

Th6b

Rachel Heald
1921 S. Freeman St.
Oceanside, CA 92054

RECEIVED

MAR 04 2013

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Name: Rachel Heald
Application No: 6-12-087
Position: In favor of

Dear Commissioners:

I am writing as a parent of young children and an Oceanside resident to express my strong support for the proposed construction of the Carlsbad Coastal Rail Trail Reach 1 (App. No. 6-12-087).

We want to be able to walk and bike more in South Oceanside and Carlsbad Village. We forego many activities because we'd prefer to walk to shops, restaurants, children's activities, farmers markets and friends' homes in those areas, and it's simply not safe to take our small children along that strip of highway. We would love to bike there, but we can't for the same reason.

Cars simply drive too fast on that strip of highway. Traffic is light there, and drivers reach 50 mph easily. It is loud and uncomfortable because of that. I would imagine that construction of a roundabout and limiting the road to two lanes will alleviate these problems. Even if traffic does not slow down, the presence of a sidewalk and bike lane will make it easier for us to use the area.

We hike in the lagoon regularly and love this area of Oceanside and Carlsbad. This project will make the area safer and more enjoyable. I hope you approve it.

Thank you for your attention,

Signature on File

Rachel Heald

Letters of Support /

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MAR 04 2013

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Sheila A. Hart
2134 S. Coast Hwy.
Oceanside, CA 92054

Name: Sheila Hart
Application No:
6-12-087
Position: In favor

Dear Commissioners:

I am writing in support of the proposed Carlsbad Coastal Rail Trail Reach 1.

I am a retiree who lives in the condominiums abutting the Coast Highway and Buena Vista Lagoon. Cars drive very fast along that stretch of highway, making the area loud and making walking unsafe. I hope that this proposal may slow traffic a bit. Even if it doesn't, the sidewalk will make it safer for me to do my errands and enjoy my time. I regularly walk around South Oceanside and into Carlsbad Village for my shopping and recreation, and I would do so more if this project were completed.

Thank you,

Signature on File

Sheila Hart

2

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4421
(619) 767-2370



Th6b

Filed: December 20, 2012
180th Day: June 18, 2013
Staff: G. Buhr - SD
Staff Report: February 13, 2013
Hearing Date: March 7, 2013

STAFF REPORT: CONSENT CALENDAR

Application No.: 6-12-087

Applicant: Cities of Carlsbad and Oceanside

Agent: Jon Schable and Pam Drew

Location: The project site is located along Carlsbad Boulevard/South Coast Highway from Eaton Street south to State Street and then extending further south along State Street until Oak Avenue, Cities of Carlsbad and Oceanside, San Diego County.

Project Description: Construction of the Carlsbad Coastal Rail Trail Reach 1 which would include: 1) construction of Coastal Rail Trail; 2) installation of Class II bike lanes; 3) construction of sidewalk; 4) restripe of roadway from three to two lanes; 5) construction of a round-a-bout; and 6) landscaping installation.

Staff Recommendation: Approval with conditions.

SUMMARY OF STAFF RECOMMENDATION:

The applicants propose to construct Reach 1 of the Coastal Rail Trail (CRT) within the City of Carlsbad and extending north into the City of Oceanside. In order to facilitate this project the applicants propose to construct a roundabout at the intersection of Carlsbad Boulevard and State Street to facilitate pedestrian and bicyclist access to the CRT across this intersection. The proposed project also proposes to connect the Cities of Carlsbad and Oceanside with a pedestrian trail and Class 1 bicycle path (CRT), Class II

bicycle lanes, Class III bicycle signage and “Sharrows” along State Street, and a sidewalk on the northbound side of Carlsbad Boulevard across Buena Vista Lagoon. A northbound travel lane along Carlsbad Boulevard would be eliminated in order to accommodate the proposed multimodal travel enhancements within the existing right-of-way.

