AGENDA
SAN DIEGUITO RIVER VALLEY REGIONAL OPEN SPACE PARK
CITIZENS ADVISORY COMMITTEE
Friday, July 13, 2018
10:30 a.m. to 12:15 p.m.

Location: San Rafael Parish
Pastoral Center, Rooms D & E
(The Pastoral Center building is located on the south side of the parking lot)
17252 Bernardo Center Drive, Rancho Bernardo
(north of Rancho Bernardo Drive)

The Chair cannot start the meeting until a quorum is present. PLEASE ARRIVE BY 10:25 A.M. The CAC may take action on any item listed on the Consent or Discussion/Action agenda, but only when a quorum is present. If a quorum is temporarily lost during the meeting, no further discussion will take place until the quorum is regained. If the quorum is not regained, the meeting will be adjourned. Please advise the Chair at the beginning of the meeting if you must leave before 12:15 p.m.

NOTICE: Agenda packets are distributed by e-mail only. If you do not have an e-mail address, please contact the office at 858-674-2270 to make alternative arrangements.

Roll Call and Introductions
Chair
Late arrivals should speak to staff to make sure their attendance is noted.

Approval of June 1, 2018 Minutes (Page 3)

Chair’s Report
Chair
- 100th Anniversary of Lake Hodges Dam

Executive Director’s Report
Staff

Public Comment
Public

DISCUSSION/ACTION

1. Discuss Recommendation to Change the Name of Wetland Restoration Site W-19 to Portola Wetlands (Page 8)

2. Discuss Recommendation of Senator Christine Kehoe Trail Dedication (Page 18)
3. Committee Reports
   a. Project Review Committee
   b. Trails Committee
   c. Interpretation Committee

4. Park Project Status (oral)
   a. Pamo Valley Trail
   b. Founders Tribute
   c. Ranger Station

5. Communications An opportunity for any CAC member or the public to bring to the CAC’s attention a project or activity not reviewed by the Project Review Committee in their reports

Adjournment

The next meeting is scheduled for August 3, 2018.

If you have any questions, please call Kevin McKernan at (858) 674-2270
SAN DIEGUITO RIVER PARK
CITIZENS ADVISORY COMMITTEE
Minutes of June 1, 2018

MEMBERS PRESENT
Jeff Barnouw  CAC, Chair
Phil Pryde  Audubon Society
Jan Fuchs  Carmel Valley Planning Board
Diane Coombs  Citizens Coordinate for Century 3
Linda Oster  Del Dios Town Council
Maggie Brown  Friends of the San Dieguito River Valley
Jim Lyon  Friends of Sikes Adobe
Herb Dackermann  Julian Community Planning Group
Liz Gabrych  League of Women Voters
Dorothy McLin  Lomas Serenas Property Owners
Ed Spaeth  Ramona Trails Association
Ben Stone  San Diego Mountain Bike Association
Alice Brown  San Dieguito Lagoon Committee
Mid Hoppenrath  San Dieguito Planning Group
Dave Kreitzer  San Dieguito River Valley Conservancy
Bill Michalsky  Sierra Club
Pat Whitt  Torrey Pines Community Planning Group
Carol Carr  Walkabout International
Jacqueline Winterer  Coastal Property Owner

VISITORS/STAFF PRESENT
Kevin McKernan  San Dieguito River Park JPA
Shawna Anderson  San Dieguito River Park JPA
Brenda Miller  San Dieguito River Park JPA
John Barone  City of San Diego Public Utility Department

Roll Call and Introductions
Chair Barnouw convened the meeting at 10:30 a.m. at the San Rafael Parish, 17252 Bernardo Center Drive, Rancho Bernardo.

Individual introductions were made, and a quorum was met with 18 in attendance.

Approval of Minutes- April 6, 2018
Jacqueline Winterer moved to approve the minutes of April 6, 2018 and Ed Spaeth seconded the motion.
All in favor

Chair’s Report
Chair Barnouw reported that two $1000.00 scholarships were awarded to Grace Wesson and Keana Oldham at the May 18, 2018 JPA meeting.

Executive Director’s Report
Executive Director McKernan reported that the proposed FY 18-19 budget was approved.

