

**CALIFORNIA COASTAL COMMISSION**

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



# Wed 15f

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REGULAR CALENDAR  
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-06-48

Applicant: City of Carlsbad

Agent: Chris Webb

Description: Implementation of a sand replenishment program to allow for the processing of multiple beach replenishment projects over a five-year period. The proposed project would allow the placement of up to 150,000 cubic yards of opportunistic sand annually along the Encinas Beach portion of South Carlsbad State Beach.

Site: Encinas Beach portion of South Carlsbad State Beach, west of Carlsbad Boulevard, south of Palomar Airport Road, Mello II, Carlsbad, San Diego County.

Substantive File Documents: Mello II Segment, Carlsbad certified LCP; CDP #5-02-142; CDP #6-00-38.

STAFF NOTES:

Summary of Staff's Preliminary Recommendation:

The City of Carlsbad is requesting a 5-year permit for opportunistic beach replenishment at one receiver site in southern Carlsbad. The City has developed a detailed program and set of criteria to apply to potential beach replenishment projects that may arise over the next 5 years. The program is designed to capitalize on opportunities to obtain surplus sand from upland construction, development, or dredging projects, as they arise, and to place the sand at a specific location on South Carlsbad State Beach instead of losing the material to an inland disposal site. Projects that fall within the program parameters, which include maximum amounts of sand, deposition methods, and grain size criteria, could be found by the Executive Director to be consistent with the subject permit and allowed to proceed without additional approval from the Commission. Projects which do not meet the standards of the program, or raise any additional potential for impacts to coastal resources, would require further review and approval by the Commission through a separate coastal development permit. The project has been designed and conditioned to

avoid impacts to sensitive habitat, public access and recreation, and no adverse impacts to coastal resources are anticipated.

Standard of Review: Chapter 3 policies of the Coastal Act

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I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

**MOTION:**     *I move that the Commission approve Coastal Development Permit No. 6-06-48 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 Public Notification Report. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for review and written approval by the Executive Director, a final revised Public Notification Report in substantial conformance with the preliminary Report (attached as Exhibit #6), except that it shall be revised as follows:

- A. Section 3.2 *Transportation Method*, the following sentence shall be added:

At least one lane of Carlsbad Boulevard shall remain open at all times.

- B. Section 5.3 *Post-Construction Monitoring*, the following paragraph shall be added:

Biological Mitigation: Any inadvertent impacts to sensitive habitat areas by the proposed development shall be reported to the Executive Director within 2 weeks of occurrence and shall be mitigated. Such mitigation shall require an amendment to this permit or a new permit unless the Executive Director determines that no amendment or new permit is legally required.

- C. Section 7.1 *Post Discharge Report*, the following paragraph shall be added:

Remedies must be submitted to the Executive Director and the Executive Director will determine whether the proposed remediation may be authorized under this coastal development permit or whether the work shall require an amendment to this permit or a new permit.

- D. Section 8.2 *Other Permits*, the following sentence shall be added:

The applicant shall inform the Executive Director of any changes to the development required by such permits. Such changes shall not be incorporated into any beach replenishment project until the applicant obtains a Commission amendment to this coastal development permit, unless the Executive Director determines that no amendment is required.

The applicant shall comply with the procedures and submittal requirements outlined in the approved Public Notification Report. Any proposed changes to the approved Public Notification Report shall be reported to the Executive Director. No change to the New Project Submittal Package shall occur without a Commission-approved amendment to the permit unless the Executive Director determines that no such amendment is legally required.

2. Approval of Excavation/Dredging Site: The subject permit is only for sand replenishment projects. All other development proposals that may be involved in obtaining the sand source, including but not limited to non-exempt grading, new construction or dredging, if located within the Coastal Zone, shall require the approval of the Coastal Commission or its successor agency through a coastal development permit or an amendment to this permit, unless such development is exempt from permit requirements under the Coastal Act and its implementing regulations.

3. Scope and Term of Permit Approval: The development authorized by this coastal development permit is limited to beach nourishment that is consistent with the 'Proposed Project Limits' identified in the applicant's submittal including but not limited to the placement sites, maximum annual quantities of beach nourishment, seasonal limitations, and methods of delivery. The authorization for continuing development pursuant to this permit shall expire 5 years from the date of Commission approval.

#### IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description. The City of Carlsbad is proposing an opportunistic sand replenishment program to allow for the processing of multiple beach replenishment projects over a five-year period beginning from the date of Commission approval of this permit. The program is designed to capitalize on opportunities to obtain surplus sand from upland construction, development, or dredging projects, as they arise, and to place the sand at a specific location on South Carlsbad State Beach instead of losing the material to an inland disposal site.

The proposed project would allow the placement of up to 150,000 cubic yards of opportunistic sand annually along the Encinas Beach portion of South Carlsbad State Beach. Carlsbad State Beach is located on the west side of Carlsbad Boulevard, south of Palomar Airport Road, north of the mouth of Encinas Creek. The proposed sand placement site is the same site used for the 2001 SANDAG Regional Beach Sand Project (CDP #6-00-38). That project placed 158,000 cy of sediment on the same beach footprint as the proposed project. There are public beaches located both north and south of the proposed deposition site (see Exhibit #2).

The subject permit is intended to expedite the implementation of beach sand replenishment projects over the next 5 years by establishing a set of detailed and rigorous criteria and parameters under which future potential sand sources could be evaluated. If a particular sand source meets the criteria, placement of that sand will be able to be approved by the Executive Director under the subject permit. If any particular sand source falls outside the criteria outlined herein, or any other potential risks to coastal resources not identified and discussed in this report were identified by Commission staff, a separate coastal development permit would be required. The proposed permit is based on a very similar, but much larger-in-scale, opportunistic sand replenishment permit approved for the City of San Clemente in December 2004 (CDP #5-02-142), and contains the same types of limitations and monitoring requirements.

Although the maximum annual quantity of sand allowed to be placed is 150,000 cy, the permit contains very specific parameters on how much sand can be placed at various times during the year, in order to avoid potential impacts to biological or recreational resources. The below table outlines the quantities of sand that can be placed at various times of the year:

Proposed Project Limits

Placement Site	Maximum Annual Quantity (CY)	Maximum Project Length (ft)	Placement Scenarios <sup>(1)</sup>	Season	Maximum Percent Fines Allowed	Proposed Volumes (CY)		
						Maximum Annual Volume <sup>(2)</sup>	Initial Maximum Volumes <sup>(3)</sup>	Maximum Volume per Week
Encinas Beach (South Carlsbad State Beach)	150,000	2,000	a) Berm b) MHT c) Dike	Fall/Winter (Sept 15 - Mar 15)	25%	150,000	30,000	20,000
				Spring (Mar 15 - Memorial Day)	15%	40,000	20,000	10,000
				Summer (Memorial Day - Labor Day)	---	---	---	---
				Late Summer Option (Labor Day - Sept 15)	15%	10,000	5,000	10,000
(1) (a) Berm-beach berm on upper beach; (b) MHT-placement below the high tide line; (c) Dike-sand dike along toe of bluff (2) The cumulative maximum quantity of all sand in a calendar year, regardless of season, is 150,000 cy (3) It is proposed that the program start with relatively small projects followed by monitoring, before larger projects be considered. (4) Assumes a 6-day workweek; Monday through Saturday only. No work will occur on holidays (5) No work can occur at any site on the holiday weekends of Memorial Day and Labor Day, and weekends adjacent to Independence Day, when Independence Day falls on a Friday or Monday								

The proposed timing of sand placement on the beach has been designed to replicate nature as closely as possible. Natural sediment delivery to the coast occurs during the wet season (fall and winter); therefore, to the extent feasible, sand placement projects will occur during that time. In addition, placement of sand during the summer season is specifically prohibited to avoid significant impacts to public access and recreation.

