

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
(619) 767-2370



F6a

ADDENDUM

January 4, 2013

To: Commissioners and Interested Persons

From: California Coastal Commission
San Diego Staff

Subject: Addendum to **Item F6a**, Coastal Commission Permit Application
#6-12-060 (Caltrans), for the Commission Meeting of January 11, 2013.

Commission staff recommends the following minor modifications and additions to Section III (Special Conditions) and Section IV (Findings and Declarations) of the staff report for clarification purposes. Deleted language is shown in strike through and new language to be added is shown in **bold, underlined, italic**, as shown below:

1. On Page 6 of the staff report, modify Section III, Special Condition 2, as follows:
2. **Aerially Deposited Lead (ADL) Plan. PRIOR TO COMMENCEMENT OF SITE CLEARING OR OTHER DEVELOPMENT ~~THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT~~**, the applicant shall submit an Aerially Deposited Lead (ADL) plan for review and written approval of the Executive Director. The plan will describe how ~~non~~-hazardous ADL contaminated soils at the project site identified by the applicant will be managed~~de~~ and/or disposed of, and will:
 - 1) require that all ADL soils will either be transported off site with full disclosure to the receiving party, **be disposed of as a hazardous waste at a Class I landfill** ~~at an appropriate landfill facility~~, or remain on site **by being placed beneath pavement at least 5 feet above the maximum groundwater level**, and shall be documented in the as-built plans and a record of ADL sample results and volume of contaminated soil be kept in the Caltrans project file for future reference;
 - 2) provide that ADL soils within ten (10) feet of any drainage features such as an unlined ditch or drain, or structural water quality BMPs such as a bioswale or sand filter, or is within ten (10) feet of ESHA, coastal waters or coastal wetlands, shall be removed and replaced with clean soil for the purpose of preventing movement of ADL to these features;

- 3) provide that any ADL soils that are disturbed during construction shall be managed using construction Best Management Practices (BMPs), and that ADL soils remaining on site will involve ~~use permanent BMPs such as placing the soils~~ at least 5 feet above the maximum groundwater level ~~above the water table, capping the soils with clean material and/or situating the soil under pavement areas to isolate the~~ soils from coastal waters;
- 4) ensure that undisturbed ADL soils that remain on site, ~~disturbed ADL soils that have been incorporated into fills or embankments,~~ and impermeable protective material covering these soils will not be subject to erosion.

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

2. On Page 12 of the staff report, the following shall be added to the end of the third complete paragraph, as follows:

Special Condition #3 requires the applicant to include erosion control/water quality management measures specific to any proposed staging areas and a detailed plan for the storage and containment of construction-related chemicals and materials. **Special Condition #3** also requires the applicant to include trash and debris disposal and an accidental spills clean-up plan within their water quality program. *Leaded gasoline was banned in California in the 1970's and is the source of Aerially Deposited Lead (ADL) in surface soils adjacent to highly travelled roadways. The proposed project includes the removal of soils that have the potential to contain hazardous and non-hazardous levels of ADL. Special Condition #2 requires that any soil containing Aerially Deposited Lead (ADL) be excavated and reused onsite (placed beneath new pavement at least 5 feet above the maximum groundwater level) or disposed of in a Class 1 Landfill in accordance with a Waiver from the Department of Toxic Substance Control. The project description does not include a location of disposal for soils unaffected by ADL. Special Condition #3 requires the applicant to identify the disposal site and, if located in the Coastal Zone, show proof of a valid coastal development permit for disposal of the soil.*

CALIFORNIA COASTAL COMMISSION

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F6a

Filed: August 12, 2012
180th Day: February 6, 2013
Staff: G. Buhr - SD
Staff Report: December 20, 2012
Hearing Date: January 9-11, 2013

STAFF REPORT: CONSENT CALENDAR

Application No.: 6-12-060

Applicant: California Department of Transportation (Caltrans)

Agent: Kim Smith

Location: The project site is located along northbound Interstate 5 (I-5) between Interstate 8 (I-8) and the Sea World Drive/I-5 interchange, City of San Diego, San Diego County

Project Description: Construction of an auxiliary traffic lane on northbound I-5 to include re-striping of the connector ramp between westbound I-8 and northbound I-5, replacement of a concrete barrier and railing along this connector ramp, the realignment of portions of the northbound offramp from I-5 to Sea World Drive, and the installation of a new camera pole within the southwestern quadrant of the I-5 and Sea World Drive interchange

Staff Recommendation: Approval with conditions.

SUMMARY OF STAFF RECOMMENDATION:

The applicant proposes to add an auxiliary lane along the northbound I-5 between I-8 and Sea World Drive along with minor improvements to the ramps at these two interchanges along northbound I-5 and the installation of a camera pole at Sea World Drive. The entire project would be located within the existing Caltrans right-of-way, and would not result in an increase of capacity to the general travel lanes of the freeway.

The applicant proposes to include water treatment features and an enhanced native landscape palette to offset the increased impervious surfaces and associated runoff that would be generated by the project.

The major Coastal Act issues associated with the proposed project include potential adverse impacts to water quality and biological resources. These impacts would be caused by construction activities, as well as the addition of 0.78 acres of new impervious surfaces within the subject site. Commission staff is recommending that the Commission **APPROVE** a coastal development permit for the proposed development with **five (5) special conditions** addressing these potential adverse impacts. Impacts to water quality are addressed through **Special Conditions #1, #2, and #3** which require submittal of a final water quality plan for permanent treatment of runoff; and aerially deposited lead plan, and restrictions on temporary construction methods and identification of erosion control methods. **Special Condition #4** requires that the applicant adhere to the submitted native landscaping planting palette, and **Special Condition #5** requires submittal of state or federal discretionary permits for the development authorized by this permit.

Standard of Review: The site is located within the City of San Diego, which has a fully-certified Local Coastal Program (LCP); however, the work occurs adjacent to Mission Bay, in an area of deferred certification. As such, the coastal development permit must be processed through the Coastal Commission utilizing the Chapter 3 policies of the Coastal Act as the standard of review and the City's LCP as guidance.

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EXHIBITS

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- Exhibit 4 – Camer Pole Visual Simulation
- Exhibit 5 – Landscaping Plan

I. MOTION AND RESOLUTION

The staff recommends the Commission adopt the following resolution:

Motion:

*I move that the Commission **approve** the coastal development permit applications included on the consent calendar in accordance with the staff recommendations.*

Staff recommends a **YES** vote. Passage of this motion will result in approval of all the permits included on the consent calendar. The motion passes only by affirmative vote of a majority of the Commissioners present.