The major Coastal Act issues associated with the proposed project include potential adverse impacts to public access and to adjacent coastal resources located with Buena Vista Lagoon. These impacts would be caused by construction activities, as well as the addition of a roundabout and the deletion of a travel lane. As a whole, the project would improve multi-modal coastal access through the area and function to enhance pedestrian and cyclist connectivity along an important north/south coastal arterial. Potential impacts to water quality and biological resources are remedied through the attached special conditions. Commission staff is recommending that the Commission **APPROVE** a coastal development permit for the proposed development with **six (6) special conditions** addressing these potential adverse impacts. Impacts to water quality are addressed through **Special Conditions #1, and #2** which require adherence to the submitted storm water management plan and place restrictions on temporary construction methods and identification of erosion control methods. Timing of construction is restricted by **Special Condition #3** which restricts construction activities to occur outside of the nesting season. **Special Condition #4** requires that the applicant adhere to the submitted landscaping planting palette, **Special Condition #5** requires pre and post surveys of impacted wetland conditions and **Special Condition #6** requires submittal of state or federal discretionary permits for the development authorized by this permit.

Standard of Review: Portions of the proposed project are located within the City of Carlsbad’s Local Coastal Program, the City of Oceanside’s Local Coastal Program and areas of retained jurisdiction within the Coastal Zone that are still under the jurisdiction of the Commission. The Cities of Carlsbad, Oceanside and the Commission have agreed to process the proposed project as a consolidated permit and therefore the Chapter 3 policies of the Coastal Act are the standard of review for the proposed project.

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APPENDICES

Appendix A – Substantive File Documents

EXHIBITS

- [Exhibit 1](#) – Location Map
- [Exhibit 2](#) – Vicinity Map
- [Exhibit 3](#) – Existing Conditions
- [Exhibit 4](#) – Site Plan
- [Exhibit 5](#) – Visual Simulation
- [Exhibit 6](#) – 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. **Storm Water Management Plan.** The applicant shall conform to the Storm Water Management Plan dated September 17, 2012 incorporating the described applicable storm water treatment techniques into the project design.

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

2. **Erosion Control and Construction Best Management Practices Plan. PRIOR TO COMMENCEMENT OF SITE CLEARING OR OTHER DEVELOPMENT,** a Storm Water Pollution Prevention Plan (SWPPP) shall be submitted 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.

- 3. **Timing of Construction.** To avoid potential impacts to the Least Bell's vireo and light footed clapper rail nesting season, removal of existing vegetation and grading activities are not permitted between the dates of February 15th and September 15th of any year; unless written permission from the California Department of Fish and Wildlife and/or the US Fish and Wildlife Service is provided to the Executive Director for review and approval.
- 4. **Landscape Plan.** The applicant shall undertake plant installation in conformance with the Planting Plans developed by the City of Carlsbad, and dated December 2012.

Final landscaping plans shall identify the following. Vegetation in landscaped areas adjacent to natural 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. Construction Impacts/ Restoration. WITHIN 30 DAYS FOLLOWING PROJECT COMPLETION, the applicant shall submit for Executive Director review and written approval the post construction survey required in #a below. If temporary impacts to wetlands are identified, the post construction survey shall also include a detailed revegetation plan indicating the type, size, and extent of all plant materials, any irrigation system and other landscape features to revegetate inadvertent wetland impacts. Implementation of the approved revegetation plan shall occur within 60 days of approval by the Executive Director or within such additional time as the Executive Director may grant for good cause. The revegetation plan shall be developed in consultation with the Department of Fish and Wildlife and at a minimum include:

- a. Post-Construction Survey. The existing condition of the wetland vegetation and substrate at the subject site has been documented. The extent of any impacts to the vegetation and substrate shall be assessed and documented after completion of the project to determine actual impacts. If no impacts have occurred, no mitigation will be necessary. If the post-construction survey identifies that temporary wetland impacts have occurred, the area shall be revegetated at a 1:1 ratio. If the post-construction survey identifies that permanent wetland impacts have occurred a permit amendment is required to address the identified impacts. Mitigation shall be provided for any identified permanent wetland impacts at a ratio of not less than 4:1.
- b. Any temporary upland impacts to native or environmentally sensitive habitat shall be revegetated at a 1:1 ratio. Native plants, similar to those impacted, shall be utilized to re-establish the area consistent with historic conditions. (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).