Beach sand could potentially be placed in three ways: 1) directly into the surf zone; 2) as a beach berm; or 3) as a sand dike along the toe of the bluff. Surf zone placement will likely be the design used most often for sand, and would always be used if the fill material were slightly darker-colored than the existing beach sand or was composed of material that formed a hardpan unattractive or uncomfortable for beach users. Beach fill would be placed below the mean high tide line (see Exhibit #3), directly into the surf zone, or delivered to the beach and pushed by bulldozers to the water's edge. At low tide, the material would be pushed as far seaward as possible and left in a long, linear dike parallel to the coast so that it will be reworked by waves during the following rising tide. In that manner, darker-colored clays would be winnowed out of the material by waves and currents and carried offshore and sand left behind. Because of the specific parameters on the fill material, (detailed below), no sand deposited could be significantly different in color and texture than the receiver site, but allowing some fine material and range of colors will ensure that the maximum amount of beach quality sand can be placed on the beach.

The berm and dike design options would only be used when there is beach quality sand that will visually blend in with the natural beach sand and will not form a hardpan. The berm option would involve placing fill as a layer over the existing beach. The berm would be a level surface extending a certain distance from the back of the beach toward the ocean, then sloping gradually into the water. The elevation, width, length, and slope

of the berm will vary for each sand placement opportunity, depending upon the quantity of material to be placed and its qualities. An example of potential berm dimensions, using the estimated initial fill quantity of 30,000 cy with 25% fines (the anticipated amount during fall/winter) would be a berm that is 1,600 feet long by 100 feet wide, with a fill depth (height) of 5 feet on average.

Sand could also be placed as a dike along the bluff toe if appropriate. The sand dike design option could be constructed if the City chose to apply the sand to the sea more gradually than would otherwise occur. The material would be piled up along the back portion of the beach and extended along the lower bluff. The dike would be narrower and longer than the beach berm design. A typical dike could reach up to +12 feet MLLW or higher, be only 20 to 30 feet wide, and slope more steeply to the beach at 5: 1 (H:V).

The proposed sand placement site is a narrow beach backed by the existing fill slope embankment of Carlsbad Boulevard. During the winter months, the beach consists of sand and cobbles. In the summer and fall, the sand moves from an offshore bar back onto the beach covering the cobbles. There is no development at or along the site, but the beach is public with a parking area located off of Carlsbad Boulevard, approximately 650 south of the mouth of Encinas Creek.

For each opportunistic beach fill, a temporary truck ramp would be constructed adjacent to the west side of Carlsbad Boulevard, north of the Encinas Creek Bridge and culvert structures. Although there is existing vehicle access to the beach from the parking lot located south of the Encinas Creek Bridge, access to the parking area would require trucks to travel south on Carlsbad Boulevard and cross the bridge (there is no access to the parking area from northbound travel lanes). Due to the bridge's age and structural stability, trucks hauling a load of sand would exceed the weight capacity of the bridge. Therefore, trucks will have to access the beach north of the bridge.

Carlsbad Boulevard north of the bridge is at a higher elevation than the beach; therefore, a temporary truck ramp will have to be constructed to provide access to the beach. The ramp would be constructed by creating a wedge of fill material (opportunistic sand dumped from the road shoulder and/or with existing beach sand) over the existing slope. The ramp would allow dump trucks, carrying sand, and other vehicles to access the beach from Carlsbad Boulevard. The ramp would be approximately 75 feet wide (from north to south), and would have an approximate height of 8 to 10 feet, depending on beach level at the time. Fill would be placed to raise the level of the ramp slightly above the level of the existing grade at the top of the slope. The ramp would be removed once each beach fill project is complete. When the ramp is removed, portions of the material could remain, if desired by the City, to provide added protection to the existing roadway embankment. There are no native or sensitive plant species within the project area, and the temporary access ramp is not expected to negatively impact the stability of the existing roadway embankment.

The project also includes an extensive monitoring program to evaluate both negative and positive impacts of sand replenishment. The monitoring program involves grunion, turbidity, beach profiles and surfing conditions, as follows:

#### **OVERVIEW OF MONITORING PROGRAM**

<b>Project Phase</b>	<b>Type of Monitoring</b>	<b>Timing/Duration</b>
Pre-Project Baseline	Beach profiles	30 days prior
	Surf conditions	14 days prior, 3 times per week (one day on a weekend)
	Grunion (if appropriate season)	Predicted grunion run closest to project initiation (2 to 3 weeks prior, and immediately prior to construction)
During Construction	Turbidity	Daily during construction
	Surf Conditions	5 times per week during construction
	Grunion (if appropriate season)	During predicted runs
Post- Construction	Beach profile	Within 14 days after construction
	Surf Conditions	For at least 14 days, but need not exceed 30 days after construction
Post-Project	Beach profile	Over 1 year following construction; all profiles surveyed in fall (Oct) and spring (April/May)

All potential sand projects would have to undergo several stages of project review at the City. The bulk of the testing and review of potential sand sources would take place at the City of Carlsbad prior to the project even being submitted to the Executive Director. When a beach fill opportunity is identified (either a developer notifies the City when excess fill material from a construction project is available, or City staff identifies it as part of reviewing development project submittals), the City would first either review existing data about the material or conduct an initial screening test of the fill material to determine if the fill has the potential to meet the criteria to be placed on the beach. The review includes an assessment of possible pollutants, contaminants, grain size, and color. The maximum proportion of fine-grained particles (or fines, defined as silts and clays passing through the number 200 sieve) to total volume that could be placed on the beach under any circumstances is 25%, with the remainder being 75% larger-grained sand. The material must be free of trash and debris, must reasonably match the color of natural beach sand after exposure to the marine environment, must be less than 10% manufactured sand, and must not be expected to form a hardpan after placement. Any sample not meeting these pre-determined standards would be rejected.

If the sand source meets the required criteria, more stringent testing would be conducted through development of a Sampling & Analysis Plan (SAP) prepared for and approved by the U.S. Army Corps of Engineers (ACOE). Sand must be free of contaminants and chemical hazards based on Tier I testing protocol as specified by the ACOE and US EPA. Sand must be chemically inert and not possess characteristics that would adversely affect water quality, including temperature, dissolved oxygen, or pH. The results of these analyses would be distributed to the ACOE and EPA for review and approval.

If the fill material is found per the SAP testing to meet all the criteria to be placed on the beach, an application would be submitted to the Carlsbad Planning Department for a Consistency Determination by the Planning Director. At this stage, the City would evaluate the sand material in the context of the subject permit limits for project size, location, disposal method, timing, etc. To approve a Consistency Determination application, the Carlsbad Planning Director must make a written finding that the beach fill project is consistent with the approved opportunistic sand program. The Planning Director's decision on the Consistency Determination application may be appealed to the Planning Commission.

If the project is determined to be consistent with all of the project parameters, the City would submit a Project Notification Report for a particular sand deposition project for the approval of the Executive Director, as well as the other relevant resource agencies (i.e., the Regional Water Quality Control Board, the State Lands Commission, and the U.S. Army Corps of Engineers). Information submitted (see Exhibit #6) would include all of the detailed information involved in performing the above analyses, such that the Executive Director could make a determination of whether the project conforms to the project limits. The City would also be responsible for keeping track of the cumulative beach replenishments which have occurred under the subject permit and providing this information to the Executive Director.

Also included at this stage would be the public notification package associated with the particular sand placement project. Notification would be done through notices in local newspapers, or direct mailings, notices in utility bills, or cable TV local announcements.

Thus, at the time any particular project was submitted for the Executive Director's approval, there would be site-specific information on the composition, chemistry, and grain size of the sand source material, the receiver beach, the timing and size of the project, the deposition method, a monitoring program, and a public notification program. Executive Director discretion at this point would be highly constrained, as only projects which met the specific standards for each of these items could be approved under the subject permit. An individual sand replenishment project cannot commence until an affirmative approval from the Executive Director is given. If any particular sand source falls outside the criteria outlined herein, or any other potential risks to coastal resources not identified and discussed in this report were identified by Commission staff, a separate coastal development permit would be required.