II. 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.

III. SPECIAL CONDITIONS

The permit is subject to the following conditions:

1. **Water Quality Management Plan. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit a final detailed water quality plan for review and written approval of the Executive Director. The plan shall address post-construction runoff, and shall consist of the following:

- a. The applicant shall submit final grading plans for the entire alignment of the proposed road work, clearly delineating existing and proposed contours throughout the project site. All excess graded material (cut) shall be disposed of at a legal disposal site. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required
- b. The applicant shall submit a Water Quality Management Plan (WQMP) addressing post-construction BMPs to protect coastal water quality. The WQMP shall include, but not be limited to, final drainage plans showing the location and design of bioswales and outlets, and supporting calculations/evidence that demonstrate the facilities are designed to treat, infiltrate or filter stormwater from each runoff event, up to and including the 85th percentile, 24-hour runoff event for volume-based BMPs, and/or the 85th percentile, 1-hour runoff event, with a factor of safety of 2X, for flow-based BMPs.

The WQMP shall prioritize the treatment of the newly created impervious areas. Where it is impractical to hydraulically separate runoff from the existing impervious area, the applicant shall provide treatment for newly created impervious areas and as much of the hydraulically inseparable flow as feasible, based on site conditions and constraints. If it is not possible to separate the flows from newly created impervious areas from the existing impervious areas, the treatment BMPs shall be designed to treat as much of the hydraulically inseparable flow as feasible, and shall bypass or divert any excess around the BMP to prevent overloading the BMP or impairing its performance.

- c. All reasonable opportunities to improve water quality, including retrofit of the existing highway within the project boundaries, shall be included in the project. Increases in the size and capacity of the treatment swales, additional locations for swales, and increases in the area of pavement drainage that can be routed through swales should be considered and implemented where feasible.

Existing pavement shall not be treated in lieu of newly created impervious surface unless it is infeasible to treat the newly added surface. Where it is infeasible or impractical to provide on-site treatment of storm water runoff from the highway, the WQMP shall document why it is impractical or infeasible to treat these areas.

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

2. **Aerially Deposited Lead (ADL) Plan. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit an Aerially Deposited Lead (ADL) plan for review and written approval of the Executive Director. The plan will describe how non-hazardous ADL contaminated soils at the project site identified by the applicant will be managed and/or disposed of, and will:

- 1) require that all ADL soils will either be transported off site with full disclosure to the receiving party, be disposed of at an appropriate landfill facility, or remain on site and shall be documented in the as-built plans and a record of ADL sample results and volume of contaminated soil be kept in the Caltrans project file for future reference;
- 2) provide that ADL soils within ten (10) feet of any drainage features such as an unlined ditch or drain, or structural water quality BMPs such as a bioswale or sand filter, or is within ten (10) feet of ESHA, coastal waters or coastal wetlands, shall be removed and replaced with clean soil for the purpose of preventing movement of ADL to these features;
- 3) provide that any ADL soils that are disturbed during construction shall be managed using construction Best Management Practices (BMPs), and that ADL soils remaining on site will use permanent BMPs such as placing the soils above the water table, capping the soils with clean material and/or situating the soil under pavement areas to isolate the soils from coastal waters;
- 4) ensure that undisturbed ADL soils that remain on site, disturbed ADL soils that have been incorporated into fills or embankments, and impermeable protective material covering these soils will not be subject to erosion.

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

3. **Erosion Control and Construction Best Management Practices Plan. PRIOR TO COMMENCEMENT OF SITE CLEARING OR OTHER**

DEVELOPMENT, a Storm Water Pollution Prevention Plan (SWPPP) for review and written approval of the Executive Director. The plan shall describe how impacts to water quality and coastal wetlands from storm water runoff during the proposed construction period will be prevented. The applicant shall develop the SWPPP in consultation with the Regional Water Quality Control Board (RWQCB). The SWPPP shall specify the following:

Erosion Control Plan

- a. The plan shall delineate the areas to be disturbed by grading or construction activities and shall include any temporary access roads, staging areas and stockpile areas. The natural areas to be protected on the site (i.e., the ESAs) shall be clearly delineated on the plan and on-site with fencing or survey flags;
- b. Include a narrative report describing all temporary run-off and erosion control measures to be used during construction;
- c. The plan shall identify and delineate on a site or grading plan the locations of all temporary erosion control measures;
- d. The erosion control measures shall be required on the project site prior to or concurrent with the initial grading operations and maintained throughout the development process to minimize erosion and sediment from runoff waters during construction. The plan shall specify that the applicant shall install or construct temporary sediment basins (including debris basins, desilting basins or silt traps); temporary drains and swales; sand bag barriers; silt fencing; stabilize any stockpiled fill with geofabric covers or other appropriate cover; and install geotextiles or mats on all cut and fill slopes during the rainy season (November 1 – March 31), and as needed for precipitation events that occur outside the rainy season. Open trenches shall be closed and stabilized as soon as possible.
- e. All fill material and construction debris should be retained on-site or removed to an approved disposal site outside the coastal zone, or to a site within the coastal zone permitted to receive fill. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.

Construction Best Management Practices

- a. No demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain, or tidal erosion and dispersion;
- b. No demolition or construction equipment, materials, or activity shall be placed in or occur in any location that would result in impacts to environmentally sensitive habitat areas, streams, wetlands or their buffers;

- c. Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project;
- d. Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters;
- e. All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day;
- f. The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction;
- g. Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required;
- h. All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil;
- i. Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems;
- j. The discharge of any hazardous materials into any receiving waters shall be prohibited;
- k. Fuels, lubricants, and solvents shall not be allowed to enter the coastal waters or wetlands. Hazardous materials management equipment shall be available immediately on-hand at the project site, and a registered first-response, professional hazardous materials clean-up/remediation service shall be locally available on call. Any accidental spill shall be rapidly contained and cleaned up. Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible;
- l. Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or

construction activity, shall be implemented prior to the on-set of such activity;
and

- m. All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

The final SWPPP shall be in conformance with the site/development plans approved by the Coastal Commission. Any changes to the SWPPP shall be reported to the Executive Director and no changes shall occur without an amendment to the coastal development permit, unless the Executive Director determines that no amendment is required.

4. **Landscape Plan.** The applicant shall undertake plant installation in conformance with the Planting Plans developed by Caltrans and received December 4, 2012.

Final landscaping plans shall identify the following. Vegetation in landscaped areas shall only consist of native plants. No plant species listed as problematic and/or invasive by the California Native Plant Society (<http://www.CNPS.org/>), the California Invasive Plant Council (<http://www.cal-ipc.org/>), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized within the property.

The permittee shall undertake development in accordance with the approved final plans. 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 a Commission 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 permittee shall provide to the Executive Director copies of all other required state or federal discretionary permits for the development authorized by Coastal Development Permit 6-12-060. 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

A. DETAILED PROJECT DESCRIPTION

The proposed project consists of the construction of an auxiliary lane along northbound I-5 between I-8 and the Sea World Drive/I-5 interchange. In addition, the project proposes to re-stripe the westbound I-8 to northbound I-5 direct connector ramp to two lanes, replace the existing concrete barrier along the connector ramp, and replace railings on the connector ramp. The proposed project would also realign portions of the northbound I-5 off-ramp at Sea World Drive (**Exhibit 1, 2 and 3**).

