

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

7575 METROPOLITAN DRIVE, SUITE 103

SAN DIEGO, CA 92108-4402

767-2370



Tue 10g

Filed: 1/13/03
49th Day: 3/3/03
180th Day: 7/12/03
Staff: WNP-SD
Staff Report: 2/13/03
Hearing Date: 3/4-7/03

REGULAR CALENDAR
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-02-152

Applicant: North San Diego County Transit Development Board

Agent: BRG Consulting, Inc.

Description: Repairs to existing railroad bridge crossing the San Luis Rey River including reinforcement and replacement of wooden deck planks, inspection planks and cables.

Site: Railroad bridge crossing the San Luis Rey River, Oceanside (San Diego County)

Substantive File Documents: North County Transit District Bridge 225.4 Maintenance Repairs Technical Specifications and Special Provisions by BRG Consulting submitted 10/28/02, City of Oceanside Local Coastal Program

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 are needed to the existing railroad bridge. Although the project may result in temporary impacts from workers walking through wetlands, no permanent impacts are proposed. Several conditions are proposed requiring the applicant to monitor temporary impacts to wetlands, and mitigate them if necessary.

I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: *I move that the Commission approve Coastal Development Permit No. 6-02-152 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. Construction Impacts/Restoration. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit a detailed revegetation plan indicating the type, size, extent and location of all plant materials, any proposed irrigation system and other landscape features to revegetate all proposed temporary wetland impacts. The program shall be developed in consultation with the California Department of Fish & Game and at a minimum shall include:

- a. Before/After Survey. The condition of the wetland vegetation and substrate under the bridge shall be documented prior to the repair activities. The extent of impacts to the vegetation and substrate shall be assessed and documented after completion of the repairs. Temporary wetland impacts 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. The project shall comply with the "North County Transit District Bridge 225.4 Maintenance Repairs Technical Specifications and Special Provisions," prepared by BRG Consulting, Inc., submitted 10/28/02.
- c. Temporary upland impacts shall be revegetated at a 1:1 ratio. Drought tolerant native plants shall be utilized to re-establish the area consistent with its present character.
- d. The following goals, objectives, and performance standards for the restoration sites:
 1. Full restoration of all wetland impacts that are identified as temporary. Restoration of temporarily impacted areas shall include at a minimum, restoration of before-impact elevations, restoration of before-impact hydrology, removal of all non-native plant species, and replanting with locally collected native wetland plant 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 completion of initial restoration work, of post-restoration plans demonstrating that the restoration sites have been established in accordance with the approved design and construction methods.

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 a Coastal Commission-approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. Final Monitoring Program. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and written approval of the Executive Director, a final detailed monitoring program designed by a qualified wetland biologist for monitoring of the wetland restoration site. The program shall be developed in consultation with the California Department of Fish & Game and at a minimum require the following:

- a. The restorations shall be checked quarterly the first year and at least annually thereafter until performance standards have been met.

- b. The mitigation site shall be remediated within 90 days of a determination by the permittee or the Executive Director that monitoring results indicate that the site does not meet the goals, objectives, and performance standards identified in the approved mitigation program.
- c. Monitoring and remediation of the mitigation site in accordance with the approved final mitigation program for a period of 5 years.
- d. Submission of an annual report of monitoring results to the Executive Director for the duration of the required monitoring period. Each report shall evaluate the status of the wetland restoration project in relation to the performance standards.
- e. Submission of a final monitoring report to the Executive Director that has been prepared by a qualified wetlands biologist. The report must evaluate whether the restoration site conforms to the goals, objectives, and performance standards set forth in the approved final mitigation program.

If the final report indicates that the restoration project has been unsuccessful, in part, or in whole, based on the approved performance standards, the applicant shall submit a revised or supplemental restoration program to compensate for those portions of the original program which did not meet the approved performance standards. The revised restoration program shall be submitted as an amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

The permittee shall monitor and remediate the wetland mitigation site in accordance with the approved monitoring program. Any proposed changes from the approved monitoring program shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Coastal Commission-approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

3. 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.

4. 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 #6-02-152. 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.

5. 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. 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.

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 on 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.

7. 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.

IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description. The proposed development includes repair of the railroad bridge over the San Luis Rey River in the City of Oceanside. The development is proposed as a result of a routine safety and maintenance inspection which revealed that several of the bridge's timber deck planks had cracked from the load of train use over the years and need reinforcement to ensure the safety of trains, cargo, and passengers

crossing the bridge. Repairs to the bridge include: replacement of missing portions of the inspection walkway attached to the inner walls of the steel trestle; removal and replacement of the inspection cable, also attached to the inside of the trestle; reinforcement of the timber deck planks by drilling holes through the damaged planks to install reinforcing bolts in diagonal cracks; grease bearings; and removal of existing access ladders at the concrete base of each end of the trestle.

There are several plant communities/habitats within the project area (southern willow scrub and saltwater and freshwater marsh along the margins of the San Luis Rey River, disturbed wetlands adjacent to the railroad bridge crossing of the river, open water in the river channel, disturbed coastal sage scrub habitat bordering the edges of existing dirt access roads, disturbed habitat from temporary road access and off-highway vehicle activity, developed habitat along the railroad easement and ornamental plantings along the southerly margins of the project area).

The work includes drilling holes through damaged 8" by 8" deck planks to install three reinforcing bolts where diagonal cracks have been identified. According to the applicant, at the time of inspection, seventy-four planks had been identified as needing reinforcement, however, it is possible that more will be identified during the course of repair work. The drilling of holes for the bolts will be completed entirely from the inspection walkways attached to the walls of the trestle, underneath the deck of the trestle. Removal and replacement of ballast to clear a path through which the bolts can be placed will occur from above, on the railroad deck. To ensure that minimal debris or foreign material will be allowed to enter the river at the project site, planks, plastic sheeting, or other retention material will be suspended width-wise across the trestle between the inspection walkways. This will allow for collection (sweeping up) and proper disposal of debris.

Repair of the walkway will require attaching approximately 200 feet of new 2" by 12" planks along the inner walls of the steel trestle where portions are missing. In addition, the damaged inspection cables and access ladders will be removed, with new cables and ladders bolted in their place. Repairs can be completed from within the trestle structure, above the water line of the river. Replacement planks will be transported to repair locations by two methods: 1) on the south side of the trestle, planks can be lifted into the trestle framework by forklift from an existing cleared dirt area located directly under the trestle; 2) planks will be transported to the north side of the trestle using a hyrail vehicle, lowered to the ground level, and lifted by hand or pulley system into the trestle framework for daily storage and repair work.

The only access to the inside of the trestle on the north side requires the use of a small ground area beneath the trestle, consisting of degraded wetland vegetation. Water collects in this area intermittently, following rainfall events. This area would only be used when surface water is not present. Any contact with the vegetation will be limited to minimal, as-needed foot traffic, and only if necessary to access the inside of the trestle with the replacement planks. No storing of equipment or construction material will be allowed in this 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). The standard of review for this development is Chapter 3 policies of the Coastal Act.

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. The river in this location supports several sensitive wetland habitats (saltwater marsh, freshwater marsh, riparian) and endangered species (California Gnatcatcher, Least Tern). Thus, the proposed repair work has the potential to adversely affect this sensitive area. 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 shall be taken to minimize any adverse environmental effects. Temporary impacts to wetland habitat are proposed to facilitate the repair of a damaged railroad bridge. The proposed temporary impacts are

for worker access through wetland area to do repair work on the north side of the trestle. No increase in the size of the bridge or railroad service is proposed. Section 30233(a)(5) allows fill of wetlands for incidental public service purposes. The Commission finds that the bridge repair qualifies as an incidental public service purpose. The bridge crossing the San Luis Rey River 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 repairs 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 river corridor as the trestle spans the river. Because the majority of the area under the bridge where work must take place is wetlands, impacts to sensitive habitat cannot be entirely avoided; however, they must be minimized to the extent feasible.

As noted, most of the construction activity will occur on the railroad bridge itself rather than at ground level or in the wetlands. Repairs can be completed from within the trestle structure, above the water line of the river. However, the only access to the inside of the trestle on the north side requires the use of a small ground area beneath the trestle, consisting of degraded wetland vegetation. According to the work plan, any contact with the vegetation will be limited to minimal, as-needed foot traffic, and only if necessary to access the inside of the trestle with the replacement planks. No storing of equipment or construction material will be allowed in this area. Based on the above, the Commission finds impacts to sensitive habitat have been minimized to the extent feasible.