After a project is completed, all of the pre- and post-construction surveys and monitoring are required to be submitted as a final report to the Executive Director, to evaluate the impact of the particular project and to aid in the review of future projects under the subject permit. After a beach fill project is completed, a Post Discharge Report will be prepared and submitted to the Executive Director and other resource agencies, which will include all of the information collected by the City for the project, including all preparation testing, volume of material placed at the site, transportation and construction details, finalized project schedule, and monitoring results. At the end of each year, an



assessment of the effects (both beneficial and adverse) from all beach fill projects conducted during the year will be presented to the permitting agencies. This analysis will serve as the basis for any modifications that can be made to optimize the program and serve as a basis to extend the permit at the end of 5 years.

The City of Carlsbad has a certified Local Coastal Program, and the project site is split between the original permit jurisdictions of the Commission, and the permit jurisdiction of the City of Carlsbad. The mean high tide line represents the dividing line, which is located on the beach just seaward of Carlsbad Boulevard, where the project access ramp will be located (see Exhibit #3). Thus, the bulk of sand deposition would occur within the Commission's jurisdiction, but a portion of the access ramp and the upland haul route would be within the City's jurisdiction. Thus, every sand project approved under the subject permit is expected to span both jurisdictions. The City of Carlsbad has approved a companion permit for the project (CDP 06-02), which was not appealed to the Commission. The project site is on Carlsbad State Beach, and the California Parks and Recreation Department has approved the project. The Chapter 3 policies of the Coastal Act are the standard of review for the subject permit, with the certified LCP used as guidance.

2. Public Access and Recreation. Many policies of the Coastal Act address public access. The following are most applicable to the proposed development and state, in part:

#### Section 30210

In carrying out the requirement 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 public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas 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 30212

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby...

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred....

Section 30214(a)

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

(1) Topographic and geologic site characteristics.

(2) The capacity of the site to sustain use and at what level of intensity.

(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30233(b)

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

Finally, Section 30604(c) of the Coastal Act requires that a specific access finding be made in conjunction with any development located between the sea and the first public roadway, indicating that the development is in conformity with the public access and public recreation policies of Chapter 3. In this case, such a finding can be made.

### Public Access

The shoreline and beaches are valuable assets to the environment and economy of the Southern California region and the State, worthy of protection and enhancement. The shoreline is also considered a resource of national significance. Beach erosion has been an increasing problem in the Southern California region, and in many past projects the Commission has identified beach replenishment as a means to preserve and enhance the environmental quality, recreational capacity, and property protection for the region's shoreline. Additional sand on beaches increases the amount of recreational area available for public uses, decreases the rate of beach erosion, and provides a buffer (a wider beach) between waves and adjacent public and private development, thereby reducing pressure to construct shoreline protective devices which can adversely affect both the visual quality of scenic coastal areas and shoreline sand supply.

The proposed opportunistic sand program has been proposed to allow for and to expedite beach replenishment in the City of Carlsbad. It is impossible to say how long any particular fill sand project would remain on the beach, given the possible variations in amount of material and disposal location. However, during the time the sand remains on the beach the public will have the benefit of wider sandy beaches, and any sand deposited on the beach will become part of the littoral cell system.

Nevertheless, the project is expected to have some temporary adverse impacts on public access and recreation. The deposition site is currently used for various recreational activities including swimming, surfing and sunbathing. During construction, the beach fill site would have to be closed, creating a temporary adverse impact on recreation. The impact will be particularly significant during higher tides, or for projects where the entire beach area would be closed to the water line, and people could not get past the work area to the rest of the beach except by traveling inland around the construction area.

However, as proposed, most sand replenishment is expected to occur during the non-summer months, because placing sand at that time most closely mimics the pattern of natural sand movement. No fill can occur during the peak summer season between Memorial Day and Labor Day, which will substantially minimize the recreational impacts to the public. Material could go on the beach during late summer (Labor Day through September 15), but only a maximum of 10,000 cubic yards. In a worst-case scenario, if the entire permitted annual fill amount (150,000 cubic yards) was placed on the beach during a single-beach fill project, access to that beach would be restricted for approximately 7.5 weeks. However, individual replenishment projects would likely be much smaller and require much shorter construction periods than the maximum allowed, and in total, the maximum allowed amount of sand might not be placed each year, which would also mean fewer construction impacts. In any case, no work would occur on Sundays anytime throughout the year, so entire weekends would never be completely restricted. In addition, beach access in the City would never be completely blocked off; during a beach fill project at the proposed location, the public will continue to have access to beaches north and south of the fill site.

The project could have an adverse impact on public access and recreation if construction vehicles significantly impacted the ability of the public to reach the shoreline. As proposed, trucks would drive south on Carlsbad Boulevard, exit onto the ramp and drive down to the beach. The trucks would dump their load of material on the beach, where earth-moving equipment would distribute the sand to the selected beach placement footprint. The trucks would then exit the site via the same ramp and head south on Carlsbad Boulevard. Truck operations will be limited to the hours of 8:00 a.m. to 4:00 p.m., Monday through Saturday (fall/winter) and Monday through Friday (spring/late summer) with no activity during holidays.

Trucks will be provided a dedicated lane on Carlsbad Boulevard for dumping sand. There is an existing 6-foot bike lane adjacent to the unpaved shoulder on the west side of the roadway. Carlsbad Boulevard also has two 12-foot through lanes and a paved 10-foot shoulder on the east side of the road. For each project, a specific traffic control plan will be developed for approval by the City Engineer. However, a typical traffic control plan would consist of closing the bike lane to accommodate the truck operations, and the shoulder would be used for truck queuing. To allow for queuing of trucks and dumping procedures, approximately 450 feet would be coned off along Carlsbad Boulevard. Flagmen would direct traffic during construction operations to ensure traffic safety. Special Condition #1A requires that Carlsbad Boulevard not be shut down entirely. Because of the short-term, temporary nature of the increase in traffic expected to result from any one project, a Traffic Impact Analysis prepared for the project (RBF Consulting, 2002), determined that public access impacts to traffic will be less than significant.

Overall, access corridors and staging areas are required to be located in a manner that has the least impact on public access and traffic flows on coastal access routes. As proposed, public parking spaces alongside Carlsbad Boulevard could be used for staging or storage of equipment and materials, but only where unavoidable and where the minimum number of spaces necessary are used. Thus, the project as designed will minimize adverse impacts to the beach-going public. Given the proposed limits on work during the summer season, public access and recreation is not expected to be significantly constrained by construction activities.

The proposed project also includes a public notification package to inform the public prior to the initiation of any sand replenishment project, which will help reduce the impact the project will have on the public. Public notification could include the City's Beach Preservation Committee Workshops, City Council meetings, Chamber of Commerce/Downtown Business Association articles, City publications, signage, public television, or water billing notices. The proposed public notification measures do not specifically include a requirement for a public hearing on the project, however, the process does require that written notice be provided to all property owners within 300 feet of the project property at least 15 days prior to a decision on the application. Any person so notified may file written comments or a written request to be heard within 10 days after the mailing of the notice. If a written request to be heard is filed, an informal hearing with the Planning Director will be scheduled, and written notice will be provided

to the applicant and the requestor at least 5 days prior to the hearing. This hearing would not be a formal public hearing, but the Planning Director's decision on the Consistency Determination application may be appealed to the Planning Commission. Thus, any local concerns will be able to be addressed prior to the Executive Director's review. As proposed, all written correspondence received by the City regarding the project and minutes of the Planning Commission/City Council meetings will be included in the Project Notification for the Executive Director's review. To further limit adverse impacts on public access, as proposed, each construction site will be posted with a notice indicating the expected dates of construction and/or beach closures. Thus, the public will have adequate opportunities to be notified of, and provide input on future replenishment projects.