- c. The following goals, objectives, and performance standards shall apply for any necessary restoration:
 1. Full restoration of all wetland impacts that are identified as temporary, beyond the 90 day self-recovery period. Restoration of temporarily impacted areas shall include at a minimum, restoration to before-impact hydrology, removal of all non-native plant species, and replanting with locally collected native wetland species.
 2. Success criteria and final performance monitoring shall provide at least a 90% coverage of areas disturbed by construction activities within 1 year of completion of construction activities.
 3. The final design and construction methods that will be used to ensure the restoration sites achieve the defined goals, objectives, and performance standards.
 4. Submittal, within 30 days of initial restoration work, of post-restoration plans demonstrating that the revegetated areas have been established in accordance with the approved design and construction methods.
 5. A survey taken 1 year after revegetation identifying the quantity and quality of the restored plants. If the survey demonstrates the revegetation has been unsuccessful, in part or in whole, the survey shall include a plan for remediation and further surveys / reports until the site(s) are fully restored.
 6. All surveys, reports or other documentation of the post-construction impacts shall be submitted to the San Diego office of the Coastal Commission within 30 days of completion.

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

- 6. 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 6-12-087. 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 Reach 1 of the Coastal Rail Trail (CRT) within the City of Carlsbad that would be a part of the larger regional multi-modal CRT project. The project limits extend from Oak Street in the City of Carlsbad and extend north along State Street until it merges with Carlsbad Boulevard, from here, the project continues north along Carlsbad Boulevard/South Coast Highway where it crosses Buena Vista Lagoon until it reaches its northern terminus at Eaton Street in the City of Oceanside. The proposed section of the CRT that is the subject of this permit application would connect with the already constructed Reach 2 of the CRT in the City of Carlsbad located south of the subject site at Oak Street, and Phase I of the CRT located in the City of Oceanside immediately north of the subject site at Eaton Street. ([Exhibit 1 and 2](#)).

To accommodate the proposed section of the CRT, the applicants propose to construct a roundabout at the intersection of Carlsbad Boulevard and State Street to facilitate pedestrian and bicyclist access to the CRT across this intersection. The proposed project also proposes to connect the Cities of Carlsbad and Oceanside with a pedestrian trail and Class 1 bicycle path (CRT), Class II bicycle lanes, Class III bicycle signage and “Sharrows” (a Sharrow is a pavement marking installed on streets popular with bicyclists but too narrow for conventional bike lanes) along State Street, and a sidewalk on the northbound side of Carlsbad Boulevard across Buena Vista Lagoon ([Exhibit 4 and 5](#)). The applicants propose the subject enhancements to improve the pedestrian and bicycling environment while maintaining the traffic flow within the subject area.

In its existing condition, Carlsbad Boulevard/South Coast Highway consists of two northbound travel lanes and one southbound travel lane. The intersection of State Street and Carlsbad Boulevard is a three legged, uncontrolled intersection without crosswalks. There are currently no sidewalks or bike lanes that extend across Buena Vista Lagoon creating a hazardous environment for non-automobile travelers through this section of roadway connecting the coastal cities of Carlsbad and Oceanside ([Exhibit 3](#)).

In order to accommodate the proposed CRT section and other proposed pedestrian and bicycle amenities, the applicant proposes to reduce the travel lanes to a single vehicular lane in each direction, thereby eliminating one lane of travel across the lagoon ([Exhibit 4 and 5](#)). This reduction in the number of travel lanes would allow for the construction of the CRT section, Class II bike lanes and a sidewalk without expanding the footprint of the roadway beyond the limits of the existing disturbed right-of-way.

There is also some informal parking that currently exists along Carlsbad Boulevard that would no longer be accessible with completion of the proposed project. These parking spots provide access to a recreational fishing access point located on the bridge where

Carlsbad Boulevard crosses Buena Vista Lagoon. The applicants have identified that surplus parking is available at the directly adjacent Audubon Nature Center for users of the fishing access points, and furthermore identify that the proposed project would provide safer access to the fishing opportunities along the bridge while also creating a buffer between these location and the vehicular travel lanes that presently does not exist resulting in a safer environment for all users.

