

CALIFORNIA COASTAL COMMISSION

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

RECORD PACKET COPY



Thu 11e

Filed: May 21, 2004
49th Day: July 9, 2004
180th Day: November 17, 2004
Staff: DL-SD
Staff Report: July 21, 2004
Hearing Date: August 11-13, 2004

REGULAR CALENDAR
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-04-51

Applicant: City of Coronado Agent: Kevin Vogelsang

Description: Remove and reconstruct an existing riprap revetment along an approximately 1,650-foot stretch of Glorietta Bay.

Site: Eastern portion of Glorietta Bay, beginning near the former Armory Site, and extending along the shoreline north to the Coronado Yacht Club, Coronado, San Diego County.

Substantive File Documents: Certified City of Coronado LCP; Glorietta Bay Master Plan (LCPA #1-02); P&D Environmental Services, "Final EIR City of Coronado Glorietta Bay Master Plan," August 2000.

STAFF NOTES:

Summary of Staff's Preliminary Recommendation: Staff is recommending approval of the project. The existing revetment has deteriorated, exposing Strand Way to erosion and scattering riprap around the mud flats in the bay. The proposed project will pull in and reshape the revetment, expanding the tidal prism and increasing open water area. Special conditions address staging and access, eelgrass protection, avoidance of the invasive green alga *Caulerpa taxifolia*, and maintenance of the revetment. These conditions will ensure that the project will not have any adverse impact on public access, recreation, or biological resources. As conditioned, the project is consistent with Chapter 3 of the Coastal Act, the Glorietta Bay Master Plan, and the certified City of Coronado LCP.

I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: *I move that the Commission approve Coastal Development Permit No. 6-04-51 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. 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. Final Plans. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and written approval by the Executive Director, final site plans that are in substantial conformance with the draft plans dated 1/12/04 by RBF Consulting.

The permittee shall undertake development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the 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. Eelgrass Mitigation and Monitoring. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit an eelgrass mitigation and monitoring plan that includes at a minimum the following:

- a. Performance of a pre-construction eelgrass survey of the project area by qualified biologist immediately prior to the proposed maintenance dredging in order to establish the location of all eelgrass habitat.

- b. Marking the location of all eelgrass habitat found in the pre-construction survey in order that the contractor can avoid impacting these areas during the proposed maintenance dredging. No anchorage of dredging equipment is permitted outside the limits of the dredging operation.
- c. Performance of a post-construction eelgrass survey of the project area by qualified personnel no more than 30 days after the completion of the work to determine if any eelgrass habitat was impacted by dredging activities.
- d. Performance of mitigation if it is determined by the post-construction eelgrass survey that there has been a loss of eelgrass habitat. This mitigation must be performed in accordance with and subject to the requirements of the Southern California Eelgrass Mitigation Policy (1:1.2 ratio). The applicant shall consult with the Executive Director prior to construction to determine if an additional coastal development permit or amendment is required for any necessary mitigation.

The permittee shall undertake the development in accordance with the approved mitigation and monitoring plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the 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. Timing of Construction/Storage and Staging Areas/Access Corridors. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit plans for the review and written approval of the Executive Director, showing the locations, both on- and off- site, which will be used as staging areas and storage areas for materials and equipment during the construction phase of this project. The applicant shall submit evidence that the approved plans/notes have been incorporated into construction bid documents. The plans shall indicate that construction access corridors and staging areas shall be located in a manner that has the least impact on public access to and along the shoreline, and shall include the following items as written notes on the plans:

- a. No portion of existing public parking lots or public on-street parking areas shall be used for the interim or overnight storage of construction equipment or materials.
- b. No work shall occur within the public right-of-way on weekends and holidays between Memorial Day weekend and Labor Day of any year.
- c. The staging site shall be removed and/or restored immediately following completion of the development.
- d. Vehicular and pedestrian access to the existing Coronado Yacht Club, Boathouse Restaurant, Glorietta Bay Marina, Glorietta Bay Boat Ramp and Glorietta Bay

Park shall be maintained at all times during construction.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the 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.