### Surfing

Surfing occurs throughout the project area, and surfing could potentially be impacted not only by restriction of access to the water during construction, but through the modification of existing sand bars and reefs by sand placement and deposition, and poor water quality caused either by turbidity generated during and after construction, or contaminants being released into the surf zone by the fill material.

As noted above, limits have been placed on the season and amount of time construction can occur. The City proposes to test all potential sand sources to verify that the sand is free of contaminants prior to placement on any beach fill site. They must also perform background research of the potential for the material to possess contaminants based on Tier I testing protocol as specified by the ACOE and the U.S. EPA. Therefore, there should not be any health threats to surfers from contamination.

According to the Mitigated Negative Declaration prepared for the project, sand deposition could add a relatively large sand "slug" to the system over a short time frame, thereby changing bottom conditions at the site. This impact could be adverse and significant if sand deposition caused waves to close out over a long period of time (months) rather than peak, or resulted in a perpetual shore break at the beach rather than a nearshore bar for waves to break over. However, due to the relatively low amount of sand material expected to be associated with individual projects, it would likely not create a long term close-out or shorebreak condition. It may, however, cause such conditions over a temporary short-term period while the sand is naturally redistributed over the bottom. The project may also result in potentially beneficial impacts to surfing by contributing sand to the nearshore that would be deposited in bars. More sand in the system provides material for enhanced sand bar formation and may result in larger or longer lasting bars, and improved surf conditions. Informal observations of the SANDAG RBSP showed surfing conditions improved at each sand placement site after construction because of sand bar formation.

However, to determine any substantial change to surfing conditions, a monitoring program will be instituted. The monitoring will provide qualitative information to understand if the project causes negative impacts to surfing at the South Carlsbad beach.

As proposed, the monitoring will not be particularly technical or precise, but is intended rather to simply obtain a sense from observations and periodic interviews/questioning of surfers if the program is problematic to the activity.

General surfing conditions would be observed and noted over a period of 14 days prior to construction and for at least 14 days after construction (no longer than 30 days after construction). The frequency of observations would be 3 times per week with 1 day falling on a weekend. More frequent observations would be made during construction, such as 5 times per week, possibly for 15 minutes at some point between the hours of 6 a.m. and 9 a.m. Observations and notes would be recorded on data recording forms specifying the general conditions such as tides, wave heights, water clarity, etc.

There is also a potential for a “low level turbidity plume to occur in the water during construction activities.” However, turbidity will be minimized by restricting the amount of fines in the placement sand to no more than 25% in the Fall/Winter period, and 20% during the Spring and late Summer season. In addition, the program requires monitoring of turbidity by lifeguards during construction. Although no significant recreational impacts are expected from turbidity, the monitoring will provide information that will allow future projects to more accurately assess and avoid turbidity.

As proposed, general recreation and access impacts (both positive and negative) will be evaluated in the post-project report to aid in the review of future nourishment projects under the subject program. Special Condition #1C makes it clear if impacts are identified, any project modifications to address these impacts must first be submitted to the Executive Director so that the Executive Director can determine whether the proposed remedies are authorized under this coastal development permit or whether the work shall require an amendment to this permit or a new permit.

### Conclusion

In summary, the proposed project will have short-term and temporary impacts on public access and recreation, which have been minimized by restrictions and conditions on the amount of work than can occur during the summer. The project overall will have a positive impact on Carlsbad’s beaches as well as to the entire littoral system. The proposed sand monitoring program will provide information regarding the short and long-term effects of beach replenishment, including how long the sand remains on the beach at different sites in different conditions. The surfing and recreational monitoring will provide similarly detailed information. Currently, this type of data is not available, and the proposed project will be extremely useful in planning and designing effective beach replenishment projects in the future. The permit is limited to 5 years in duration, and further evaluation of the impacts will occur should the City wish to extent the program. Therefore, as conditioned, the proposed project can be found consistent with the public access and recreation policies of the Coastal Act.

### 3. Biological Resources and Water Quality

Section 30230 of the Act states:

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 of the Act states in part:

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...

Section 30233 of the 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.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

[...]

Section 30240 of the Act 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.

The Coastal Act policies identified above require the Commission to address impacts on marine resources by considering the timing of deposition of the material on the beach, the composition of the material, the location of the receiver beach, and the presence of environmentally sensitive resources. Development in areas adjacent to sensitive marine habitat areas and parks and recreation areas such as beaches must be sited and designed to prevent impacts which would significantly degrade those areas, and must be compatible with the continuance of those habitat and recreation areas. The restoration of beaches is a permitted use in open coastal waters under Section 30233; however, the project must be the least environmentally damaging alternative, and any impacts must be mitigated. Deposition of material onto the beach can affect marine life through the direct burial of organisms on the beach and in the nearshore environment, by the secondary movement of beach fill material within the littoral drift zone that could bury reefs and organisms, and by increasing turbidity in adjacent waters, which could adversely affect the growth of kelp and impact the ability of shorebirds to find food in offshore waters.



However, in the case of the proposed project, no adverse impacts to biological or resources are anticipated. The subject site was part of the 2001 SANDAG Regional Beach Sand Project (RBSP), which involved the placement of over 2 million cy of beach-quality sand on 12 beach receiver sites from Oceanside to Imperial Beach. The project site received 158,000 cy of sand placed along 2,000 feet of beach length in June/July 2001. The potential environmental impacts of the Regional Beach Sand Project (RBSP), which included placement of sand at the subject site, were evaluated in the Final Environmental Impact Report/Environmental Assessment (EIR/EA) for the RBSP.

The EIR/EA concluded that the project would not have any significant effects on the environment, but SANDAG was required to implement a short-term (construction) and long-term (5 years) monitoring program to verify that conclusion, as well as to provide additional data regarding actual beach nourishment sand transport compared to coastal engineering models. Monitoring was conducted during construction for turbidity, spawning grunion, and underwater archaeology resources, and no adverse construction impacts were identified. Post construction monitoring of lagoons and offshore biological resources (kelp, rocky intertidal habitat, and subtidal habitat) has confirmed no adverse impacts and has provided extensive information about marine resources and sand transport. Additional monitoring at specific locations was sponsored by individual jurisdictions. The City of Encinitas sponsored biological monitoring at six locations (three that received sand as part of the RBSP, and three that did not). The monitoring occurred for three years after the sand placement, and found, overall, an improvement in biological resource use of beach habitat at receiver sites.

The absence of sensitive resources at the South Carlsbad receiver site was one of the considerations in selecting the subject site for this program. Nevertheless, the City looked at the potential environmental impacts of the proposed project through a mitigated negative declaration. The environmental studies determined that the intertidal habitat of the project site is predominantly sand with localized cobble bands extending from the upper intertidal zone from 10 to 100 feet seaward to the mid tide zone. Nearshore waters are characterized by mostly sandy bottom with a patch of high-relief reef in the northern/central part of the site. The high-relief reef begins 525 feet offshore in -6 feet MLL W at a distance of about 225 feet from the seaward boundary of the fill site.

Feather boa kelp and sea palms were noted on the reef in 1997. No surface canopy of kelp was mapped in the vicinity in 1999, and the closest kelp bed in 1997 was approximately one mile south. Historically, kelp has occurred offshore at a depth greater than 20 feet below MLL W. The project may cause limited sedimentation around the reef, which may temporarily impact intertidal and shallow nearshore subtidal reef plants due to a temporary increase in sediment elevation and/or turbidity resulting from beach fill activity. However, the study concluded that turbidity from the project would have a less than significant impact to kelp and reef plants. The project site was identified in the RBSP EIR/EA as one of five sites that would have a low risk of sedimentation impact to intertidal habitat.

Sand placement would result in burial impacts to marine life within the footprint area. However, the loss of benthic organisms within the beach fill footprint is considered an expected and unavoidable impact during beach replenishment project, and as indicated in the RBSP EIR/EA, due to the widespread occurrence and rapid recovery rates of these types of organisms, direct impacts to marine life within the beach fill footprint are expected to be less than significant.

