

11 Informational Resources and Current Activities

The following chapter describes many of the projects and studies that have occurred in the recent years. There currently is a wide range of information available from City of San Diego community plans to in-depth water quality analysis for the RCW. Many of these plans have already been incorporated into this Existing Conditions report.

11.1 Guidance Documents

Mission Bay and La Jolla Watersheds Urban Runoff Management Plan – January 2003

http://www.projectcleanwater.org/pdf/wurmp/mb_2002_wurmp.pdf

The primary goal of this effort is to positively affect the water resources of the watersheds while balancing economic, social and environmental constraints. The objectives of the program are; 1) to develop/expand methods to assess and improve water quality within the watersheds; 2) integrate watershed principles into land planning; 3) enhance public understanding of sources of water pollution and; 4) encourage and develop stakeholder participation.

City of San Diego Storm Water Pollution Prevention Program: Urban Runoff Management Program

<http://www.sandiego.gov/stormwater/pdf/quality.pdf>

The goal of the water quality monitoring program element is to perform continuous and ongoing storm water conveyance system monitoring and water sampling within the City's six watersheds to better characterize urban runoff into and from the City of San Diego municipal storm water conveyance system with an emphasis on the detection of illicit discharges. The City's water quality monitoring programs incorporate knowledge of the latest environmental mapping and laboratory technologies, past water monitoring data, historical water quality problem areas, the goal and objectives of the City, and the requirements of the Municipal Storm Water Permit.

City of San Diego Bicycle Master Plan (May 2002)

This Master Plan serves as a policy document to guide the development and maintenance of a bicycle network, including other roadways that bicyclists have the legal right to use, support facilities and other programs for San Diego over the next 20 years. These policies address important issues related to San Diego's bikeways such as planning, community involvement, utilization of existing resources,

facility design, multi-modal integration, safety and education, support facilities, as well as specific programs, implementation, maintenance and funding.

The Plan urges the City to take measurable steps toward the goal of improving every San Diego citizen's quality of life, creating a more sustainable environment, reducing traffic congestion, vehicle exhaust emissions, noise and energy consumption. The importance of developing a bicycle system that is attractive and inviting is a key element in preserving San Diego as a place where people want to live, work and visit.

Mobility 2030: The Transportation Plan of the San Diego Region. (April 2003)

Mobility 2030 is the San Diego region's blueprint for a transportation system that enhances our quality of life and meets our mobility needs now and in the future. The foundation of the plan lies in better connecting our freeway, transit and road networks to our homes, schools, work, shopping and other activities. This plan discusses the methods and planning processes that go along with short-term and long-term transportation planning. A brief overview of the Mid-Coast Corridor is discussed along with other new and improved transit routes throughout the region.

Various Community Planning Documents

Community	Date	Prepared for	Prepared By	Contact:
Clairemont Mesa	Jan-90	The City of S.D.	The City of S.D. Planning Department	
Kearney Mesa	Oct-92	The City of S.D.	The City of S.D. Planning Department	
Miramar Ranch North	Apr-91	The City of S.D.	Miramar Ranch North Planning Committee Rick Engineering Company & City of S.D.	David Prewett (619) 291-0707
Rancho Encantada Precise Plan	Feb-00	Sycamore Estate, LLC	T&B Planning Consultants	
Mission Bay Park	Aug-94	The City of S.D.	Wallace Roberts & Todd	info@wrtdesign.com
Pacific Beach	Jul-99	The City of S.D.	The City of S.D. Planning Commission	
Reserve	Feb-94	The City of S.D.	Park & Recreation Dept., City of San Diego Marian Bear Natural Park Resource Council	
Scripps Miramar Ranch	Nov-89	The City of S.D.	Scripps Miramar Ranch Planning Committee Rick Engineering Company & City of S.D.	
University City	Oct-98	The City of S.D.	The City of S.D. Planning Department	

11.2 Previous Projects and Research Efforts

Marian Bear Memorial Park - February 1994

Enhancement and maintenance guidelines outlined in the management plan include: areas of suffering from public activity abuse that have been closed and re-vegetated with native vegetation; erosion areas vegetated with native vegetation; sensitive bird species nesting sites and sensitive plant areas posted "No Entry"; non-native, exotic plants eradicated and replaced with native vegetation; trails closed to allow native vegetation to recover and to provide erosion control; City departments notify the Park and Recreation Department, Open Space Division, of any maintenance activities being conducted; and fences and gates kept in good repair. For projects which are unable to eliminate impacts or for maintenance activities resulting in habitat disturbance, mitigation and restoration guidelines are outlined in the Plan.