This auxiliary lane project is proposed to alleviate increased congestion on northbound I-5 due to increased traffic volume within the project limits. This increased traffic demand has resulted in significant backup along I-5 that often extends onto the I-8 connector ramp and further east along I-8.

A new 40 foot-high pole with attached camera and electrical cabinet is also proposed as a part of the proposed project to be located within the southwestern quadrant of the Interstate 5 and Sea World Drive interchange (**Exhibit 4**). The camera would assist in monitoring traffic flow at the Sea World Drive interchange on and off-ramps in order to determine appropriate timing intervals for ramp signals.

The subject site is located within the City of San Diego and exists entirely within the Caltrans right-of-way. The project area consists of either existing paved freeway or disturbed shoulders, partially vegetated with landscaped ornamental ground cover (iceplant) interspersed among weedy areas and non-native trees. The subject site crosses two natural drainages; the San Diego River is just north of I-8 and is crossed by the I-8/I-5 connector ramp, and Tecolote Creek which outlets into nearby Mission Bay is located just north of Sea World Drive (**Exhibit 3**). Tecolote Creek has been channelized with concrete throughout the subject area no vegetation except algae is present within the creek bed. There is some brackish water marsh on the banks of the creek and the adjacent drainage feature

The proposed project would result in an approximate three foot wide permanent encroachment into the existing 32 foot wide buffer between the freeway and the wetland of Tecolote Creek resulting in approximately 0.07 acres of permanent impacts and another 0.09 acres of temporary impacts. In order to mitigate for these permanent and temporary impacts the project proposes to revegetate the buffer as well as other disturbed areas along the freeway shoulder within the project area with native vegetation (**Exhibit 5**). Additionally the applicant proposes to revegetate an area of the shoulder of the southbound I-5 between Sea World Drive and I-8 with native vegetation that would replace the existing iceplant and other invasive vegetation. **Special Condition #4** requires that the applicant adhere to the submitted landscaping plan and prohibits the installation of an invasive, non-native species (**Exhibit 5**).

The existing impervious surface area within the project limits is 11.89 acres. The proposed project would result in the addition of 0.78 acres of impervious surfaces within the project area. The applicant proposes to include water quality treatment in the form of at least one biofiltration swale that would treat approximately 2.72 acres of existing and proposed impervious surfaces. **Special Condition #1** requires that the applicant submit a final water quality plan for the project that includes drainage plans delineating BMPs and water quality treatment features that are designed to treat run-off from the subject area to the greatest extent feasible. **Special Condition #3** places restrictions on temporary construction methods and identifies appropriate erosion control methods.

The proposed development, as conditioned, is consistent with all applicable Chapter 3 policies of the Coastal Act. The proposed project would not increase the capacity of the freeway segment, but would function to improve safety and reduce congestion within the subject area, and all work will occur within the Caltrans right-of-way. There will be no increased discharge of pollutants that would impact the adjacent coastal resources, and any there would be no visual impacts as the proposed improvements are compatible with the existing pattern of development and would not block or alter any existing coastal views.

The City of San Diego has a certified LCP and issues coastal development permits within its jurisdiction. However, the subject site is located within an area of deferred certification, and therefore the standard of review for this development is the Chapter 3 policies of the Coastal Act.

B. BIOLOGICAL RESOURCES

No impacts to sensitive biological resources are proposed. However, the proposed project would result in a permanent encroachment of 0.07 acres into the 32 foot wide buffer surrounding Tecalote Creek. Presently this buffer area consists of disturbed vegetation including several invasive and non-native plants species. The applicant proposes to revegetate the buffer and the freeway shoulders within the subject area with a native planting palette that would provide enhancement to biological coastal resources while also serve to improve water quality treatment when compared to existing conditions.

The Commission finds that only as conditioned and described above, can the proposed development be found consistent with Sections 30233 and 30240 of the Coastal Act which require biological resources be protected, and where possible, enhanced. As conditioned, the project will not have an adverse impact on any sensitive habitats or wetland areas. Thus, the project is consistent with the resource protection policies of Chapter 3 of the Coastal Act.

C. WATER QUALITY

Pollutants found in highway runoff degrade coastal waters and negatively impact wetland habitats. These pollutants commonly include: sediment eroded from surrounding lands, highway embankments and cut slopes, eroding streambeds and banks, nutrients from

plant debris, organic soils, fertilizer, vehicle exhaust, emulsifiers and surfactants, pesticides, dissolved and particulate metals, and trash. In order to minimize the potential adverse impacts to water quality and aquatic resources resulting from runoff in the post-development stage, the Commission requires the incorporation of Best Management Practices designed to control the volume, velocity and pollutant load of runoff including: 1) site design, source control and/or treatment control measures; 2) implementing erosion sediment control measures during construction and post construction; and 3) revegetating all graded and disturbed areas with primarily native landscaping.

The project currently includes provisions to treat runoff from part of the new pavement and part of the existing highway. Combined, the current proposal would treat approximately 20% of the post-project highway. The area proposed to be treated is larger in size than that being added by the project. However, approximately 80% of the post-project highway will continue to flow to the San Diego River and Tecolote Creek, and in turn, to Mission Bay and the Pacific Ocean. **Special Condition #1** therefore, requires that the applicant treat as much existing highway surface as is feasible – reasonable and cost-effective – by increasing the capacity of the water quality BMPs in the project's design. These BMPs shall be sized based on design criteria specified in **Special Condition #3** and will ensure the proposed development will be designed to minimize adverse impacts to coastal resources, in a manner consistent with the Chapter 3 policies of the Coastal Act.

During the construction phase, due to grading, the main potential pollutant of concern would be sediment. Other potential pollutant sources are pavement grindings, concrete debris and asphalt and concrete slurries, as well as fuel and lubricants from construction equipment. Standard erosion control practices are proposed to minimize sedimentation during and following construction activities. Temporary BMPs anticipated for this project include fiber rolls, controlled construction entrances, sweeping, temporary drainage inlet protection, and portable concrete washouts. To ensure that water quality remains a priority during construction, the project will employ non-structural BMPs, including material storage BMPs, inspections, and non-visible pollutant monitoring.

Special Condition #3 requires the applicant to include erosion control/water quality management measures specific to any proposed staging areas and a detailed plan for the storage and containment of construction-related chemicals and materials. **Special Condition #3** also requires the applicant to include trash and debris disposal and an accidental spills clean-up plan within their water quality program.

The Commission finds that only as conditioned as described above, can the proposed development be found consistent with Section 30231 of the Coastal Act which requires hydrological resources and floodplains be protected, and where possible, enhanced. As conditioned, the project will not result in erosion or adverse impacts to water quality. Thus, the project is consistent with the resource protection policies of Chapter 3 of the Coastal Act.

C. COMMUNITY CHARACTER/VISUAL QUALITY

The camera pole is sited in a location adjacent to the freeway corridor in an area where there are other existing trees and light fixtures of similar or greater heights and as such it would not alter existing views of coastal resources or change the character of the surrounding highway corridor. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30251 of the Coastal Act.