Public Comment

Phil Pryde mentioned that a 750-acre parcel of land in Santa Ysabel was purchased by the County of San Diego and wondered what the plan was for the property. Mid Hoppenrath said the County Planning Commission approved two housing plans adding 1,000 homes in the Elfin Forest area; Valiano and Harmony Grove Village South. The plans will be in bundled projects that will be heard by the Board of Supervisors in July. The issues of evacuation plans and fire danger were discussed. Diane Coombs is continuing to gather signatures through June 16 for the Save our San Diego Countryside initiative.

DISCUSSION/ACTION

1. Scoping Questions/Concerns for Proposed Orosco Ridge Mountain Bike Trail

Principal Planner Shawna Anderson explained this agenda item. After the April CAC meeting the Forest Service sent a request for comment notice for the proposed Orosco Ridge Mountain Bike Trail. JPA staff took the item to the JPA Board of Director’s May meeting. Attached are all of the documents that went to the Board, including the JPA comment letter dated May 22, 2018. The letter states the issues that must be answered and shows support of the project. The Trails and Project Review Committees are both aware of the project. Chair Barnouw suggested that the minutes of all sub-committees be included in the CAC agendas to keep all members informed. The CAC members discussed several points including; having the JPA questions answered by the Forest Service up front, the plan being inadequate, not defined, the steep nature of trails and possible need for emergency services, concern over the Category EX component and no public interaction unless an environmental assessment is needed. Ben Stone with SDMBA stated that 600 comments were received, 560 were through an online portal in support of the project. Mr. Stone has committed to work with JPA and City of San Diego Public Utility staff to work through the issues expressed. Shawna Anderson stated that JPA staff will continue to work with the Forest Service and the SDMBA. The JPA Board member’s preference of sending a letter was discussed, also that the speakers in support of the project agreed with the questions and concerns expressed by JPA staff. The address to submit comments is on the letter included in the agenda on page 22.

INFORMATION

2. Committee Reports

   a. Project Review Committee – Jan Fuchs reported that the PRC looks at land use projects within the focused planning area and the impacts on the Park. The JPA letter dated May 22, 2018 to the Forest Service covered all of the issues that the PRC would like to see addressed. The PRC would like the CAC to make a motion endorsing the JPA comment letter to the Forest Service of May 22 with stipulations that the questions must be answered. There was discussion
regarding the following issues; short comment period to the Forest Service for this project, the Categorical Exclusion under NEPA, the proposal is for 20 miles of trail not 80 miles, the multi-use component, the biggest growing high school sport, the request that the Forest Service become more involved in providing requested information, the major parking issue, wildlife, habitat, cultural resources, emergency services, environmental education component, and recreation opportunities.

Jan Fuch made the motion and Ed Spaeth seconded the motion: the CAC endorses the JPA letter sent to the Forest Service May 22, 2018 with the stipulation that the issues expressed in the letter must be addressed before the project can be fully supported by the JPA.

Vote: 14 Yes, 2 Oppose, 1 Abstain

   b. Trails Committee – Carol Carr – no additional report.

   c. Interpretation Committee - Liz Gabrych reported that two scholarship awards in the amount $1000 each were awarded to Keana Oldham and Graces Wasson from Canyon Crest Academy. The next Interpretation Committee meeting will be held at the lagoon. The committee is working with the 22nd DAA to install interpretive panels at lagoon.

3. Park Project Status (oral)

   a. Pamo Valley Trail
   Principal Planner Shawna Anderson reported that the rangers have been doing a lot of work at the north end of the trail, near the Upper Santa Ysabel trail. Some work still needs to be done from the staging area to the first crossing. There has been a lot of environmental monitoring being done making the project slow and costly.

   b. Founders Tribute
   Principal Planner Shawna Anderson reported that the artist came last week to install the monument foundation. The art will be installed in June. A small unveiling will be planned after the installation. The video is being finalized, and it should be received next week. A video screening will be planned. One more Founders Tribute meeting is planned.

   c. Ranger Station
   Principal Planner Shawna Anderson reported that the request for bids was posted today with a four week period to receive the bids. The project is divided into two parts; asking contactors to bid on the entire project or on phase one. The deadline is June 29, 2018. JPA staff is waiting to hear if a grant from the State of California is awarded to determine how much money the JPA has for the project. The link to the bid will be on the website. The JPA is a tax-deductible government agency.
4. Communications
A question was brought up about the Interstate 5 freeway expansion, a bike trail between Del Mar Heights and Via de la Valle disappeared and is not on the plans now. This project has been pushed to the last part of the plan.