These guidelines include: no net loss of riparian, coastal sage scrub, oak woodland, or chaparral habitat; mitigation and monitoring programs are required; re-vegetation projects should use a variety of habitat types, vertical and horizontal plant diversity, and irregular borders; temporary irrigation may be required; and appropriate native plants should be used as listed.

Suggested Guidelines for interpretive and research opportunities include: signage with a rustic appearance; limit interior Park signage to major trails, restoration projects, and nature trail identification; kiosks placed at three major access locations for information and interpretive signage and brochures; development of self-guiding, interpretive signage and brochures; development of self-guiding, interpretive trail research encouraged to gather unknown information on natural resources.

The Natural Resources Management Plan is responsible and provides for maintenance of the Park's natural resources while accommodating human activities in the park. Some of the responsibilities of the Natural Resources Management Plan is to establish practices which will preserve and protect biological resources while providing recreational use; emphasize improvements needed for environmental protection, protect cultural resources; selectively enhance and restore native vegetation in the Park, maintain access paths and trails in a natural condition to blend with the native character of the park and discourage illegal activities.

Constructed Wetlands in the Rose Creek Watershed – August 2001

This study includes general information about constructed wetlands and their ability to improve water quality in the two main creeks in the Rose Creek Watershed, Rose and San Clemente. Due to their capacity to remove bacteria, viruses, and chemical pollutants, they can assist in meeting the objectives of the National Pollution Discharge Elimination System (NPDES) and non-point source pollution (NPS) programs.

Rose & Tecolote Creeks: Water Quality Improvement Project – Final Planning Report - August 15, 2003

In July 2000, the State budget appropriation was made and in February 2001 the City of San Diego received a \$2,000,000.00 grant from the state water resources control board for Rose and Tecolote Creek Watersheds. The main focus in the scope of work is to provide planning mainly to implement water quality treatment devices in strategic placement sites that would address pollution concerns.

In addition, focus primarily on BMP's (Best Management Practices) eight categories for treatment were devices were considered including bio-filtration, constructed wetlands, extended retention basins, infiltration, filtration, hydrodynamic separators, inlet filter inserts, and offline treatment plants.

The scope of the project included services to provide water quality monitoring, preliminary engineering, design and environmental permitting for implementation of treatment devices. The \$2,000,000.00 grant fund from the state water resources control board includes funds to implement up to four water quality treatment devices to be selected from the alternatives identified in the planning process. In conclusion, the planning process yielded three projects selected for implementation of water treatment devices.

Rose Creek Canyon Enhancement Plan - June 2000

The Rose Creek Canyon Enhancement Plan (RCCEP) began as a project of the 'Nature School', an environmental education & ecological restoration academy, committed to revitalizing Rose Creek as the City of San Diego's first ecological preserve. Working with a vision of the future, the Nature School took the initiative to preserve Rose Creek from the fate of San Diego's imperiled waterways. Efforts

began with volunteering in 1996 – 1997 along with Project CREEK (Creek Restoration & Ecology Education for Kids)

The RCCEP has received recognition from a number of successful projects; the most ground breaking of each is a flagship project for improving urban wetlands - Rose Creek Restoration & Nature Preserve. The RCCEP was able to attain this thru partnership's with the City of San Diego, Pacific Beach Town Council, Surya Corporation, Wal-Mart Foundation, De Anza Bay Resort, & Wells Fargo Foundation as well as the many of the ecologically-minded citizens of San Diego who support the enhancement plan as a management tool. This enhancement plan represents a collaborative effort of the Nature School.