D. LOCAL COASTAL PROGRAM

The subject site is located in an area of deferred jurisdiction, where Chapter 3 of the Coastal Act remains the legal standard of review. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act. Approval of the project, as conditioned, will not prejudice the ability of the City of San Diego to continue to implement its certified LCP.

E. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

APPENDIX A

SUBSTANTIVE FILE DOCUMENTS

1. Biological Review for I-5 Auxiliary Lane between I-8 and Balboa Avenue. Department of Transportation, District 11 Environmental Resource Studies. Dated October 31, 2011.
2. Interstate 8/Interstate 5 Summary of PS&E Drainage Study Revisions. Dokken Engineering. Dated May 17, 2012
3. Storm Water Data Report. Department of Transportation. Dated 7, 2 2012.
4. Interstate 5/Interstate 8 Direct Connector Project; EA 002700, Tecolote Creek/San Diego River Floodplain Memorandum. Dokken Engineering. Dated September 30, 2009.

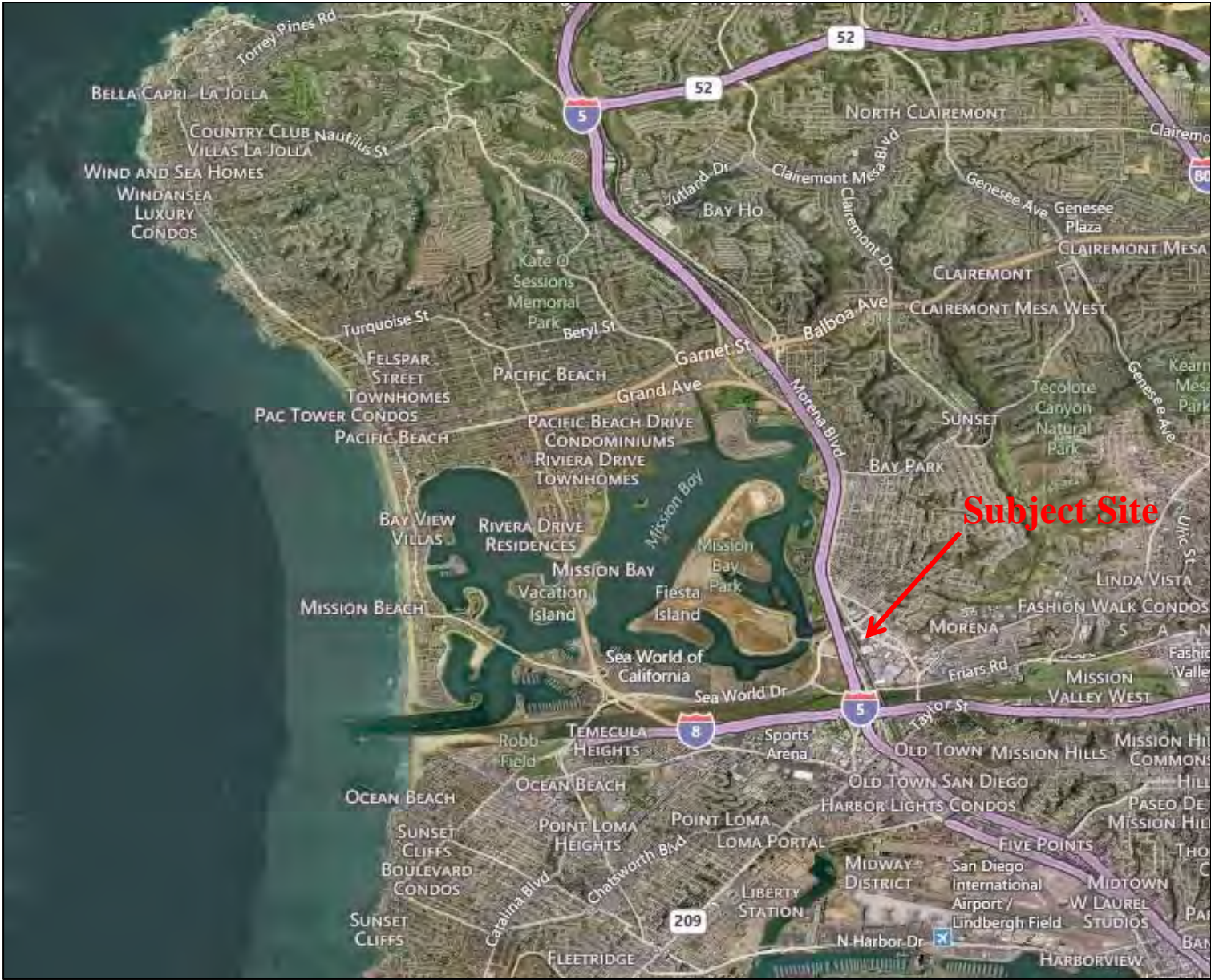


EXHIBIT NO. 1
APPLICATION NO.
6-12-060
Location Map
 California Coastal Commission

