

Watershed Alliance letter, 4/15/10 Geotechnical Conditions Letter from Kleinfelder Inc., 5/06/10 Air Quality Impact Analysis Report, 07/02/10 Feasibility Study from Rick Engineering, 05/02 Cultural Resources Survey from ASM Affiliates, Inc., 09/07/10 letter from the Rose Creek Watershed Alliance, 07/28/10 letter from Judith A. Swink, 06/18/20 letter from San Diego County Bicycle Coalition.

I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: *I move that the Commission approve Coastal Development Permit No. 6-10-052 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO APPROVE THE PERMIT:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions.

See attached page.

III. Special Conditions.

The permit is subject to the following conditions:

1. Final Plans. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, final plans for the development, that are in substantial

conformance with the preliminary construction plans by TY Lin International for the Rose Creek bikeway bridge in the Lower Rose Creek Coastal Zone dated 07/02/10.

The applicant shall undertake development in accordance with the approved final plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without an amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. Construction BMPs. The applicant shall comply with the pre and post construction BMP's outlined in the Mitigated Negative Declaration for Project No. 4411, Rose Creek Bike Path and Pedestrian Bridge.

3. Wetland Mitigation. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for review and written approval of the Executive Director, a final mitigation plan to compensate for all proposed impacts to existing wetlands. The mitigation plan shall be developed in consultation with the California Department of Fish & Game, and at a minimum shall include:

- a. The applicant is required to submit a post-construction survey for review and written approval of the Executive Director. The extent of impacts to the vegetation and substrate shall be assessed and documented after completion of the project to determine actual impacts. Mitigation shall be provided for all identified permanent wetland impacts at a ratio of not less than 4:1.
- b. Information documenting that the proposed Stribley Marsh Mitigation Bank is an appropriate mitigation site for coastal salt marsh habitat, that a functional and accurate accounting system is established for the bank, and that the bank contains ecologically functional and biologically productive wetland habitat.
- c. Evidence that the proposed mitigation (approximately 400 sq. ft.) has been withdrawn and accounted for in the Strebly Marsh Mitigation Bank

The applicant shall undertake mitigation in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Coastal Commission-approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. Staging Areas/Public Access. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, detailed plans incorporated into the construction bid documents for the location of staging areas and of access corridors to the construction sites. The plans shall include, at a minimum, the following:

- a. No overnight storage of equipment, construction materials, or excavated materials shall occur within wetlands or native vegetation areas or public parking spaces. Stockpiles shall be located away from drainage courses, covered at all times and contained with runoff control measures.
- b. Storage and staging areas shall be located in a manner that has the least impact on vehicular and pedestrian traffic in Mission Bay Park and along Pacific Beach Drive.
- c. No work shall occur on weekends or holidays between Memorial Day weekend and Labor Day of any year.
- d. Staging site(s) shall be removed and/or restored immediately following completion of the development.

The applicant shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

5. Other Permits. **PRIOR TO THE COMMENCEMENT OF CONSTRUCTION**, the applicant shall provide to the Executive Director, copies of all other required state or federal discretionary permits (such as U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Regional Water Quality Control Board and the California Department of Fish and Game) for the development authorized by CDP #6-10-052. The applicant shall inform the Executive Director of any changes to the project required by other state or federal agencies. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this permit, unless the Executive Director determines that no amendment is legally required.

IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description/History. The permit application seeks authorization to construct a connection between two existing bikeway sections in order to improve safety conditions and access to nonautomobile circulation routes in and around Mission Bay Park. Construction of the proposed bridge and east and west bikeway sections will connect the existing western bikeway terminus at Pacific Beach Drive with the eastern terminus along North Mission Bay Drive. The proposed bikeway segment will involve the installation of a 260 ft. long and 16 ft. wide cast in place pre-stressed cantilevered box girder bicycle/pedestrian bridge to span Rose Creek as well as improvements to a 14 ft. wide pedestrian and bicycle accessway between the existing paved streetends and the bridge itself for a total project length of 1,770 feet, including the bridge.

The applicant has proposed to use a temporary trestle structure to facilitate bridge construction, which will be removed subsequent to bridge completion and result in no permanent wetland impacts. The proposed Rose Creek Bridge has been designed in accordance with the Class I Bicycle Route standards, which mandate that the structural design of the bridge have a width and length capable of supporting a maximum volume of pedestrians and cyclists (estimated at 122 tons). The proposed 1,300 ft. long 14ft wide western bikeway section will extend through the adjacent Campland facility from the proposed bridge to the terminus of Pacific Beach Drive. Improvements to this section will involve paving an existing unvegetated dirt pathway currently obstructed by a boat and RV storage. The proposed 210 ft 14 ft wide eastern bikeway section will connect the proposed bridge with an existing section of the bikeway in Mission Bay Park. Improvements to this section will involve repavement of an existing paved road as well as pavement of a small unvegetated dirt area. The proposed bridge and associated 1,510 ft long eastern and western bikeway sections will complete the existing bikeway in this area, providing a safer route for bicyclists and pedestrians and improved public coastal access.

The entire Rose Creek Bike path system is a long established public recreational facility and provides a route for bicyclists and pedestrians through the Rose Creek watershed from the UCSD area to Mission Bay. A portion of this bikepath system is located in the Pacific Beach/ Mission Bay area and is referred to as the Rose Creek bikeway in the Pacific Beach Land Use Plan. In the Pacific Beach/Mission Bay area, this existing bikeway begins at the north end of East Mission Bay Drive and runs through a narrow fenced corridor among a boatyard, a golf course and an athletic field. The path then goes north along the east bank of Rose Creek and emerges on Mission Bay Drive at the intersection of Damon Ave. On the eastern portion of the bikeway, the existing route follows Mission Bay Drive before terminating approximately 100 ft from the banks of Rose Creek. The westward section of the existing bikeway runs through the Pacific Beach area and ends at the terminus of Olney st. approximately 1,300 ft. from the western bank of Rose Creek. As these two existing bikeway sections are currently separated from each other by the Rose Creek waterway, in order to follow the route around Mission Bay, bicyclists and pedestrians must leave Pacific Beach Drive and then travel along Grand Ave (a very busy street) in order to travel east or west along the bikeway.

Rose Creek runs through Rose Canyon in the City of San Diego and picks up drainage from San Clemente Canyon before emptying into Mission Bay. Small restoration projects have been approved by the Commission in other sections of Rose Creek under permit numbers 6-05-059 and 6-06-023, however, the majority of Rose creek exists as a channelized drainage and flood control system for urban areas of San Diego. Studies commissioned by the City and conducted by Merkel and Associates indicate that the construction of the proposed bridge will not preclude future restoration efforts in the Rose Creek corridor nor would it limit the success of potential future wetland restoration in adjacent bay or creek areas. The proposed bridge would be installed over the western portion of Rose Creek immediately before the creek waters enter Mission Bay. At the proposed bridge site, Rose Creek is classified as a tidal marine estuary with water depths varying from almost zero at low tide to approximately eight feet at high tide. This area of

Rose Creek is comprised of large areas of disturbed wetland and upland habitat and is surrounded by industrial structures, existing high school facilities, single family residences, and the Campland boating and RV camping site. Construction of the proposed Rose Creek Bridge would result in permanent impacts to approximately 100 sq. ft. of disturbed coastal salt marsh vegetation, and 675 sq. ft. of disturbed upland habitat. Wetland impacts will result from construction of bridge supports on the eastern bank of Rose Creek that will be permanently established on top of wetland habitat. For the approximate 100 sq. ft. of wetlands to be permanently impacted the applicant is proposing mitigation at a 4:1 ratio. Mitigation is proposed to occur in the City of San Diego's Stribley marsh, which is approximately .7 miles from the proposed Rose Creek Bridge site, by utilizing mitigation credits from the existing wetlands mitigation bank at this location.

Geographically, the project is identified as being within Mission Bay Park, which is an area of deferred certification in the City of San Diego LCP. The creek itself is within the Commission's original permit jurisdiction area. On the western side, the alignment would fall on the border of the Mission Bay Park and Pacific Beach LCP segments, with Campland on the Bay to the south and residences and Mission Bay High School to the north. On the eastern side, the alignment would run between the DeAnza portion of Mission Bay Park and the Mission Bay Golf Course, and would thus be entirely within Mission Bay Park. The legal standard of review would be Chapter 3 of the Coastal Act, but both certified land use planning documents would be used for guidance.