The intent of the Rose Creek Canyon Enhancement Plan is to establish existing conditions, develop alternative enhancement approaches, and provide a plan for the development of multi-phase construction documents and management plans.

MCAS East Miramar Housing, Phase One: Infrastructure Feasibility Report, Family Housing Site Alternative Study - July, 1996

This study was prepared to evaluate the feasibility of constructing military family housing on the eastern portion of MCAS Miramar. This housing is necessary in order to accommodate the Marine Corps housing requirement resulting from the realignment of Miramar and to help alleviate the housing deficiency present within the San Diego Naval Complex.

Draft Environmental Impact Statement for Military Family Housing in the San Diego Region: Volume 1, August 2004.

This EIS evaluates the potential environmental effects of the development of suitable and affordable military family housing for enlisted personnel and their families assigned to installations in the San Diego Region. MCAS Miramar is the main focus of the report due to its open space and central location in San Diego County. Three site alternatives have been developed are undergoing environmental impact reviews with two site within the Rose Creek Watershed. One site is just south of

Miramar Road, west of Interstate 15 and the other just south of Scripps Miramar Ranch and Pomerado Road.

Rose Creek Bridge Replacement

http://www.simonwongeng.com/projects_detail.asp?ProjectID=55

Simon Wong Engineering provided the project management, rehabilitation, design and PS&E for this 295' long, 10-span precast/prestressed concrete box girder bridge. It was designed to replace the existing ballasted deck timber trestle railroad bridge, which was severely damaged by a fire in 2002.

In order to maintain rail traffic during construction and to minimize environmental impacts, a precast structure was designed and constructed within 10 miles. The replacement bridge carries Coaster, Amtrak, and freight service across the environmentally sensitive Rose Creek.

Mission Bay Water and Sediment Testing Project

<http://home.sandiego.edu/~kaufmann/missionbay.html>

This project was undertaken by the University of San Diego in conjunction with San Diego BayKeeper and AMEC Earth and Environmental to develop baseline quality, sediment and benthic community monitoring data for Mission Bay and begin the process of analyzing the relationship between monitoring data and environmental factors in the watershed. Other tasks include providing the City of San Diego, regulatory agencies and other stakeholders with the necessary data to make informed choices while developing and implementing an effective Watershed Management Plan and other pollution prevention strategies.

Final Canyon Sewer Cleaning Program and Long-Term Canyon Sewer Maintenance Program PEIR

This project involves two Programs dealing with the near-term cleaning and the long-term maintenance of existing sewer infrastructure located in canyons, undeveloped land and other environmentally sensitive lands throughout San Diego County. The Canyon Sewer Cleaning Program is part of an effort by the Wastewater Collection Division of the Metropolitan Wastewater Department (MWWDD) to clean sewer pipelines city-wide. The Canyon Sewer Cleaning Program is focused on sewer pipelines located in canyons and other environmentally sensitive lands. The Long-Term Canyon Sewer Program is focused on the need for, means of, and options to providing long-term

maintenance access to the manholes along sewer pipelines located in canyons and other environmentally sensitive lands.

Nobel Drive Coaster Station: Jurisdictional Delineation (July 2002)

This report presents the results of a jurisdictional delineation for the San Diego Metropolitan Transit Board's Nobel Drive Coaster Station in the community of University. A wetland delineation was conducted by HELIX Environmental Planning, Inc. to identify and map areas within the project area in compliance with State and Federal codes respectively. This information is necessary to evaluate impacts and permit requirements associated with the proposed construction of the Nobel Drive Coaster Station.

11.3 Current Projects and Research Efforts

Draft Environmental Impact Report for the University City North/South Transportation Corridor Study, October 2004.

http://www.rosecanyon.org/rose_canyon_plan.htm

The purpose of the projects is to relieve traffic congestion in the area between the northern and southern portions of University City. Specific objectives related to this project are; to improve intersection level of service; improve street segment level of service; decrease the duration or severity of peak hour traffic and increase traffic and pedestrian safety. This study was proposed as a means for improving traffic circulation within the University City community area. Two of the projects already identified in the University Community Plan were the widening of Genesee Avenue between Nobel Drive and State Route 52 and the construction of a bridge over Rose Canyon connecting the northern and southern portions of Regents Road.