The proposed project is located directly adjacent to sensitive coastal resources located within Buena Vista Lagoon and includes improvements to existing storm water treatment and landscaping over existing conditions. No impacts to the adjacent sensitive resources are expected or proposed, **Special Condition #5** requires that the applicant conduct post construction surveys to ensure that any potential impacts are identified and mitigated appropriately. **Special Condition #1** requires that the applicant adhere to the submitted storm water management 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 #2** places restrictions on temporary construction methods and identifies appropriate erosion control methods. **Special Condition #4** requires that the applicant adhere to the submitted landscaping plan and prohibits the installation of any invasive, non-native species ([Exhibit 6](#)).

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 roadway segment, but would function to improve safety for both vehicular and non-vehicular travelers. There will be no increased discharge of pollutants that would impact the adjacent coastal resources, and 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.

Portions of the subject site are located within the jurisdictions of the Cities of Carlsbad's and Oceanside's Local Coastal Programs, while other areas of the proposed project are located in areas of original jurisdiction where the Commission still has jurisdiction. Section 30601.3 authorizes the Commission to process a consolidated coastal development permit application when requested by the local government and the applicant and approved by the Executive Director for projects that would otherwise require coastal development permits from both the Commission and from a local government with a certified LCP. The policies of Chapter 3 of the Coastal Act provide the legal standard of review for a consolidated coastal development permit application submitted pursuant to Section 30601.3, with the local government's certified LCP used as guidance.

B. PUBLIC ACCESS

The goal of the proposed project is to improve access and safety for all users through the subject site. Under existing conditions there are no bike lanes or pedestrian trails/sidewalks that extend along Carlsbad Boulevard/South Coast Highway where it crosses Buena Vista Lagoon. The proposed CRT Reach would connect with existing trail sections located immediately to the north and south of the subject site while also

providing safe travel for non-vehicular travelers across Buena Vista Lagoon that is presently unavailable. The proposed project would also facilitate travel for cyclists through the subject area through the addition of Class II bike lanes across the lagoon, and the addition of Sharrows along State Street as well.

The proposed roundabout feature would also serve to improve safety conditions for all users through the subject intersection of State Street and Carlsbad Boulevard. Under existing conditions, this intersection is a three legged, uncontrolled intersection without crosswalks, and the only existing bike lane or sidewalk terminates abruptly in the middle fork of the intersection, without any associated crosswalks for access from the center of eth intersection ([Exhibit 3](#)). These conditions have resulted in a numbers of accidents at this intersection, including collisions between vehicles and pedestrians and cyclists.

In order to accommodate the proposed pedestrian and cyclist amenities the project would eliminate one northbound travel lane across the lagoon. The applicant conducted a traffic analysis that identified that the reduction in travel lanes would result in no change in level of service for the identified roadway segments under existing or forecasted year 2035 travel demands.

The traffic analysis also investigated the effects of the proposed roundabout on travel conditions through the subject site. The study identified that post project conditions would enhance multimodal benefits by providing improved safety for pedestrians and cyclists through the subject site. The roundabout would reduce vehicle speeds through the intersection while also providing crosswalks to facilitate safe crossing conditions for pedestrians and cyclists alike. Inherent in the design of a roundabout is the application of reducing vehicle speeds to afford these benefits to non-vehicular users; these reductions in travel speeds though, do result in a slightly decreased level of service through the subject intersection over existing conditions. This reduction of travel time for vehicles however, only exists for travel through the roundabout intersection itself, and as presented previously the capacity of the roadway remains sufficient to maintain existing and forecasted travel demands. When compared to the benefits the proposed project provides overall to public access for a range of multimodal users, the slight reduction in level of service for vehicles through the intersection is acceptable and would not result in a conflict with the public access policies of the Coastal Act.

The Commission finds that only as conditioned and described above, can the proposed development be found consistent with Sections 30210 through 30214, Sections 30220 through 30224, Section 30252 and Section 30604(c) of the Coastal Act. The proposed development will not have an adverse impact on public access to the coast or to nearby recreational facilities.

C. BIOLOGICAL RESOURCES

No impacts to sensitive biological resources are proposed. However, the proposed project would result in a permanent encroachment of 0.0003 acres into an existing shallow earthen drainage feature. Presently this feature is comprised entirely of iceplant (*Carpobrotus edulis*), and does not appear to have functioned as a drainage for quite some

time. The applicant proposes to revegetate this area, and the impacted roadway shoulders throughout the subject site 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. **Special Condition #5** requires a post construction survey take place to identify any unanticipated temporary impacts to wetland or upland habitats that occurred during project construction and requires restoration plans for any impacted areas identified.