2. Marine Resources: The following Chapter 3 polices and provisions of the Coastal Act are applicable to the proposed development and state:

30230

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

30233 (a)

The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes, shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
- (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
- (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
- (6) Restoration purposes.
- (7) Nature study, aquaculture, or similar resource dependent activities.

While construction of the proposed bikeway segment would improve public safety conditions and provide for increased public access to nonvehicular transportation routes, it would also result in the permanent fill of 100 sq. ft. of wetlands. In order to approve the bridge construction and associated wetland fill, the Commission must find that the project is consistent with Coastal Act section 30233. This policy dictates that only particular projects under specified conditions have the potential to qualify for approval of wetland diking, dredging, or fill.

A. Existing Habitat Conditions

Rose Creek essentially functions as a channelized drainage system, whose upstream sections flow through many urbanized areas of San Diego and are mostly confined to established flood control channels. As such, many of the wetland habitats along the Rose Creek riparian corridor have long been subject to various anthropogenic disturbances such as storm water run-off, illegal trash dumping, infringing development, and the introduction of invasive species. While the subject region of Rose Creek proposed for bridge development contains habitat areas that are considered sensitive by resource agencies and the City of San Diego, the subject site is surrounded by industrial, recreational, and residential development and the habitat on site consists of disturbed upland and wetland areas that support predominantly non-native vegetation types.

According to the applicant's biology report, the section of Rose Creek proposed for bridge construction lies approximately 50 ft from the intersection of Rose Creek and Mission Bay, making it subject to the tidal influences of the bay. As a result, the water levels in this section of the creek can fluctuate as much as 8 ft. between high and low tides. Identified unvegetated habitat areas include the open water present at high tide as well as the unconsolidated soft bottom/mudflat exposed at low tide. Vegetated habitat areas present on the subject site consist of disturbed southern coastal marsh and disturbed southern coastal freshwater marsh. Upland habitat areas within the boundaries of the subject site consist mostly of ornamental and exotic vegetation communities and contain no evidence of native or sensitive species except for limited patches of Telegraph weed.

The applicant's biology report indicates that due to the existing line of human development abutting the banks of Rose Creek, as well as the periodic influx of storm drain discharge and other anthropogenic influences, the existing wetlands on the subject site are considered to be of a low ecological quality. As such, the subject wetland habitat lacks diverse populations of sensitive native species, such as those commonly found to occur in other San Diego wetland habitats. Only limited amounts of Seblight and Pickleweed were observed on site, with non-native cultivars being the dominant vegetation type in the wetland habitat. In order to ensure that no eelgrass was present within the footprint of the proposed bridge the applicant commissioned numerous biological surveys on the subject site during low tide. During these surveys the Rose Creek streambed channel was entirely exposed, revealing bare mudflats and no evidence of eelgrass. Additionally, the biological report submitted by the applicant indicates that sensitive animal species observed at the nearby Kendall Frost Reserve marsh, such as the Belding's Savannah Sparrow, and light-foot clapper rail, were absent at Rose Creek during Biological surveys. While this portion of Rose Creek contains wetlands that could potentially function as habitat for sensitive avian species, the close proximity of human development and lack of native vegetation would most likely discourage birds from utilizing this area for foraging or nesting purposes.

Besides the identified human influences, the low diversity of native wetland plants and animals existing on the subject site could be attributed to the physical site conditions including a limited area capable of supporting marsh species, periodic inflows of freshwater run-off, and the current structure of the creek as a narrow linear corridor that provides easy access for domestic and wild predators.

(B) Consistency with Coastal Act policy 30233

This application seeks permanent authorization for approximately 100 sq. ft. of wetland fill associated with construction of the proposed Rose Creek Bridge. As cited above, under the Coastal Act, fill of wetlands is severely constrained. Coastal Act Section 30233(a) sets forth a three-part test for all projects involving the fill and dredging of coastal waters and wetlands. These are:

- 1) That the project is limited to one of the eight stated allowable uses;

- 2) That the project has no feasible less environmentally damaging alternative; and,
- 3) That adequate mitigation measures have been provided to minimize adverse environmental effects.

In this particular case, the proposed development, with the special conditions attached hereto, meets the above requirements.

(1) Allowable Use

The proposed project involves construction of a bikeway segment to complete the connectivity of the two existing bikeway segments. Construction of this proposed segment involves a pedestrian/bicycle bridge to span the Rose Creek waterway as well as establishment of paved bikeway sections to extend eastward and westward from the bridge. The proposed Class I bikeway segment would improve public safety and remediate the existing discontinuity between the eastern and western bikeway segments in the Pacific Beach/Mission Bay area.

The first test for a proposed wetland fill/dredging project is whether the fill/dredging is for one of the seven allowable uses under Section 30233(a). The relevant category of use listed under Section 30233 (a) that relates to the proposed bikeway project is subcategory (4), stated as follows:

- (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

To determine if the proposed project can be classified as an allowable use under 30233 (a)(4), the Commission must first establish that the proposed wetland fill is for a public service purpose. Since construction of the proposed bikeway segment would enhance the safety and accessibility of an existing public pedestrian and bicycle route and connect two existing public bikeway segments, the Commission finds that the proposed wetland fill expressly serves a public service purpose, consistent with Section 30233(a)(4).

The Commission must next determine if the fill is “incidental”. The Commission has, in the past, determined that the fill for certain safety improvement projects was for “incidental” public service purposes under Section 30233 (a) (4). For example, in CDP No. 1-94-78, Caltrans proposed to construct a left turn lane along Highway 255 in Humboldt County for safety purposes, requiring .45 acres of wetland fill. The Commission found that the fill for the safety improvement project was for an “incidental” public service purpose. In the present case, the Commission finds the public safety purpose of the proposed project is incidental to “something else as primary,” that is, the nonautomobile public transportation service provided by the existing bikeway. The expressed purpose and need for the construction of the proposed bikeway/ bridge segment is to improve public safety conditions along the existing the Rose Creek Bikeway route and facilitate non-automobile public access. This proposed bikeway

addition has been designed in conformance with Class I bike route standards as dictated by the City of San Diego Street Design Manual and would maintain the same nonautomobile capacity existing on other segments of the Rose Creek Bikeway.

Therefore, the commission finds that for the reasons discussed above, the filling associated with construction of bikeway bridge is for incidental public service purpose, and thus, is an allowable use pursuant to Section 30233 (a)(4) of the Coastal Act.

(2) Alternatives Analysis

The second test of section 30233(a) is whether there are feasible less environmentally damaging alternatives to the proposed project. In their application submittal, the City identified and discussed all of the alternatives considered as part of the proposed project. Of these alternatives, the Commission finds that the proposed clear span bridge/bikeway design is the least environmentally damaging alternative for the reasons discussed below.

Three different bridge designs and two different construction methods were considered by the City when formulating this project proposal. The identified design alternatives consist of a two-pier and four-pier bridge to be constructed using a berm or trestle method. According to the engineering reports submitted by the applicant, the two-pier and four-pier bridge designs require more structural supports than the proposed clear span bridge design and when constructed with either the berm or trestle method would result in greater impacts to wetlands and open water habitat than the proposed alternative. Thus, these design alternatives were eliminated.

The City also considered the possibility of adjusting the bridge alignment, raising the vertical profile, or lengthening the bridge design to avoid impacts to on site wetland habitats. As the coastal salt marsh runs in a contiguous strip along the eastern shore of Rose Creek, moving the bridge alignment would not result in reduced or eliminated wetland impacts. When considering raising the vertical profile of the proposed bridge design, the City's engineering report states that the vertical profile would need to be raised approximately 10 ft to avoid wetland impacts. However, raising the bridge by this amount would require construction of approximately 190 ft. long retaining walls with a height of up to 15 ft., resulting in increased impacts to wetlands located within the northerly drainage area and reduction of existing public open water views. In order to avoid impacts to wetlands on the eastern bank of Rose Creek, the proposed clear span bridge design would need to be lengthened from 260 ft to 310 ft. An increase in span length of this amount would not be structurally or technically feasible with the current site conditions and the proposed Class I bicycle bridge width of 16 ft. The Commission's staff engineer has reviewed the City's design alternatives and concurs with the City's conclusions. Thus, these siting alternatives are not the least environmentally damaging feasible alternative.

Therefore, none of the identified alternatives would result in reduced or eliminated impacts to on site wetland habitat as compared to the proposed alternative. The applicant has identified the cast in-place, pre-stressed, cantilevered box girder (clear-span) bridge

as the least environmentally damaging alternative, as it has been sited and designed to minimize wetland impacts to the maximum extent.

