

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
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 SAN DIEGO, CA 92108-4402
 767-2370

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 Staff Report: 2/13/03
 Hearing Date: 3/4-7/03

REGULAR CALENDAR
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-02-151

Applicant: North San Diego County Transit Development Board,
 Agent: BRG Consulting, Inc

Description: Repairs to the existing railroad bridge crossing Agua Hedionda Lagoon including partial replacement of three bridge pilings and several damaged pile wraps, including one pile wrap that extends approximately 12 inches into the lagoon floor.

Site: Railroad bridge crossing Agua Hedionda Lagoon, Agua Hedionda, Carlsbad (San Diego County)

Substantive File Documents: "North County Transit District Bridge 230.6 Maintenance Repairs Technical Specifications and Special Provisions", prepared by BRG Consulting, Inc., submitted 10/28/02, Agua Hedionda Lagoon LUP

STAFF NOTES:

Summary of Staff's Preliminary Recommendation: Staff recommends the Commission approve the proposed development subject to special conditions. The applicant has documented that repairs to the existing railroad bridge are needed. Although the project would result in temporary impacts to unvegetated lagoon bottom to replace a supporting piling, no permanent impacts are proposed. Because the impact area supports no sensitive species and is only occasionally under water, no mitigation is recommended. However, several special conditions are recommended because work is proposed near sensitive areas, including a survey to check for the invasive species *Caulerpa taxifolia*.

I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: *I move that the Commission approve Coastal Development Permit No. 6-02-151 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

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

RESOLUTION TO APPROVE THE PERMIT:

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

II. Standard Conditions.

See attached page.

III. Special Conditions.

The permit is subject to the following conditions:

1. Future Maintenance/Debris Removal. Within 15 days of completion of construction, the permittee shall remove all debris associated with construction activities. If, after inspection, it is apparent that further repair and maintenance is necessary, the permittee shall contact the Commission office to determine whether an amendment to this permit or a separate coastal development permit is legally required, and shall subsequently apply for any legally required permit amendment or coastal development permit for the necessary maintenance.

2. 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 CDP #6-02-151. 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.

3. Final Site/ Staging Area/Access/Spill Protection Plans. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, final Site Plans and final Staging Areas/Access Corridors Plans for the permitted development. Said plans shall be in substantial conformance with the plans submitted by BRG Consulting Inc., submitted 10/28/02.

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

4. Invasive Species. Prior to the commencement of the project, the applicant shall provide evidence that the proposed repair work can occur without the risk of spreading the invasive green alga *Caulerpa taxifolia* as follows.

- a. Not earlier than 90 days nor later than 30 days prior to commencement or re-commencement of any development authorized under this coastal development permit, the applicant shall undertake a survey of the project area and a buffer area at least 10 meters beyond the project area to determine the presence of the invasive alga *Caulerpa taxifolia*. The survey shall include a visual examination of the substrate.
- b. The survey protocol shall be prepared in consultation with the Regional Water Quality Control Board, the California Department of Fish and Game, and the National Marine Fisheries Service.
- c. Within five (5) business days of completion of the survey, the applicant shall submit the survey:
 1. For the review and written approval of the Executive Director; and
 2. To the Surveillance Subcommittee of the Southern California Caulerpa Action Team (SCCAT). The SCCAT Surveillance Subcommittee may be contacted through William Paznokas, California Department of Fish & Game (DFG) (858/467-4218) or Robert Hoffman, National Marine Fisheries Service (NMFS) (562/980-4043).
3. If *Caulerpa* is found, then the NMFS and DFG contacts shall be notified within 24 hours of the discovery.
 - d. If *Caulerpa* is found, prior to the commencement of repair work, the applicant shall provide evidence to the Executive Director for review and written approval that the *Caulerpa* discovered within the project and/or

buffer area has been eradicated.

5. Water Quality. The project shall comply with the provisions of the proposed Debris Retainment Plan, prepared by BRG Consulting, Inc. submitted 10/28/02.

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

6. Timing of Work. Prior to initiation of any repair work, the applicant shall provide notice to the Executive Director of the date when the project is to commence. Such notice shall be required at least two weeks in advance of the proposed date of implementation and shall be accompanied by a declaration from the State Dept. of Fish & Game stating that the work on the date proposed will not cause adverse impacts to the biological productivity of the area. Specifically, the declaration shall include an assessment of the nesting status of any of the rare or endangered fowl species found in the area. The applicant shall also provide an updated confirmation of that status from the State Department of Fish and Game, no more than two days prior to initiation of construction. No fill of wetland or encroachment into ESHA is permitted if noise abatement measures such as sound walls or berms are required. Said declaration shall be subject to the review and written approval of the Executive Director.

IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description. Proposed are repairs to the existing timber railroad bridge crossing Agua Hedionda Lagoon in Carlsbad. Repairs include partial replacement of three bridge pilings and several damaged pile wraps, including one pile wrap that extends approximately 12 inches into the lagoon floor. A safety and maintenance inspection found that portions of two wooden pilings needed replacement from approximately the top of the pile wrapping to the deck of the track; one pile requires replacement from the ground line to the deck. A pile wrap is a formed concrete encasement which protects the pilings which support the trestle. Two of the three pilings in need of replacement are located within Span 5 on the southern side of the trestle, approximately five feet into Agua Hedionda Lagoon. This area is covered with water during higher tides, and has a dry sandy and rocky surface during lower tides. The proposed project would result in temporary removal of approximately 0.39 cubic yards of unvegetated lagoon bottom for the replacement of the pile wrap. The same dredged material would be used as backfill around the pile upon project completion. Proposed impacts are minor in areal extent (less than 2 feet beyond the circumference of the piling). No mitigation for the temporary impact is proposed. The third pile that requires work, number 13-3, is located in an upland non-vegetated area on the north side of the bridge and proposed work would not result in impacts to coastal resources.

The new piles will be placed by one of two methods. One option is to attach an electric winch to the horizontal brace of the trestle, which is located directly below the trestle deck using a chain cable and come-alongs to pull one end of the pile upward into place. Alternatively, the piles would be lowered from a boom truck in the staging area, or a hyrail vehicle from the deck of the tracks above. The repairs would be completed using hand/power tools from a 12-foot work dingy tied off to the pilings. The majority of the work is proposed at low tides. The proposed project will not alter the hydrologic cycle of the lagoon, including the flow of precipitation and runoff, the mixing of fresh waters with seawater, or the dynamics of the annual building and breaching of sandbars.

An existing cleared dirt area within the railroad right-of way, measuring approximately 75 feet by 75 feet, would be used for staging. According to the applicant, there is more than sufficient space in this clearing for storage of necessary equipment, and a general project staging area. The exact location of the staging area would be determined by the biological monitor, based upon a minimum 20-foot distance from the edge of the lagoon, and other standard Best Management Practices to protect coastal waters and marine habitat.

Aqua Hedionda Lagoon is a "man-made" water body that was originally dredged in 1954 to -11 ft. MSL, out of a historical 230 acre salt marsh slough to provide cooling water for the Encina Power Plant. It is divided into three basins: inner, middle and outer. The project area is located at the boundary of the inner and middle basins, where the railroad crosses over the lagoon on a wooden trestle. The lagoon and its environs contain several types of sensitive plants and animals, including several identified as endangered under the Endangered Species Act, although none are known to occur in the immediate vicinity of the bridge. Eel grass is located in the project area, although none exists in the proposed work area.

The project requires a coastal development permit because it is within the Commission's original jurisdiction and proposes repair work within 20 feet of coastal waters. *See* 14 Cal. Code Regs. § 13252(a)(3). Agua Hedionda is one of six segments of the City of Carlsbad's LCP. No implementation program for the Agua Hedionda segment has been certified; however, the certified Agua Hedionda Land Use Plan is used for guidance. Thus, Chapter 3 of the Coastal Act is the standard of review.

2. Wetland/Marine Resource Protection. Several Coastal Act sections are applicable as follows:

Section 30230

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

Section 30231

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

In addition, Section 30233 of the Coastal Act states, in part:

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

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- (3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.
- (4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
- (5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

Finally, Section 30240 of the Coastal Act is applicable, and states:

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Under Coastal Act Section 30233, disturbance and/or filling of wetlands is severely constrained. Agua Hedionda has been identified as one of 19 high priority coastal wetland acquisition areas, as referenced in Section 30233 of the Coastal Act. Thus, the proposed repair work has the potential to adversely affect this sensitive area. It is also the only lagoon that allows recreational activities in San Diego County. Coastal Act Sections 30230, 30231 and 30240 call for the preservation of environmentally sensitive habitat areas and protection against significant disruption of habitat values.

Section 30233 prohibits fill of wetlands except when it is for one of eight purposes. Where the fill is for an allowable purpose, the fill must be the least environmentally damaging alternative and feasible mitigation measures must be taken to minimize any adverse environmental effects. Temporary impacts to wetland habitat (unvegetated area only occasionally under water) are proposed to facilitate the repair of a damaged railroad bridge. No fill is proposed; however, the proposed project would result in dredging of approximately 0.39 cubic yards of lagoon bottom. Section 30233(a)(5) allows filling and dredging of wetlands for incidental public service purposes. The Commission finds the bridge repair qualifies as an incidental public service purpose. The bridge crossing Agua Hedionda Lagoon is an essential part of NCTD's operating infrastructure. NCTD would be unable to provide its standard service without having the bridge supporting its railroad operation and the repair will not increase the capacity of the bridge; therefore, the proposed repairs constitute an incidental public service.

Once it has been determined that the proposed project is an allowable use under Section 30233 of the Coastal Act, it must also be determined that no other feasible alternative is available that would avoid or lessen the environmental impacts of the development and that mitigation is provided for all unavoidable impacts. Alternatives to the project, in this particular case, are limited. The no project alternative is not feasible because it would result in the interruption of regional transportation in San Diego County.

The bridge repair must occur within the lagoon as the trestle spans it. Because repair work is proposed in the lagoon, impacts to sensitive habitat cannot be entirely avoided; however, they must be minimized to the extent feasible.

