructed above grade, using bridge or causeway structures.

Consistency: The Eastern Alignment would include a new bridge set above the 100-year flood level, and roadway raised on embankment above the 100-year flood level. However, it would not span the entire existing 100-year floodplain on a bridge or causeway.

Recommendation: 6.1d: Control the impact of roads on environmental tier lands by minimizing the number of road crossings of open space and requiring bridge structures to be built in order to allow continuous areas for movement of flora and fauna.

Consistency: The Eastern Alignment would include a new bridge that would be generally in the same location as the existing bridge. The Eastern Alignment would have a new bridge east of the existing bridge, outside of environmental tier lands, would have fewer piers and would be higher than the existing bridge.

Recommendation: 6.2a: The Framework Plan diagram shows generalized road alignments for major roadways. *Note: El Camino Real is indicated as a 4-lane Major Street with a projected LOS B between Del Mar Heights Road and Via de la Valle. Via de la Valle is indicated as a 4-lane Major Street with a projected LOS B between El Camino Real and El Camino Real North.*

Consistency: The Eastern Alignment would provide full intersection improvements at this location, would provide 4 travel lanes.

Recommendation: 6.4d: When roads cross the environmental tier and topography permits, pedestrian and bicycle ways should be separated from the road in order to reduce the width of bridge structures and to provide pedestrians and bicyclists with a more appealing open space crossing.

Consistency: The Environmental Tier is west of the existing El Camino Real road alignment. Topography does not permit separate pedestrian and bicycle ways because a second crossing of the river would be required. The Eastern Alignment would have a new bridge east of the existing bridge, outside of environmental tier lands, and the existing bridge would be demolished upon completion of construction.

Recommendation: 8.1b: Require provision of public facilities concurrent with need.

Consistency: The Eastern Alignment would provide four (4) travel lanes. The Eastern Alignment Alternative would provide full intersection improvements at this location.

SAN DIEGUITO RIVER REGIONAL PLAN

Recommendation: Preserve significant biological and cultural resources.

Consistency: The Eastern Alignment would avoid or minimize impacts to the existing drainage ditch parallel to El Camino Real and would not cause impacts to significant cultural resources.

Berms would be constructed to protect appropriate marsh created on the JPA Mitigation Site west of El Camino Real from erosion and sedimentation from high river flow. The berms would be landscaped with native upland species and would be consistent with the configuration of berms installed downstream (west) for the San Dieguito Lagoon Wetlands Restoration Project.

Recommendation: Protect the public health, safety, and welfare from the hazards of flooding and geologic forces.

Consistency: The Eastern Alignment would provide a bridge and roadway above the 100-year flood level, and a seismically safe structure for vehicular travel.

Recommendation: Construction sites should be stabilized as rapidly as possible with temporary planting, temporary berming, and on-grade drainage devices.

Consistency: Prompt replanting with native vegetation would be required in the plans and specifications.

Recommendation: Revegetate manufactured slopes and other areas disturbed by construction with native, naturalized, and where possible, drought tolerant and fire resistant species.

Consistency: Prompt replanting with native vegetation will be required in the plans and specifications.

Recommendation: Provide for the management of vegetation in floodways where it would not disturb significant biological resources.

Consistency: Clearing of existing or planted wetlands is not anticipated to be needed to maintain hydraulic capacity in the river.

Recommendation: Discourage the use of riprap or other man-made embankment protection devices.

Consistency: Newly created slopes in the river under the bridge, and the north bank upstream of the bridge would require erosion protection. Rip rap would be limited to the smallest area possible while still providing erosion protection on slopes too steep to allow successful planting of vegetation. The north river bank upstream of the bridge would be protected with buried stabilization materials that would be installed without disturbing the existing wetlands in the river or on the banks. The existing south bank of the river is currently protected by a buried stabilization system, and the river bed under and upstream of the existing bridge is protected by a rip rap blanket.

Recommendation: Preserve and enhance the recreational potential of the San Dieguito River basin.

Consistency: The Coast to Crest Trail Horsepark segment now exists along the entire southern edge of Horsepark to El Camino Real. The Eastern Alignment would raise the bridge high enough to accommodate an elevated multi-use trail under-crossing under the bridge northern abutment, compatible with the existing Coast to Crest Trail alignment. The Eastern Alignment would also include a pedestrian/equestrian activated signal crossing at the Horsepark/Polo Club driveways and would provide for the ability of other entities to construct a cantilever trail extending from the western side of the new bridge.

Recommendation: Implement existing plans for City and County bicycle, hiking and equestrian trail systems.

Consistency: The Eastern Alignment would include bike lanes and would include a pedestrian/equestrian activated signal crossing at the Horsepark/Polo Club driveways. The Eastern Alignment would provide for the ability of other entities to construct a cantilever trail extending from the western side of the new bridge.

Recommendation: Promote the creation of a riparian/habitat/trail corridor along the entire San Dieguito River.

Consistency: The Eastern Alignment would include wetlands creation for mitigation in the JPA Mitigation Site adjacent to the west edge of El Camino Real and south of the river. The mitigation concept would involve a corridor of riparian habitat along the north edge of the mitigation area, and appropriate marsh behind a protective berm planted with native species.

Recommendation: Encourage expansion of riparian vegetation in the floodplain, except where it may inhibit the safe flood level flows of the river.

Consistency: The Eastern Alignment incorporates mitigation for impacts to wetlands. The planned mitigation site is the JPA Mitigation Site adjacent to the west edge of El Camino Real and south of the river within the 100-year floodplain. New wetlands would be created in this area consistent with JPA's plans.