4. Assumption of Risk, Waiver of Liability and Indemnity Agreement

- A. By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from waves; (ii) to assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.
- B. PRIOR TO ANY CONVEYANCE OF THE PROPERTY THAT IS THE SUBJECT OF THIS COASTAL DEVELOPMENT PERMIT, the applicant shall execute and record a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing all Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The restriction shall include a legal description of the applicant's entire parcel or parcels. It shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the Special Conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes – or any part, modification, or amendment thereof – remains in existence on or with respect to the subject property.
- C. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit a written agreement, in a form and content acceptable to the Executive Director, incorporating all of the above terms of this condition.

5. Invasive Species. Prior to the commencement of dredging, the applicant shall provide evidence that dredging of Glorietta Bay 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 (includes and any other areas where the bottom could be disturbed by project activities) 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 dredging, the applicant shall provide evidence to the Executive Director for review and written approval either that the *Caulerpa* discovered within the project and/or buffer area has been eradicated or that the dredging project has been revised to avoid any contact with *Caulerpa*. No changes to the dredging project shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is required.
6. Future Maintenance. The permittee shall be responsible for maintenance of the permitted revetment. If after inspection, it is apparent repair or maintenance is necessary, the permittee should contact the Commission office to determine whether permits are necessary.
7. 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 #6-04-51. 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.

The Commission finds and declares as follows:

1. Detailed Project Description/History. The proposed project is the rehabilitation of the existing riprap revetment located on the eastern portion of Glorietta Bay, beginning near the former Armory Site, and extending approximately 1,650 ft. along the shoreline north to the Coronado Yacht Club. Glorietta Bay is an inlet in the mid-western portion of the San Diego Bay, located along the eastern side of the City of Coronado. In 1989, a 1,500-foot long seawall along the western edge of Glorietta Bay (immediately west of and adjacent to the proposed project) was constructed by the City of Coronado to remedy deteriorating shoreline conditions and problems of flooding (CDP #6-87-350).

The proposed project involves removing existing riprap, including the scattered riprap currently located on the tidal flats, excavating to establish adequate room for a new buried toe, and rebuilding the revetment in generally the same location and footprint. The existing rock riprap will be reused and construction debris (concrete and asphalt) will be disposed of in a landfill. Approximately 1,300 cubic yards of new riprap will be imported to construct the new revetment. The new riprap toe will be covered with excavated bay mud and final elevations for most of the shore will remain the same. All excavation is expected to be done from the shoreline.

Several existing storm drain outfalls will be protected in place with the rock, and small headwalls constructed to stabilize the end of the pipes. One existing storm drain outfall located near a future pocket park has structurally failed and become unstable. The project includes replacing the outfall with a new pipe in the same alignment, but that projects 10 fewer feet into the bay than the current outfall.

The project also includes construction of a seat wall at the current top of slope from the existing Boat House 1887 restaurant for approximately 500 feet to the future pocket park. There is currently a guardrail in this location. The seat wall will be the southern and eastern boundary of a future pedestrian promenade.

The subject project was reviewed and approved in concept by the Commission in February 2003, through the Glorietta Bay Master Plan (LCPA #1-02). The City adopted the Glorietta Bay Master Plan as an LCP amendment as required by their LCP. However, Glorietta Bay is located within an area of the Coastal Commission's original permit jurisdiction. Thus, coastal permits for the development proposed within the Master Plan are issued by the Commission, with Chapter 3 of the Coastal Act as the standard of review, with the Master Plan used for guidance purposes.

2. Shoreline Protection/Public Access. The following sections of the Coastal Act are applicable to the proposed project and state, in part:

Section 30210

In carrying out the requirements of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with the public safety needs and the need to protect public rights, rights of private property owners, and natural resources from overuse.

Section 30211

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including but not limited to the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30235

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply...

Section 30253

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs...

Section 30604 (c) of the Coastal Act requires that in order to issue a coastal development permit for any development between the sea and the nearest public road paralleling the sea, the Commission must specifically find that the permitted development is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act.

The addition of new rock on the shoreline can potentially impact public access and recreation. However, in the case of the proposed project, there has historically been shoreline protection in this area, which has deteriorated and spread rock and debris in such a manner that the effectiveness of the revetment has decreased. Severe wave action

in this vicinity is fairly rare, as Glorietta Bay is a small, somewhat protected arm of San Diego Bay. Nevertheless, the applicant has indicated that wave action on the damaged revetment has led to erosion along the shoreline, which will continue without some form of shoreline protection. The existing Strand Way roadway (the first public roadway in the area) is immediately adjacent to the shoreline and would be undermined were erosion permitted to continue. Strand Way is the first public roadway in the area, and a major coastal access route. Damage to this roadway (and public pedestrian access improvements currently under construction (CDP #6-03-53)) would have an adverse impact on public access and recreation. The revetment also provides support and protection for the public docks in the bay.