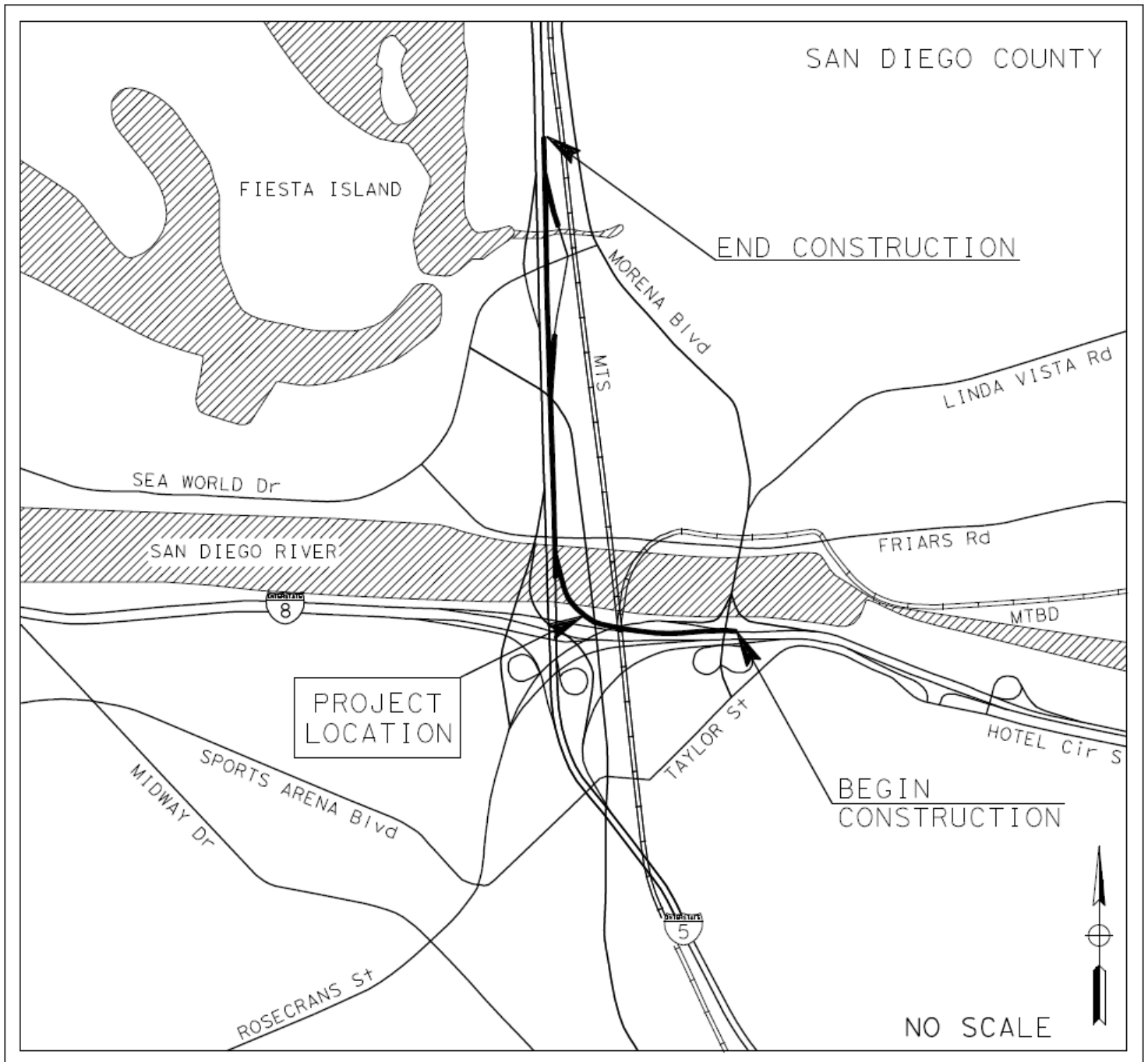




EXHIBIT NO. 3

APPLICATION NO.