Recommendation: Integrate all approved recreation and preservation plans directly associated with the river basin. These should include the San Dieguito Lagoon Enhancement Program and presently planned trail systems, including equestrian and bicycle trails.

Consistency: The Coast to Crest Trail Horsepark segment now exists along the entire southern edge of Horsepark to El Camino Real. The Eastern Alignment would raise the bridge high enough to accommodate an elevated multi-use trail under-crossing under the bridge northern abutment, compatible with the existing Coast to Crest Trail alignment. The Eastern Alignment would include a pedestrian/equestrian activated signal crossing at the Horsepark/Polo Club driveways. The Eastern Alignment is not located within the footprint of the San Dieguito Lagoon Enhancement Program.

Recommendation: Minimize the number of highway crossings of the San Dieguito River basin as a means of maintaining visual character and quality. Where crossings are necessary, utilize bridge designs and grading practices that are sensitive to the visual and natural quality of the river basin.

Consistency: The Eastern Alignment would involve replacement and widening of the existing bridge in its current general alignment. Visual enhancements would include parkway landscaping with street trees such as coast live oak and shrubs such as coyote bush, slope landscaping with native shrubs, toyon, and hydroseed mix, Mission bell icon and light fixtures, and white decorative fencing/railing for the road and bridge (see Section 2.2.10).

Recommendation: Integrate the pedestrian, bicycle and equestrian trails of the various jurisdictions.

Consistency: The Eastern Alignment would provide elements to accommodate pedestrians, bicyclists, and equestrians, including accommodating access to an elevated multi-use trail under-crossing under the bridge northern abutment, compatible with the existing Coast to Crest Trail Horsepark segment alignment.

Recommendation: Allow no infilling and encroachment in the floodplain which results in a net loss of the flood volume.

Consistency: The Eastern Alignment would steepen the slope of the abutments under the new bridge so that raising the roadway on an embankment or retaining walls would not increase 100-year water surface elevations upstream above levels predicted under existing (2004) conditions.

Recommendation: For any proposed alteration to the low flow channel, including riprap, a hydrological study should be required to assure that other property will not be impacted by minor (10 to 20-year) flood flow.

Consistency: No changes to the low flow channel of the San Dieguito River are planned. A drainage study was conducted for the project. Local drainage patterns parallel to the south edge of Via de la Valle would not be changed by the project, as high flows would be directed to the south and nuisance flows would be carried westward in a low-flow storm drain constructed within widened Via de la Valle. Velocities and water surface elevations in the 10-year flow would be similar to existing conditions.

Recommendation: Minimize grading during the rainy season, install sediment basins and/or energy dissipating structures, and ensure revegetation and stabilization of slopes before the onset of the rainy season.

Consistency: These measures will be incorporated into the plans and specifications for The Eastern Alignment.

Recommendation: As an extension of the San Dieguito Lagoon Enhancement Program, provide for a riparian/habitat/trail corridor within the floodway east of I-5 that would extend to the Whispering Palms golf course.

Consistency: The Coast to Crest Trail Horsepark segment now exists along the entire southern edge of Horsepark to El Camino Real. The Eastern Alignment would raise the bridge high enough to accommodate an elevated multi-use trail under-crossing under the bridge northern abutment, compatible with the existing Coast to Crest Trail alignment. The Eastern Alignment would permanently not interfere with existing or planned trails. The Eastern Alignment would include wetlands creation for mitigation in the JPA Mitigation Site south of the river. The mitigation concept would involve a corridor of riparian habitat along the north edge of the mitigation area, and appropriate marsh behind a protective berm planted with native species.

Recommendation: Construction of roadway improvements should be discouraged from encroaching into wetlands.

Consistency: The Eastern Alignment would avoid or minimize impacts to the existing drainage ditch parallel to El Camino Real and would impact the existing drainage ditch parallel to Via de la Valle. All impacts to wetlands would be mitigated on the JPA Mitigation Site adjacent to the west side of El Camino Real and south of the river.

NORTH CITY LOCAL COASTAL PROGRAM

Recommendation: Drainage and Flood Control to preserve as much as possible the natural attributes of both the floodplain and floodway without endangering loss of life and property.

Consistency: The Eastern Alignment would avoid increases in 100-year water surface elevations upstream and would involve an El Camino Real bridge and road above the 100-year flood level.

The Eastern Alignment would avoid or minimize impacts to the open drainage ditch and would include wetlands creation for mitigation in the JPA Mitigation Site adjacent to the west edge of El Camino Real and south of the river. The Eastern Alignment would not affect the floodway and raising the bridge as proposed by the Eastern Alignment would improve river hydrology and thereby help preserve the natural attributes of the river floodplain.

Recommendation: Floodplains and Hillside: The design and construction of drainage facilities should be predicated on protecting flood-prone areas against loss of life, significant property damage, and disruption of traffic or utility services. *Note: El Camino Real is within a Flood Hazard Area mapped in the General Plan Element.*

Consistency: The Eastern Alignment involves an El Camino Real bridge and road above the 100-year flood level. Raising the road on embankment would protect properties west of El Camino Real from sheet flow across the road that can occur now.

Recommendation: 1 (A): Channelization or other substantial alteration of rivers or streams shall be limited to (1) necessary water supply projects, (2) flood control projects where no other feasible method for protecting existing public or private structures exists and where such protection is necessary for public safety or to protect existing development, or (3) other development, a primary element of which is the improvement of fish and wildlife habitat. Such development may include new or expanded roads or highways that are essential to the economic health of the region, state or nation, provided they comply with all the provisions of part (B) of this policy and all other applicable policies of this local coastal program.