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.

D. 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 proposed project results in a net reduction of impervious surface areas associated with roadways and therefore would likely result in a reduction of pollutants generated within the subject area. Areas of increased impervious surfaces would be associated with trail and Class I bike facilities (CRT Reach 1). The proposed project would introduce vegetated strips into the roadway footprint that would serve to disconnect impervious surface areas and allow for improved filtration and infiltration of runoff before exiting the project footprint. The project would also include storm drain inserts to provide additional treatment and removal of potential pollutants. **Special Condition #1** requires the applicant to comply with the submitted Storm Water Management Plan that includes all of these provisions as well as other standard storm water treatment techniques as well.

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 #2 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 #2** 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.

E. COMMUNITY CHARACTER/VISUAL QUALITY

The proposed roadway improvement would not alter or distract from the existing views of coastal resources or change the character of the surrounding scenic corridor. Therefore, the Commission finds that the development, as conditioned, conforms to Section 30251 of the Coastal Act.

F. LOCAL COASTAL PROGRAM

Portions of the subject site are located within the jurisdictions of the Cities of Carlsbad's and Oceanside's Local Coastal Programs, while other areas of the proposed project are located in areas of original jurisdiction where the Commission still has jurisdiction. The Cities have requested that the Coastal Commission review the project proposal as a whole, and process the entire development as a consolidated coastal development permit. Under Coastal Act Section 30601.3, Chapter 3 of the Coastal Act is the legal standard of review for the entire project, and the certified LCP has been used as guidance. The proposed project has been found consistent with all applicable Chapter 3 policies of the Coastal Act. Therefore, the Commission finds that approval of the project will not prejudice the ability of the Cities of Carlsbad or Oceanside to continue implementation of their individual LCPs.