With respect to adverse impacts to shoreline processes and local shoreline sand supply, because the revetment is not located along the open ocean shoreline, it will not have a direct impact on shoreline processes that distribute sand to area beaches. That is, the proposed shoreline protection will not physically interfere with sand transport along the littoral cell that provides nourishment to local beaches. While any seawall has indirect adverse effects on sand supply - by protecting sand supplies (bluffs) from erosion by wave scour - in this particular case there is no beach area around the revetment, and no adverse direct or indirect impact to sand supply from the proposed repair work will result.

The lack of sandy beach in the area limits the potential for recreational impacts associated with the development. There is currently no sidewalk along the shoreline in this location, and no public access to the water. (In July 2003, the Commission approved construction consistent with the approved Glorietta Bay Master Plan for improved lateral access along this portion of the bay, including parking and a pedestrian walkway). The shoreline area proposed for the revetment rehabilitation is located inland of the existing marina docks, and thus debris and oil tends to collect in this area, making it an unattractive and unsuitable location for direct public access or recreation in the water. This is particularly so given the ready convenience of the existing boat launch ramp and dock with parking located nearby, further south along the Glorietta Bay shoreline. Thus, the new revetment will not adversely impact public access or recreational opportunities. The new seawall will improve public access by providing an improved area for viewing the bay.

In its approval of the Glorietta Bay Master Plan, the Commission found that the proposed revetment could be found consistent with the Coastal Act, as long as the re-engineered revetment would not extend any further bayward than the existing riprap, and that where erosion had occurred, existing riprap would be removed and the bank line recontoured such that the toe of slope is located as far landward as possible, and does not exceed the existing footprint of the riprap shoreline.

This is largely, but not entirely the case with the subject project. Overall, the proposed project will result in an approximately 7,000 cubic foot increase in tidal prism area and a 3,000 sq.ft. increase in tidal bottom area because the revetment will be pulled up and re-engineered with the toe of slope further inland than the existing revetment. However, there will be several areas, totaling a linear distance of 135 feet (out of the total 1,650 linear feet of revetment repairs) where the new toe of revetment will extend beyond the

existing revetment toe. A total of 431 sq.ft. of new encroachment would result in these areas.

The applicant has indicated that the encroachments are necessary to ensure the slope of the riprap is stable after holding the top of the riprap in a fixed location. Maintaining a consistent top of slope is necessary to fully protect the existing shoreline improvements. The current shore slope is not stable in these locations, as can be seen from the assorted riprap that has tumbled into the adjacent bay flats. In another area, most of the encroachment is associated with the proposed riprap over the shortened storm drain outfall. The riprap over the pipe will protect the outfall from future wave and weather damage (such as what the existing pipe has experienced) while increasing the shore protection for Strand Way at the only area along the site that currently experiences flooding from waver overtopping at even moderately high tides. Without the protection afforded by the proposed revetment, the storm water diversion structures that the City is planning to construct at a future date would be bypassed during these high tides and the road would continue to flood, significantly impacting public access.

Overall, the project will result in a significant reduction in encroachment from the revetment. The revetment is necessary and the proposed project will assure continued protection for existing development while minimizing impacts. The few areas where the toe of the revetment will extend beyond the existing toe are necessary to provide protection to the shoreline improvements, and will not have any adverse impact on public access or recreation. Thus, although not strictly consistent with the policies Glorietta Bay Master Plan, the project is consistent with the goals and aims of the Master Plan.

Because the City only has draft plans at this time, Special Condition #1 requires the submittal of final plans in substantial conformance with the draft the plans. Special Condition #3 requires plans showing the locations, both on- and off- site, which will be used as staging areas and storage areas for materials and equipment during the construction phase of this project. The plans shall indicate that no portion of existing public parking lots or public on-street parking areas shall be used for the storage of construction equipment or materials.