Consistency: The proposed widening of El Camino Real Road is essential to the economic health of the region, in view of the severe congestion now occurring. El Camino Real bridge and road will be raised above the 100-year flood level which is necessary protection for public safety. In addition, the new bridge for vehicular travel is needed to protect drivers using the existing structure from geotechnical hazards during a seismic event. No substantial changes to the river are proposed with the Eastern Alignment.

Recommendation: 1 (B): Any development permitted pursuant to the provisions of Subsection (A) shall do all of the following:

- (1) Incorporate all relevant findings of hydrological studies for the coastal watershed of the affected stream, including but not limited to erosional characteristics, flow velocities, and sediment transport;
- (2) Incorporate mitigation measures designed to assure that there will be no increase in the peak runoff rate from the developed site. . .
- (3) Minimize stream scour, avoid increases in and reduce, where feasible, the transport of stream sediment to downstream wetlands . . .
- (4) If channelization is determined to be necessary, the floodway of the stream shall accommodate a 100-year flood. To the maximum extent feasible, all artificial

channels shall be constructed without removal of riparian vegetation, shall be designed to allow for riparian vegetation growth, and shall consist of natural bottoms and sides.

Consistency: (1) The predicted flow velocities in the 100-year event are the same or lower with the proposed project than under existing conditions downstream of the existing bridge. Upstream of the existing bridge, the velocities with the proposed project are estimated to be higher than under existing conditions, and mitigation is proposed.

(2) The increased paved area of the road is negligible compared to the peak runoff locally and from the upstream watershed. The widened roadway would be designed with best management practices consistent with City and State storm water regulations.

(3) The velocities with the project would be the same or less than under existing conditions downstream of the existing bridge, and higher upstream of the bridge. Therefore, scour and transport of stream sediment could increase with the proposed project. The mitigation proposed is stabilization along the unprotected northern bank of the river by buried stabilization materials that can be installed without disturbing existing riparian vegetation in the river or on the banks. With mitigation in place, no additional sediment would be eroded from the river bank. Velocities in the more frequent 10-year flood would not be substantially different from velocities predicted under existing conditions, and would not be erosive.

(4) No channelization of the river is proposed.

Recommendation: 3 (A): A grading plan that incorporates runoff and erosion control procedures to be utilized during all phases of project development shall be prepared . . . where such development is proposed to occur on lands that will be graded, filled, or have a slope of 25 percent or greater. . .

Consistency: The project would comply with municipal, regional, and state water quality control permits. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared with current Best Management Practices (BMPs) for construction and post-construction conditions.

Recommendation: 3 (B): Sediment basins shall be installed in conjunction with the initial grading operations and maintained through the development process as necessary to remove sediment from runoff waters draining from the land undergoing development.

Consistency: The project would comply with municipal, regional, and state water quality control permits. Storm Water Pollution Prevention Plan (SWPPP) would be prepared with current Best Management Practices (BMPs) for construction and post-construction conditions.

The Fairbanks Ranch Country Club Specific Plan notes that Via de la Valle, El Camino Real, and San Dieguito Road are all planned to be improved to major road standards. The proposed El Camino Real Bridge/Road Widening Project is consistent with the circulation facilities and the City's long-range transportation plans discussed in the Specific Plan.

As the project is consistent with the General Plan, the Strategic Framework Element, the North City Future Urbanizing Framework Plan, the San Dieguito River Regional Plan and the North City Local Coastal Program, the proposed development will not adversely affect the applicable land use plan.

2. The proposed development will not be detrimental to the public health, safety, and welfare.

The purpose of the project is to provide structurally sound and operationally efficient access across the San Dieguito River during flood and non-flood events. Further, the project would provide congestion relief to improve traffic flow, and would improve pedestrian and vehicular access to nearby coastal and recreational resources. The road segments proposed for improvement have deficiencies in the areas of Capacity and Transportation Demand, and Roadway and Bridge Deficiencies.

The road segments of this project currently operate at a Level of Service (LOS) F. Long-term operation at the new intersection of El Camino Real and Via de la Valle/Via de la Valle Place for the Eastern Alignment would be Level of Service D in the AM and PM peak periods.

Based on a study of geotechnical and structural conditions conducted for the project, the existing bridge is vulnerable to damage in a severe seismic event. The top 20 feet of the existing, 33-foot-deep bridge piles are set in sediments that could liquefy in an earthquake. In that liquefied state, the formation would lose lateral capacity, and not be able to hold the piles securely. The Geotechnical Report also concluded that the bridge abutment slopes could slide in a major earthquake. Slope failure would damage the road to a point that cars could not cross the bridge. The Geotechnical Report also indicates that the potential for ground shaking is high. Therefore, the bridge is susceptible to becoming unusable after an earthquake because the embankments could slide and the piers could shift. Therefore, replacing the bridge would protect public health, and safety.

Hydraulic analysis to determine flood elevations in the river channel upstream and downstream of the bridge indicate that a 100-year water surface elevation would rise above the bottom of the bridge. Therefore, the existing bridge would not completely convey a 100-year flood. The project would provide an elevated bridge structure relative to the existing bridge, would convey a 100-year flood, and, therefore, would improve public safety.

Hydraulic modeling of the river near the bridge indicates erosion of the channel bed during high flow events could be deep. This deep erosion could undermine the existing footings and expose piling. The project would construct a new bridge with piles made of concrete cast in holes drilled deep into the ground. The piles would extend approximately 90 feet into the ground, so would not be susceptible to damage from erosion. Therefore, the project would prevent undermining of the bridge structure, protect the bridge integrity and therefore, protect the public.