California grunion spawn on sandy beaches in the San Diego region between March and August and have the potential to be affected by beach fill projects. Grunion could be impacted by beach fill activities if the eggs were buried by beach fill material, thus preventing the eggs from hatching. Grunion spawn during middle-of-the-night spring high tides, and their eggs incubate in the sand and hatch in approximately 2 weeks when the next spring high tide occurs. While grunion are not listed as threatened or endangered, efforts should be made to minimize impacts to this managed fish species.

Because the South Carlsbad receiver site is a sandy beach, it provides suitable grunion spawning habitat. However, the mitigated negative declaration for the project indicates that the proposed project is expected to improve grunion spawning by adding sand to the beach. As a precaution, grunion will be monitored before construction, and if present, during construction. No post-construction monitoring is required for grunion. The presence of grunion should not result in a halt to construction, due to the availability of a larger sandy area for spawning immediately up- and down-coast. The project shall be allowed to proceed with modifications as needed to accommodate spawning.

A grunion monitor must be present to observe grunion runs two to three weeks prior to construction during a predicted grunion run (according to the grunion calendar produced by the California Department of Fish and Game), and immediately prior to construction. If grunion are not present during their predicted runs, no further monitoring is required. If grunion are present during predicted runs, beach nourishment will only occur above the spring high tide line/kelp line or in the nearshore until the spawning season is over. As an alternative, grunion monitoring could continue throughout the sand placement period, and if they do not spawn during a predicted run then sand could be placed below the spring high tide line.

The Mitigated Negative Declaration (MND) found that water conditions in the project area are typically clear, with occasional storms causing turbidity. Fish eating birds such as the California brown pelican and California least tern could be impacted in the vicinity of the site by temporary reduction in their prey base if fish move away from the turbidity plume. Temporary impacts may also include an increase in noise from beach fill construction activities. These impacts (turbidity, noise) are short term and the birds will likely forage in the waters outside of the beach fill construction activities.

The MND determined that, while the project may cause a low-level turbidity plume in the water, the effects would be localized and temporary, and would not extend beyond the normal foraging distances for either of these species and should diminish immediately when construction activities are halted. Since ample alternative forage areas would be

available to these species during receiver site construction, no adverse impacts to these species are anticipated. Restricting the silt and clay content to 25% maximum during winter placement and 15% during summer placement, will further reduce the potential for significant impacts to biological resources or water quality.

Nevertheless, turbidity will be monitored throughout construction to qualify the effect on ocean water clarity from the project. If monitoring indicates excessive turbidity for a prolonged period, then placement will be halted or modified to reduce turbidity.

The composition of the sand replenishment material can also affect the environment. The applicant proposes to test and analyze potential beach nourishment sand sources that have up to 25% fines. This is the upper limit of what would be considered for placement on the beaches, and not a standard for all material that would be placed. The 25% cut-off for fines would enable the applicant to consider a fairly large range of potential source materials. The inclusion of up to 25% fines in the opportunistic sand program will maximize the amount of potentially beneficial material that could be tested and analyzed for consideration as beach nourishment material. Placement of material with more than 20% fines is restricted to only the fall/winter season. As noted previously, most of the sand replenishment is anticipated to occur during the rainy season, when turbidity is naturally higher. The seasonal limits are designed to mimic the natural sediment delivery to the coast by rivers and streams. These limits are consistent with the opportunistic sand project approved for the City of San Clemente in 2004.

Construction equipment used for the project has the potential to contaminate the sand from minor spills and leaks from equipment. As proposed, construction material cannot be washed on the beach or in beach parking lots. Construction debris and sediment shall be properly contained and secured on site with Best Management Practices (BMPs) to prevent the unintended transport of sediment and other debris into coastal waters by wind, rain, or tracking. Any debris resulting from construction activities must be removed from the project site within 24 hours of completion of construction. Public streets used for hauling the material to the project site shall be cleaned via street-sweeper every third day of truck delivery to the project site, and a spill prevention, containment and countermeasures plan must be prepared by the contractor prior to each beach fill project. The plan must include fueling procedures, equipment maintenance procedures, and containment and cleaning measures to be followed in the event of a spill. Thus, the project contains sufficient BMPs to ensure that no impacts to water quality occur.

In addition, an on-site debris monitoring will be present during beach replenishment. If any debris or non-sand material is detected, the project must be halted, until new information on the composition of the sand material is approved by the Executive Director. Therefore, as proposed, no significant impacts to water quality are expected.

The project has been designed and sited to avoid impacts to sensitive habitat, and no impacts to any biological resources are anticipated. Consistent with Section 30240, the project will enhance a recreation beach area. However, in the event that unexpected adverse impacts do occur, Special Condition #1A requires that any impacts to sensitive habitat areas by the proposed development be reported to the Executive Director within

10 days of occurrence and shall be mitigated. Such mitigation shall require an amendment to this permit or a new permit unless the Executive Director determines that no amendment or new permit is legally required. Thus, any impacts that occur will be mitigated. Special Condition #3 defines the length of the permit term to 5 years from the date of Commission approval.

As proposed, copies of permits from other agencies, including the California Regional Water Quality Control Board and the Army Corps of Engineers are required to be submitted to the Executive Director. Should any project modifications be required as a result of other permits, Special Condition #1D makes it clear that an amendment to this permit may be necessary. Special Condition #2 notifies the applicant that the subject permit does not cover the development that provides the sand source for beach replenishment, such as dredging or new construction. Those projects must receive separate coastal development permits when the source is obtained in the coastal zone.

In summary, the subject program has been designed to minimize potential environmental impacts and, as conditioned, is not anticipated to have any impacts inconsistent with 30230, 30231, 30233, or 30240. Restrictions on placement locations, timing and quantities have been designed to avoid or limit impacts to sensitive habitat. Biological surveys have not identified any long-term significant impacts to sensitive resources. All impacts will be closely monitored, and any unanticipated impacts will be reviewed prior to approval of future projects. As proposed and conditioned, adequate information will be available to the Executive Director to analyze and evaluate new beach sand replenishment projects within the parameters of the proposed permit. Written approval from the Executive Director is required prior to the initiation of any work. As conditioned, the Commission finds that the proposed project will ensure that all environmental impacts are minimized, and if significant impacts do occur despite all precautions, they will be identified and adequately mitigated. Therefore, the proposed project can be found consistent with the resource protection policies of the Coastal Act.

#### 4. Hazards

Section 30253 of the Coastal Act states, in part:

*New development shall:*

*(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*

The proposed development is located in an area subject to tidal action. The tidal environment is dynamic and there are risks associated with development in such areas. For instance, erosion has occurred at the subject beaches where beach nourishment is proposed, and erosion is one form of potential geologic hazard. The fact that the applicant is proposing beach nourishment to restore pre-existing beaches indicates that erosion does occur. However, the applicant will not increase erosion hazards by increasing the size of beaches beyond pre-existing conditions, and increasing the beach

size may decrease risks to property. As described above, testing and monitoring the replenishment material will ensure risks to life and health are minimized. Therefore, the proposed project minimizes this hazard consistent with Section 30253.

The project does include the construction of a temporary access ramp over the existing 8-10-foot high fill slope that elevates Carlsbad Boulevard above the level of the beach. The Geologic and Biological Reconnaissance conducted for the project determined that the construction of the ramp would not impact the stability of the existing slope, and would actually have a buttressing effect that would provide temporary protection of high waves.

Because there remains an inherent risk to development along the shoreline, the applicant has submitted as part of the Project Notification Report, an assumption of risk, waiver of liability and indemnity that indemnifies and holds 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. In this way, the applicant has made clear that the Commission is not liable for damage as a result of approving the permit for development.