Because there remains an inherent risk to development along the shoreline, Special Condition #4 requires the applicant to submit a signed document which shall indemnify and hold harmless the California Coastal Commission, its officers, agents and employees against any and all claims, demands, damages, costs, expenses of liability arising out of the acquisition, design, construction, operation, maintenance, existence, or failure of the permitted project.

Special Condition #6 advises the applicant of the need to maintain the revetment and that any change in the design of the revetment or future additions/repairs may require a coastal development permit. To ensure that construction activities do not impact public access, particularly during the peak visitor months of summer, Special Condition #5 requires that construction access corridors and staging areas shall be located in a manner

that has the least impact on public access to and along the shoreline, and that no work shall occur on weekends or holidays between Memorial Day weekend and Labor Day.

In conclusion, the proposed revetment and seawall will protect the existing shoreline improvements from erosion, will reduce the amount of encroachment into the water, and will provide an improved viewing area to the bay. Therefore, as conditioned, the proposed development is consistent with the public access and recreation policies of the Coastal Act.

3. Sensitive Resources/Water Quality. Several policies of the Coastal Act provide for the protection, preservation and enhancement of coastal wetlands and species that depend on those wetlands as habitat. Those most applicable to the proposed project are 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 for long-term commercial, recreational, scientific, and educational purposes.

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...

Glorietta Bay is a shallow, soft-bottom habitat, which extends from the shoreline to a central dredged channel about 15-18 feet below Mean Lower Low Water. Subtidal areas are mostly non-vegetated, with patches of eelgrass along a portion of the bay perimeter. 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 considered worthy of protection 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.

An EIR done for the Glorietta Bay Master Plan in August 2000, surveyed the bay, including the project site, and did not find any eelgrass in the project area. However, it is

possible that some eelgrass is now present at the project site. The EIR contains mitigation measures for eelgrass impacts including pre- and post-construction eelgrass surveys and mitigation as necessary. Special Condition #2 requires that the City perform pre- and post-construction eelgrass surveys, and perform mitigation consistent with the requirements of the Southern California Eelgrass Mitigation Policy (1:1.2 ratio), if necessary. Although no impacts to eelgrass at all are expected, Special Condition #2 will ensure preservation of eelgrass in an offsite location capable of supporting eelgrass habitat for long-term viability and the biological productivity of the bay, consistent with Section 20231.

A current issue in San Diego waterbodies is the eradication program for the invasive green alga, *Caulerpa taxifolia* that has been discovered within Agua Hedionda Lagoon, north San Diego County. *Caulerpa* is a tropical green marine alga that is 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 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, 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.

If *Caulerpa* is present, any project that disturbs the bottom could cause its spread by dispersing viable tissue fragments. In its approval of the Glorietta Bay Master Plan, the

Commission determined that the plan should have a requirement that prior to commencement of any in water development that involves disturbance of the water bottom, surveys must be done of the project area and a buffer area to determine the presence of the invasive alga *Caulerpa taxifolia*. The survey protocol must be prepared in consultation with the Regional Water Quality Control Board, the California Department of Fish and Game, and the National Marine Fisheries Service.

In order to assure that the proposed project does not cause the dispersal of *Caulerpa*, and adverse impacts to the biological productivity of the bay, Special Condition #5 has been attached. Special Condition #5 requires the applicant, prior to commencement of development, to survey the project area and any other areas where the bottom could be disturbed by project activities, for the presence of *Caulerpa*. If *Caulerpa* is found to be present in the project area, then prior to commencement of any dredging, the applicant must provide evidence that the *Caulerpa* within the project site has been eradicated (the applicant could seek an emergency permit from the Executive Director to authorize the eradication) or that the dredging project has been revised to avoid any disturbance of *Caulerpa*. If revisions to the project are proposed to avoid contact with *Caulerpa*, then the applicant shall consult with the local Coastal Commission office to determine if an amendment to this permit is required.

Special Condition #7 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.

The proposed project will not increase the net amount of impervious surface area or the resulting stormwater runoff from the project site. The project does include replacing an existing storm drain outlet. The City has indicated that a future phase of the Glorietta Bay Master Plan implementation will include construction of a low flow stormwater diversion structure that will prevent nuisance flows from entering the bay; however, the final configuration of Strand Way must be determined before the diversion structure can be installed. The proposed stormdrain will not preclude the future low flow diversion efforts.