As the project would improve roadway Level of Service, improve resistance to earthquake and improve bridge integrity, the project would improve public health and safety and would not be detrimental to public health, safety and welfare.

3. The proposed development will comply with the applicable regulations of the Land Development Code, including any allowable deviations pursuant to the Land Development Code.

The project applicant has conferred with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service and the California Department of Fish and Game as required by Land Development Code Section 143.0140(a).

The project includes a construction staging area northeast of the intersection of El Camino Real and San Dieguito Road. Consistent with LDC 143.0140(d), the staging areas are primarily undeveloped and disturbed land; a small patch of Diegan coastal sage scrub occurs within the northern staging area but would be fenced and avoided during construction. Upon completion of construction, the disturbed parts of the staging area would be cleared, re-graded to match existing conditions, and, where appropriate, hydroseeded with the approved upland native plant palette.

The project would impact Environmentally Sensitive Lands and must obtain a Site Development Permit as required in Section 143.0110. If approved, the project would be required to comply with this regulation.

The Project would have impacts to wetlands and therefore a deviation to the Environmentally Sensitive Lands regulations. The proposed project would result in 4.579 acres of wetland impact to southern willow scrub, Mulefat scrub, Disturbed Mulefat scrub, Tamarisk scrub, Coastal freshwater marsh, Disturbed Coastal freshwater marsh Alkali marsh and disturbed wetland subject to only the City and California Department of Fish and Wildlife (CDFW) jurisdictions. However, the proposed project meets all of the criteria for a wetland deviation outlined by the City's Biology Guidelines because it is an essential public infrastructure project where the existing bridge is in need of replacement and no feasible alternative exists that would avoid impacts to wetland habitat. It is also the most economically viable option in that it would alleviate problems associated with improved structural integrity of the vehicular bridge, high flood events, improve pedestrian and vehicular access to nearby coastal and recreational resources, relieve traffic congestion, and improve consistency with the adopted land use plan and adopted Circulation Element for the project area. It is the environmentally superior alternative because it would have the shortest temporal impacts on sensitive wildlife, would minimize impacts to land uses currently developed with structures, and would generate the best long-term improvements in traffic conditions without encroaching on roadway in County jurisdiction. The project would also generate the least impacts to existing traffic conditions during construction and the project would generate the least acreage of permanent impacts to wetlands under the jurisdiction of the United States Army Corps of Engineers and the San Diego Regional Water Quality Control Board.

Based on the location and nature of the proposed project, no feasible alternative exists that would avoid impacts to wetland habitat altogether or substantially reduce impacts than that which is currently proposed. Under a "no project" alternative, the existing bridge may fail in its current condition.

Similar to the reasons given above, there are no other alternatives that would result in a more substantive “wetland impact minimization.” The current project was designed to avoid impacts to the maximum extent practicable. Any alternative alignment bridge and roadway would still result in impacts in proximity or within the river and associated wetland habitat at the least, similar to or greater than the proposed project.

Current zoning for the Project is AR-1-1 (agricultural residential), except for the Horsepark property, polo fields, and golf course, which are zoned OF-1-1 (open space floodplain). The proposed project, including the wetlands mitigation program would not cause a conflict with existing zoning because the parcels affected are zoned Agricultural Residential, which is defined as minimum 10-acre lots, with natural resource preservation permitted. There are no zoning regulations or other criteria that would apply to a bridge project in this area.

As the project has conferred with the wildlife agencies, would restore areas impacted by the temporary staging area, and would obtain a Site Development Permit as required by the Land Development Code, the proposed development will comply with the applicable regulations of the Land Development Code, including any allowable deviations pursuant to the Land Development Code.

Supplemental Findings – Environmentally Sensitive Lands (SDMC § 126.0504(b))

- 1. The site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands.**

The project would be located in nearly the same location as the existing bridge and roadway. The proposed project would result in 4.579 acres of wetland impact to southern willow scrub, Mulefat scrub, Disturbed Mulefat scrub, Tamarisk scrub, Coastal freshwater marsh, Disturbed Coastal freshwater marsh Alkali marsh and disturbed wetland subject to only the City and California Department of Fish and Wildlife (CDFW) jurisdictions. The El Camino Real Bridge/Road Widening Project Environmental Impact Report (EIR) evaluated seven build alternatives, including the proposed project – The Eastern Alignment. Section 15126.6(e) of the California Environmental Quality Act (CEQA) Guidelines notes, that if the environmentally superior alternative is the No Project Alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Based on an analysis of the seven build alternatives the Eastern Alignment Alternative is identified as the Environmentally Superior Alternative. The Eastern Alignment would have the shortest temporal impacts on sensitive wildlife, would minimize impacts to land uses currently developed with structures, and would generate the best long-term improvements in traffic conditions without encroaching on roadway in County jurisdiction. The Eastern Alignment would also generate the least impacts to existing traffic conditions during construction. Among the full widened roadway alternatives deemed feasible by the Federal Highways Administration/Caltrans, the Eastern Alignment would generate the least acreage of permanent impacts to wetlands. The proposed bridge could be built in one phase and would, therefore, need fewer piers (two sets of three versus two sets of four for other alternatives.) Construction of the bridge for the Eastern Alignment would affect the San Dieguito River for a shorter duration than other alternatives. Bridge construction is anticipated to

span three bird breeding seasons for other alternatives, but would only span two bird breeding seasons for the Eastern Alignment because the bridge can be built in a single phase.

As the Eastern Alignment would be located adjacent to the existing bridge and roadway, allowing the existing bridge to remain open while the Project is constructed, and the Project would be constructed faster, would have the shortest temporal impacts on sensitive vegetation wildlife, would have the least impacts to wetlands and would impact only two bird breeding seasons, the site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands.