Section 30233 requires that all adverse environmental impacts are minimized to the extent feasible. In this case, proposed impacts are minor in areal extent (less than 2 feet beyond the circumference of one piling) and temporary (the same dredged material will be used to backfill around the pile upon completion of the pile wrap replacement). Although no mitigation is proposed, the Commission's staff biologist has reviewed the proposal and concurs that no mitigation is necessary. The impact area is an unvegetated, sandy area that supports no sensitive species and is only occasionally under water. Thus, the Coastal Act requires no mitigation. Similarly, no revegetation is necessary for the staging area because it is an existing dirt road that is used by the railroad to maintain the tracks.

Special Condition #1 requires that any future maintenance activities and/or vegetation removal be reviewed by the Commission. Within 15 days of project completion all debris must be removed.

Special Condition #2 requires the submittal of any required discretionary permits from other agencies. The applicant has indicated that the resource agencies are requiring surveys for sensitive bird species pursuant to standard protocols. Should any project modifications be required as a result of other permits, an amendment to this permit may be necessary.

Construction activities will occur during the breeding season of the California gnatcatcher, defined as the period between 15 February and 15 August. Unlike application CDP #6-02-152 before the Commission at this meeting, this application proposes no pre-construction surveys or noise abatement measures to prevent adverse effects to nesting birds. This requirement was not known when the workplan was prepared. Therefore, Special Condition #6 requires the applicant to provide notice when the project is to commence at least two weeks in advance of the proposed date of implementation. The notice must be accompanied by a declaration from the State Dept. of Fish & Game stating that the work will not cause adverse impacts to the biological productivity of the area. Specifically, the declaration shall include an assessment of the nesting status of any of the rare or endangered fowl species found in the area. The applicant shall also provide an updated confirmation of that status from the State Department of Fish and Game, no more than two days prior to initiation of construction. Should project-generated noise levels exceed the ambient level at the edge of the breeding area, noise abatement, such as earthen berms, sound walls, etc. may be necessary to prevent levels from exceeding certain noise standards at the nest. The impacts of constructing berms, sound walls, etc. could result in fill of wetland or encroachment into ESHA. Special Condition #6 prohibits any fill of wetland or encroachment into ESHA; such measures must be located outside of sensitive areas. The Commission finds that as conditioned the project is consistent with Section 30240 of the Coastal Act.

Special Condition #3 requires final project and access/staging plans in substantial conformance with the submitted plans to ensure no impacts to wetland resources.

A current issue in Agua Hedionda Lagoon is the eradication program for the invasive green alga, *Caulerpa taxifolia* (referred to hereafter as *Caulerpa*), that has been discovered within inner Agua Hedionda Lagoon. On August 7, 2000 the Executive Director issued an emergency permit (6-00-99-G) regarding the eradication of *Caulerpa* found in a small area of the inner lagoon. The program included placement of tarps over the treated sectors and capping the areas to preclude regrowth.

Caulerpa is a tropical green marine alga that was popular in the aquarium trade because of its attractive appearance and hardy nature. In 1984, this seaweed was introduced into the northern Mediterranean. From an initial infestation of about 1 square yard it grew to cover about 2 acres by 1989, and by 1997 blanketed about 10,000 acres along the coasts of France and Italy. Genetic studies demonstrated that those populations were from the same clone, possibly originating from a single introduction. This seaweed spreads asexually from fragments and creates a dense monoculture displacing native plant and animal species. In the Mediterranean, it grows on sand, mud and rock surfaces from the very shallow subtidal to about 250-ft depth. Because of toxins in its tissues, *Caulerpa* is not eaten by herbivores in areas where it has invaded. The infestation in the Mediterranean has also had serious negative economic and social consequences because of impacts to tourism, recreational diving, and commercial fishing.

Because of the grave risk to native habitats, in 1999 *Caulerpa* was designated a prohibited species in the United States under the Federal Noxious Weed Act. AB 1334, enacted in 2001 and codified at California Fish and Game Code Section 2300, forbids possession of *Caulerpa*. In June 2000, *Caulerpa* was discovered in Agua Hedionda Lagoon in San Diego County, and in August of that year an infestation was discovered in Huntington Harbor in Orange County. Genetic studies show that this is the same clone as that released in the Mediterranean. Other infestations are likely. Although a tropical species, *Caulerpa* has been shown to tolerate water temperatures down to at least 50° F. Although warmer southern California habitats are most vulnerable, until better information is available, it must be assumed that the whole California coast is at risk. All shallow marine habitats could be impacted.

In response to the threat that *Caulerpa* poses to California's marine environment, the Southern California *Caulerpa* Action Team, SCCAT, was established to respond quickly and effectively to the discovery of *Caulerpa* infestations in Southern California. The group consists of representatives from several state, federal, local and private entities. The goal of SCCAT is to completely eradicate all *Caulerpa* infestations.