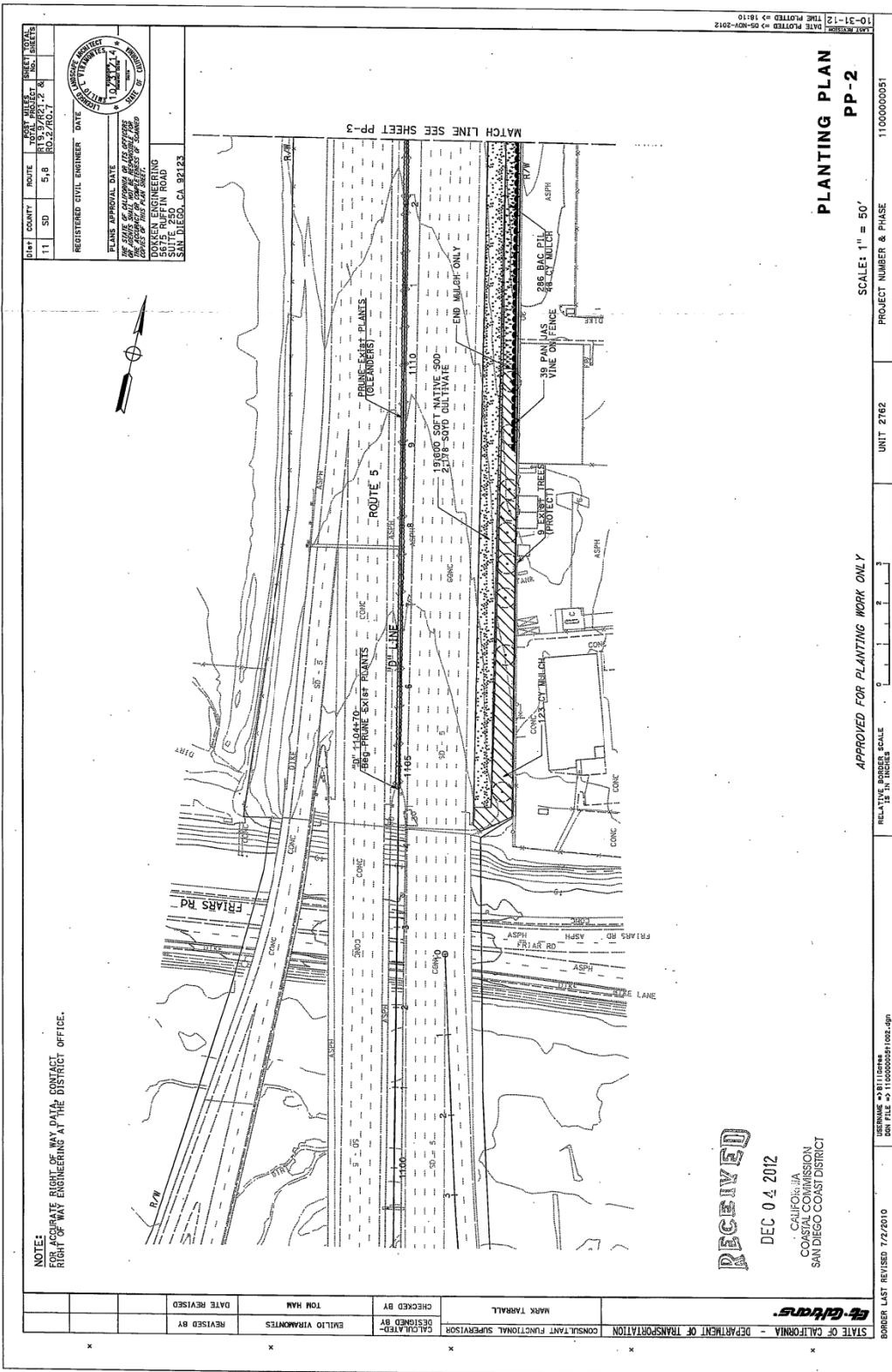
6-12-060

Site Plan

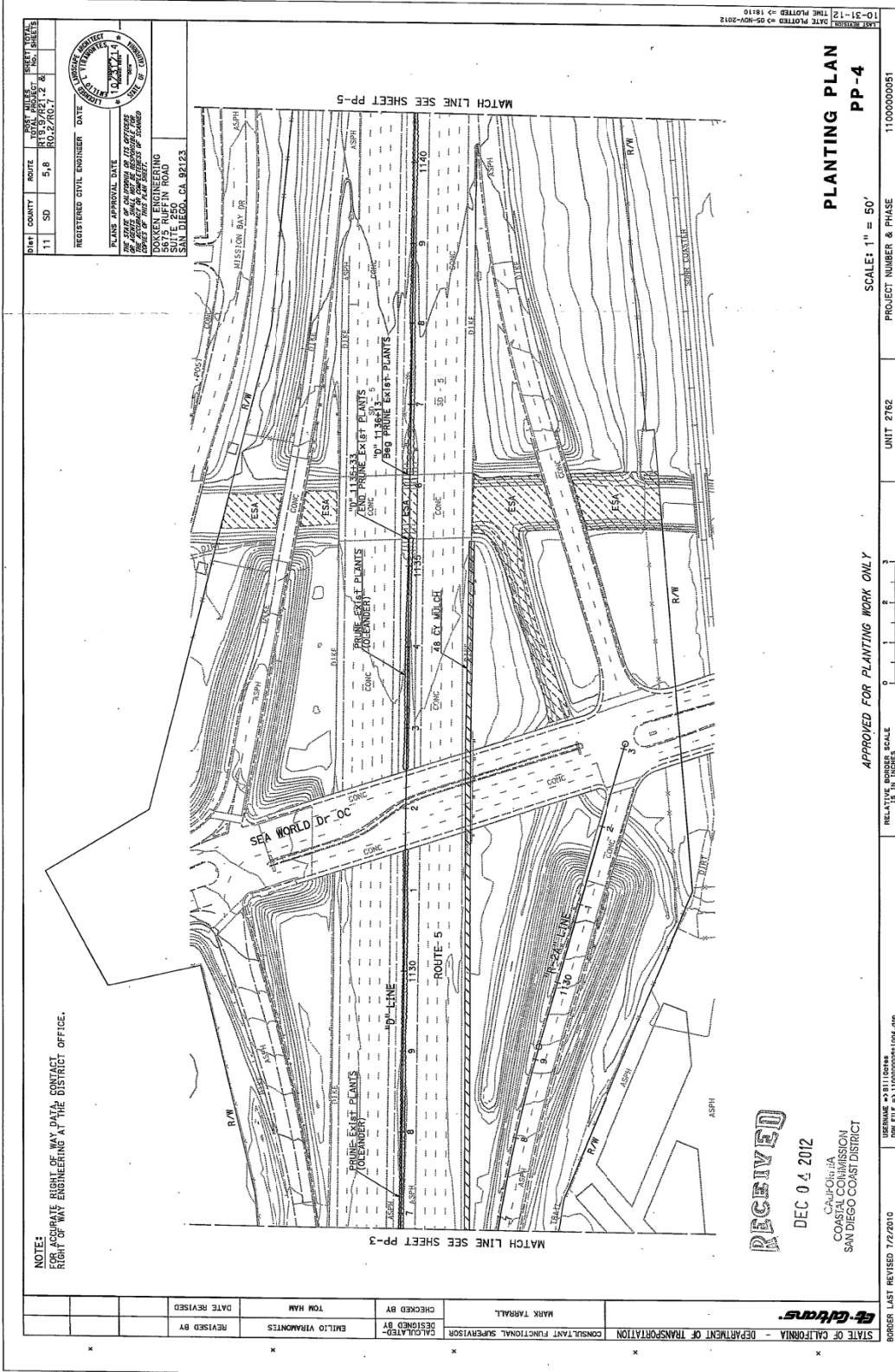
California Coastal Commission











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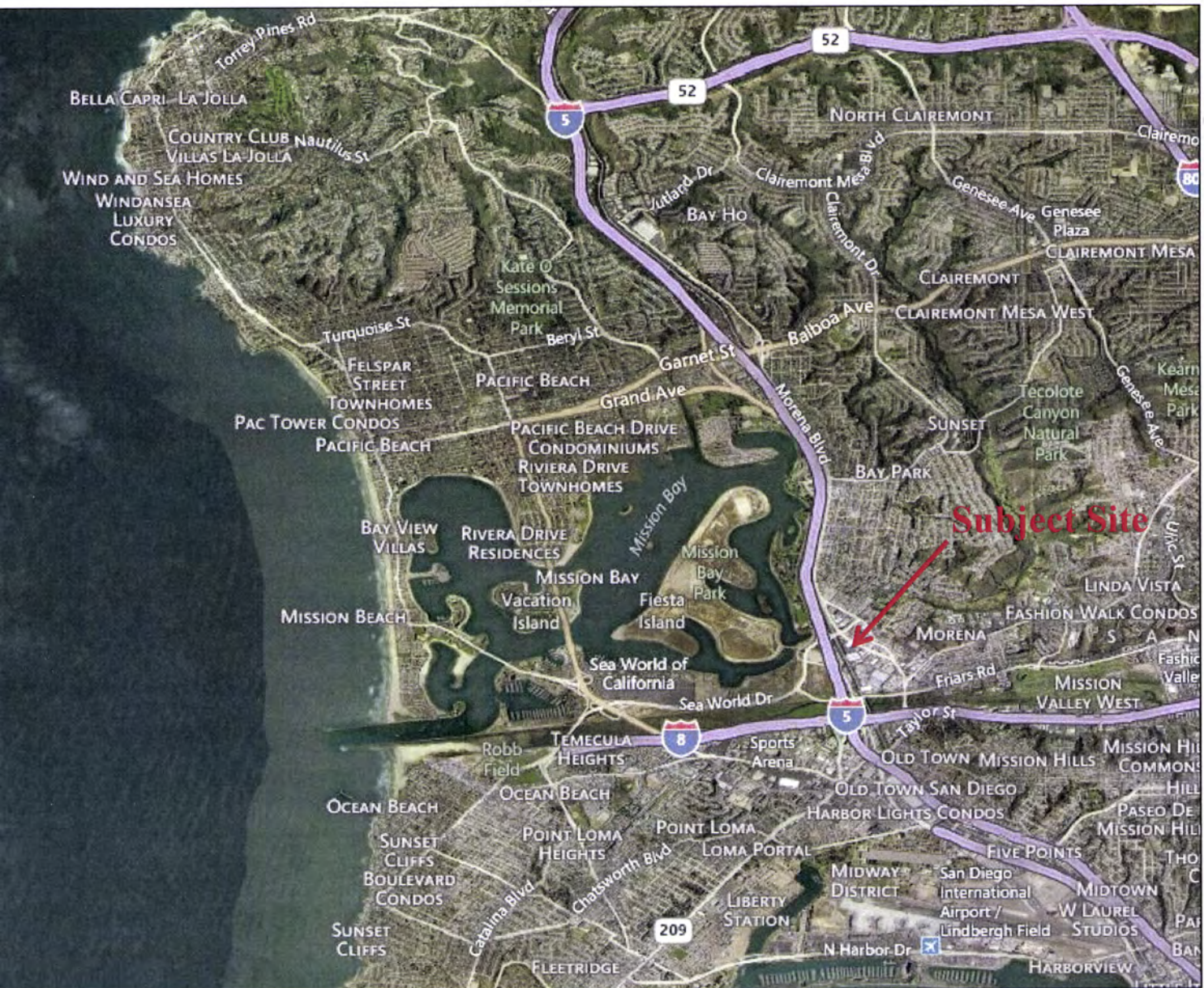