(3) Feasible Mitigation Measures

The third test set forth by Section 30233 is whether feasible mitigation measures have been provided to minimize adverse environmental impacts. Construction of the proposed bridge will permanently impact approximately 100 sq. ft. of disturbed southern coastal marsh habitat located on the eastern bank of Rose Creek. According to information provided by the City's biologist, this section of disturbed southern coastal marsh supports a small population of sensitive pickleweed and seablight plants but remains dominated by non-native plant species. Additionally, rip-rap is present in some limited groupings along the banks of Rose Creek and acts as a deterrent to the establishment and expansion of native plant species such as pickleweed and seablight. As such, permanent wetland impacts (namely fill) resulting from construction of the proposed bridge will be limited to an area of 100 sq. ft along the eastern bank of Rose Creek. Mitigation measures have been incorporated as conditions of approval and require that the applicant mitigate for these impacts at a rate of 4:1. The applicant proposes to satisfy the mitigation requirements by setting aside 400 sq. ft. of similar wetland habitat in the nearby 7.3 acre Stribley marsh, which was established as a Commission approved mitigation bank in permit number 6-93-208 and 6-93-165 (Mission Bay Shoreline Protection Phase I and II). This proposed mitigation site is delineated in Exhibit #5. Staff report findings from 6-93-165 state in part, "[a] total of 7.3 acres will be created... which the City would bank and use for future mitigation needs". Merkel and associates, who will be executing the proposed mitigation plan subsequent to approval of this project, have affirmed that the majority of the 7.3 acre mitigation bank remains available for mitigation credit and contains wetland habitat areas and native plant species similar in kind to those to be impacted on the subject site.

To ensure that the proposed project would provide adequate mitigation for adverse impacts to coastal salt marsh habitat, the Commission attaches Special Condition #3. This condition requires the applicant to submit a detailed mitigation plan including a biological assessment of both the whole area and the specific area they are currently proposing for mitigation prior to issuance of the Coastal Development Permit, as well as Post-construction mitigation surveys assessing the extent of impacts to wetland habitat. The condition also specifies the required method for utilizing and recording mitigation credits from the existing Stribley Marsh Mitigation Bank.

As the applicant proposes to provide in-kind coastal salt marsh habitat mitigation at a 4:1 ratio within the boundaries of a Commission approved mitigation bank, the Commission finds that feasible mitigation measures have been provided to minimize adverse environmental effects in full conformance with the requirements of Section 30233 of the Coastal Act.

The project also includes some temporary impacts to habitats and wildlife in the project vicinity which will occur during the construction period and terminate with completion of

the proposed bridge/bikeway segment. Construction of the chosen bridge design (a cast in place pre-stressed cantilevered box-girder bridge) requires that a temporary wooden trestle 280 ft. long and 24 ft. wide be constructed on 16" diameter driven poles to support the bridge structure during the building and installation process. According to information provided by the City's biologist, the brief establishment of this wooden trestle will result in temporary impacts to 63.72 sq. ft. of unconsolidated soft bottom/mudflat habitat, 810 sq. ft of disturbed upland habitat, and 1,140 sq. ft. of developed land. Upon project completion, the wooden trestle and wooden beams will be removed, resulting in no permanent impacts to any sensitive wetland habitats or native plant or animal species.

In wetland habitats containing sensitive aquatic resources such as eelgrass, the construction of the temporary trestle for the bridge construction could potentially result in temporary or permanent environmental impacts. However, the Biological Report submitted by the City's biologist indicates that eelgrass is not present on the subject site. Furthermore, benthic invertebrates present within the creek channel would not be negatively affected by the temporary trestle, and no other sensitive species have been identified on site that might be impacted by the project. As such, no adverse impacts to sensitive habitats or marine resources are anticipated as a result of the temporary impacts identified above by the proposed Rose Creek bikeway bridge.

Immediately upland from the western bank of Rose Creek lies the 46.14 acre Campland on the Bay site, a boat storage and RV camping facility located on City owned property and leased under contract by Campland operators. The Campland lease contract will expire in 2017, at which time the City plans to create the "Rose Creek Water Quality Treatment Wetlands" within the existing Campland facility footprint. The City has also prepared a Rose Creek Wetland Restoration Program, which outlines future restoration projects to be implemented throughout the Rose Creek corridor. In the instance that these projects or similar future projects are approved, there is the potential concern that construction of the proposed bridge would preclude or limit the success of native wetland habitat restoration and establishment. In order to address any potential impacts to future wetland restoration/creation projects resulting from construction of the proposed bridge, the applicant has submitted an impact study from Rick Engineering and Merkel and Associates Biological Consultant. According to this impact study, the proposed bridge design would be compatible with any future wetland restoration/creation projects proposed for either bank of the Rose Creek channel or the Campland facility property. As such, construction of the proposed Rose Creek Bridge would not limit or prevent future wetland restoration/creation efforts on the existing Campland site or within the Rose Creek corridor.

Additionally, Special Condition #2 requires that Best Management Practices (BMP's) are incorporated into the project during and after the construction period as outlined in Section V. of the Mitigated Negative Declaration. These BMP criteria are required as part of the proposed project to further reduce potential wetland and water quality impacts to below a level of significance.

In summary, construction of the proposed bridge will result in permanent impacts to approximately 100 sq. ft. of disturbed southern coastal marsh habitat located on the eastern bank of Rose Creek. However, the project is an allowable use under section 30233 of the Coastal Act and no other feasible alternatives are available that would avoid or lessen the identified impacts. In addition, the proposed project has been conditioned to ensure that permanent impacts to the on site wetland habitat will be mitigated at a 4:1 ratio. The applicant proposes to utilize credits from the existing Stribley Marsh Mitigation Bank to establish a 400 sq. ft. area of in kind coastal salt marsh habitat. The Stribley Marsh Mitigation Bank consists of a contiguous 7.3 acre protected wetland habitat area that contains portions of native coastal salt marsh habitat with established seablight and pickleweed plant species.

As discussed above, the proposed wetland mitigation conditions of the permit will ensure that the project will not have adverse impacts on coastal salt marsh habitat. By mitigating permanent impacts to coastal wetlands, including BMP's during construction, and designing the bridge to allow for the success of future wetland restoration and creation projects, the Commission finds that the project will maintain the biological productivity and functional capacity of the habitat consistent with the requirements of Coastal Act sections 30230, 30231 and 30233.

3. Public Access/ Recreation: The following Chapter 3 polices and provisions of the Coastal Act are applicable to the proposed development, and state

30210

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30212

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

30214

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- (1) Topographic and geologic site characteristics.
- (2) The capacity of the site to sustain use and at what level of intensity.
- (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

[...]

30223

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

30252

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The following policies from the Mission Bay Park Master Plan are applicable to the proposed development, and state

VII. Access and Circulation

As a Goal Mission Bay Park should provide safe, efficient and enjoyable access to all of its recreational areas, minimizing circulation and parking impacts on adjacent residential areas. Traffic and parking should support, but not overwhelm, the Park's recreation areas, the regional parkland areas in particular. Bicycle and pedestrian paths should reach all areas of the Park and extend to adjacent open space corridors in as safe and enjoyable a manner as possible.

VII. Bicycle and Pedestrian Paths

The Park's bicycle and pedestrian paths are among the Park's preferred and most used recreational facilities serving cyclists, in-line and roller skaters, skateboarders, strollers, wheel chairs, joggers, and casual walkers. [...] The path is also interrupted in key parts around the park, limiting the ability of Park users to safely and conveniently ride or walk around it. [...]

101. Key Linkage Improvements

To maintain safe and convenient continuity of the paths around the park, four key improvements should be implemented:

[...]

(2) A pedestrian and bicycle bridge over Rose Creek, designed also to accommodate maintenance and emergency equipment. This bridge would allow Park users to conveniently circle the northern edge of the Park. [...]

These provisions of the Coastal Act dictate the need to preserve and enhance public access and coastal recreational opportunities for all members of the public. The proposed project involves construction of a bikeway bridge and associated east and west segments to provide a connection between two currently separated bikeway sections near Rose Creek. Construction of the proposed Rose Creek bridge/bikeway segment will improve public safety conditions and expand non-automobile public access opportunities along this existing coastal recreation bikeway facility.