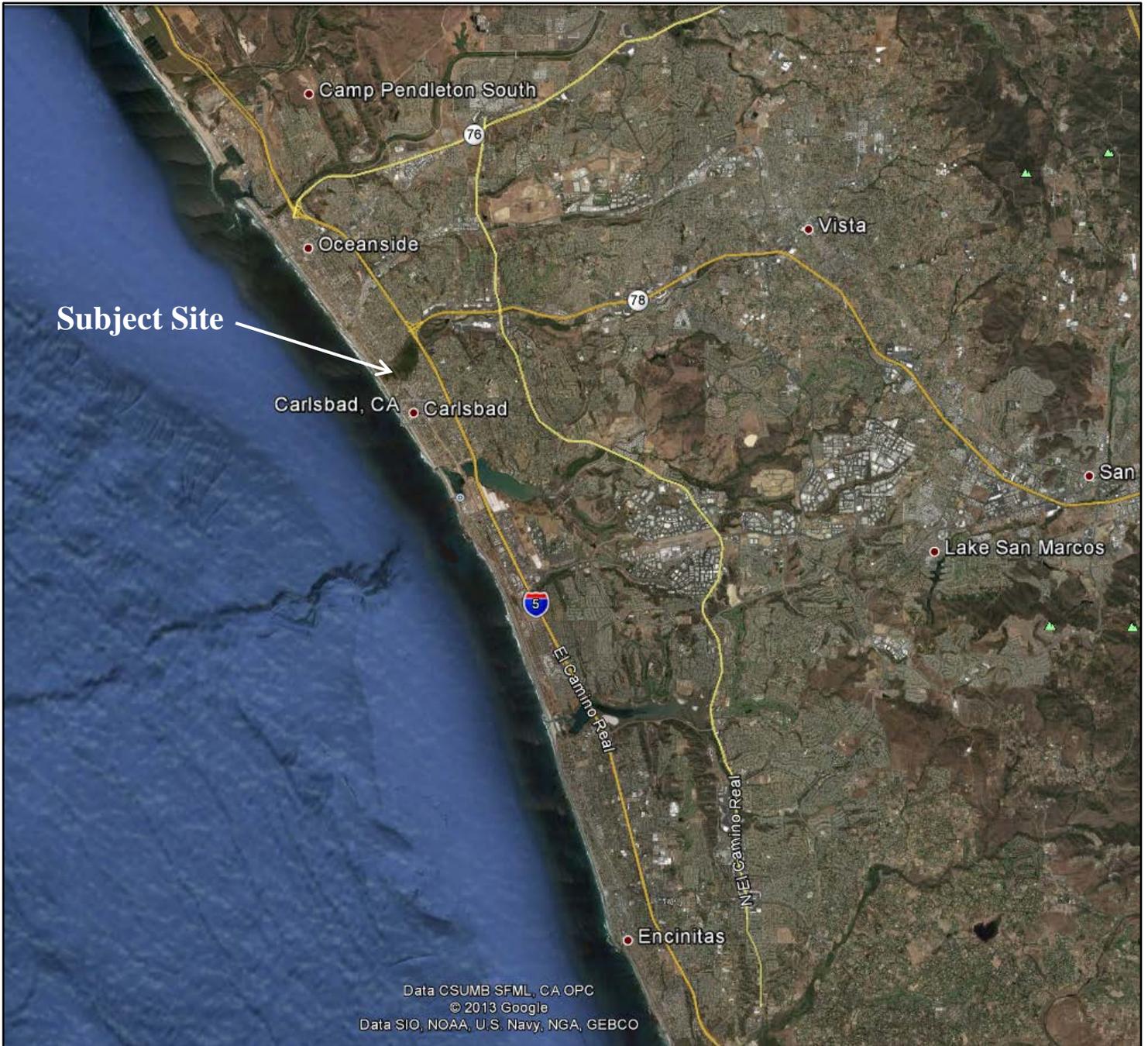
G. CONSISTENCY WITH CEQA

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. *Natural Environment Study – Coastal Rail Trail Reach 1 Project*. LSA Associates Inc., dated December 2012.
2. *Jurisdictional Delineation Report – Coastal Rail Trail Reach 1 Project*. LSA Associates, dated July 2012.
3. *Geotechnical Evaluation – Coastal Rail Trail Roundabout*. Ninyo & Moore, dated July 26, 2012.
4. *Storm Water Management Plan (SWMP) – Coastal Rail Trail – Reach 1*. RBF Consulting, dated September 17, 2012.
5. *Visual Impact Assessment – Carlsbad Coastal Rail Trail, Reach 1*. RBF Consulting, dated July 9, 2012.
6. *Coastal Rail Trail Reach 1 – Traffic Impact Analysis Study*. RBF Consulting, dated December 17, 2012.



Data CSUMB SFML, CA OPC
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Data SIO, NOAA, U.S. Navy, NGA, GEBCO

EXHIBIT NO. 1
APPLICATION NO. 6-12-087
Location Map
 California Coastal Commission



EXHIBIT NO. 2
APPLICATION NO.
6-12-087
Vicinity Map
California Coastal Commission

