

MINUTE ITEM

This Calendar Item No. C20
was approved as Minute Item
No. 20 by the State Lands
Commission by a vote of 2
to 0 at its 3/23/82
meeting.

CALENDAR ITEM

C 20

3/23/82
W 22272
Louie
PRC 6133

GENERAL PERMIT - PUBLIC AGENCY USE

APPLICANT: City of Del Mar
1050 Camino Del Mar
Del Mar, California 92014
Attention: Mr. Kevin Cannings

AREA, TYPE LAND AND LOCATION:
Approximately 0.5-acre parcel of State
sovereign land in San Dieguito River, City
of Del Mar, San Diego County.

LAND USE: Replacement and maintenance of Jimmy Durante
Boulevard Bridge and associated riprap.

TERM OF PROPOSED PERMIT:
Initial period: 49 years from April 1,
1982.

CONSIDERATION: The public use and benefit with the State
reserving the right at any time to set
a monetary rental if the Commission finds
such action to be in the State's best interest.

BASIS FOR CONSIDERATION:
Pursuant to 2 Cal. Adm. Code 2003.

PREREQUISITE TERMS, FEES AND EXPENSES:
Applicant is owner of upland.

Filing fee and processing costs have been
received.

STATUTORY AND OTHER REFERENCES:
A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.
B. Cal. Adm. Code: Title 2, Div. 3; Title 14,
Div. 6.

AB 884: 3/16/83.

OTHER PERTINENT INFORMATION:
1. Applicant proposes to replace the existing
Jimmy Durante Boulevard Bridge with
a new bridge. The existing bridge is

A 76

S 38

CALENDAR PAGE	<u>70</u>
MINUTE PAGE	<u>720</u>

CALENDAR ITEM NO. C 30 (CONTD)

considered to be in an unsafe condition. Included in the proposed project is minor excavation of 150 cubic yards and placement of riprap for bank protection.

2. The annual rental value of the site is estimated to be \$100.
3. A Negative Declaration was prepared and certified by the Department of Transportation pursuant to CEQA and the State EIR Guidelines. The Department of Transportation found that the project will not have a significant effect on the environment.
4. The project is situated on lands not identified as possessing significant environmental values pursuant to P.R.C. 6370.1.

APPROVALS OBTAINED:

California Department of Fish and Game.

FURTHER APPROVALS REQUIRED:

California Coastal Commission, Corps of Engineers.

EXHIBITS:

- A. Land Description.
- B. Location Map.
- C. Negative Declaration.

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT A NEGATIVE DECLARATION HAS BEEN PREPARED FOR THIS PROJECT BY THE DEPARTMENT OF TRANSPORTATION.
2. CERTIFY THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED IN THE NEGATIVE DECLARATION.
3. DETERMINE THAT THE PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
4. AUTHORIZE ISSUANCE TO CITY OF DEL MAR OF A 49-YEAR GENERAL PERMIT - PUBLIC AGENCY USE FROM APRIL 1, 1982; IN CONSIDERATION OF THE PUBLIC USE AND BENEFIT WITH THE STATE RESERVING THE RIGHT AT ANY TIME TO SET A MONETARY RENTAL IF THE COMMISSION FINDS SUCH ACTION

CALENDAR ITEM NO. C 20 (CONTD)

TO BE IN THE STATE'S BEST INTEREST; FOR REPLACEMENT
AND MAINTENANCE OF JIMMY DURANTE BOULEVARD BRIDGE AND
ASSOCIATED RIPRAP ON THE LAND DESCRIBED ON EXHIBIT
"A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

CALENDAR PAGE	<u>72</u>
MINUTE PAGE	<u>722</u>

EXHIBIT "A"

LAND DESCRIPTION

W 22272

A strip of land 90 feet wide in the bed of the San Dieguito River, San Diego County, State of California, and lying 45 feet on each side of the herein described centerline:

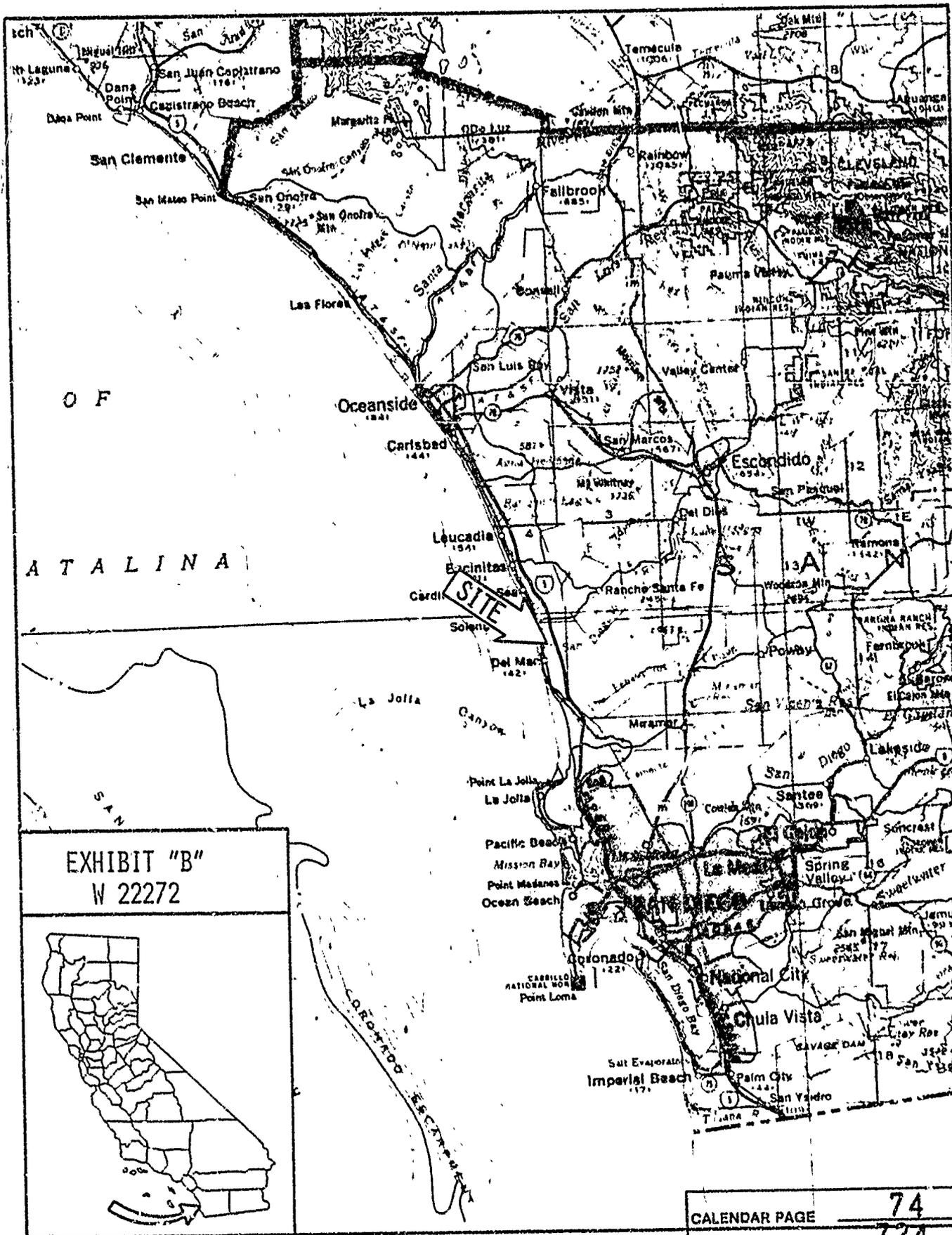
COMMENCING at Station 1+37.86 on the centerline of Jimmy Durante Blvd. as shown on map entitled "Jimmy Durante Blvd. Bridge Roadway Plan and Profile" approved on October 7, 1980, by Albert A. Kercheval of Kercheval and Associates, Inc., located in the City of San Diego; thence N 42° 47' 32" E 68.14 feet to the POINT OF BEGINNING referred to as Station 2+00 of above said map; thence continuing N 42° 47' 32" E 300 feet to Station 5+00 of the above mentioned map and the end of the herein described centerline.

EXCEPTING THEREFROM any portion lying landward of the ordinary high water mark of the banks of the San Dieguito River.

END OF DESCRIPTION

PREPARED MARCH 9, 1982 BY TECHNICAL SERVICES UNIT, ROY MINNICK, SUPERVISOR.

CALENDAR PAGE	<u>73</u>
MINUTE PAGE	<u>723</u>



O F
A T A L I N A

EXHIBIT "B"
W 22272



CALENDAR PAGE	74
MINUTE PAGE	724

EXHIBIT "C"

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 and
 STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 and
 CITY OF DEL MAR

SCH. No. 80100822
 JIMMY DURANTE BRIDGE
 REPLACEMENT

FINDING OF NO SIGNIFICANT IMPACT (NEPA)

Pursuant to: 42 U.S.C. 4332(2)(C), 23 U.S.C. 128(a)

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

DESCRIPTION

The proposed replacement bridge will be a two-staged project. Only the initial phase, a replacement-in-kind of the bridge, is proposed at this time. The ultimate widening of the bridge will be proposed and assessed at such time as traffic volumes warrant. The first phase of the project involves replacing the deteriorated two-lane Jimmy Durante Bridge with a modern, two-lane structure, keeping within the existing right-of-way. The existing bridge has a sufficiency rating of two, making it the most deficient bridge in the Federal Aid and State Highway System in San Diego County. This condition of the bridge makes it eligible for National Bridge Replacement Funds, allowing for replacement of insufficient bridges in the Federal Aid System. The currently proposed bridge will be a replacement-in-kind in that it will replace the existing structure in virtually the same line, grade, length and right-of-way alignment.

The proposed bridge replacement project is located in the City of Del Mar at the southern end of the San Dieguito River.

DETERMINATION

It is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

1. The growth inducement impacts are considered to be insignificant.
2. There will be no significant change in air or water quality and no Federal, State or local water or air standards would be violated.
3. No fish, wildlife or wildlife habitats, including rare and endangered species, would be adversely affected.
4. Vegetation would not be significantly affected.
5. There would be no community impacts involving residential and neighborhood stability.