Eelgrass (*Zostera marina*) is an aquatic plant consisting of tough cellulose leaves which grows in dense beds in shallow, subtidal or intertidal unconsolidated sediments. Eelgrass is protected by Coastal Act Sections 30230 and 30231 because it functions as important habitat for a variety of fish and other wildlife, according to the Southern California Eelgrass Mitigation Policy (SCEMP) adopted by the National Marine Fisheries Service

(NMFS), the U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Game (CDFG). For instance, eelgrass beds provide areas for fish egg laying, juvenile fish rearing, and waterfowl foraging. Sensitive species, such as the California least tern, a federally listed endangered species, utilize eelgrass beds as foraging grounds. If *Caulerpa* were allowed to reproduce unchecked within the project area, sensitive eelgrass beds and the wildlife that depend upon them would be adversely impacted.

If *Caulerpa* is present, any project that disturbs the bottom could cause its spread by dispersing viable tissue fragments. In order to assure that the proposed repairs do not cause the dispersal of *Caulerpa*, the Commission imposes Special Condition #4. This condition requires the applicant to conduct a survey to determine if any *Caulerpa* is present prior to the repair work. If any *Caulerpa* is discovered, the applicant must notify the resource agencies and must demonstrate that the *Caulerpa* has been eradicated prior to the proposed repair.

In summary, the proposed unavoidable impacts to wetlands are an allowable use within a wetland. The applicant has minimized all adverse environmental impacts to the extent feasible. No changes to the size, structure, or alignment of the bridge from the dimensions and location of the existing structure are proposed as part of the project. Therefore, the Commission finds the proposed development, as conditioned, is consistent with Sections 30230, 30231, 30233 and 30240 of the Coastal Act.

3. Water Quality/Resource Protection. Section 30231 of the Coastal Act states:

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

The project is proposed within the Agua Hedionda Lagoon. The applicant has proposed a Debris Retainment Plan and placement of physical barriers and methods of containment to prevent all drill cuttings, wood chips, epoxy grout and other debris from entering the water. Debris shall be collected and removed frequently to avoid accidental dumping in the lagoon. All equipment will be stored, maintained, and fueled in the staging area which is removed from the lagoon. No debris, sawdust, rubbish, cement or concrete, oil or petroleum products from the activity are anticipated to enter or be placed where they may be washed by rainfall or runoff into the lagoon. To ensure that no debris or foreign material will be allowed to enter the lagoon, debris containment devices will be attached to each piling being repaired, directly below the repair work to catch falling debris. This will allow any construction debris or materials to be collected and disposed of at a proper disposal site. The Commission's water quality unit finds the plan acceptable. Special Condition #5 requires the project to comply with the provisions of the proposed Debris

Retainment Plan. Therefore, the Commission finds the project is consistent with Section 30231 of the Coastal Act.

4. Public Access/Coastal Act Consistency. Because the proposed development is located between the sea and the first public road, Section 30604(c) requires that a specific access finding be made. In addition, many policies of the Coastal Act address the provision, protection and enhancement of public access to and along the shoreline, in particular, Sections 30210, 30211, 30212 and 30223. These policies address maintaining the public's ability to reach and enjoy the water, preventing overcrowding by providing adequate recreational area, and protecting suitable upland recreational sites.

Although the subject site is located between the first public roadway and the sea, the project will not impede public access to the coast as pedestrian use is not permitted on the railroad. By preventing potential failure of the bridge, the project will help maintain public transportation along the coast. Thus, public access will not be adversely affected and the project is consistent with the public access policies of the Coastal Act.

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

The subject site is located over Agua Hedionda Lagoon and the standard of review for this development is Chapter 3 policies of the Coastal Act. Based on the above discussion, the Commission finds that the proposed development, as conditioned, is consistent with all applicable Chapter 3 policies of the Coastal Act and no adverse impacts to coastal resources are anticipated. Additionally, approval of the proposed project will not prejudice the ability of Carlsbad to prepare a Local Coastal Program (LCP) in conformity with the provisions of Chapter 3 of the Coastal Act