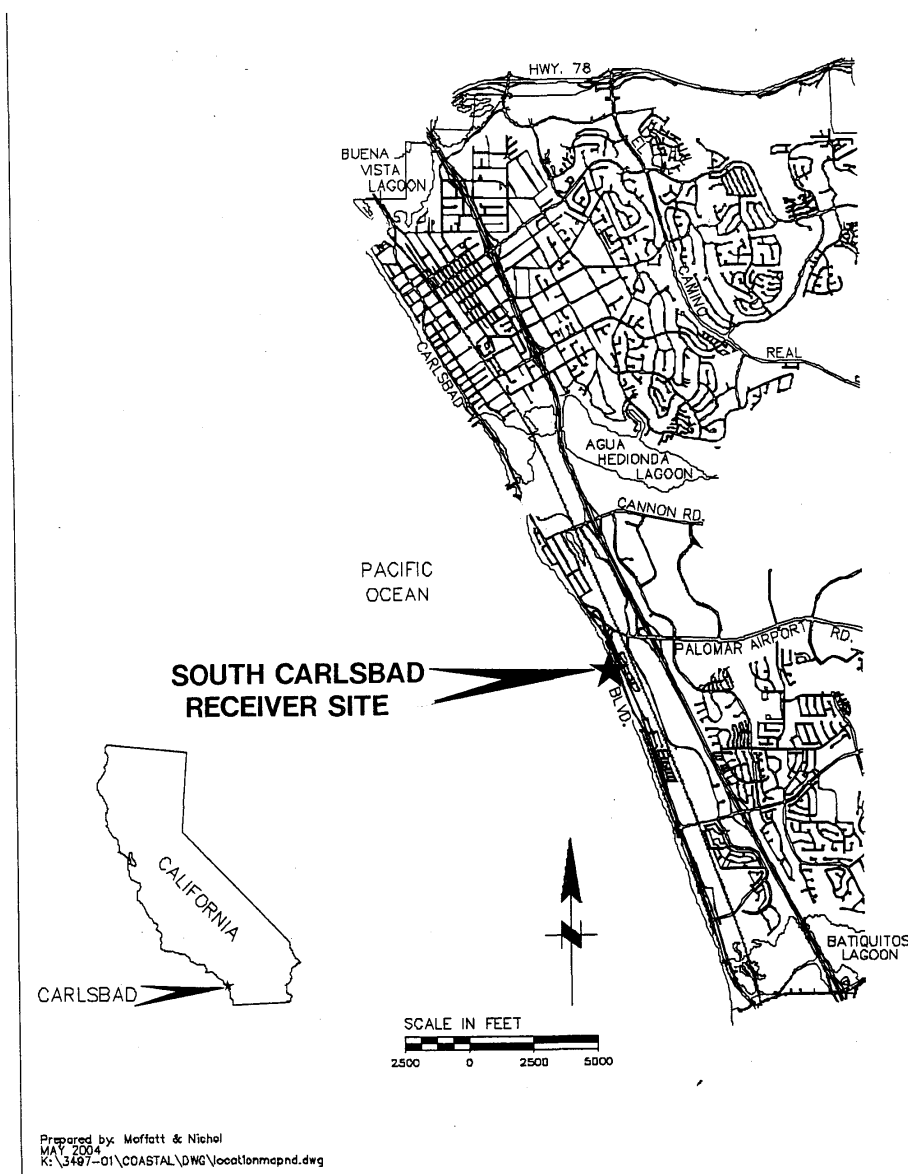
5. Local Coastal Planning. As conditioned, the proposed development is consistent with the public access, recreation, and environmental protection policies in Chapter 3 of the Coastal Act. Therefore, approval of the proposed development will not prejudice the ability of the City of Carlsbad to continue to implement its certified Local Coastal Program.

6. 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 monitoring of biological, physical, and recreational impacts, 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 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.

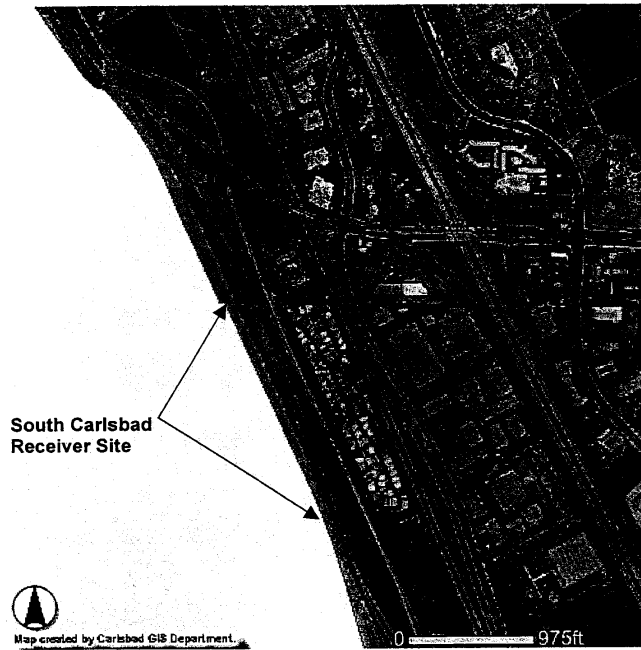


Carlsbad Opportunistic  
Beach Fill Program

Location Map of Opti  
Beach Site in Ca

EXHIBIT NO. 1
APPLICATION NO.
<b>6-06-48</b>
Location Map
California Coastal Commission

Carlsbad Opportunistic Beach Fill Program



South Carlsbad  
Receiver Site



Map created by Carlsbad GIS Department


Location Map

Figure 1

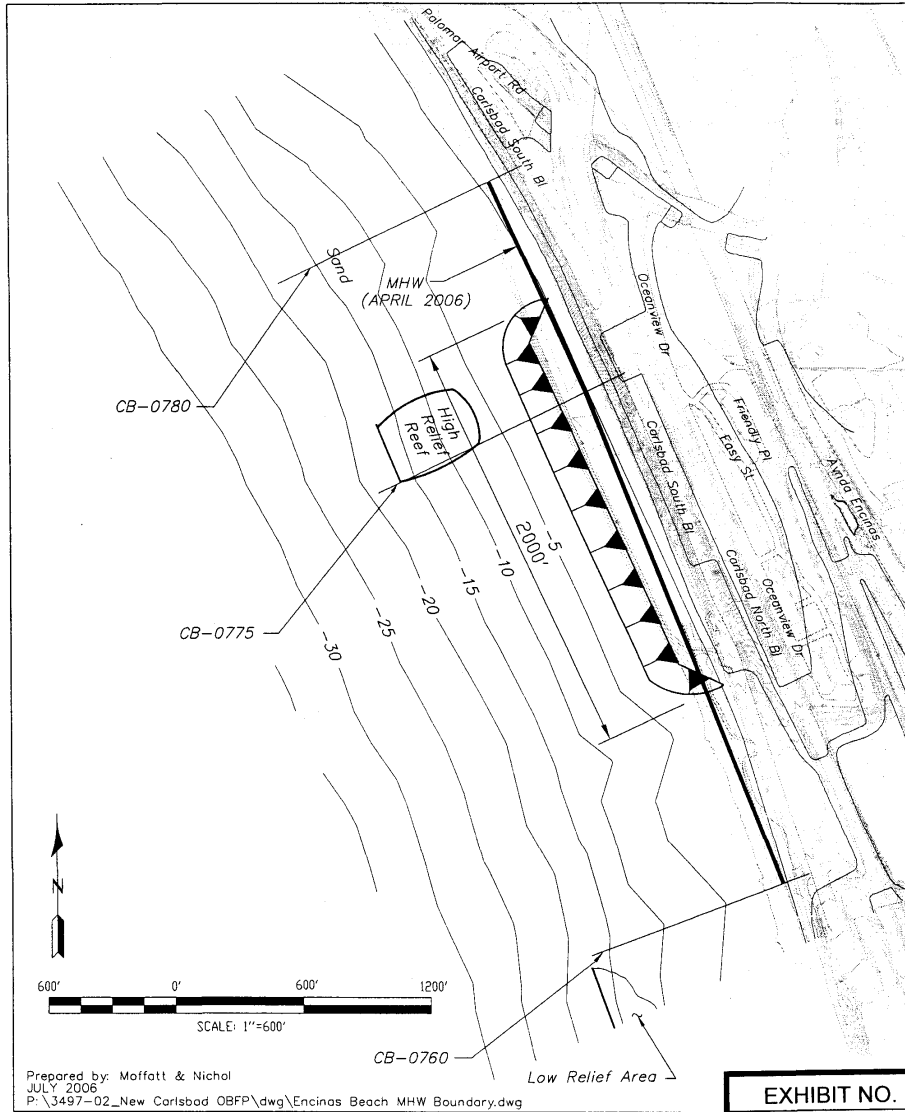
The South Carlsbad receiver site is located within the limits of South Carlsbad State Beach. Surrounding development consists of:

- North of the site – continuation of Carlsbad State Beach and Palomar Airport Road
- South of the site – continuation of Carlsbad State Beach, public parking lot, and State Beach campground
- Bordering the east side of the site – Carlsbad Boulevard
- East of Carlsbad Boulevard/south of Palomar Airport Road/north of Encinas Creek – timeshare resort, and residential development
- East of Carlsbad Boulevard/south of Encinas Creek – undeveloped with natural vegetation.
- West of the site – Pacific Ocean

The South Carlsbad receiver site is located on a low tide terrace, which lies in front of coastal cliffs between Agua Hedionda and Batiquitos Lagoons. The project site comprises the flat, rocky, shallow part of the shoreline.

EXHIBIT NO. 2
APPLICATION NO.
<b>6-06-48</b>
Detail Location Map
 California Coastal Commission

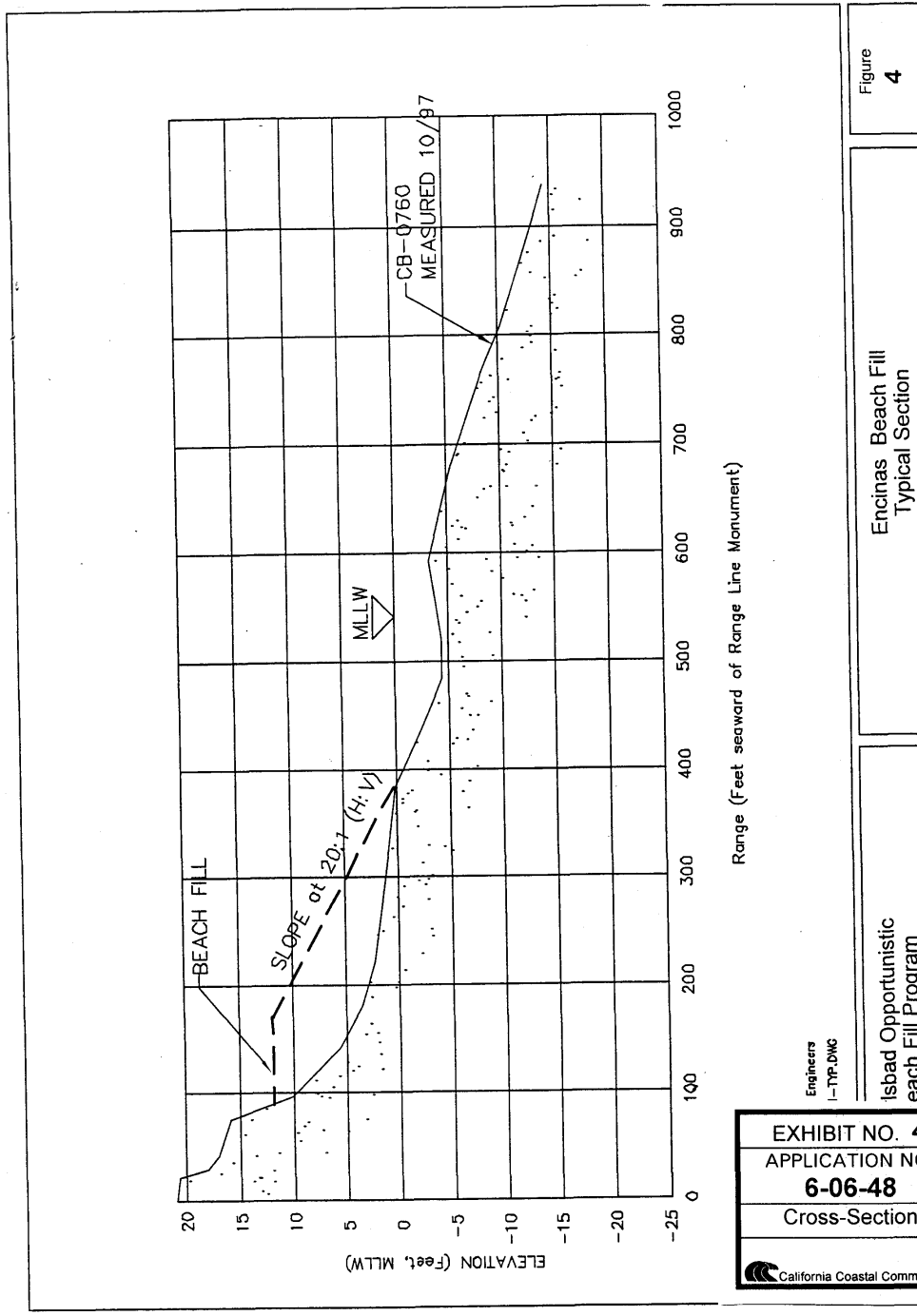




Carlsbad Opportunistic  
Beach Fill Program

Encinas Beach Fill Pla  
And MHW Line Bounda

<b>EXHIBIT NO. 3</b>
APPLICATION NO. <b>6-06-48</b>
Site Plan
California Coastal Commission



Range (Feet seaward of Range Line Monument)

Engineers  
I-TYP.DWG

Isbad Opportunistic  
each Fill Program

Encinas Beach Fill  
Typical Section

Figure  
4

EXHIBIT NO. 4
APPLICATION NO. <b>6-06-48</b>
Cross-Section
California Coastal Commission