The site of the proposed project is located in the northeastern portion of Mission Bay Park, near the 4-acre Mission Bay Boat and Ski Club leasehold, the municipal golf course, Campland by the Bay and the De Anza area, which includes an existing trailer park, a swimming beach, and grassy lawn and picnic amenities. All of these facilities are within the boundary of Mission Bay Park. The western portion of the site is also adjacent to Mission Bay High School and residential areas, both within the Pacific Beach community. The alignments where pathway improvements are proposed on both east and west bridge approaches currently stop at chain-link fences on either side of the creek. On the eastern side, North Mission Bay Drive terminates just east of the fence paralleling Rose Creek. On the western side, Pacific Beach Drive currently ends at Olney Street, a distance of approximately five city blocks west of the chain-link fence on that side. A narrow park road leading to Campland continues east from Olney Street in the approximate alignment of the proposed bicycle/pedestrian path for a distance of perhaps two blocks, then turns south to the entrance kiosk of Campland. A paved parking area used to store vehicles is between where the park road turns south and Rose Creek itself.

Partly because of private leaseholds on either side of Rose Creek, this part of Mission Bay Park does not have a shoreline bicycle/pedestrian path. A continuous path around the entire bay is a goal of the certified Mission Bay Park Master Plan. As these leaseholds redevelop, a shoreline path will be part of any new proposal for these sites. The proposed bikeway extensions will be part of that system in the future, with the

proposed bridge over Rose Creek connecting the eastern and western portions of the path. At this time, bicycle and pedestrian traffic must detour through city streets to Grand Avenue, approximately four blocks north of the proposed bridge, to cross Rose Creek. Some of these streets include sidewalks, but none of them have separated bicycle lanes.

The Rose Creek Watershed is located in the City of San Diego north of Mission Bay and offers numerous recreational opportunities for the public. There are two large natural open space parks as well as existing hiking, biking, jogging and interpretive nature trails throughout the Watershed. However, the majority of these recreational opportunities exist in the upper Rose Creek watershed and pedestrian and bicycle access between Mission Bay and portions of the upper watershed is limited and at times unsafe. The proposed project would improve the connectivity of existing bikeway segments throughout the Rose Creek watershed and would further the establishment of a safe and scenic nonautomobile transportation route, consistent with Chapter 3 Public Access policies and the recommendations of the Mission Bay Park Master Plan. Additionally, according to a Coastal Conservancy staff report; this proposed project would provide for an important trail connection between portions of the proposed Coastal Rail Trail, a 40 mile conceptual nonautomobile transportation route that would be established from Oceanside in North County all the way to downtown San Diego. As proposed and conditioned, the Rose Creek bridge/ bikeway, would provide for increased public coastal recreational opportunities within this area of San Diego and would expand access to the existing bikeway facilities as well as to numerous other public trails and parks throughout the Rose Creek watershed, consistent with the provisions of Coastal Act policies 30252, 30223, 30214, 30213, 30210, and 30212.

Sections of the existing Rose Creek Bike path route are divided by Rose Creek waterway and, as such, bicyclists and pedestrians must currently travel in the bike lane of busy Grand Ave to continue east or west along the bikeway. Due to the high volume of cars that utilize Grand Ave. to connect with I-5 and other arterial freeways there is a higher risk of accidents between automobiles, bicyclists and pedestrians along this portion of the route. According to an accident report submitted by the applicant, there have been 15 pedestrian accidents, 36 bicycle accidents, as well as one bicycle and one pedestrian fatality since 2003 along this Grand Ave Public right of Way. The Mission Bay Park Master Plan identifies the discontinuity between existing bikeway segments as an impediment to the safety of public recreational users and recommends that a bicycle/ pedestrian bridge be constructed across Rose Creek. The proposed Rose Creek Bridge would establish a contiguous 14.5 mile coastal route for public recreational bikeway users in the Pacific Beach/Mission Bay area, directing users away from any automobile traffic along the Grand Ave corridor. As proposed and conditioned, the Rose Creek bridge/ bikeway segment would improve public safety conditions along the existing Rose Creek bikeway route, consistent with the provisions of Coastal Act section 30210.

Public coastal access is not currently provided from areas on or adjacent to the subject site, as this portion of Rose Creek is currently fenced off on the east and western banks with barbed wire fencing. Additionally, no public parking facilities would be utilized for construction worker parking or staging areas as part of the proposed project as required in

Special Condition #4. This condition also mandates that no work shall occur on weekends or holidays between Memorial Day weekend and Labor Day of any year. As such, on site construction activities would not impact or obstruct existing public coastal accessways or parking facilities.

Therefore, the Commission finds that, as conditioned, the project will not have any significant adverse impacts on public access use and will result in expanded non-automobile access to public coastal recreation facilities as well as improved public safety conditions along an existing coastal bikeway facility.

4. Visual Resources. Section 30251 of the Coastal Act is applicable to the proposed project and states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas....

The certified Mission Bay Park Master Plan, which the commission also uses for guidance includes the following policy:

Design Guidelines

1. Viewshed Controls: To ensure as unencumbered and amenable a view of the bay environment as possible, no structure, earthform, or landscape feature, should be constructed within the major public view corridors, or viewsheds, so as to impede, diminish, or negatively affect the views of the Bay's environment.

Mission Bay Park is a popular coastal recreation center that provides users with a multitude of ocean and bay views. The majority of the existing public ocean views are accessible from an area of the park north of the subject site. Public views existing on the subject site are limited to those of the Rose Creek channel and small portions of Mission Bay and are also partially obstructed by barbed wire fencing existing along the banks of Rose Creek. The Mission Bay Park Master Plan identifies four major bay/ocean viewsheds in the Park, all located some distance west, north, and east of the subject site. No public bay/ocean viewsheds are identified on the subject site.

The proposed Rose Creek Bridge project would involve removal of the existing barbed wire fencing on site and result in creation of new bay and ocean viewpoints along the length of the bridge structure. The proposed bridge structure is visually compatible with the surrounding area and has a design structure analogous to other Commission approved bridges in the City of San Diego. The proposed bridge, as sited and designed, will improve the aesthetic quality of this coastal area and provide the public with access to previously obstructed or inaccessible ocean and bay views.

As such, the Commission finds that construction of the Rose Creek Bridge and associated east and west bikeway sections will restore, enhance, and expand the public ocean and bay views existing on the subject site, consistent with Coastal Act policy 30251 and the policies of the Mission Bay Park Master Plan.

5. Local Coastal Planning. Section 30604(a) also requires that a coastal development permit shall be issued only if the Commission finds that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program (LCP) in conformity with the provisions of Chapter 3 of the Coastal Act.

The certified Pacific Beach Community Plan and Local Coastal Program Land Use Plan include general policies addressing conservation and enhancement of nonautomobile circulation routes and specifically list the promotion of safe and pleasant bicycle and pedestrian routes as a primary goal. The Pacific Beach LUP also depicts the site of a future bicycle pedestrian bridge to span Rose Creek on figure 9a (included as Exhibit No. 6). Thus the proposed development is consistent with the certified LUP. The Mission Bay Park Master Plan also includes recommendations applicable to the proposed Rose Creek bridge/ bike path project stating that in order to improve public recreational safety and improve nonautomobile circulation, a bridge spanning Rose Creek should be constructed. The Mission Bay Master Plan also includes maps depicting the site of the future Rose Creek Bridge and the existing discontinuity between established bikeway segments. As such, the proposed project would also be consistent with the recommendations of the Mission Bay Park Master Plan.

While the proposed project falls within the boundaries of both Mission Bay Park and Pacific Beach, the project site is an area of original jurisdiction where the Commission retains permit jurisdiction and the Chapter 3 policies of the Coastal Act are the standard of review, with the certified Mission Bay Park Master Plan and Pacific Beach LUP used as guidance. Previous findings have demonstrated that the project, as conditioned, is consistent with all cited Coastal Act policies as well as with the provisions of the certified LCP. Therefore, the Commission finds that approval of the project will not prejudice the ability of the City of San Diego to obtain a certified LCP for Mission Bay Park and continue to implement its fully certified LCP in the Pacific Beach community.