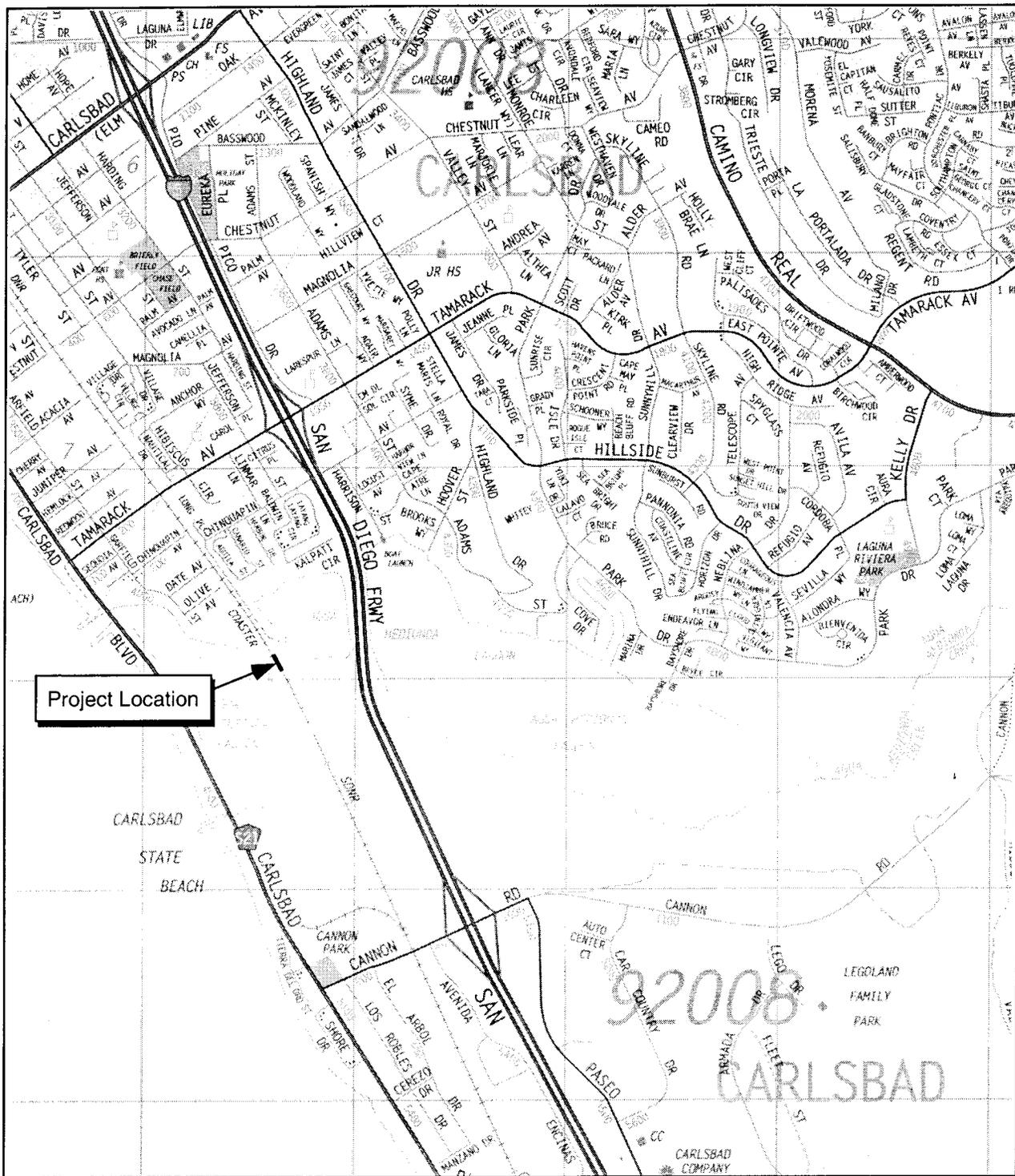
6. California Environmental Quality Act (CEQA) Consistency. Section 13096 of the Commission's administrative regulations requires Commission approval of a Coastal Development Permit to be supported by a finding showing the permit, as conditioned, is consistent with any applicable requirements of the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

As discussed herein, as proposed and conditioned the project will not result in any significant adverse impacts to wetlands. Impacts to wetlands are unavoidable, but will be temporary and have been minimized. 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.

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.

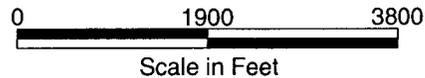
6-02-151



Project Location



North



Scale in Feet

BASEMAP: Thomas Guide, 2002. SOURCE: Thomas Guide, BRG Consulting, Inc., 2002.

09/24/02



BRG CONSULTING, INC.