As conditioned, the proposed project will not have any adverse impact on sensitive biological resources or adversely impact water quality. Therefore, the project is consistent with the resource protection policies of the Coastal Act.

4. Local Coastal Planning. As conditioned, the project can be found consistent with Chapter 3 policies of the Coastal Act that pertain to shoreline development, public access and recreation, and the protection of biological resources. The project was reviewed and approved in concept in the Glorietta Bay Master Plan, and the project is consistent with the goals and standards contained in that guidance document. Therefore, approval of the proposed development, as conditioned, will not prejudice the ability of the City of Coronado to continue to implement its certified LCP.

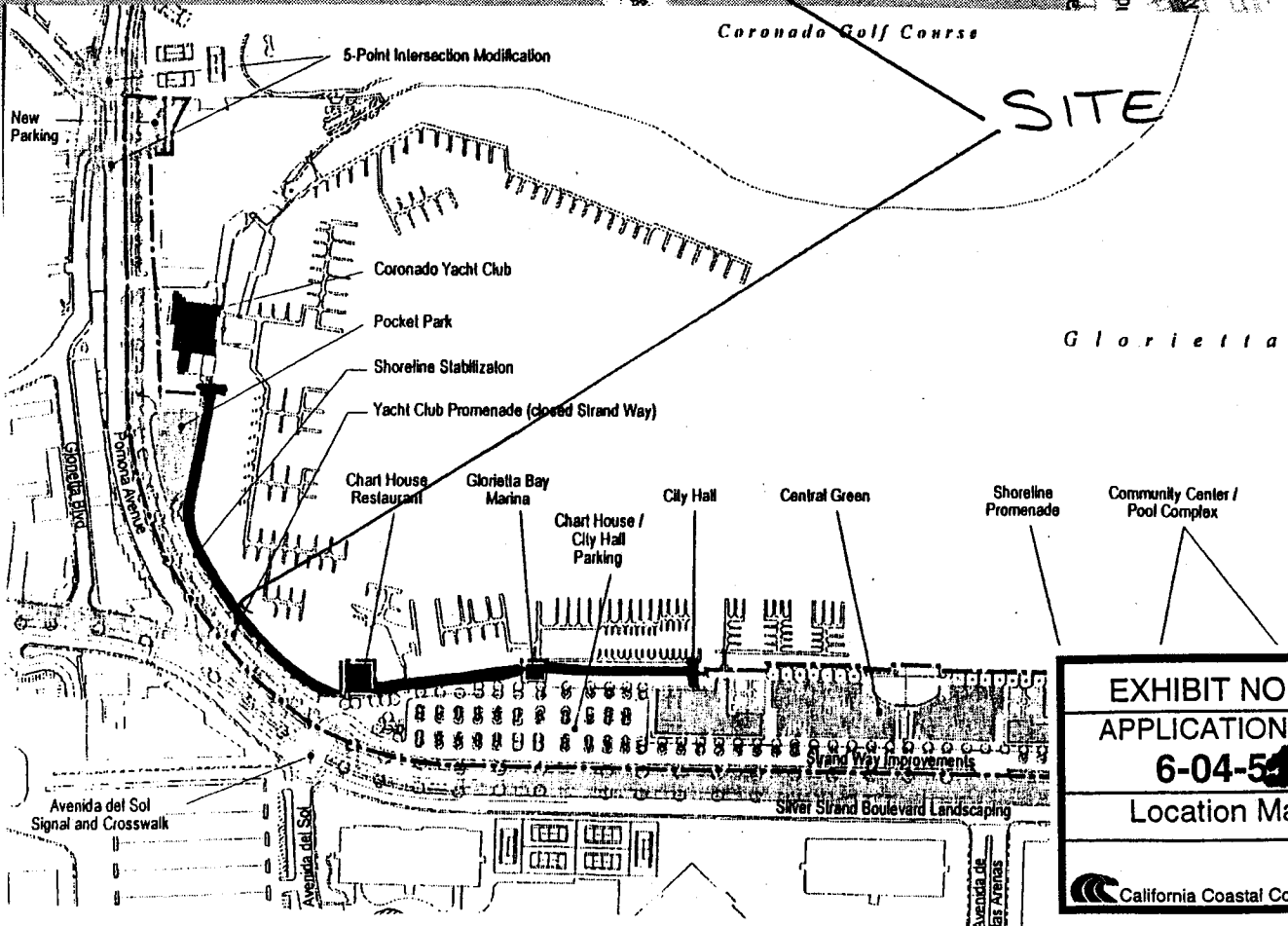
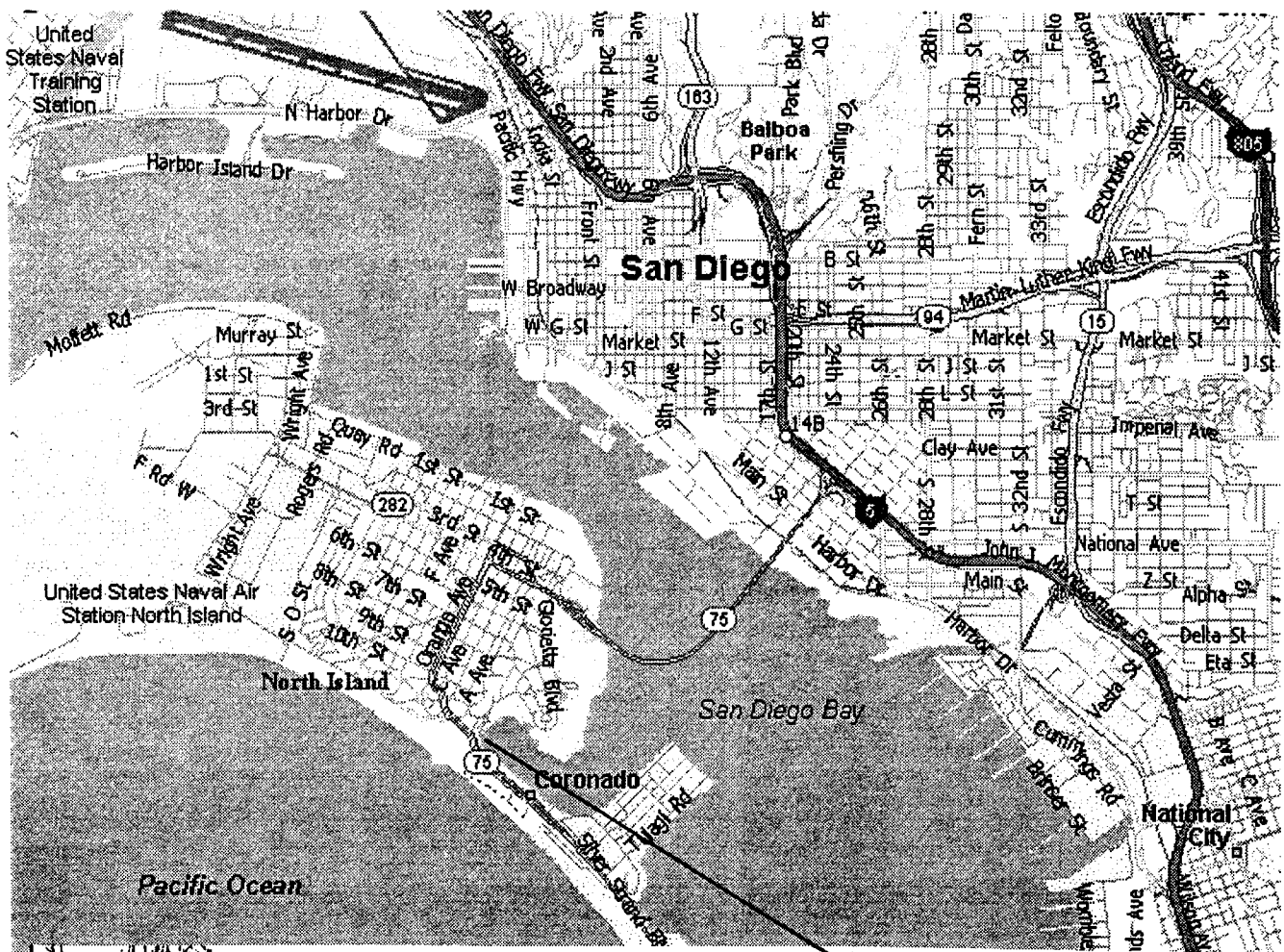
5. Consistency with the California Environmental Quality Act (CEQA).