**Wetland Expansion Science & Technology against Runoff (WESTAR).
www.waterboards.ca.gov/nps/docs/contsum/westar.doc**

Rose Creek's impairment from both identified and non-point sources of pollution poses a threat to Mission Bay. In support of state mandate to protect coastal water bodies and their wetland (Section 303(d) of the Clean Water Act), WESTAR intends to demonstrate specific methods of increasing wetland ecosystem functions and improve water quality in the lower reach of Rose Creek.

Water Quality Monitoring – Storm Water Pollution Prevention Program Urban Runoff Management Program

New Diversion Facilities:

Under the current capital program, more coastal storm drain outfalls are planned for design and construction. These planned improvements entail the construction of 18 sites under Phase II of the program at a cost of about \$2.8 million, and the design and construction of 9 sites under Phase III of the program for a combined cost of about \$2.1 million. 14 additional sites under a Phase IV of the program have been identified and are planned for inclusion into the CIP program for a combined design and construction cost of about \$3.3 million. The planned new diversion facilities and modifications to existing facilities are current at the time of printing and subject to change.

Modify Existing Facilities:

The current CIP program includes upgrades to the existing Mission Bay Sewer Interception System (MBSIS) low flow diversion facilities. Additionally, the current CIP program provides for the design and construction of upgrades to the existing 36 diversion valves and 14 interceptor pump stations of the MBSIS. The upgrades are intended to improve the operation of the system and lessen maintenance costs.

City of San Diego COMNET Project

<http://www.emersonprocess-powerwater.com/solutions/OV-EXP-PN-105.pdf>

The coastal low flow diversion facilities are intended to be controlled remotely by the Metropolitan Wastewater Department's SCADA telemetry system. The existing low flow diversion facilities of Phase I will be on-line in the Summer of 2002 for remote monitoring and operation. COMNET will enable City crews to receive "alarms" notifying of rain events or sewer spills at the site of the on-line low flow diversion facility. COMNET will also allow crews to operate the facilities remotely, thereby significantly increasing reaction time and reducing related field trips. The current design efforts under the COMNET component of the coastal low flow diversion program provides for the remote monitoring and operation of the low flow diversion facilities of Phases II, III and IV once they are operational.

Rose Creek Bike Path and Bridge - 2004

The development of a 1,710-foot long and 14-foot wide pedestrian, bicycle and emergency vehicle path that includes a 260 foot long and 16 foot wide clear-span bridge over the Rose Creek Channel to connect existing pathways at the easterly terminus of Pacific Beach Drive to the westerly terminus of North Mission Bay Drive within the RS-1-7 zone and within the boundaries of Mission Bay Park.

Santa Fe Public Safety and Restoration Project

This project is an effort to reduce threats to public safety caused by people who commit crimes in the overgrown section between Damon Ave and Santa Fe Street. In addition to improving public safety, this project can also provide other benefits such as improving water quality in Mission Bay by removing toxic material dumped along Rose Creek. Overgrown vegetation can be replaced with native plants which could potentially restore the natural wetlands in the area.

Constructed Wetlands for Urban Runoff BMP's in Rose Canyon

This project involves the installation of multiple small-scale constructed wetlands to capture and beneficially reuse water from urban runoff. Rose Creek Canyon currently has several hundred storm drain outlets which discharge polluted water from irrigation and runoff. Constructing small vegetated channel beds (sub-surface wetlands) at these outlets will provide biological filtration and reduce sediment and erosion problems throughout the canyon.

Rose Canyon Artificial Wetland Plan

Depending on funding under the City of San Diego's Wetlands Program, a project to create an artificial wetland at the mouth of Rose Creek and farther upstream. This wetland could help reduce the amount of pollutants entering the already polluted Mission Bay by acting as a natural filter. Other wetland projects could include Cudahay Creek and Tecolote Creek as they too enter Mission Bay.