Once it is determined that all unavoidable impacts have been minimized, mitigation for impacts must be addressed. Historically, the Commission has required mitigation measures to assure there is no net loss in acreage or habitat value for any displaced wetlands based on the type of habitat being impacted, the relative permanence of impacts, and the quality of the habitat affected. Special Condition #1 requires the applicant to revegetate any temporary wetland impacts which may occur on the north side of the trestle. A "Before/After" survey is required to document the condition of the wetland vegetation under the bridge prior to and after completion of the repair activities. The extent of impacts to the vegetation and substrate will be assessed and documented after completion of the repairs. If wetland plants are flattened but remain unbroken and the roots and rootstock remain intact, then plants are expected to recover. If plants are killed by crushing and/or are uprooted, then revegetation is required at a 1:1 ratio. If the post construction survey identifies that permanent wetland impacts have occurred, a permit amendment is required in order to establish appropriate mitigation. Special Condition #1 also requires the applicant to comply with the proposed work plan which identifies

several best management practices and other environmental protection measures to ensure that coastal resources will be protected, including those identified in this report.

Regarding upland impacts, Section 30240(a) requires environmentally sensitive habitat areas to be protected against any significant disruption of habitat values. Section 30240(b) requires development adjacent to ESHA to be sited and designed to prevent impacts which would significantly degrade the ESHA. In addition to the wetlands located under the north trestle, wetlands, riparian and coastal sage scrub vegetation are located near the access and staging area on the south side of the river, east of the trestle. The Commission's staff biologist has reviewed the area in this and other permit projects in the area and has determined the area to be ESHA. The access/staging area is within the railroad right of way where no sensitive vegetation is located; therefore, adverse impacts to ESHA will be avoided. Additionally, prior to construction, the environmental or biological monitor will delineate (with stakes and flagging) the work area limits within the railroad ROW. The biological monitor will advise contractors on specific areas and activities to be avoided to protect coastal resources. As planned, no impacts to sensitive species is anticipated.

Special Condition #2 requires the applicant to submit a detailed monitoring program if necessary for the restoration site that includes requirements for evaluation of the restoration success and provisions for remediation if not successful.

Special Condition #3 requires any future maintenance activities and/or vegetation removal be reviewed. Within 15 days of project completion all debris must be removed.

Construction activities will occur within the breeding season of the California gnatcatcher, defined as the period between 15 February and 15 August. Avoidance of direct take and noise abatement measures are proposed to prevent indirect take. Pre-construction surveys by a qualified biologist/ornithologist are proposed to search for nests in the project area. Should any nests be detected, construction activities in that immediate area must not occur until the biologist has determined that the nest is no longer being used, or until the end of the breeding season, whichever comes first. In the vicinity of any nests, a baseline ambient noise level would be done at the edge of the occupied nesting habitat. The noise generated by normal operations of construction equipment would be compared with these ambient measurements. 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. are proposed 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. Special Condition #6 also 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 on the biological productivity of the area. Specifically, the declaration must include an assessment of the nesting status of any of the rare or endangered fowl species found in

the area and whether any noise abatement measures are necessary. 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.

Special Condition #4 requires the submittal of any required discretionary permits from other agencies. Should any project modifications be required as a result of other permits, an amendment to this permit may be necessary.

Special Condition #5 requires final project plans and final plans for access and storage in substantial conformance with the submitted plans to ensure no impacts to coastal resources.

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 and as conditioned herein adequate mitigation for those impacts will occur. The proposed project will not alter the hydrologic cycle of the river, including the flow of precipitation and runoff or the mixing of fresh waters with seawater. 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 San Luis Rey River. The applicant has proposed a Debris Retainment Plan which proposes 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 will be collected and removed frequently to avoid accidental dumping in the river. All equipment will be stored, maintained, and fueled in the staging area which is removed from the river. 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 river. To ensure that no debris or foreign material will be allowed to enter the river, 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 #7 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 near the San Luis Rey River 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.