2. The proposed development will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards.

The geotechnical reports for the project were reviewed and adequately showed that the soil and geologic conditions potentially affecting the proposed project were adequately addressed for the Site Development Permit. It was also determined that the project adequately addressed the potential for liquefaction. Hydraulic analysis to determine flood elevations in the river channel upstream and downstream of the bridge indicate that a 100-year water surface elevation would rise above the bottom of the bridge. Therefore, the existing bridge would not completely convey a 100-year flood. The project would provide an elevated bridge structure relative to the existing bridge, and would convey a 100-year flood.

Hydraulic modeling of the river near the bridge indicates erosion of the channel bed during high flow events could be deep. This deep erosion could undermine the existing footings and expose piling. The project would construct a new bridge with piles made of concrete cast in holes drilled deep into the ground. The piles would extend approximately 90 feet into the ground, so would not be susceptible to damage from erosion. The proposed bridge structure would be constructed of non-combustible materials and would, therefore, not propose a fire hazard.

As the project has adequately addressed soil and geologic conditions, would convey a 100-year flood, has addressed erosional forces at the bridge site and would be constructed of non-combustible materials, the proposed development will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards.

3. The proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.

The El Camino Real Bridge/Road Widening Project Environmental Impact Report (EIR) evaluated seven build alternatives, including the proposed project – The Eastern Alignment. Section 15126.6(e) of the California Environmental Quality Act (CEQA) Guidelines notes, that if the environmentally superior alternative is the No Project Alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Based on an analysis of the seven build alternatives the Eastern Alignment Alternative is identified as the Environmentally Superior Alternative. Due to the Eastern Alignment's design and alignment (siting) it would have the shortest temporal impacts on sensitive wildlife, would minimize

impacts to land uses currently developed with structures, and would generate the best long-term improvements in traffic conditions without encroaching on roadway in County jurisdiction. Among the full widened roadway alternatives deemed feasible by the Federal Highways Administration/Caltrans, the Eastern Alignment would generate the least acreage of permanent impacts to wetlands. The proposed bridge could be built in one phase and would, therefore, need fewer piers (two sets of three versus two sets of four for other alternatives.) Construction of the bridge for the Eastern Alignment would affect the San Dieguito River for a shorter duration than other alternatives. Bridge construction is anticipated to span three bird breeding seasons for other alternatives, but would only span two bird breeding seasons for the Eastern Alignment because the bridge can be built in a single phase. In addition, the siting of the Project has the least impacts to adjacent wetlands. Therefore, the proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.

4. The proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan.

All phases of construction/staging would occur in previously disturbed areas. Temporary construction fencing and silt fencing would be installed around the perimeter of the staging area for the duration of construction to ensure that sediment is contained on-site and MSCP habitats adjacent to the project area are not impacted. All access related to project construction would be attained through areas that have been previously disturbed or already impacted by project components. Additional access roads would not be necessary. Therefore, the proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program Subarea Plan.

5. The proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.

The project proposes to maintain the existing channel width and, therefore, it is anticipated that downstream impacts would be minimal. The project would not remove substantial bed material and would, therefore, have no impacts on beach and sand supply, which in the short term is from sediment storage near the mouth of the river. For project-related mitigation, there would be excavation of material from the existing fallow agricultural fields to lower the area and make it more conducive to sustained wetlands growth. The southern river bank downstream of the existing bridge would be widened to the south to provide mitigation area and would mimic the same width as the bridge crossing and river channel width upstream of the bridge. A berm would be constructed along this newly established southern bank to protect the large mitigation area located behind the berm. An opening would be provided near the downstream end of the berm to allow flows in and out of the mitigation area located behind the berm. The existing patterns of sediment transport in the river would not change, because the vegetated protected berm constructed parallel to the southern river bank would help maintain similar velocities and sediment transport conditions. Therefore, the proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.

6. The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.

All of the mitigation required as a condition of the permit has been determined to be appropriate for the project in consideration of current best practices and scientific analysis. Therefore, all mitigation required of the project is balanced and reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.

The project conducted a site-specific impact analysis for the proposed development which identifies the project design features, a Mitigation Monitoring Reporting Program, and when combined with implementation of the federal, state, and local rules and regulations and the project's permit conditions, are reasonably related to and are calculated to alleviate negative impacts and reduce any negative impact to below a level of significance where feasible.

Therefore, the nature and extent of mitigation required as a condition of this permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.

Supplemental Findings--Environmentally Sensitive Lands Deviations (SDMC § 143.0150(a) and 126.0504(c))

1. There are no feasible measures that can further minimize the potential adverse effects on environmentally sensitive lands.

The proposed project would result in 4.579 acres of wetland impact to southern willow scrub, Mulefat scrub, Disturbed Mulefat scrub, Tamarisk scrub, Coastal freshwater marsh, Disturbed Coastal freshwater marsh Alkali marsh and disturbed wetland subject to only the City and California Department of Fish and Wildlife (CDFW) jurisdictions. However, the proposed project meets all of the criteria for a wetland deviation outlined by the City's Biology Guidelines because it is an essential public infrastructure project where the existing bridge is in need of replacement and no feasible alternative exists that would avoid impacts to wetland habitat. It is also the most economically viable option in that it would alleviate problems associated with improved structural integrity of the vehicular bridge, high flood events, improve pedestrian and vehicular access to nearby coastal and recreational resources, relieve traffic congestion, and improve consistency with the adopted land use plan and adopted Circulation Element for the project area. It is the environmentally superior alternative because it would have the shortest temporal impacts on sensitive wildlife, would minimize impacts to land uses currently developed with structures, and would generate the best long-term improvements in traffic conditions without encroaching on roadway in County jurisdiction. The project would also generate the least impacts to existing traffic conditions during construction and the project would generate the least acreage of permanent impacts to wetlands under the jurisdiction of the United States Army Corps of Engineers and the San Diego Regional Water Quality Control Board.