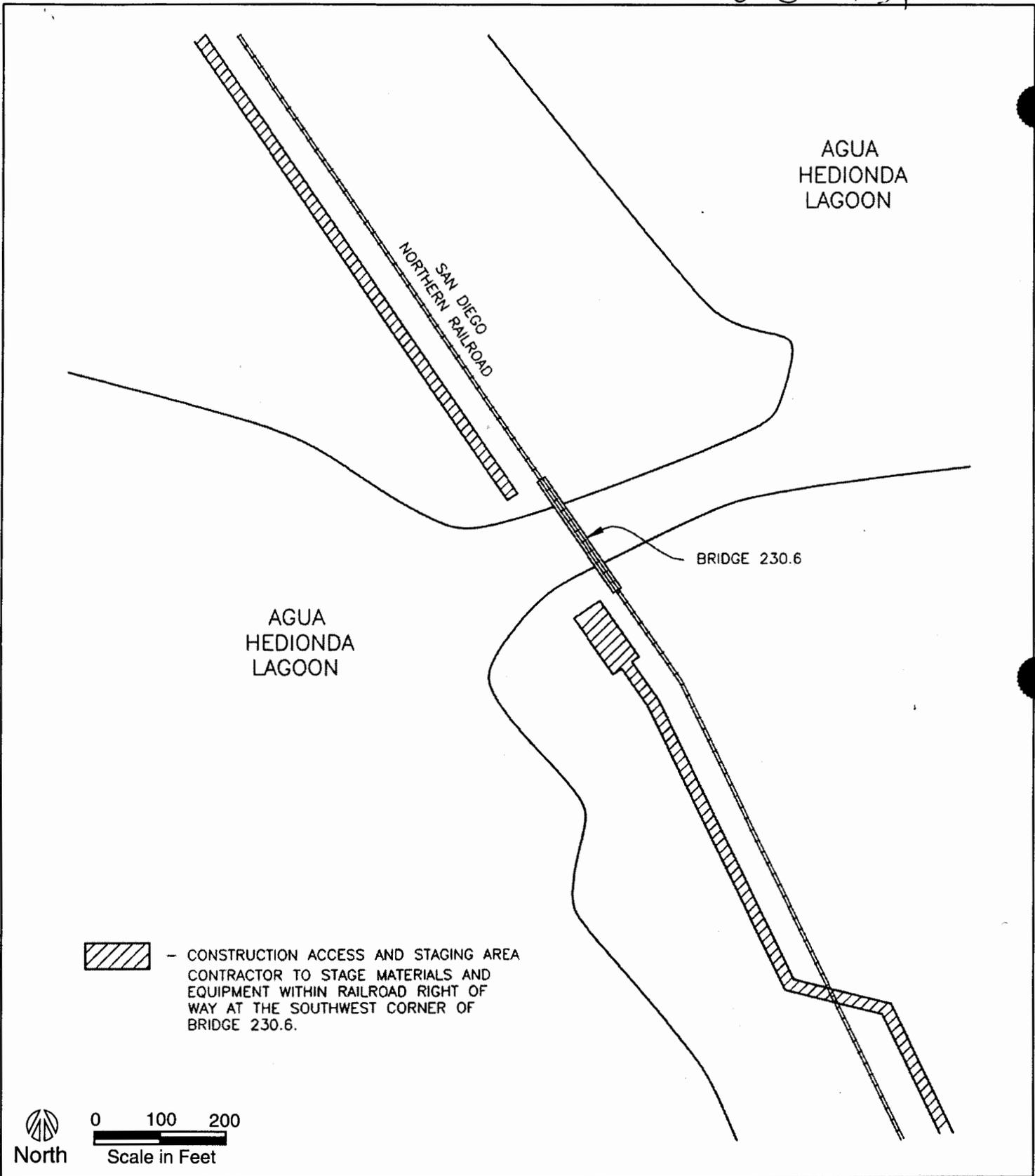
Bridge 230.6 Repair

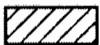
Vicinity Map

EXHIBIT NO. 1
APPLICATION NO.
6-02-151
Location Map



6-02-151



 - CONSTRUCTION ACCESS AND STAGING AREA CONTRACTOR TO STAGE MATERIALS AND EQUIPMENT WITHIN RAILROAD RIGHT OF WAY AT THE SOUTHWEST CORNER OF BRIDGE 230.6.

 North
 0 100 200
 Scale in Feet

Source: Simon Wong Engineering, 2002.