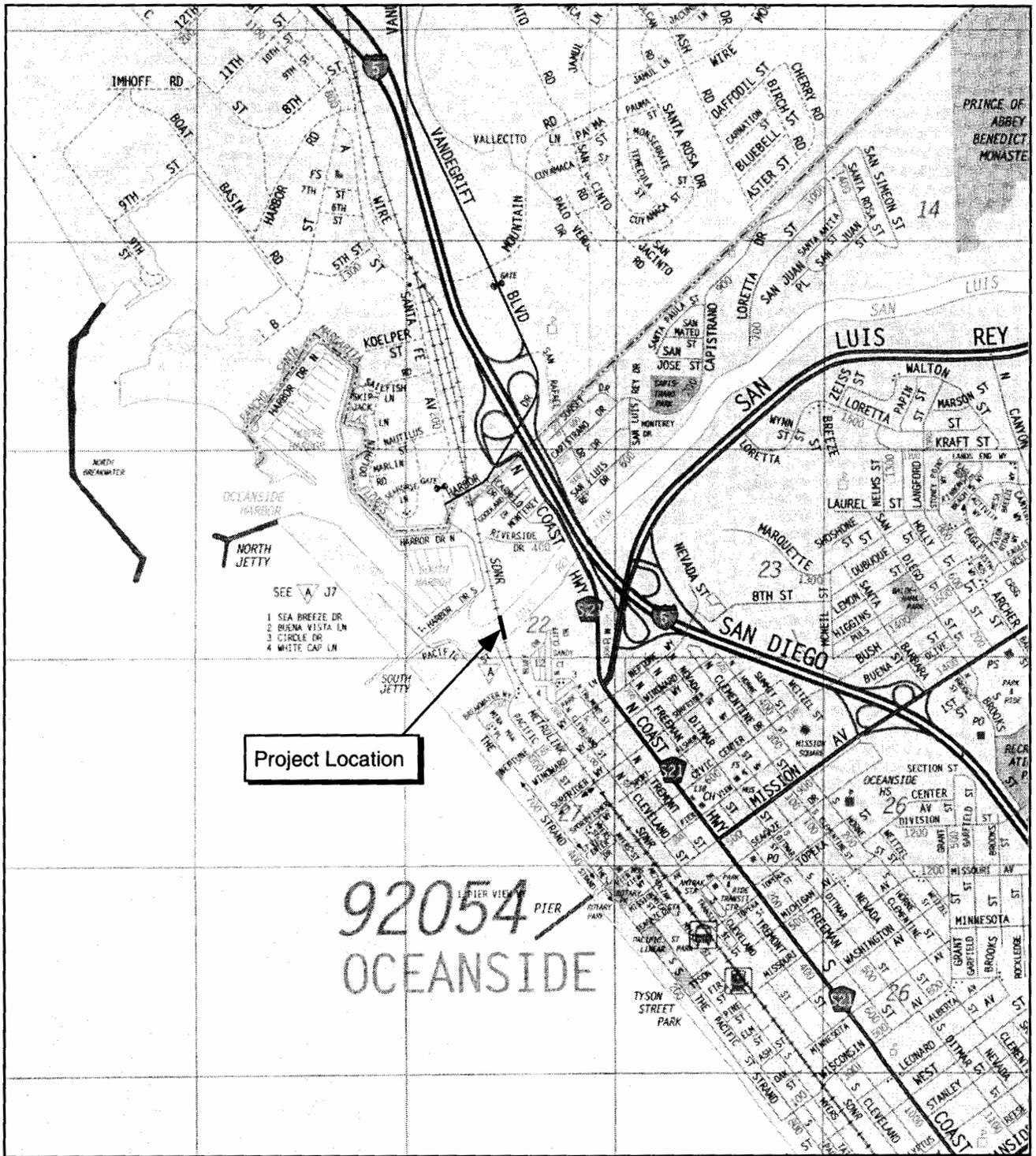
6. California Environmental Quality Act (CEQA) Consistency. Section 13096 of the Commission's administrative regulations requires Commission approval of a Coastal Development Permit to be supported by a finding showing the permit, as conditioned, is consistent with any applicable requirements of the 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 upland habitat. Impacts to wetlands are unavoidable, but will be temporary and have been minimized. Adequate mitigation is required for all impacts. 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:

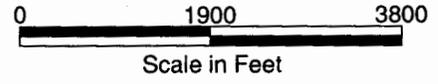
1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. 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.