Based on the location and nature of the proposed project, no feasible alternative exists that would avoid impacts to wetland habitat altogether or substantially reduce impacts than that which is currently proposed. Under a "no project" alternative, the existing bridge may fail in its current condition.

Similar to the reasons given above, there are no other alternatives that would result in a more substantive "wetland impact minimization." The current project was designed to avoid impacts to the maximum extent practicable. Any alternative alignment bridge and roadway would still

result in impacts in proximity or within the river and associated wetland habitat at the least, similar to or greater than the proposed project. As such, all feasible measures to minimize impacts have been included in the design, and temporary, as well permanent construction considerations, have been implemented to ensure minimal project impacts to ESL in order to construct this essential public project. Therefore, there are no feasible measures that can further minimize the potential adverse effects on environmentally sensitive lands.

2. The proposed deviation is the minimum necessary to afford relief from special circumstances or conditions of the land, not of the applicant's making.

The proposed project would result in 4.579 acres of wetland impact to southern willow scrub, Mulefat scrub, Disturbed Mulefat scrub, Tamarisk scrub, Coastal freshwater marsh, Disturbed Coastal freshwater marsh Alkali marsh and disturbed wetland subject to only the City and California Department of Fish and Wildlife (CDFW) jurisdictions. The project impacts to wetlands would be mitigated by enhancement and creation of fresh water marsh and riparian vegetation at the San Dieguito River Park Joint Powers Authority (JPA) property west of the affected portion of el Camino Real Road. As proposed the project is consistent with the MSCP Subarea plan.

The project proposes the minimum work necessary to provide an improved bridge and roadway. The existing bridge is deteriorating and is in need of replacement. Mechanical equipment may be located within and adjacent to wetland areas to complete work with every effort given to limit and minimize impacts to these areas.

The deviations being requested are necessary to conduct the work, which have been considered in the design where work would occur in a sensitive manner during construction. As such, the deviation from wetland impacts to the wetland habitat is unavoidable and the minimum necessary to complete this essential public project. The project is proposed in nearly the same location as the existing public roadway and bridge. This location and the associated constraints from the land, topography and natural features and are not of the applicant's making. Therefore, the proposed deviation is the minimum necessary to afford relief from special circumstances or conditions of the land, not of the applicant's making.

Supplemental Findings--Environmentally Sensitive Lands Deviations (SDMC § 143.0150(d) and 126.0708(a))

1. The proposed coastal development will not encroach upon any existing physical accessway that is legally used by the public or any proposed public accessway identified in a Local Coastal Program land use plan; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the Local Coastal Program land use plan.

The Eastern Alignment, including the proposed new bridge and road widening of the Eastern Alignment are not within the Coastal Overlay Zone, is not located adjacent to the Pacific Ocean, and construction of the proposed development would not impact coastal access. El Camino Real

is used to access coastal resources identified in the North City Local Coastal Program, and its reconstruction and widening would relieve congestion in the area, improving access to these coastal resources. This section of El Camino Real provides no public views to or along the ocean or other scenic coastal areas as specified in the North City Local Coastal Program land use plan. Reconstruction and widening of the road and bridge in the proposed section of improvement would not affect any public coastal views. Therefore, the proposed coastal development would not encroach upon any existing physical accessway legally used by the public or any proposed public physical accessway identified in a Local Coastal Program; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the Local Coastal Program land use plan.

2. The proposed coastal development will not adversely affect environmentally sensitive lands.

The proposed project would result in 4.579 acres of wetland impact to southern willow scrub, Mulefat scrub, Disturbed Mulefat scrub, Tamarisk scrub, Coastal freshwater marsh, Disturbed Coastal freshwater marsh Alkali marsh and disturbed wetland subject to only the City and California Department of Fish and Wildlife (CDFW) jurisdictions. However, the proposed project meets all of the criteria for a wetland deviation outlined by the City's Biology Guidelines because it is an essential public infrastructure project where the existing bridge is in need of replacement and no feasible alternative exists that would avoid impacts to wetland habitat. It was determined by EIR No. 2982 SCH No. 1999071104 to be the environmentally superior alternative because it would have the shortest temporal impacts on sensitive wildlife, would minimize impacts to land uses currently developed with structures, and would generate the best long-term improvements in traffic conditions without encroaching on roadway in County jurisdiction. The project would also generate the least impacts to existing traffic conditions during construction and the project would generate the least acreage of permanent impacts to wetlands under the jurisdiction of the United States Army Corps of Engineers and the San Diego Regional Water Quality Control Board. Finally, the Mitigation Monitoring and Reporting Program associated with EIR No. 2982 SCH No. 1999071104 mitigates the potentially significant impacts to environmentally sensitive lands to a level below significance. Therefore, the proposed coastal development will not adversely affect environmentally sensitive lands.

3. The proposed coastal development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the Certified Implementation Program.

North City Coastal Program:

Recommendation: Drainage and Flood Control to preserve as much as possible the natural attributes of both the floodplain and floodway without endangering loss of life and property.