Adjournment

Chair Barnouw adjourned the meeting at 12:00 p.m.

Jacqueline Winterer made the motion to adjourn and Carol Carr seconded the motion.
ITEM: 1

SUBJECT: Discuss Recommendation to Change the Name of Wetland Restoration Site W-19 To Portola Wetlands
The Portolá Route & El Camino Real

by

Jacqueline Winterer

September 20, 2013

The vagaries of road redesigns have isolated a short segment of the Old El Camino Real, possibly a vestige of the Portolá Route. That orphaned road segment has retained the rural character and the ancient landscape observed by Portolá and his explorers. This report develops the evidence we have.

Introduction

The Portuguese-born navigator Juan Cabrillo, sailing under the Spanish flag, landed at Point Loma in 1542. In 1602 the Spanish navigator, Sebastian Vizcaino named the settlement San Diego. San Diego and other coastal ports-of-call were used by navigators involved in the Manila trade. Few of these ports-of-call became permanent settlements and no significant land incursions took place during that period.

In 1769, José de Galvez, Spanish Inspector General in Mexico, was entrusted with the responsibility to reform the administration of New Spain (now Mexico).

• One of his assignments was to plan an expedition to establish permanent military bases (presidios) in San Diego and Monterey and develop them as safe harbors for the Spanish fleet, which was being harassed by pirates.

• Another of the expedition’s purposes was to expel the Jesuits, who had founded many missions in Baja California. After evicting the Jesuits, the Franciscans were to take over and continue the creation of missions farther north.

• Still another motivation for this expedition was the presence of Russian fur traders, who were then moving down the western coast of the North America. Spain wanted to confirm its sovereignty claims with a military presence.

Thus arose the need for a military force, accompanied by Franciscan friars/chroniclers, to undertake this expedition. Don Gaspar de Portolá, military governor of California, led the land expedition. Their route started in Loreto, Baja California and reached to Monterey, 1000 miles away as the crow flies.
EL Camino Real at the San Dieguito River

Junipero Serra, a Franciscan, was the lead cleric of the Portolá expedition. After reaching San Diego on July 1, 1769, Junipero Serra stayed behind to found the San Diego mission. Two weeks later, Portolá decided to push on to Monterey with a party of 63 people and 200 horses and mules. Besides the Spanish contingent, Native Americans participated as guides and porters. The missionary accompanying Portolá northward was Juan Crespí. He was under express orders from Galvez to record everything of importance and he has left a detailed journal from which the route of the expedition can be reconstructed (Pourade, 1960).

Starting north from San Diego, the route generally followed existing Native American trails. It entered Rose Canyon, an alignment still used today by the railroad tracks. That path took them onto Miramar Mesa, then down Sorrento Valley, across the mouth of what is now Carmel Valley and up over the mesa East of Del Mar along the route that became the El Camino Real road. They descended the north side of the mesa, and then crossed the San Dieguito River, 2.25 miles east of the Pacific coast. The route followed is at a distance from the ocean and this pattern was repeated at other major river crossings for simple reasons. Most river mouths at the time were salt-water lagoons, impassable for humans on horseback, furthermore, the travelers needed fresh water for themselves and their animals as well as forage. These conditions only occurred a few miles inland.

The Portolá Expedition made the first known crossing by the Spanish of the San Dieguito River. This event is described in Juan Crespí's journal (Pourade, 1960, p.134 and Brown, 2001, p. 263).

"July 15th [1769] ...Here we changed course to northward, through a small hollow; and on going three hours and a half, most of it over very grass-grown level land, in which we must have made also about three leagues and a half, we came to descry another valley, much better than the last one. We went down to it and made camp close to a large pool of very pure fresh water.