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be 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 effect which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing staging areas, timing of construction, the protection of eelgrass and maintenance of the revetment will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that, as conditioned, the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

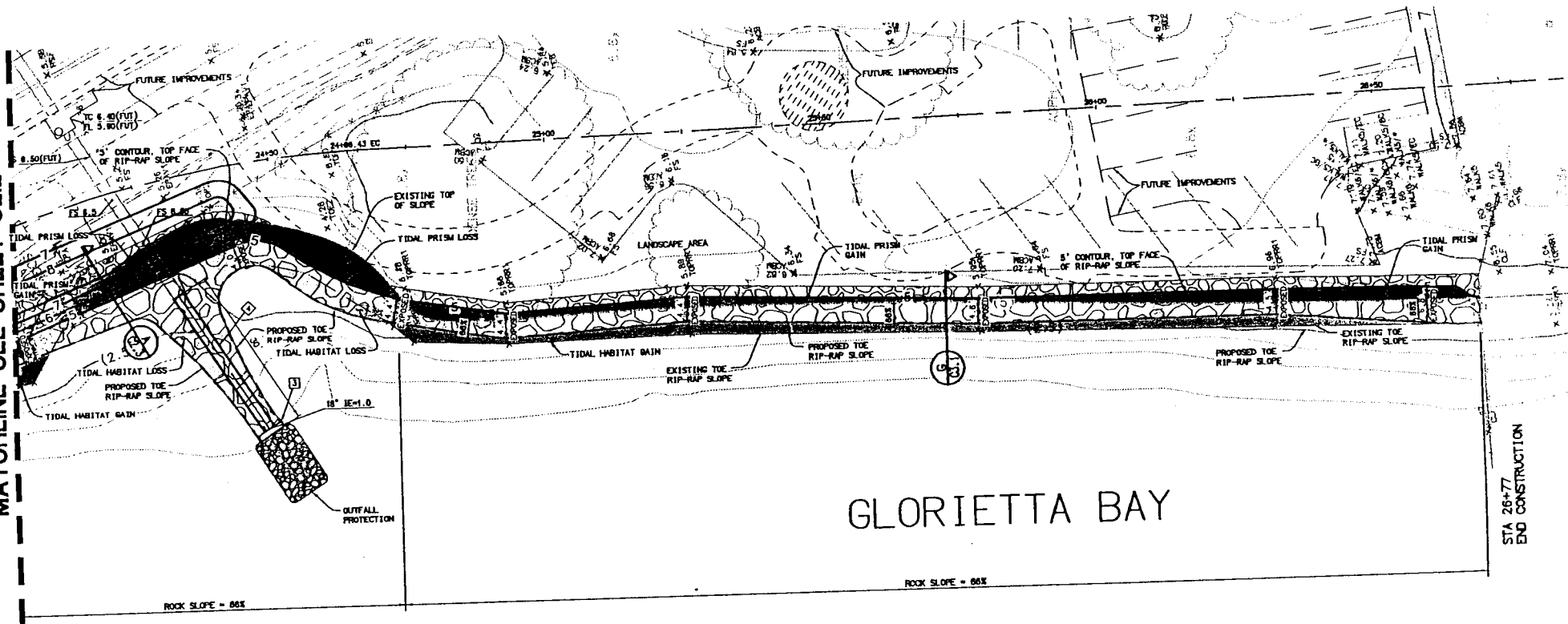
STANDARD CONDITIONS:

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.




<p>EXHIBIT NO. 1</p> <p>APPLICATION NO.</p> <p>6-04-54</p> <p>Location Map</p> <p>California Coastal Commission</p>