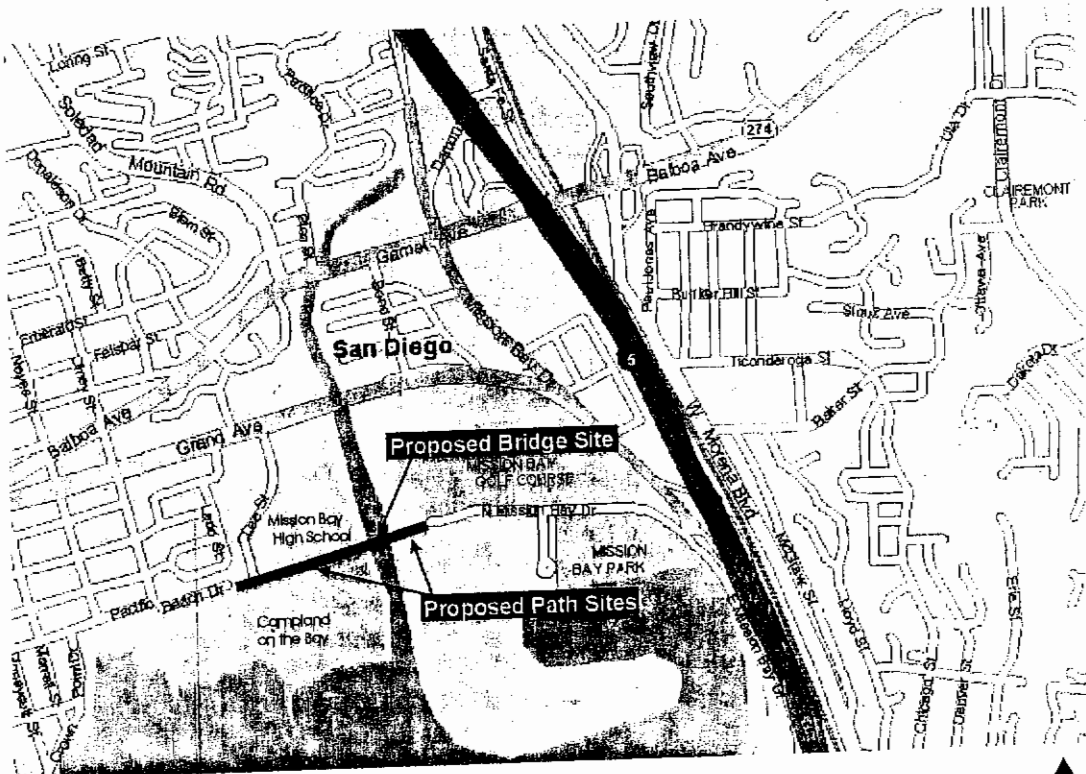
6. Consistency with the California Environmental Quality Act (CEQA). Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures involving the use of

mitigation credits for in kind wetland habitat at the existing Stribley marsh mitigation bank will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

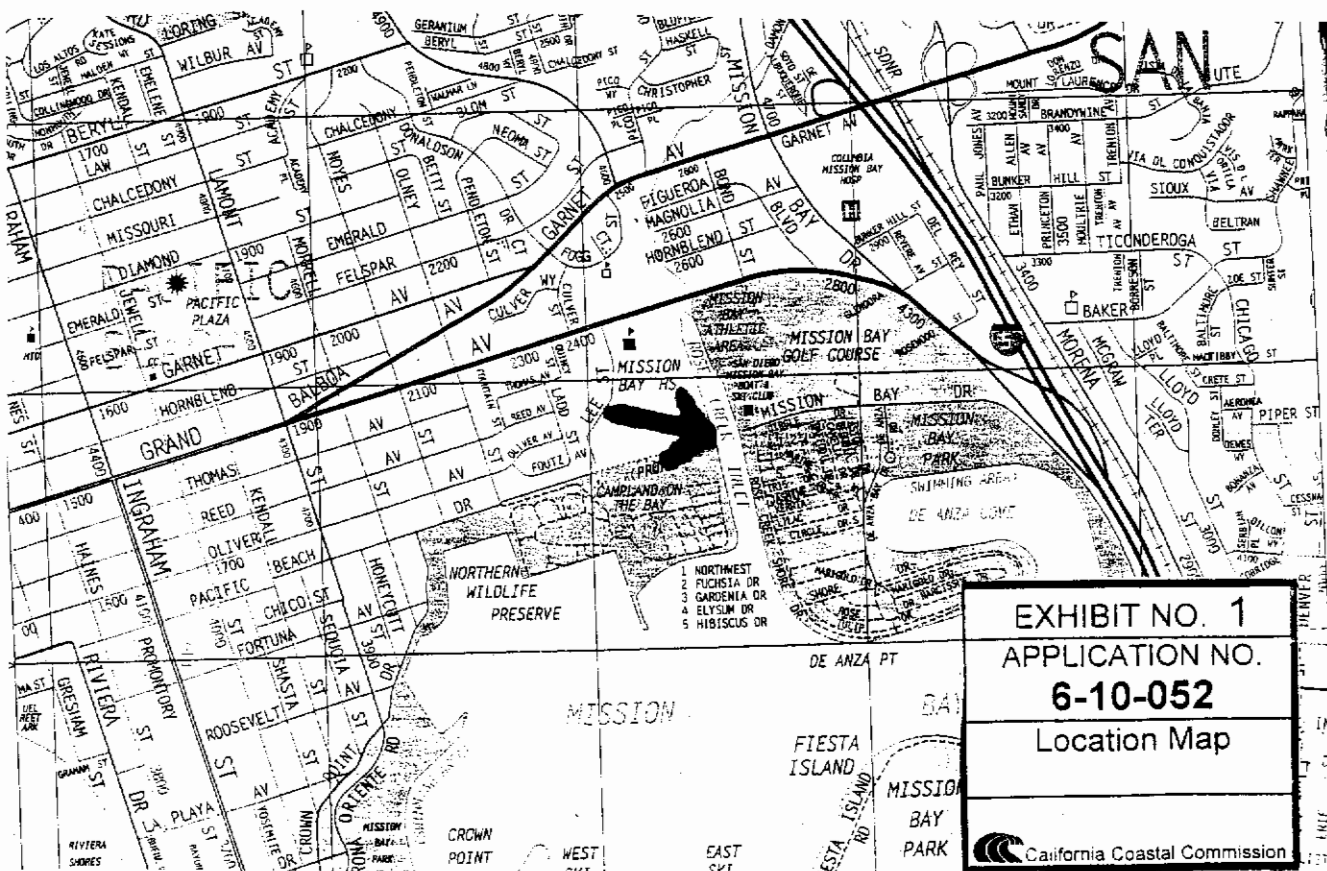
STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