EXHIBIT NO. 1
APPLICATION NO.
6-12-060
Location Map

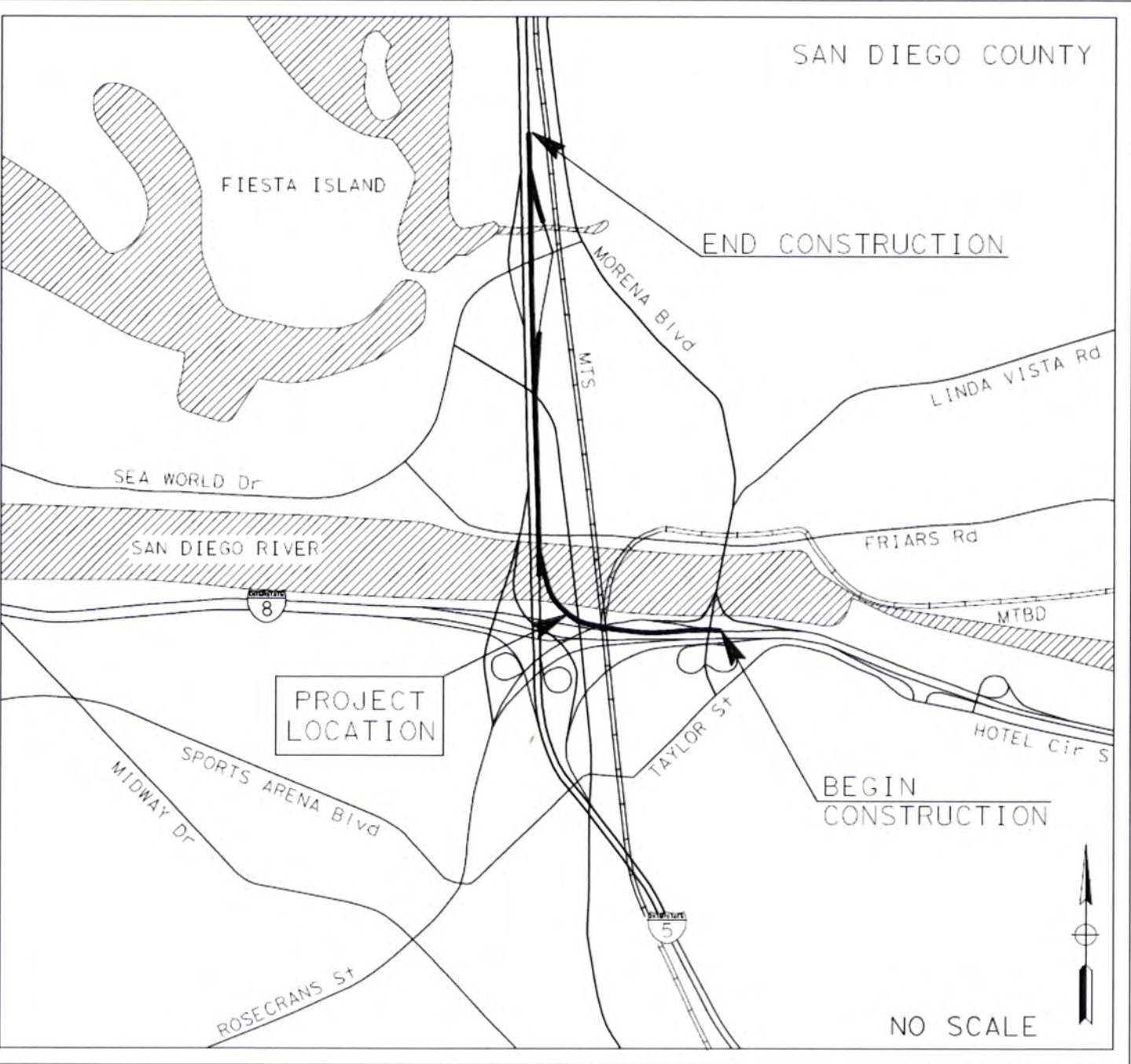



EXHIBIT NO. 2
APPLICATION NO.
6-12-060
Vicinity Map
 California Coastal Commission



Attachment 7

SeaWorld Drive Auxiliary Lane Project

EXHIBIT NO. 3
APPLICATION NO.
6-12-060

Site Plan

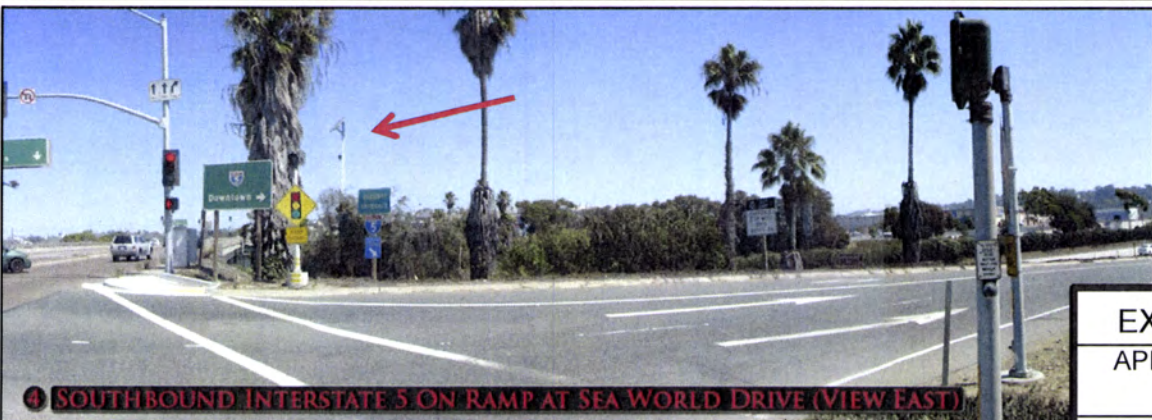


EXHIBIT NO. 4
APPLICATION NO.
6-12-060
Camera Pole Vis. Sim.
California Coastal Commission