The Stormwater Quality and Watershed Protection Manual – Looking at Alternative Development Practices

This manual take the first step towards developing a mechanism for watershed-based land use planning by providing land use professionals with a picture overview of the water quality problems and the need for more design solutions. The county anticipates that the draft should be finalized sometime in the summer of 2004.

Coastal Rail Trail

The Coastal Rail Trail (CRT) is a project sponsored by the cities of Oceanside, Carlsbad, Encinitas, Solana Beach and San Diego with each city serving as the lead agency responsible for development of the Coastal Rail Trail in that community. The location of the CRT is to be in areas of railroad right-of-way and if not feasible, the Cities intend to explore alternative alignments utilizing city, state or federal highway, utility right-of-ways and private property. Within the Rose Creek Watershed study area, the Coastal Rail Trail can potentially be accessed from the proposed Nobel Drive Coaster Station just east of Genesee Avenue. Class II bikeway facilities would connect from Nobel Drive north to Judicial Drive, east onto Eastgate Mall and north through Roselle Canyon to connect with the City of Del Mar.

Mid-Coast Corridor Study

The Mid-Coast Transit First Study has identified an effective network of transit services to improve mobility in the Mid-Coast corridor. These recommended transit projects and services include targeted near-term solutions, as well as a more comprehensive long-term network that will link with other key activity centers in the region. The study has defined routes, station locations, types of service, transportation mode, a mode integration with surrounding land uses and provides a blueprint for improving transit service in the corridor for the next 30 years. There is a Bus Rapid Transit (BRT) and Light Rail Transit (LRT) analysis to consider a variety of transit modes through the Mid-Coast Corridor particularly the UCSD and University Towne Center area. Ultimately, the LRT extension would extend from Old Town north in existing railroad right-of-way to UCSD and continue at its terminus at University Towne Center (UTC) transit center in the community of University.

Nobel Recreation Center and Library Project

The new branch library and recreation center, located at the City-owned Nobel Athletic Park, will be more than 15,000 square feet. Modern amenities include a state of the art computer lab, children's room and comfortable adult reading areas. Located on a knoll, the library will overlook a 30-acre park and the Nobel Athletic Area and a new 10,000 square foot recreation building. The athletic area will include two softball fields, three soccer fields, a multi-use hard court, a new playground, off-leash dog park and multiple picnic areas.

Draft MCAS Miramar Master Plan

The Marine Corps Air Station (MCAS) Miramar Master Plan identifies an overall plan for the construction and use of facilities on base. The Master Plan provides station commanders and facility planners detailed information on many considerations to be assessed when providing shore facility support to assigned Navy and Marine Corps units and other activities on base.

11.4 Future Projects

San Clemente Canyon Bikeway Project

At a cost of approximately \$4 million, this proposed project would create a continuous bikeway through the San Clemente Canyon on the border of the community of Clairemont. This Class I path would be located adjacent to the SR-52 freeway and would connect with the Rose Canyon Bike Path and head east toward I-805. The length of the bike path would be approximately 3.5 miles and would intersect Class II bike lanes on Genesee Avenue and a priority project along Regents Road/Clairemont Mesa Blvd.

Rose Creek Bike Path Improvement Project

This proposed project would close a gap in the regional bikeway network and provide connectivity through the Pacific Beach and Mission Bay Park Communities. Currently, a fenced path exists in this area that does not meet the criteria of a Class I bikeway facility. It is anticipated that the property in the area will be redeveloped in the next several years. Construction of a standard Class I bike path replacing the existing non-standard path is planned to be completed as part of this redevelopment project. This path would approximately be a quarter of a mile long. This bikeway project would serve

the Mission Bay Park area as provide a link with Mission Bay High School. This project would also link the Rose Creek Bridge Project which would connect with the proposed Pacific Beach Drive Class III project. This project is estimated to cost \$250,000.