Consistency: The Eastern Alignment would avoid increases in 100-year water surface elevations upstream and would involve an El Camino Real bridge and road above the 100-year flood level. The Eastern Alignment would avoid or minimize impacts to the open drainage ditch and would include wetlands creation for mitigation in the JPA Mitigation Site adjacent to the west edge of El Camino Real and south of the river. The Eastern Alignment would not affect the floodway

and raising the bridge as proposed by the Eastern Alignment would improve river hydrology and thereby help preserve the natural attributes of the river floodplain.

Recommendation: Floodplains and Hillside: The design and construction of drainage facilities should be predicated on protecting flood-prone areas against loss of life, significant property damage, and disruption of traffic or utility services. *Note: El Camino Real is within a Flood Hazard Area mapped in the General Plan Element.*

Consistency: The Eastern Alignment involves an El Camino Real bridge and road above the 100-year flood level. Raising the road on embankment would protect properties west of El Camino Real from sheet flow across the road that can occur now.

Recommendation: 1 (A): Channelization or other substantial alteration of rivers or streams shall be limited to (1) necessary water supply projects, (2) flood control projects where no other feasible method for protecting existing public or private structures exists and where such protection is necessary for public safety or to protect existing development, or (3) other development, a primary element of which is the improvement of fish and wildlife habitat. Such development may include new or expanded roads or highways that are essential to the economic health of the region, state or nation, provided they comply with all the provisions of part (B) of this policy and all other applicable policies of this local coastal program.

Consistency: The proposed widening of El Camino Real Road is essential to the economic health of the region, in view of the severe congestion now occurring. El Camino Real bridge and road will be raised above the 100-year flood level which is necessary protection for public safety. In addition, the new bridge for vehicular travel is needed to protect drivers using the existing structure from geotechnical hazards during a seismic event. No substantial changes to the river are proposed with the Eastern Alignment.

Recommendation: 1 (B): Any development permitted pursuant to the provisions of Subsection (A) shall do all of the following:

- (1) Incorporate all relevant findings of hydrological studies for the coastal watershed of the affected stream, including but not limited to erosional characteristics, flow velocities, and sediment transport;
- (2) Incorporate mitigation measures designed to assure that there will be no increase in the peak runoff rate from the developed site. . .
- (3) Minimize stream scour, avoid increases in and reduce, where feasible, the transport of stream sediment to downstream wetlands . . .
- (4) If channelization is determined to be necessary, the floodway of the stream shall accommodate a 100-year flood. To the maximum extent feasible, all artificial channels shall be constructed without removal of riparian vegetation, shall be designed to allow for riparian vegetation growth, and shall consist of natural bottoms and sides.

Consistency: (1) The predicted flow velocities in the 100-year event are the same or lower with the proposed project than under existing conditions downstream of the existing bridge. Upstream of the existing bridge, the velocities with the proposed project are estimated to be higher than under existing conditions, and mitigation is proposed.

(2) The increased paved area of the road is negligible compared to the peak runoff locally and from the upstream watershed. The widened roadway would be designed with best management practices consistent with City and State storm water regulations.

(3) The velocities with the project would be the same or less than under existing conditions downstream of the existing bridge, and higher upstream of the bridge. Therefore, scour and transport of stream sediment could increase with the proposed project. The mitigation proposed is stabilization along the unprotected northern bank of the river by buried stabilization materials that can be installed without disturbing existing riparian vegetation in the river or on the banks. With mitigation in place, no additional sediment would be eroded from the river bank. Velocities in the more frequent 10-year flood would not be substantially different from velocities predicted under existing conditions, and would not be erosive.

(4) No channelization of the river is proposed.

Recommendation: 3 (A): A grading plan that incorporates runoff and erosion control procedures to be utilized during all phases of project development shall be prepared . . . where such development is proposed to occur on lands that will be graded, filled, or have a slope of 25 percent or greater. . .

Consistency: The project would comply with municipal, regional, and state water quality control permits. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared with current Best Management Practices (BMPs) for construction and post-construction conditions.

Recommendation: 3 (B): Sediment basins shall be installed in conjunction with the initial grading operations and maintained through the development process as necessary to remove sediment from runoff waters draining from the land undergoing development.

Consistency: The project would comply with municipal, regional, and state water quality control permits. Storm Water Pollution Prevention Plan (SWPPP) would be prepared with current Best Management Practices (BMPs) for construction and post-construction conditions.

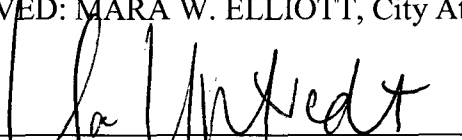
The Fairbanks Ranch Country Club Specific Plan notes that Via de la Valle, El Camino Real, and San Dieguito Road are all planned to be improved to major road standards. The proposed El Camino Real Bridge/Road Widening Project is consistent with the circulation facilities and the City's long-range transportation plans discussed in the Specific Plan.

The above findings are supported by the minutes, maps and exhibits, all of which are incorporated herein by this reference.

BE IT FURTHER RESOLVED, that Site Development Permit No. 1778121 is granted to the Public Works Department of the City of San Diego, Owner/Permittee, under the terms and conditions set forth in the attached permit which is made a part of this resolution.