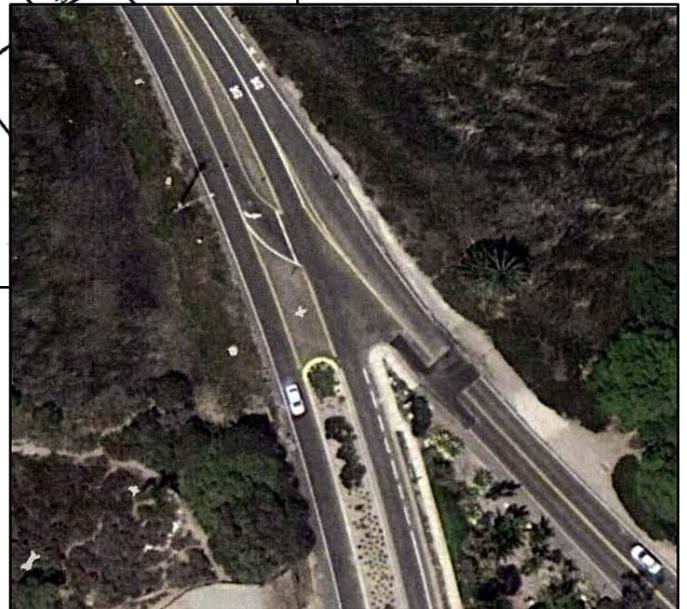
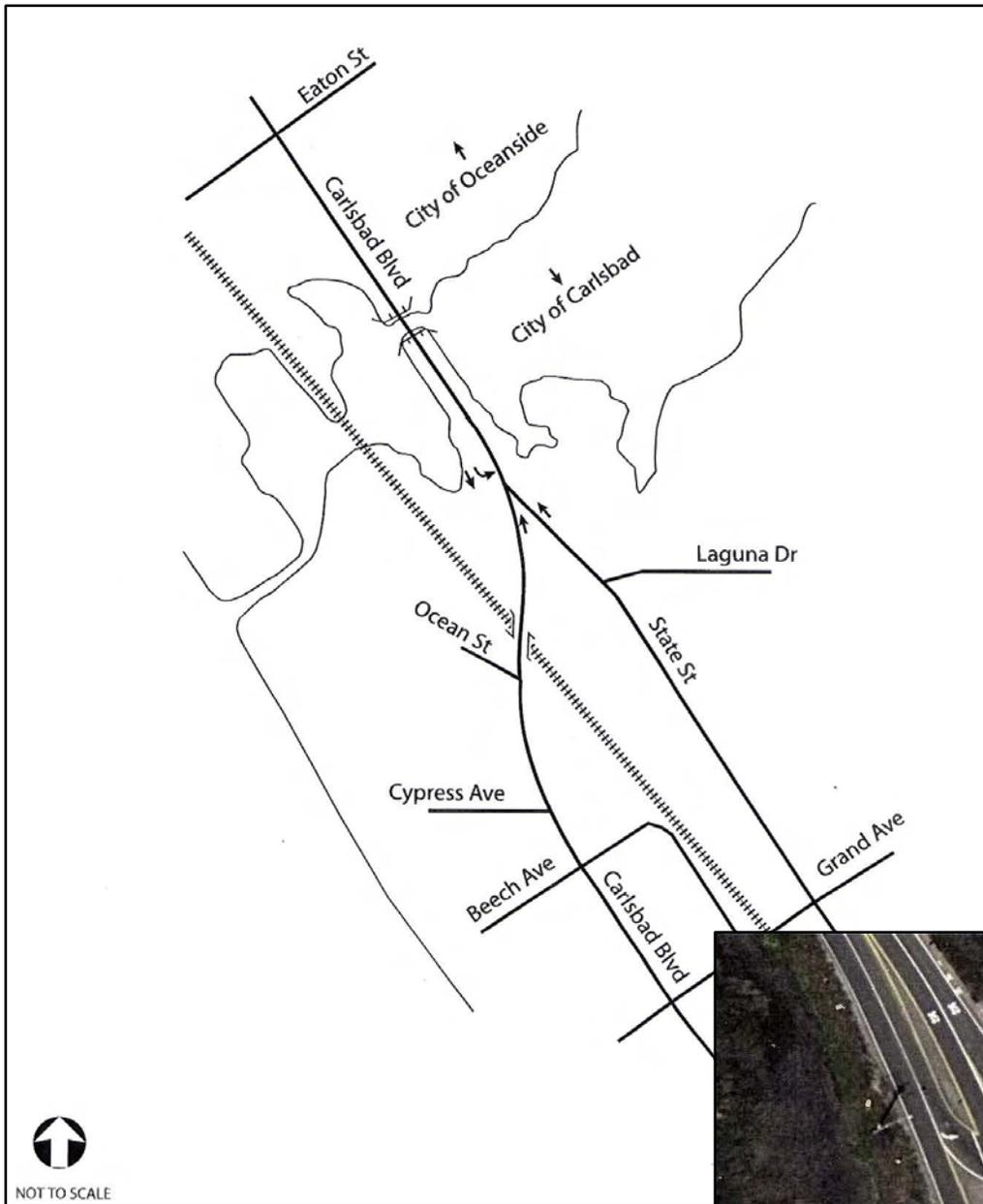


EXHIBIT NO. 3
APPLICATION NO.
6-12-87
Existing Conditions
 California Coastal Commission