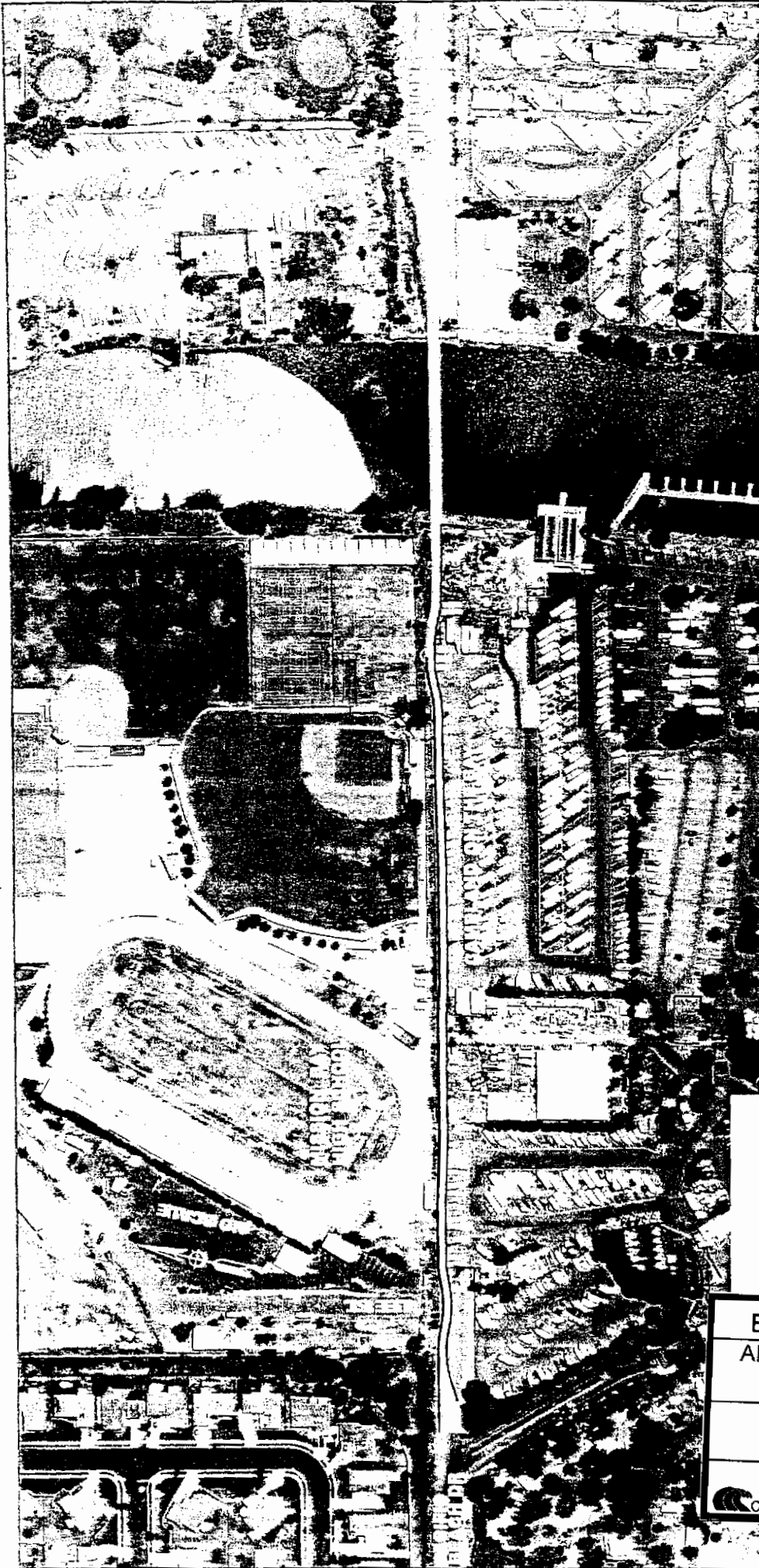


05, 2000

approved
 02 2010



<p>EXHIBIT NO. 1 APPLICATION NO. 6-10-052 Location Map</p>
<p>California Coastal Commission</p>



APPENDIX 'A'
ROSE CREEK BIKEWAY
SITE MAP
NO SCALE

MAP LEGEND

- PROPOSED BIKEWAY
- PROPOSED CATCH BASIN WITH DRAINAGE INBERT
- PROPOSED 2' WIDE POROUS CONCRETE

SEE IMPROVEMENT PLAN 33780.D FOR EXACT INLET LOCATION

EXHIBIT NO. 2
APPLICATION NO.
6-10-052
Site Map

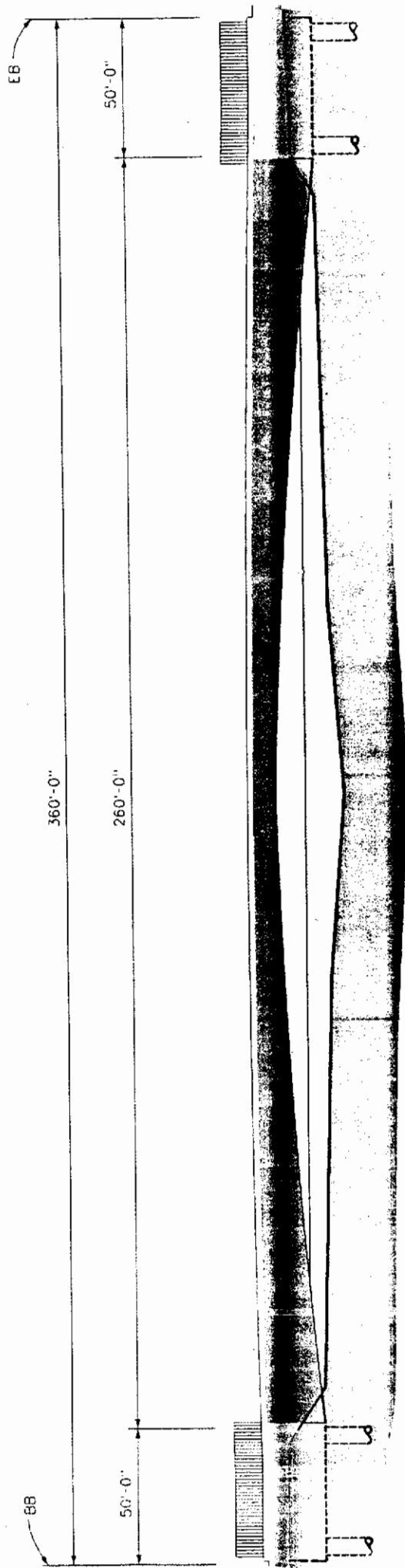


ROSE HEBB BIKIWAY

EXHIBIT NO. 3
APPLICATION NO.
6-10-052
Proposed Bridge
Detail Map



Rose Creek Bikeway Bridge



ELEVATION
T. 20'