APPROVED: MARA W. ELLIOTT, City Attorney

By



Inga B. Lintvedt
Deputy City Attorney

IBL: mm
11/30/2016
1/31/2017 COR. COPY
2/13/2017 COR. COPY 1
Or. Dept: DSD
Doc. No.: 1443780

ATTACHMENT: Exhibit A, Site Development Permit

RECORDING REQUESTED BY
CITY OF SAN DIEGO
DEVELOPMENT SERVICES
PERMIT INTAKE, MAIL STATION
501

WHEN RECORDED MAIL TO
CITY CLERK
MAIL STATION 2A

INTERNAL ORDER NUMBER: S.00856.02.06

SPACE ABOVE THIS LINE FOR RECORDER'S USE

SITE DEVELOPMENT PERMIT NO. 1778121
EL CAMINO REAL BRIDGE PROJECT NO. 2982
CITY COUNCIL

This Site Development Permit No. 1778121 is granted by the City Council of the City of San Diego to the Public Works Department of the City of San Diego Owner/Permittee, pursuant to San Diego Municipal Code [SDMC] section 126.0502(d). The 35.1-acre project site is located at south of Via de la Valle, north of San Dieguito Road along El Camino Real Road in the Future Urbanizing Area Subarea 2 zone of the Fairbanks Country Club Community Plan area. The project site is legally described as: Portion of Road Survey 443.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner/Permittee to demolish the El Camino Real Bridge across the San Dieguito River, construct a new bridge across the San Dieguito River, widen El Camino Real Road to full width from San Dieguito Road to Via de la Valle, and widen Via de la Valle to full width from El Camino Real Road to El Camino Real Road North as described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated February 14, 2017, on file in the Development Services Department.

The project shall include:

- a. Demolishing the El Camino Real Road Bridge across the San Dieguito River and removing existing fencing along the project;
- b. Constructing a new bridge across the San Dieguito River;
- c. Widening El Camino Real Road to full width from San Dieguito Road to Via de la Valle, and widen Via de la Valle to full width from El Camino Real Road to El Camino Real Road North.
- d. Public and private accessory improvements determined by the Development Services Department to be consistent with the land use and development standards for this site in accordance with the adopted community plan, the California Environmental Quality Act [CEQA] and the CEQA Guidelines, the City Engineer's requirements, zoning regulations, conditions of this Permit, and any other applicable regulations of the SDMC.

STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36 month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker. This permit must be utilized by February 14, 2020.
2. No permit for the construction, occupancy, or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:
 - a. The Owner/Permittee signs and returns the Permit to the Development Services Department; and
 - b. The Permit is recorded in the Office of the San Diego County Recorder.
3. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.
4. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner/Permittee and any successor(s) in interest.
5. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.
6. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).
7. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.
8. Construction plans shall be in substantial conformity to Exhibit "A." Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s) or amendment(s) to this Permit have been granted.
9. All of the conditions contained in this Permit have been considered and were determined necessary to make the findings required for approval of this Permit. The Permit holder is required

to comply with each and every condition in order to maintain the entitlements that are granted by this Permit.

If any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" condition(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo, and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

ENVIRONMENTAL/MITIGATION REQUIREMENTS:

10. Mitigation requirements in the Mitigation, Monitoring, and Reporting Program [MMRP] shall apply to this Permit. These MMRP conditions are hereby incorporated into this Permit by reference.

11. The mitigation measures specified in the MMRP and outlined in ENVIRONMENTAL IMPACT REPORT NO. 2982 (SCH No. 1999071104) shall be noted on the construction plans and specifications under the heading ENVIRONMENTAL MITIGATION REQUIREMENTS.

12. The Owner/Permittee shall comply with the MMRP as specified in ENVIRONMENTAL IMPACT REPORT NO. 2982 to the satisfaction of the Development Services Department and the City Engineer. Prior to the issuance of the "Notice to Proceed" with construction, all conditions of the MMRP shall be adhered to, to the satisfaction of the City Engineer.

LANDSCAPE REQUIREMENTS:

13. Prior to approval of 100 percent construction documents, the Permittee Department shall ensure said documents are prepared in accordance with the Land Development Code - Landscape Regulations and Biology Guidelines to include right-of-way landscaping and the revegetation of all undeveloped land subject to disturbance during construction. Construction Documents shall be in substantial conformance to this permit (including Environmental conditions) and Exhibit "A," Landscape Development Plan, on file in the Office of the Development Services Department.

14. The City of San Diego Streets Division shall be responsible for long-term maintenance of all landscape improvements shown on the approved construction documents consistent with the Landscape Standards and Exhibit "A."

INFORMATION ONLY:

- The issuance of this discretionary use permit alone does not allow the immediate commencement or continued operation of the proposed use on site. The operation allowed by this discretionary use permit may only begin or recommence after all conditions listed on this

permit are fully completed and all required ministerial permits have been issued and received final inspection.

- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this Permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code-section 66020.
- This development may be subject to impact fees at the time of construction permit issuance.

APPROVED by the City Council of the City of San Diego on February 14, 2017 and Resolution No.

~~310960~~

Site Development permit No.: 1778121
Date of Approval: February 14, 2017

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT

Morris E. Dye
Development Project Manager

**NOTE: Notary acknowledgment
must be attached per Civil Code
section 1189 et seq.**

The undersigned Owner/Permittee, by execution hereof, agrees to each and every condition of this Permit and promises to perform each and every obligation of Owner/Permittee hereunder.

**Public Works Department
City of San Diego
Owner/Permittee**

By _____
Brad Johnson
Senior Civil Engineer

**NOTE: Notary acknowledgments
must be attached per Civil Code
section 1189 et seq.**

Passed by the Council of The City of San Diego on FEB 14 2017, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Barbara Bry	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lorie Zapf	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Ward	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Myrtle Cole	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Kersey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Cate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scott Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
David Alvarez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Georgette Gomez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date of final passage FEB 14 2017.


(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER
Mayor of The City of San Diego, California.

ELIZABETH S. MALAND
City Clerk of The City of San Diego, California.

(Seal)

By , Deputy

Office of the City Clerk, San Diego, California

Resolution Number R- 310960