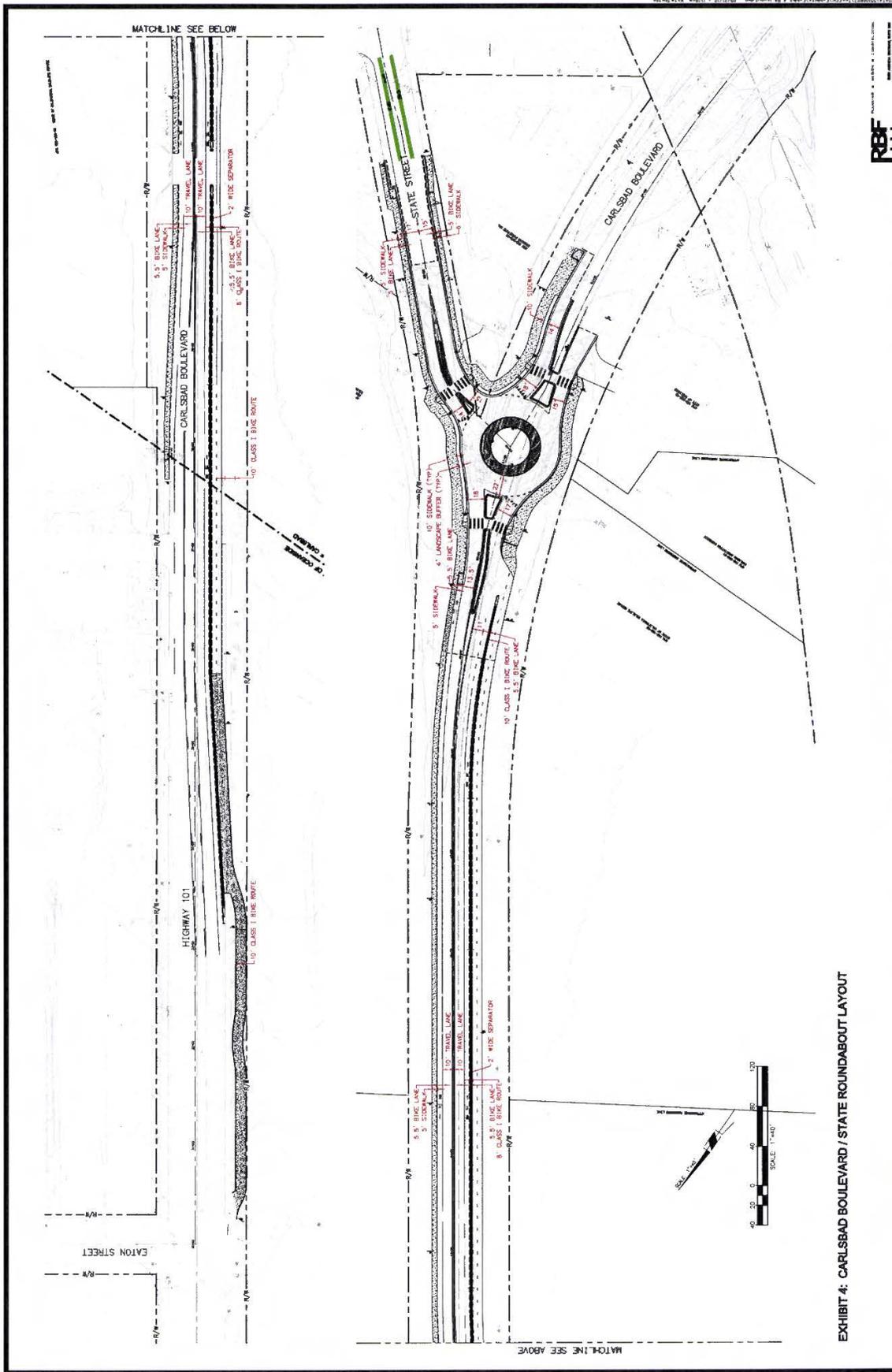


EXHIBIT 4: CARLSBAD BOULEVARD / STATE ROUNDABOUT LAYOUT

EXHIBIT NO. 4
APPLICATION NO. 6-12-087
Site Plan
California Coastal Commission



BEFORE
Looking South on PCH



AFTER
Looking South on PCH



BEFORE
Looking South on PCH



AFTER
Looking South on PCH

EXHIBIT NO. 5
APPLICATION NO. 6-12-060
Visual Simulation
 California Coastal Commission