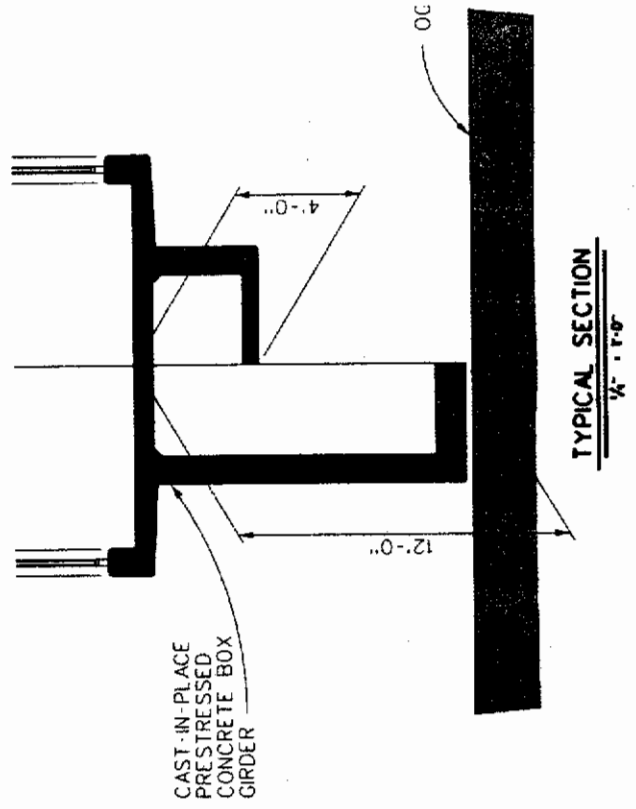

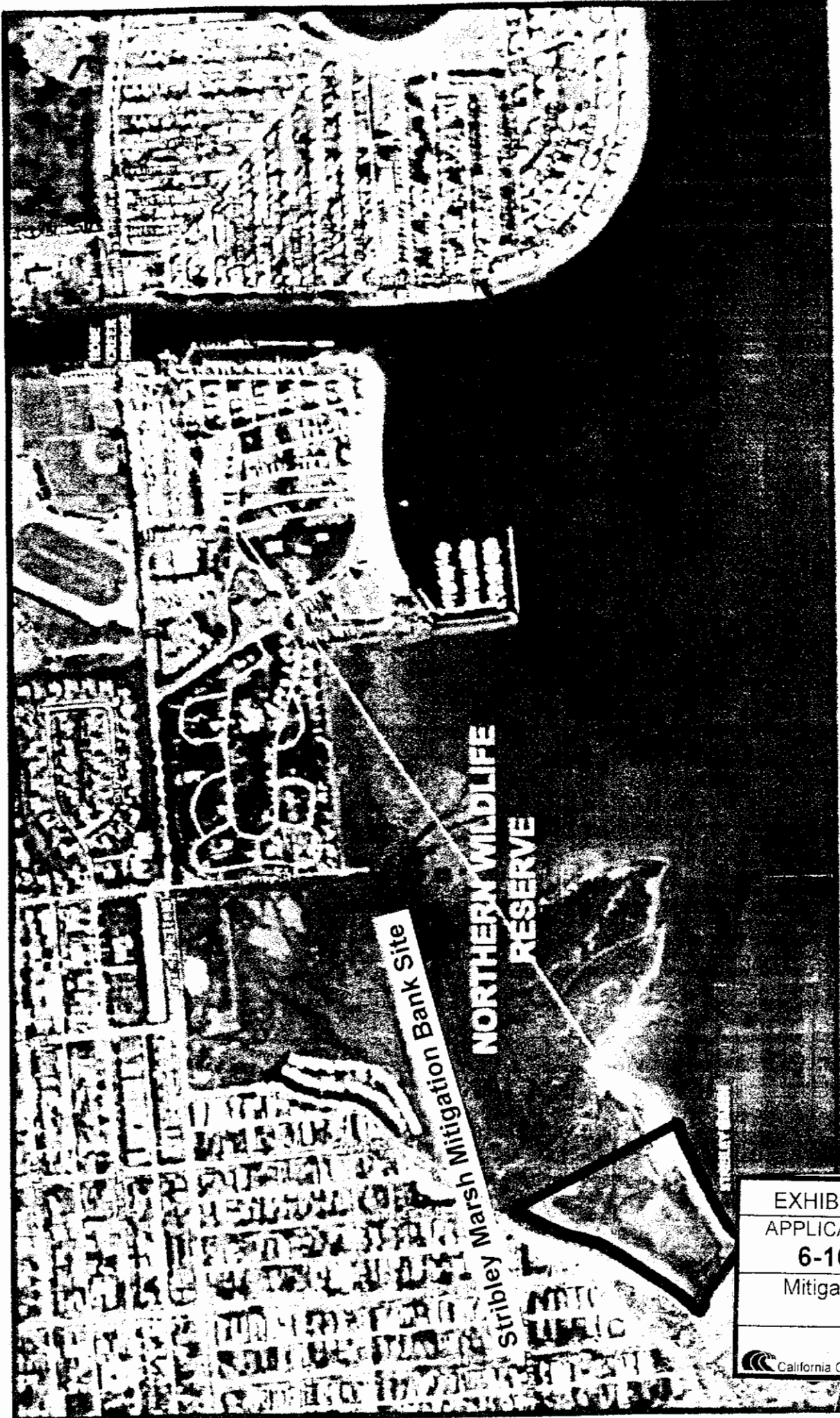



EXHIBIT NO. 4
APPLICATION NO.
6-10-052
Bridge Design
 California Coastal Commission

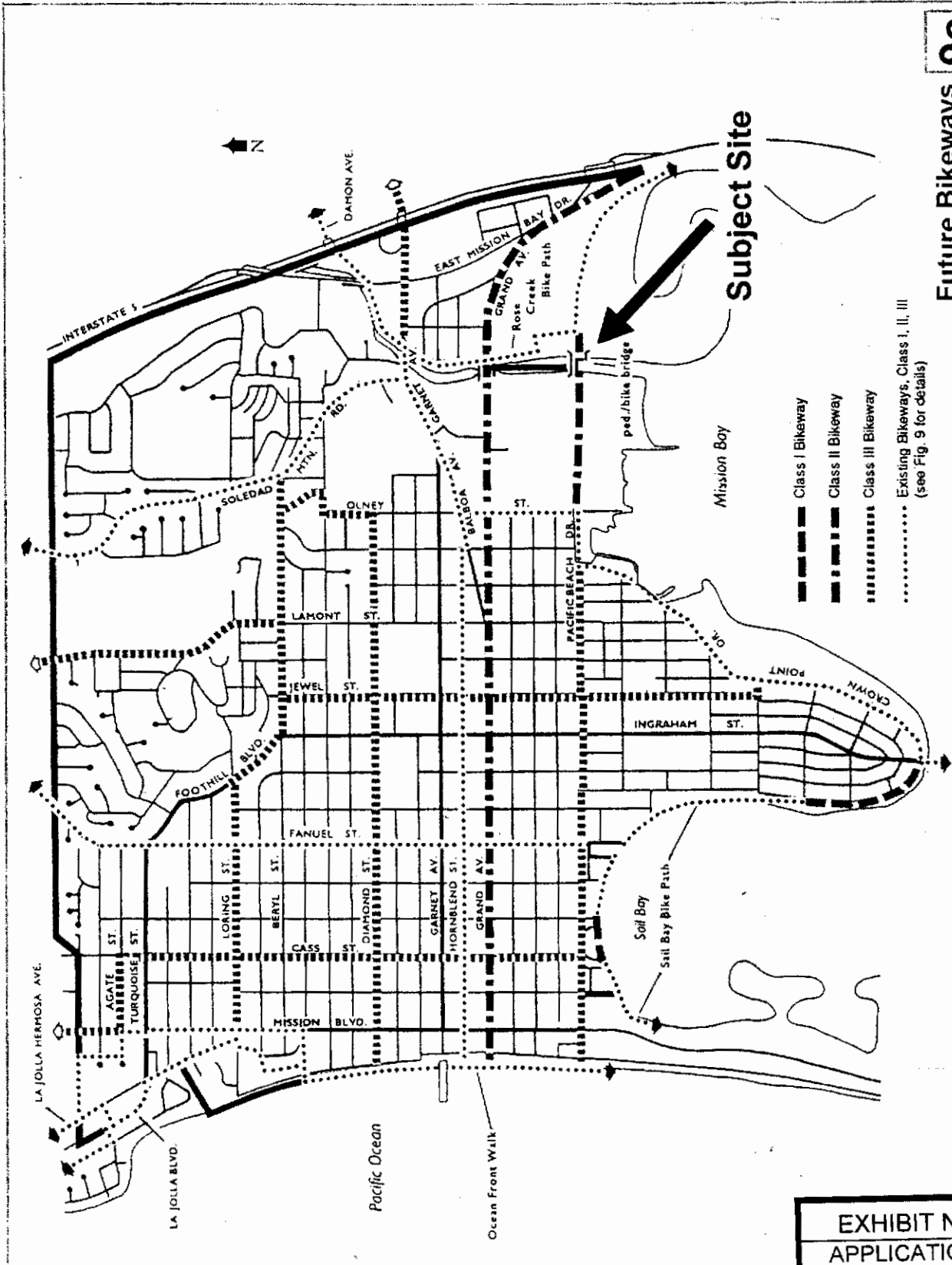


Mitigation Bank Site

NORTHERN WILDLIFE
RESERVE

Stribley Marsh

EXHIBIT NO. 5
APPLICATION NO. 6-10-052
Mitigation Site
 California Coastal Commission



Future Bikeways
Pacific Beach Community Plan
FIGURE 9a

**Pacific Beach Land Use Plan:
 Figure 9a, Future Bikeways**

EXHIBIT NO. 6
APPLICATION NO.
6-10-052
Land Use Plan Bikeway Maps
Page 1 of 2
California Coastal Commission

San Diego County Bicycle Coalition

P.O. Box 34544 San Diego CA 92163 858.487.6063 www.sdcbc.org

June 18, 2010

California Coastal Commission Commissioners
45 Fremont St
Suite 2000
San Francisco, CA 94105-2219

Dear Commissioners,

On behalf of the San Diego County Bicycle Coalition, I am very happy to write this letter in support of the construction of the Rose Creek Bicycle and Pedestrian Bridge.

This bridge will provide badly needed access and safety improvements for cyclists and pedestrians at the north end of Mission Bay. This facility will provide a bicycle- and pedestrian-only option to cross Rose Creek as it enters the bay, providing a calmer, easier to ride and navigate, more scenic, and more direct route between the two sides of Rose Creek. Currently cyclists and pedestrians are forced to use the Grand Avenue bridge across the creek, which is a four lane arterial street with 32,000 average daily trips. While cyclists and pedestrians can circumnavigate the bay almost the entire way within view of the water, at the northern end they are cut off from the bay by the lack of a suitable facility. This bridge will remedy that problem.

This long planned, long awaited project will provide a huge benefit to the local residents, the high school students at Mission Bay High School (which is directly adjacent to the bridge), and visitors to Mission Bay. It will provide another link in our goal of providing excellent bicycle and pedestrian access to every part of Mission Bay.

We hope you will support the City of San Diego's efforts to make Mission Bay a better place to walk and ride, and will support the construction of the Rose Creek Bicycle and Pedestrian Bridge.