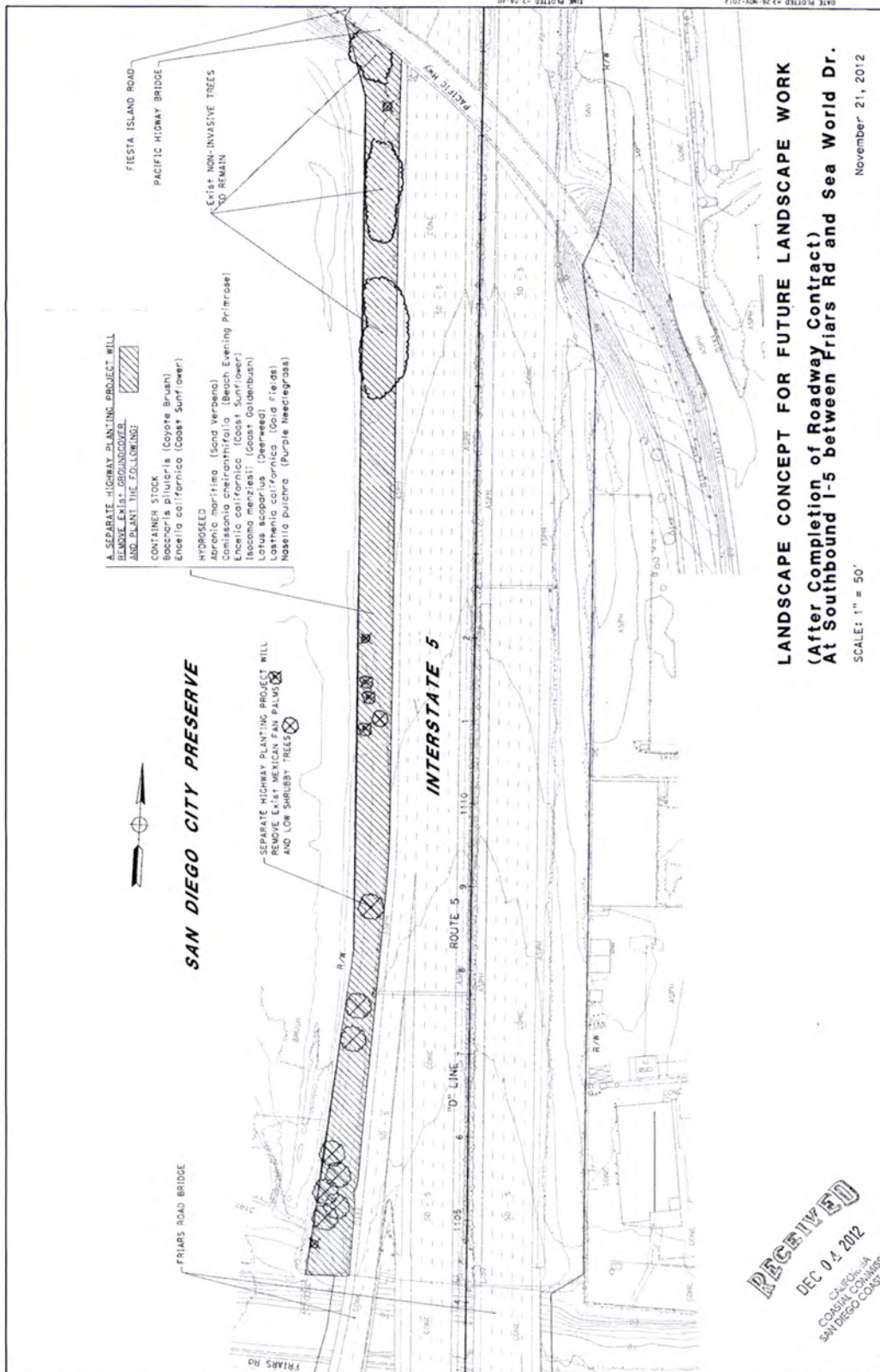
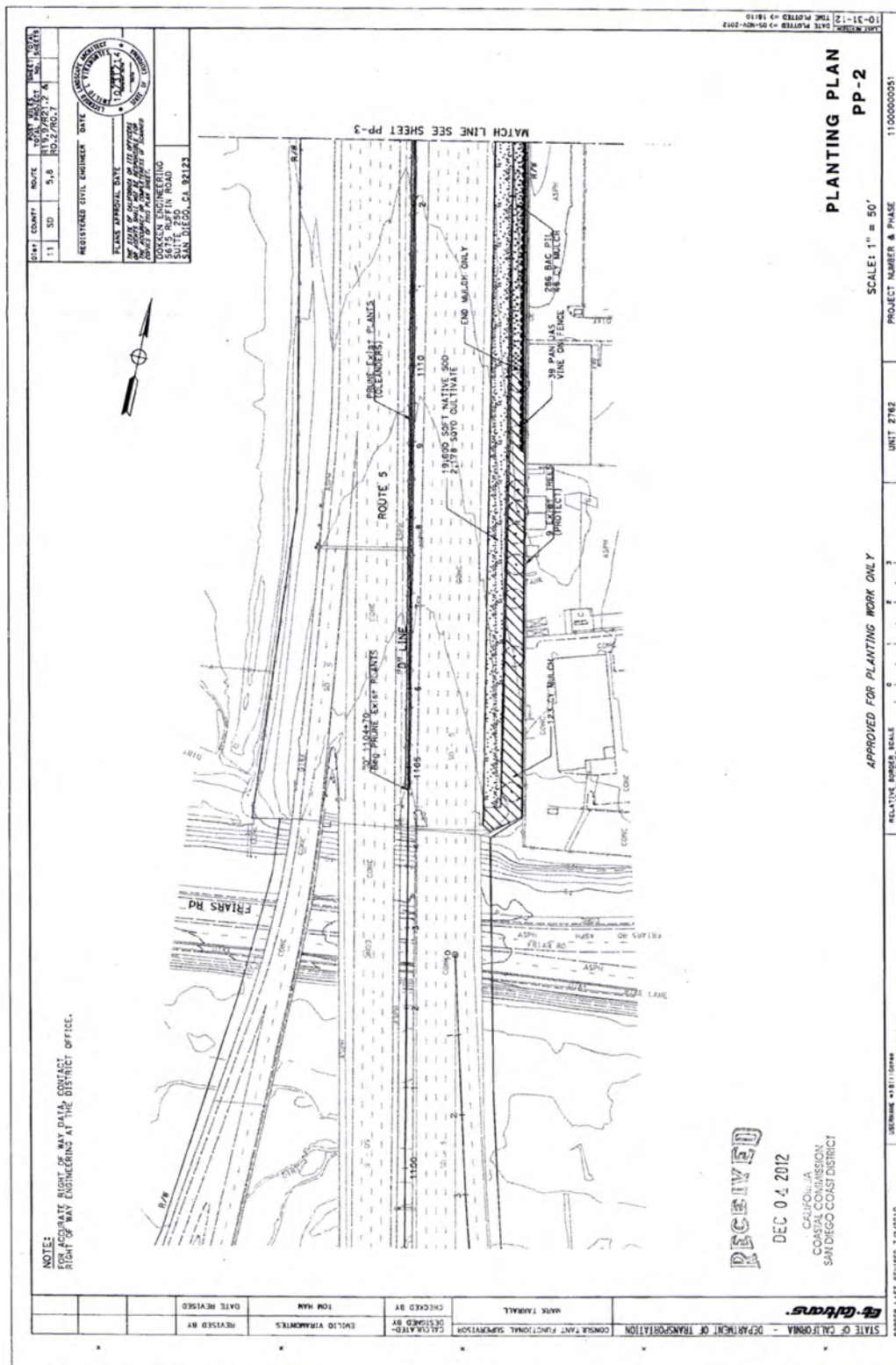
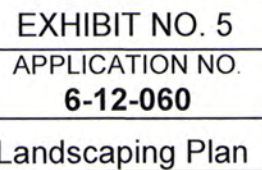


EXHIBIT NO. 5
APPLICATION NO.
6-12-060
Landscaping Plan
California Coastal Commission





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