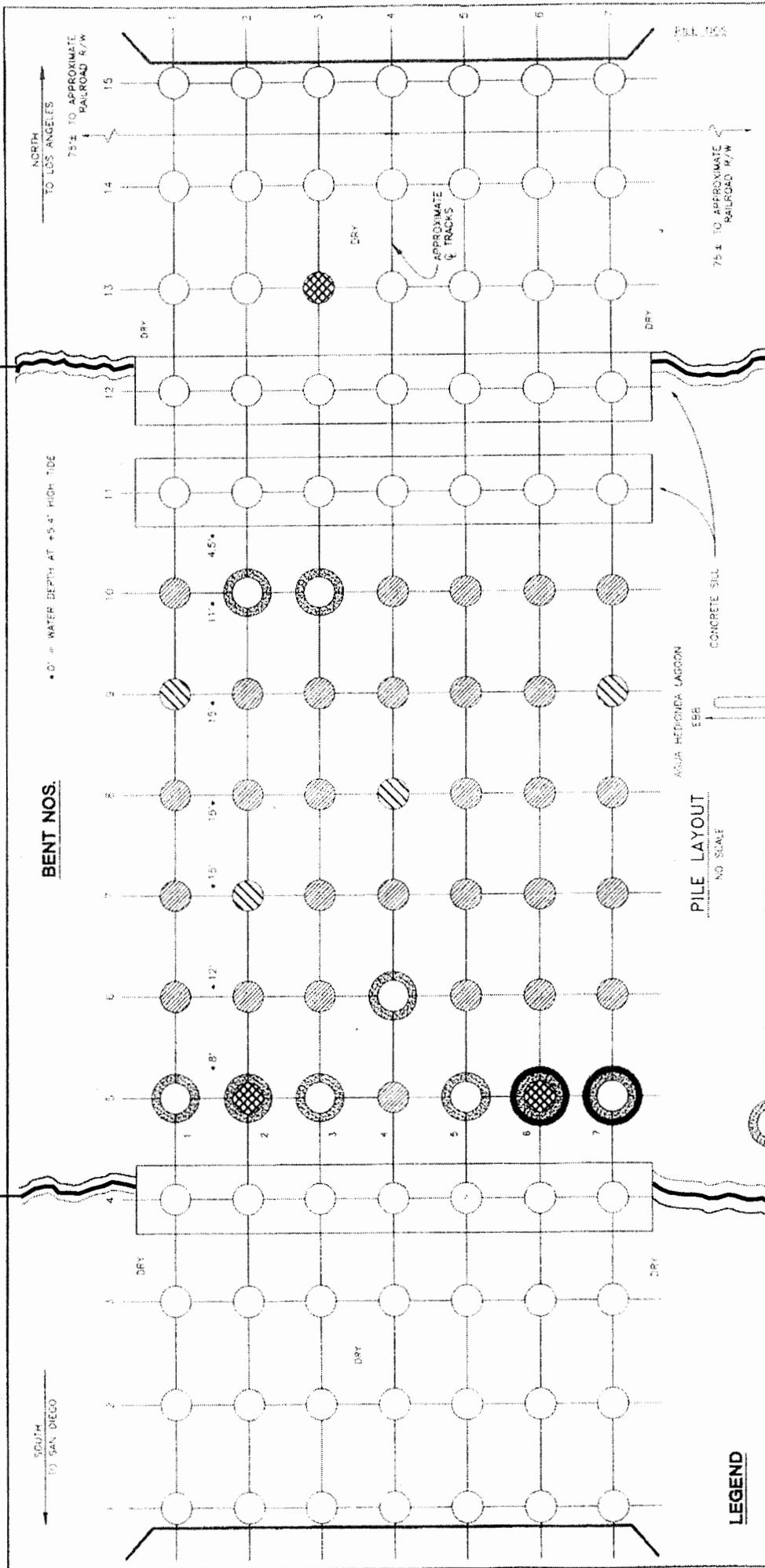
Bridge 230.6 Repair

Site Plan

EXHIBIT NO. 2
APPLICATION NO.
6-02-151
 Site Plan



Mean High Water Level/ACOE Jurisdictional Waters of the U.S.

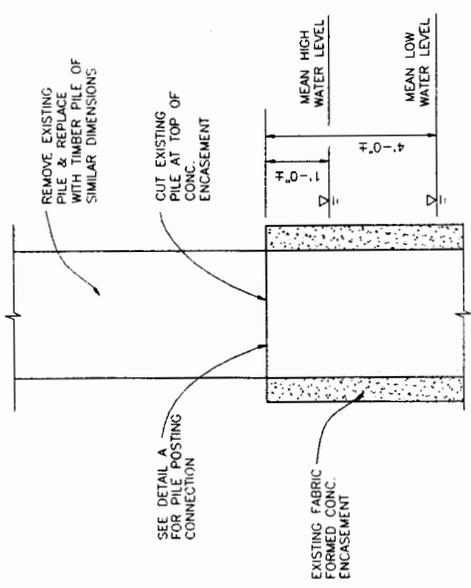


MEAN HIGH WATER LEVEL (MHW) = 4.24
 MEAN LOW WATER LEVEL (MLW) = 0.82

LEGEND

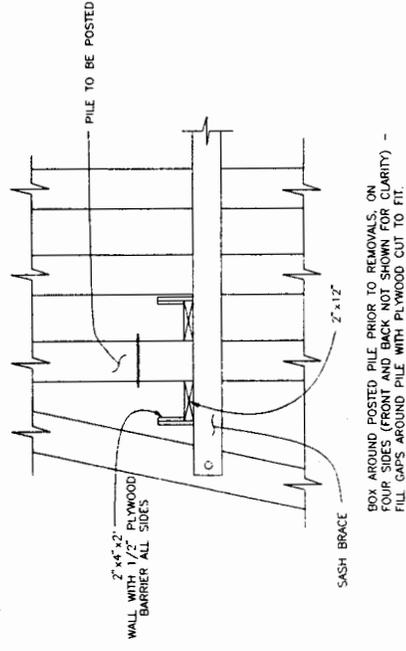
- EXISTING "DRY" UNWEAPED TIMBER PILE
- EXISTING TIMBER PILE WITH PVC WRAP AND HOPE COVER IN GOOD CONDITION TO BE REPAIRED
- EXISTING TIMBER PILE WITH DAMAGED OR UNDEPIRMED PVC WRAP/HOPE COVER TO BE REPAIRED
- EXISTING FABRIC FORMED CONCRETE PILE ENCASMENT
- EXISTING STEEL DRUM FORMED CONCRETE PILE ENCASMENT
- POST DAMAGED PILE