6-02-152



Project Location

92054
OCEANSIDE



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

09/24/02



Bridge 225.4 Repair

Vicinity Map

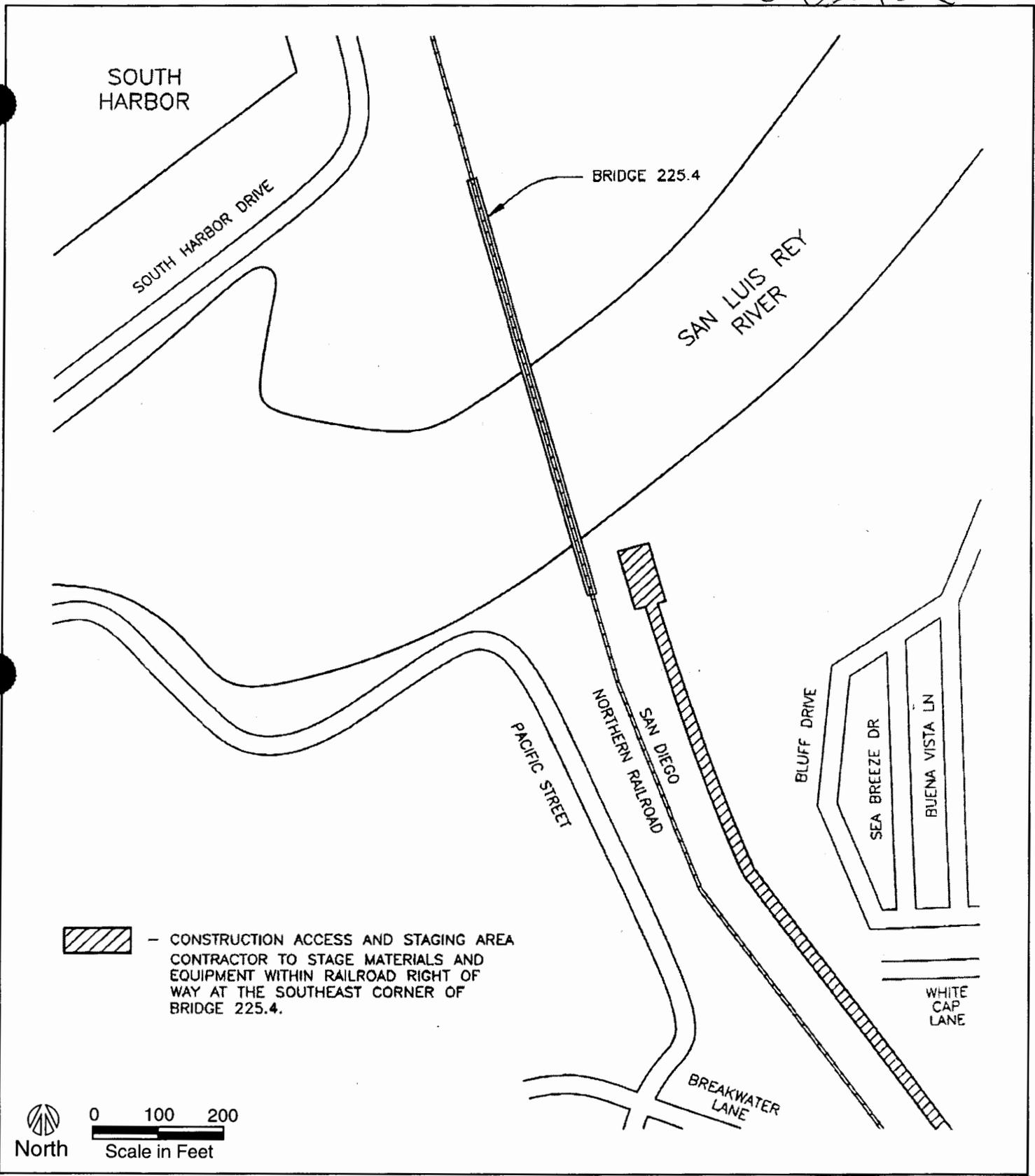
EXHIBIT NO. 1

APPLICATION NO.

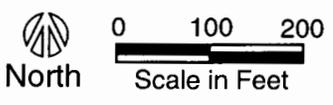
6-02-152

Location Map

6-02-152



 - CONSTRUCTION ACCESS AND STAGING AREA CONTRACTOR TO STAGE MATERIALS AND EQUIPMENT WITHIN RAILROAD RIGHT OF WAY AT THE SOUTHEAST CORNER OF BRIDGE 225.4.



Source: Simon Wong Engineering, 2002.