The valley which we have just reached here must be round about a league in length north and south; from east to west its width must be, if not half a league, not under a quarter-league and a half of level, friable very lush soil having a great deal of grass. There are a great many grapevines and many other sorts of plants; whether there are any rose bushes, I did not notice but have no doubt there are. There are three large pools upon the south of this valley, and the scouts informed me that on the north of this same valley here they saw a great many other pools at a very lush stream, some of them quite large ones, so that the spot is a very good one for a mission: which I named The valley of San Jacome de la Marca, Saint James of the March, so that it shall become in time a good-sized mission belonging to this saint, to win all the many heathen folk living throughout these spots over to our holy faith. On a slope close to the aforesaid pools upon the south, is a good-sized heathen village having a good many well-made grass-roofed houses, and at once on our reaching here the entire village came over to the camp. We counted eighteen men; women and children amounted to a good many, I was unable to count them. They are all very friendly and not so unruly as
the ones at San Diego. As we saw coming down to it, this spot lies close to the sea. What the spot lacks is trees, there being none in its whole vicinity. Although no one has been stung by them, a great many scorpions have been seen. The hills surrounding this valley are not very high and are only of sheer soil clad with grasses, but some brush is to be seen here and there.”

Alan Brown (2001), who recently published a new translation of the complete Crespí journals, communicated to me a suggested route for the Portolá expedition (Figure 2). The little tent on Brown’s map shows his estimate of the probable encampment site of the expedition. Because of intense agricultural use and recent urbanization, archeological researchers found only limited debris of the old Native American encampments in the area (San Diego City, 2006; Twenty-Second DAA DEIR, 2009)

**Figure 2.** Map drawn by Alan Brown showing the probable route of the expedition.

**Latitude and Longitude**

One of Crespí’s most important functions was to make latitude readings with an astrolabe. His abilities to use the instrument were praised by Juan Bautista de Anza in 1774 in a report sent to the king of Spain in 1776 (Brown, 2001). At that time, accurate clocks made it technically possible to measure longitude as well, and James Cook made longitude determinations during his first expedition (1768-1771) by this means. But clocks could not be transported on the backs of mules. Thus longitude was not established with much precision during the Portolá expedition and
the location of the crossing of the San Dieguito River could only be estimated using celestial observations of latitude and longitude.

**A segment of Old El Camino Real worth preserving.**

The name El Camino Real has remained part of the popular imagination, evocative of ancient times and heroic voyages, like the Silk Road of Asia and, nearer us, the Oregon Trail, the Anza Trail and Route 66. Yet, as our region becomes more urbanized, transportation needs require bigger, wider and more efficiently designed roads. Therefore our transportation agencies redesign the road alignments and as a salute to a distant past, keep the old name on the new roads. For some of its length, El Camino Real today does NOT follow the Portolá route, but segments of the Old El Camino Real road do remain.

One such Old El Camino Real segment is clearly identified on the terrain view of Google Maps. In the mid-1970’s, several housing developments led to a western relocation of El Camino Real but the old alignment was preserved. Called “Old” El Camino Real, it is still in use. North of San Dieguito Road, an even shorter segment of that same road is now totally isolated, devoid of car traffic (Figure 4). It continues to be used by pedestrians and horse riders. A photograph shows a recent view of that Old El Camino real segment (Figure 5).

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**Figure 4.** Aerial photograph of the abandoned segment (circled) of Old El Camino Real (San Diego City, 2006). This is the same as Location A in Figure 4.
Lacking accurate measurements of latitude and longitude from the original travelers, other methods need to be used to try to locate the actual Portolá Route: the study of archeological artifacts dating to that period and the study of old maps.

**Archeological Artifacts**

The Draft Environmental Report on the El Camino Real Road/Bridge Widening Project (San Diego City, 2006) discusses the issue of the project's impact on historic and pre-historic resources. It states that a records search and field reconnaissance surveys have identified no significant historical resources within the project area, but that because of the possibility of the existence of buried historical materials, monitoring will be required during construction.

The Del Mar Fairgrounds Master Plan Draft Environmental Impact Report (22d DAA, 2009) devotes its whole Section D to a discussion of the possible presence of Native American cultural resources on their Horse Park property adjacent to El Camino Real. They identify two prehistoric archeological sites, but state that due to extensive landform modifications that have occurred in the area they cannot determine whether the cultural deposits (middens/habitation sites) are intact. Twenty-seven Native American tribes were consulted. A typical answer is that of the Spokesman for the Kumeyaay Cultural Repatriation Committee: “we are unaware of the existence of any sacred lands in the project area.” He does request notification in the event of the discovery of cultural materials.