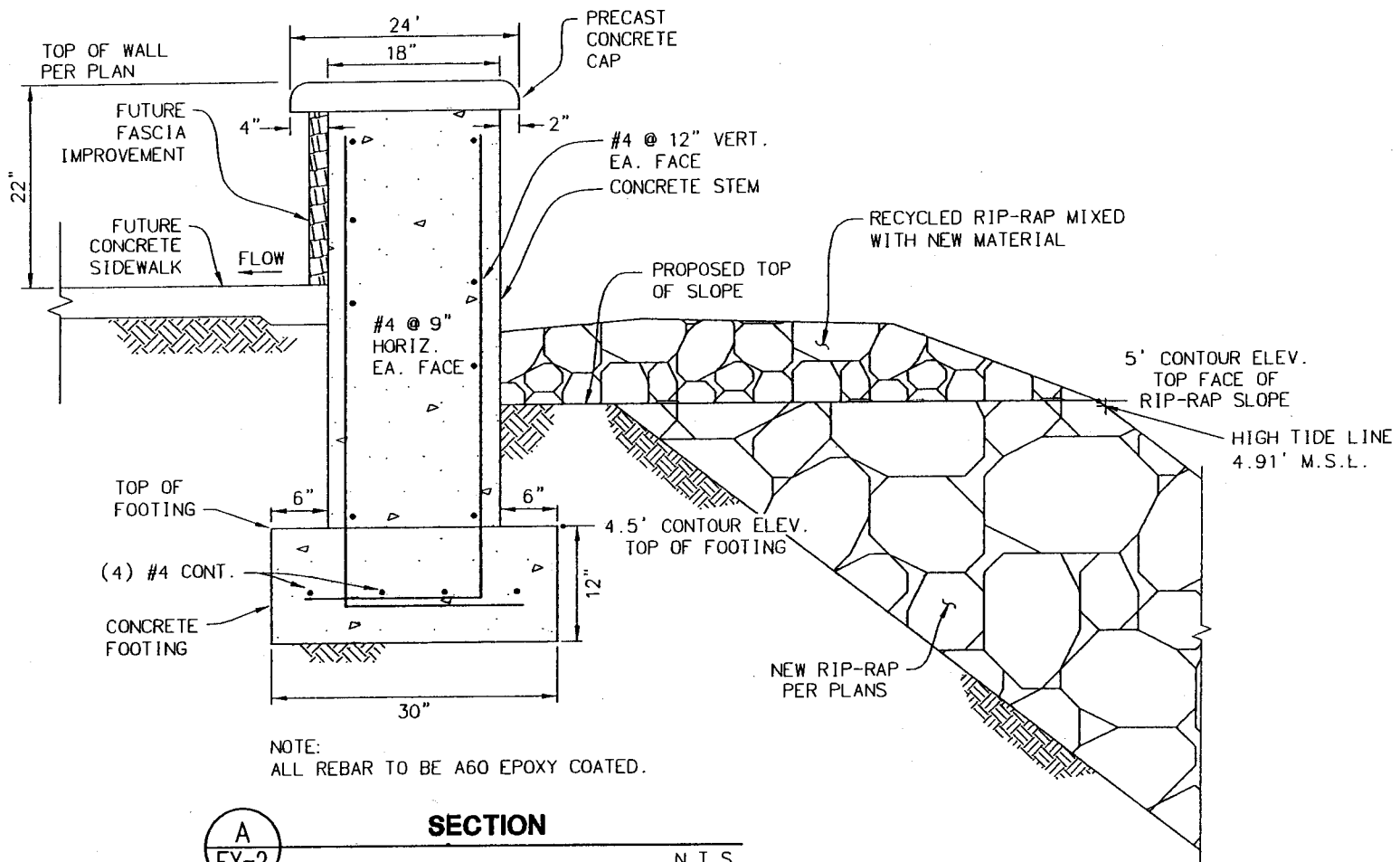
MATCHLINE SEE SHEET C2.2



GLORIETTA BAY

STA 26+77
END CONSTRUCTION

 California Coastal Commission	EXHIBIT NO. 2
	APPLICATION NO.
	6-04-54
	Partial Site Plan With Outfall




A
EX-2

SECTION

N.T.S.

SHEET 16 OF 21


 California Coastal Commission
 With Seatwall
 Cross-Section
 6-04-51
 APPLICATION NO.
 EXHIBIT NO. 3

YACHT CLUB PROMENADE
 CORONADO, CALIFORNIA
 GLORIETTA BAY REVETMENT MAINTENANCE & SEAT WALL
 BAY MITIGATION EXHIBIT

DATE 05-30-04
 RBF # 25101091


 RBF CONSULTING
 PLANNING • DESIGN • CONSTRUCTION
1750 CLAREMONT MESA BOULEVARD, SUITE 200
 SAN DIEGO, CALIFORNIA 92134-0324
 619.594.5000 • FAX 619.594.3008 • www.RBF.com