Bridge 225.4 Repair

Site Plan

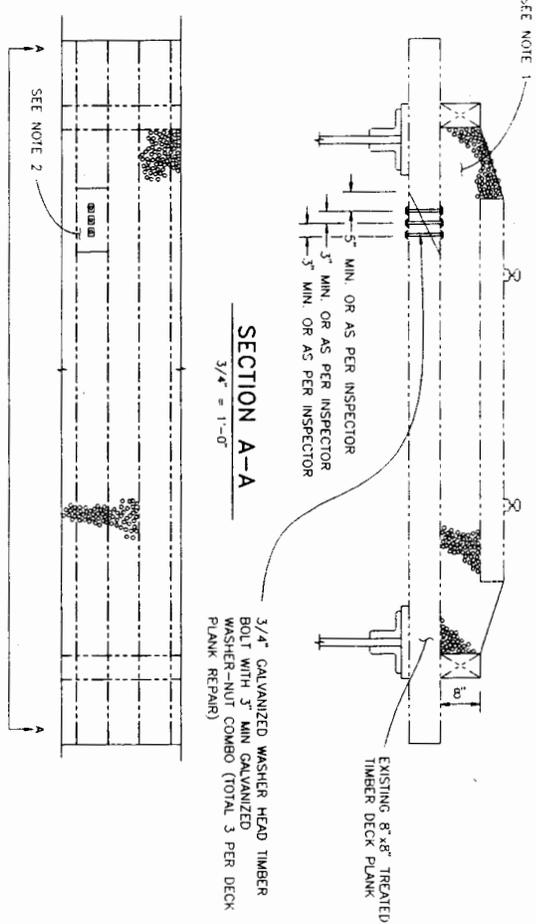


EXHIBIT NO. 2
APPLICATION NO.
6-02-152
Site Plan


PANEL	PANEL	PANEL	PANEL	PANEL	PANEL	PANEL	PANEL	PANEL	PANEL	PANEL
1	2	3	4	5	6	7	8	9	10	
0	0	2	0	1	0	0	1	2	1	
0	0	3	1	1	1	0	3	2	2	
2	3	1	1	1	0	2	2	0	2	
3	1	0	3	1	1	1	2	1	1	
0	3	4	3	1	NA	NA	NA	NA	NA	
1	1	0	0	2	NA	NA	NA	NA	NA	
1	1	0	4	3	NA	NA	NA	NA	NA	
3	1	0	4	3	NA	NA	NA	NA	NA	
TOTAL PLANK REPAIR	74									
TOTAL BOLTS	222									

	* LT	* RT
SPAN 1	-	18'
SPAN 2	18'	-
SPAN 3	-	-
SPAN 4	-	-
SPAN 5	23'	-
SPAN 6	92'	46'
SPAN 7	-	-
TOTAL	197 L.F.	-

* FACING UPSTATION



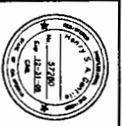
PLAN VIEW OF PLANK REHABILITATION

3/4" = 1'-0"

- NOTES:
1. CONTRACTOR TO REMOVE BALLAST AS NECESSARY TO INSTALL THRU BOLTS.
 2. INSPECTOR SHALL DETERMINE BEAM & BOLT LOCATIONS.
 3. CONTRACTOR TO CATCH ALL DRILL CUTTINGS AND DEBRIS DURING REPAIR WORK.

REV	DATE	DESCRIPTION	BY	APP

DESIGNED BY	J. OLIN
CHECKED BY	B. HOOTEN
APPROVED BY	H. GENTILE
DATE	9/4/02



NORTH COUNTY TRANSIT DISTRICT

SHAW-WORK ENGINEERING
STRUCTURAL AND BRIDGE ENGINEERS
1001 9th St. N.E.
Raleigh, NC 27601
919-844-1111

APPROVED:
JIM MESBITT
MANAGER, MAINTENANCE OF HWY

NORTH COUNTY TRANSIT DISTRICT
BRIDGE 225.4 MAINTENANCE
REPAIRS

SCALE	AS SHOWN
CONTRACT NO.	
DRAWING NO.	X
REV	
SHEET NO.	4 OF 4

INSPECTION LADDER (EAST & WEST ABUTMENT)

1" = 1'-0"

- NOTES:
1. REMOVE EXISTING LADDER & CONNECTIONS AND REPLACE WITH NEW 12'-6" GALVANIZED STEEL INSPECTION LADDER.
 2. CONTRACTOR TO VERIFY ALL FIELD DIMENSIONS PRIOR TO FABRICATION AND INSTALLATION.
 3. CONTRACTOR TO VERIFY ALL FIELD DIMENSIONS PRIOR TO ORDERING MATERIALS.