Sincerely,


Signature on file

Kathy Keehan
Executive Director

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JUL 02 2010

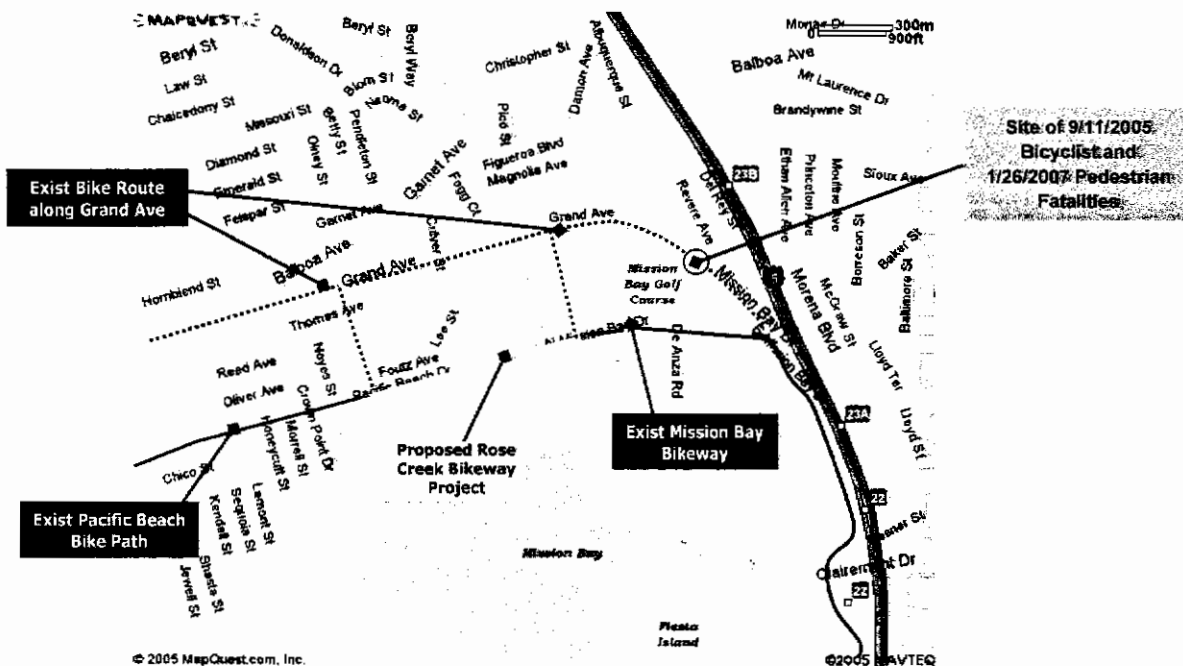
California Coastal Commission
San Diego County Office
6-10-052

EXHIBIT NO. 7
APPLICATION NO. 6-10-052
Letters of Support
Page 1 of 5
 California Coastal Commission

Mission Bay and Pacific Beach Bikeway Accident History

Reported Accidents within Public Right of Way (Mission Bay Drive and Grand Avenue)

	2003	2004	2005	2006	2007	2008	2009	2010
Pedestrians	3	3	2	1	6	0	3	0
Bicyclists	5	6	7	6	5	8	3	2



JUL 02 2010

6-10-052



September 7, 2010

Ms. Bonnie Neely
Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RE: Support for the City of San Diego's Coastal Development Permit, Rose Creek Pedestrian and Bicycle Bridge, # 6-10-052, Mission Bay Park

Dear Chair Neely,

The Rose Creek Watershed Alliance (Alliance) is an alliance of organizations formed to help plan the future of the 23,427-acre Rose Creek watershed that begins on MCAS Miramar and ends where Rose Creek meets the ocean in Mission Bay. The Alliance was established to help create a plan to help improve the watershed; that effort became the Rose Creek Watershed Opportunities Assessment which was accepted by the San Diego City Council in 2008. The Coastal Conservancy has been the primary funder of the effort to enhance the watershed, funding the Assessment and two subsequent studies of watershed hydrology and coastal trail connections. The Alliance has been working together to help implement the Assessment's recommendations, including complementary recommendations from the Mission Bay Master Plan.

In that regard, we are writing to urge the Commission to support the City of San Diego's application for a Coastal Development Permit to construct a bicycle and pedestrian bridge over Rose Creek at Pacific Beach Drive in Mission Bay. This bridge, part of the city's adopted Mission Bay Master Plan, has been a long-sought connection to the path around the bay and also complements the Alliance's work to improve cycling and pedestrian connections from Mission Bay to the upper Rose Creek Watershed.

A few years ago, some of us had raised concerns about the bridge as the City was doing planning and design seemingly without consideration of the potential impacts the bridge could have on another key project in the Mission Bay Master Plan, the recommendation to restore wetlands at the mouth of Rose Creek adjacent to the existing Kendall-Frost Northern Wildlife Preserve. We were pleased to see the City recently contract with two respected firms to do a study of the bridge's potential to foreclose or limit the opportunity to restore the wetlands and are encouraged that the results of that study showed the proposed bridge would not conflict with the creation of wetlands at the mouth of the creek. Interestingly, the study also found that restoring wetlands to the mouth of the creek would reduce the potential of Rose Creek to flood the homes of Pacific Beach residents in the lower watershed.

We urge the Commission to support the City's permit for the bridge but also urge the Commission to encourage the City to advance the restoration of the wetlands as also recommended in the Mission Bay Master Plan. The bridge and wetlands are complementary enhancements to Mission Bay and the Rose Creek Watershed, providing long-needed improvements in public safety, public recreation and environmental enhancement.

Thank you for your consideration. Please contact Ann Van Leer at 858-452-2027 or ann@landconserve.com if you have any questions about this letter.

Signature on file

Ann Van Leer
Convener for San Diego Earthworks

Signature on file

Karin Zirk
Friends of Rose Creek

Signature on file

Deborah Knight
Friends of Rose Canyon

Signature on file

Brent Banta
Marian Bear Park Recreation Council

Signature on file

Ben Stevenson
Rose Canyon Recreational Council

Signature on file

Randall Stevens
Friends of Mission Bay Marshes

Signature on file

Kathy Keehan
San Diego County Bicycle Coalition

Signature on file

Carroll Zahn
Nobel Recreation Council

Signature on file

Judith A. Swink
Mission Bay Park Committee

Signature on file

Brooke Peterson
Clairemont Mesa Planning Group

Signature on file

James A. Peugh
San Diego Audubon

Signature on file

Eric Bowlby
San Diego Canyonlands

Cc: Commissioner Patrick Kruer
Commissioner Karen Scarborough
San Diego Mayor Jerry Sanders
San Diego City Councilmember Donna Frye
San Diego City Councilmember Kevin Faulconer





Melissa
Lee
file

CITIZENS COORDINATE FOR CENTURY 3
5252 Balboa Ave
Suite 207
San Diego, CA 92117
Phone: 858-277-0900
E-mail:
c3sandiego@sbcglobal.net
http://c3sandiego.org
Twitter: CitizenSanDiego

July 28, 2010

TO: Chair and Commissioners, California Coastal Commission

RE: Mission Bay Park: Rose Creek Bicycle & Pedestrian Bridge

Citizens Coordinate for Century 3 is one of the oldest and most respected non-profit, non-partisan civic organizations in the San Diego Region. Our mission includes, though not limited to, education and advocacy in support of the San Diego's regional recreational resources such as Mission Bay Park.

In the early 1990s, C-3 was an active participant in helping to develop the Mission Bay Park Master Plan, approved by the Coastal Commission in 1994, and was an advocate for completion of the northern route around the edge of Mission Bay that construction of the Rose Creek Bridge would facilitate.

In the Access & Circulation Element, the adopted Master Plan states that "*Bicycle and Pedestrian paths should reach all areas of the Park and extend to adjacent open space corridors in as safe and enjoyable manner as possible*". [Section VII, p. 102]

The Rose Creek Bicycle and Pedestrian Bridge is an essential element of this circuit and will remove the present necessity for bicyclists & walkers to exit the park and travel along public roads, some of them major and highly congested. Also in the Access & Circulation Element, the Master Plan states that "*The bicycle and pedestrian paths are among the Park's preferred and most used recreational facilities serving cyclists, inline and roller skaters, strollers, wheel chairs, joggers and casual walkers*." [VII, p. 118].

In the same paragraph, the Plan continues "*The path is also interrupted in key parts around the Park, limiting the ability of Park users to safely and conveniently ride or walk around it*".

In the section titled "Key Linkage Improvements" [VII, p.118], the Plan states that "*...continuous public access... shall be provided around the entire waterfront of Mission Bay*", continues with "*Moreover, to maintain safe and convenient continuity of the paths around the Park, these key elements should be implemented: A pedestrian and bicycle bridge over Rose Creek... would allow Park users to conveniently circle the northern edge of the Park.*" [VII, pp. 118, 120].

On p. 120, the Plan continues by stating that "The Park should be viewed as a key destination of the regional system of recreational paths" and specifically references the importance of access from the north via paths through Rose Canyon and San Clemente Canyon.

C-3 is very pleased to express our support for Coastal Commission approval of the CDP for the Rose Creek Bicycle and Pedestrian Bridge. We are confident that the few remaining questions about potential environmental impacts can be resolved and that public safety considerations related to recreational use of the Mission Bay Park bicycle and pedestrian path around Mission Bay will outweigh these concerns.

Sincerely,

Signature on file

Stephen Haase, President

Signature on file

Judith A. Swink, Chair
C-3 Parks & Open Space Committee