**Map Analysis**

As discussed earlier, in the absence of both accurate measurements of latitude and longitude and archeological artifacts, one has to rely on old maps to determine the trace of the original Portolá Route through today's landscape.
Vestiges of the route linger in old maps, illustrating its persistence since 1769. From these maps we can identify a fragment of the original road adjacent to the intersection of San Dieguito Road with today's (new) El Camino Real (Figures 3 and 4).

**The San Diego County Recorder Map of 1854-1874 (Figure 6)**

When California entered the Union in 1850, the entirety of the land was vested in the United States with the exception of some Spanish and Mexican land grants (Dana and Krueger, 1954 and Merry, 2009). Counties started to establish maps recording land ownership and transfers of title. The earliest San Diego County Recorder map, dated in the mid 1800’s, shows no trail or road along the coast. It does show that the only way northward were several trails, crossing the river east and west of the Gonzales Canyon confluence.

Figure 6. Portion of the 1854-1874 map of the San Dieguito River area (San Diego County, 1854) A identifies the trail that probably became El Camino Real.
The Coast and Geodetic Survey map of 1889 (Figure 7)

Figure 7. 1889 map of San Dieguito River Valley (Coast and Geodetic Survey, 1889). The route of El Camino Real is drawn in red. A shows the site of the river crossing and B the prominent kink in the road.

The following features are labeled on the map:

- Two northward inland roads are still operative. The eastern one shows the kink (B) that facilitates the horses’ descent from the upper mesa, down the slope to Gonzales canyon. This kink in the alignment of Old 1889 El Camino Real is still here today, cut in loose sediments, with a steep talus on its east side (Figure 4). The river crossing is labeled A.

- The recently established railroad track crosses the river mouth at E,

- The westernmost road through the San Dieguito lagoon crosses the river at D, today’s Jimmy Durante bridge, and

- the San Dieguito River stream bed, C, is much farther north than the present day location.
The 1903 USGS map (Figure 8)

![Map Image]

**Figure 8.** Extract from US Geological Survey, La Jolla Quadrangle (1903). A: Location of road fragment, B: reference kink in Old El Camino Real.

This map shows a single El Camino Real, following the 1889 route (A). The “kink” (B) is well identified and shows the persistence of the road in this location. In 1903, the course of the San Dieguito River still ran a little north of the present location, so that the actual crossing of the San Dieguito River at the time of the Portolá expedition was probably north of the present crossing—very much where the City of San Diego road improvement project plans to develop its round-abouts.

**Conclusion**

After analyzing these maps, can one conclude that there is a demonstrable congruence between the Portolá Route of 1779 and today’s Old El Camino Real? One cannot know the exact location of the Portolá Route in the absence of coordinates, archeological artifacts or old maps. What can be argued is that, over the last 241 years, a main military and trade route was continuously located in this corridor. It does appear that since the 1850’s, the first known map of the area shows an alignment of the Old El Camino Real which has remained stable, north and south of San Dieguito Road. Over time a new road has been reconfigured and named El Camino Real but two segments the Old El Camino Real still exist, one south of San Dieguito Road and the orphaned and imperiled segment north of it.

The vagaries of road redesigns have isolated a short segment of the Old El Camino Real, possibly a vestige of the Portolá Route. That orphaned road segment has retained the rural character and the ancient landscape observed by Portolá and his explorers. This report is a plea to do no harm to it, but to preserve it.
References


Coast and Geodetic Survey (1889). *Topography, Pacific Coast southward from San Dieguito Valley, California.*


Department of the Interior Geological Survey (1903) *La Jolla Quadrangle. San Diego County California.*


San Diego County (1854-1874) Recorder maps.
CAC Meeting of July 13, 2018

ITEM: 2

SUBJECT: Discuss Recommendation of Senator Christine Kehoe Trail Dedication
Senator Christine Kehoe Trail and Wetland Buffer

Passionate defender of open space, trails, and environmental protection.

Dark bronze color fill for engraved areas
Sea Grass Limestone slab
Moog Bronze powder coated curved bar detail
Pin mounted bar and stone support plate
to existing boulder surface

All materials, engraving, and site installation:
$1,350 plus tax of $104.62
Total Cost: $1,454.62

Stone Imagery 6-26-18