<p>NORTH COUNTY TRANSIT DISTRICT</p> <p>NORTH COUNTY TRANSIT DISTRICT BRIDGE 230.6 MAINTENANCE REPAIRS</p> <p style="text-align: right;">PILE LAYOUT</p>		SCALE AS SHOWN CONTRACT NO. DRAWING NO. REV SHEET NO. 2 OF 4
<p>SAATCHI WORLD ENGINEERING</p> <p>PROFESSIONAL AND BUSINESS ENGINEERS 1000 S. GATEWAY AVENUE, SUITE 100 SAN ANTONIO, TEXAS 78210 TEL: 214-520-1111 FAX: 214-520-1112</p>		APPROVED: JIM MERRITT MANAGER, MAINTENANCE OF WAY
<p>DESIGNED BY: J. RUIZ DRAWN BY: B. WOOTER CHECKED BY: H. GENTILE APPROVED BY: H. GENTILE DATE: 9/4/02</p>		SUBMITTED: 9/4/02
<p>EXHIBIT NO. 3</p> <p>APPLICATION NO.</p> <p>6-02-151</p> <p>Details</p> <p>Page 1 of 3</p> <p>California Coastal Commission</p>		



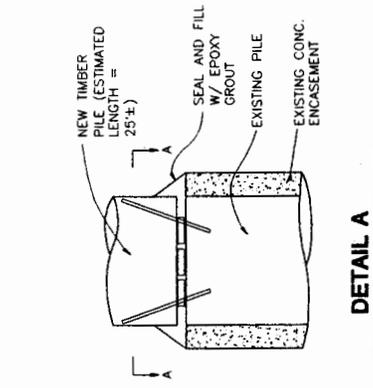
NOTE: PILE POSTING TO BE PERFORMED AT LOW TIDE.

PILE NO. 5-2
NO SCALE

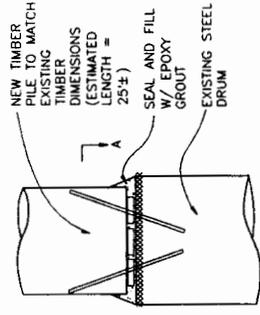


BOX AROUND POSTED PILE PRIOR TO REMOVALS. ON FOUR SIDES (FRONT AND BACK NOT SHOWN FOR CLARITY) - FILL GAPS AROUND PILE WITH PLYWOOD CUT TO FIT.

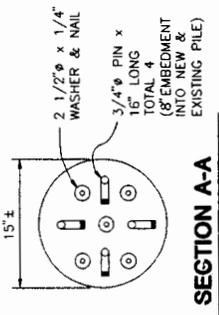
REPAIR DEBRIS CONTAINMENT PLAN
NO SCALE



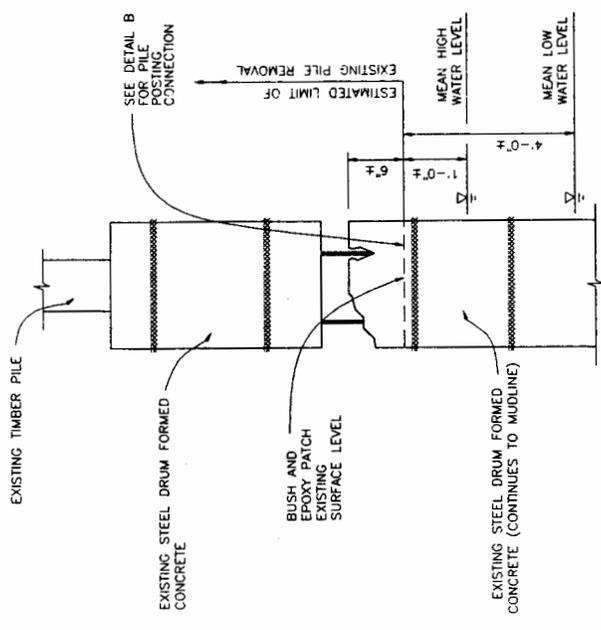
DETAIL A
NO SCALE



DETAIL B
NO SCALE

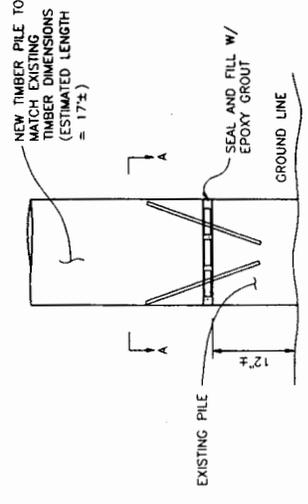


SECTION A-A
NO SCALE



NOTE: PILE POSTING TO BE PERFORMED AT LOW TIDE.

PILE NO. 5-6
NO SCALE



PILE NO. 13-3
NO SCALE

DESIGNED BY J. OUN	APPROVED BY JIM HERRITT MANAGER, MAINTENANCE OF WAY		NORTH COUNTY TRANSIT DISTRICT BRIDGE 230.6 MAINTENANCE REPAIRS REPAIR DETAILS 1	SCALE AS SHOWN	SHEET NO. 3 OF 4
DRAWN BY B. HOOTEN	CONTRACT NO.				
CHECKED BY H. GENTILE	DRAWING NO.				
APPROVED BY H. GENTILE	DATE 9/7/02	SHAWN WONG ENGINEERING STRUCTURAL AND MARINE ENGINEER 1010 S. 10th St., Suite 100 San Diego, CA 92108 (619) 594-2113			
REVISION	BY	APP	DATE		