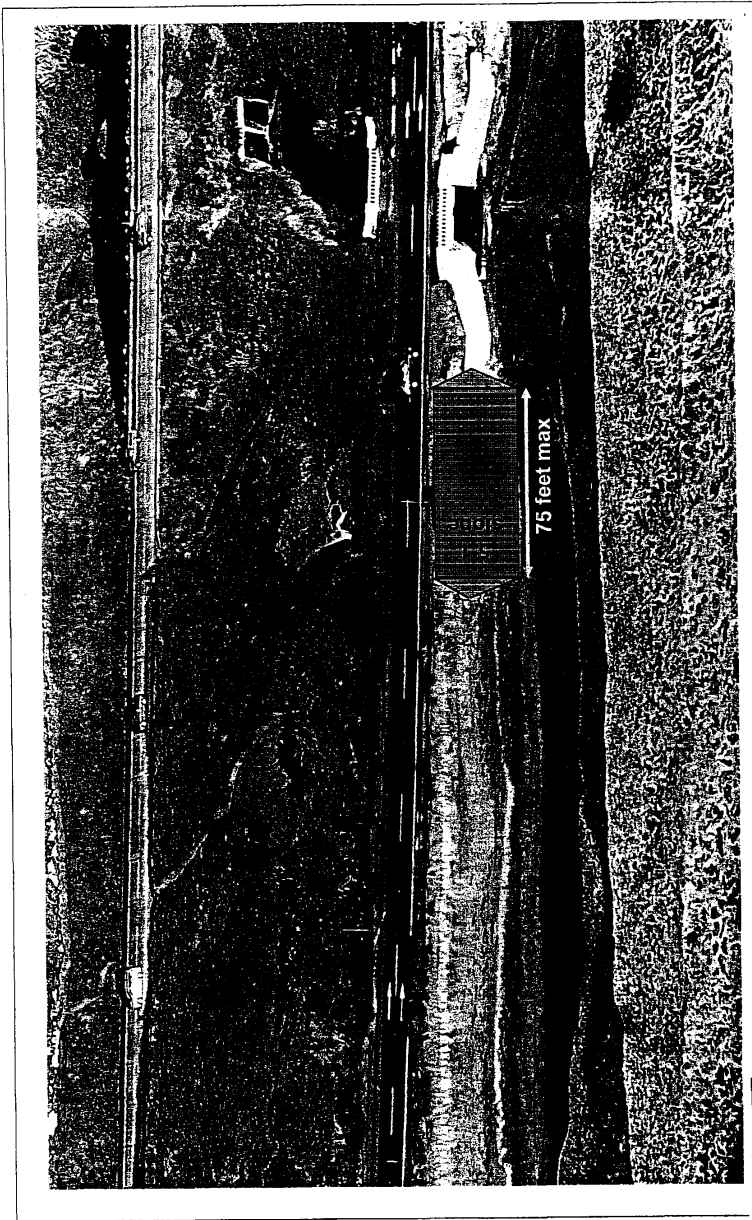


Fig  
7

Maximum footprint of temporary truck ramp  
to the beach site.

3AD OPPORTUNISTIC  
;H FILL PROGRAM

EXHIBIT NO. 5
APPLICATION NO.
<b>6-06-48</b>
Truck Ramp Plan
 California Coastal Commission

**CARLSBAD OPPORTUNISTIC BEACH FILL PROGRAM  
PROJECT NOTIFICATION REPORT**

**1. Introduction**

Provide the basic program outline. Specify the permit conditions (USACE, CCC, RWQCB, and SLC). This Project Notification Report will request agency concurrence and a Notice to Proceed from the USACE (See Section 8.1 for further information)

Proposed Project Limits

Placement Site	Maximum Annual Quantity (CY)	Maximum Project Length (ft)	Placement Scenarios <sup>(1)</sup>	Season	Maximum Percent Fines Allowed	Proposed Volumes (CY)		
						Maximum Annual Volume <sup>(2)</sup>	Initial Maximum Volumes <sup>(3)</sup>	Maximum Volume per Week
Encinas Beach (South Carlsbad State Beach)	150,000	2,000	a) Berm b) MHT c) Dike	Fall/Winter (Sept 15 - Mar 15)	25%	150,000	30,000	20,000
				Spring (Mar 15 - Memorial Day)	15%	40,000	20,000	10,000
				Summer (Memorial Day - Labor Day)	---	---	---	---
				Late Summer Option (Labor Day - Sept 15)	15%	10,000	5,000	10,000
(1) (a) Berm-beach berm on upper beach; (b) MHT-placement below the high tide line; (c) Dike-sand dike along toe of bluff (2) The cumulative maximum quantity of all sand in a calendar year, regardless of season, is 150,000 cy (3) It is proposed that the program start with relatively small projects followed by monitoring, before larger projects be considered. (4) Assumes a 6-day workweek; Monday through Saturday only. No work will occur on holidays (5) No work can occur at any site on the holiday weekends of Memorial Day and Labor Day, and weekends adjacent to Independence Day, when Independence Day falls on a Friday or Monday								

**2. Source Material**

**2.1. General Site Location**

Include maps, figures, and text description of site location and surrounding areas.

**2.2. Specific Location of Source Material at Site**

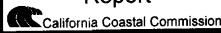
Describe where on the site the source material is found

**2.3. Volume of Material (Total volume and volume proposed for beach placement)**

Describe total volume of material available at site and volume that is being proposed for beach nourishment. The disposal method of excess material will be described in this section.

**2.4. Material Testing**

Present the Sampling and Analysis Plan that was prepared for and approved by the USACE as part of their permit conditions. The results will be provided, which will include any chemistry and grain size testing. Figures and tables will be provided.

<b>EXHIBIT NO. 6</b>
APPLICATION NO. <b>6-06-48</b>
Project Notification Report


### **2.5. Debris Management**

Describe general content of material with regard to debris. This will include a description of the kinds of debris found in the source material, methods for screening, separating, and/or retrieving the debris, and disposal methods.

An on-site debris monitor will be present during beach replenishment to monitor for the presence of debris in the sandy material. If any debris or non-sandy material is detected, the specific beach replenishment project(s) that was/were using that sand material shall be halted at that site(s). The project(s) shall not continue until a new Project Notification Report with updated information on the composition of the material is submitted and approved by the resource agencies.

## **3. Transportation and Placement**

### **3.1. Site Location and Timing**

Describe the existing conditions of the beach site and the timing of project. Include projected schedule.

### **3.2. Transportation Method**

Describe how the material will get to the beach site. Outline trucking routes and provide figures, if needed. Indicate how many trucks and frequency. Specify a traffic control plan from the contractor.

### **3.3. Beach Placement Method**

Describe the placement method, including any equipment that may be needed to construct the project. Outline specific public access closures or restrictions. Outline project BMPs, such as flagmen, perimeter fencing, etc. that are proposed. Specify how the access ramp will be constructed and how it will be removed or maintained following the project.

Construction materials or waste will not be stored where it will could potentially be subjected to wave erosion and dispersion. In addition, no machinery will be placed, stored, or otherwise located in the Intertidal zone at any time, except for the minimum necessary to implement the project.

Construction equipment shall not be washed on the beach or in the beach parking lots.

Construction debris and sediment shall be properly contained and secured on site with BMPs, to prevent the unintended transport of sediment and other debris into coastal waters by wind, rain, or tracking. Construction debris and sediment shall be removed from the construction areas as necessary to prevent the accumulation of sediment and other debris which may be discharged into coastal waters. Any and all debris resulting from construction activities shall be removed from the project site within 24 hours of completion of construction. Debris shall be disposed of at a debris disposal site outside the coastal zone.

Plans for the staging and storage of the construction equipment shall be provided by the contractor. Where possible, public parking areas shall not be used for staging or storage of equipment and materials. Where this is unavoidable, the minimum number of parking spaces that are required shall be used.

Access corridors and staging areas shall be located in a manner that has the least impact of public access via the maintenance of existing public parking areas and traffic flow on coastal access routes.

#### **3.4. Contractor Information**

Include Contractor name, address, contact information, etc.

#### **4. Public Notification Process**

This section will outline how the public is being notified of the overall program and this specific project. Each upland project will be approved by the Carlsbad Planning Commission or City Council through a public hearing. This section of the report will include a listing of the local hearing dates and copies of all the local hearing notices. All written correspondence received by the City regarding the project and minutes of the Planning Commission/City Council meetings will be included.

Other proposed public noticing methods may include Beach Preservation Committee (BPC) Workshops, City Council Meetings, Chamber of Commerce/Downtown Business Association articles, City Publications, Newspaper Articles, Signage, Public Television, or Water Billing notices.

Also, a posting will be placed at each construction site with a notice indicating the project scope, expected dates of construction, and/or beach closure.

#### **5. Project Monitoring**

This section will outline the pre-, during, and post-construction monitoring plan for the project. This section will also include the reporting protocols for the monitoring efforts as outlined in the CCC, RWQCB, USACE, and SLC permit requirements.

##### **5.1. Pre-Construction Monitoring**

Describe all pre-construction monitoring and that will be conducted. This will include biological monitoring and physical monitoring (pre-fill profiles and surfing conditions). The description will include what will be monitored, procedures for the monitoring, frequency, who will conduct the monitoring and their qualifications. Figures representing areas, transects, etc., will be included in the pre-construction monitoring.

If pre-construction monitoring identifies potential adverse impacts to coastal resources from the proposed project not identified and addressed in the Mitigated Negative Declaration or within the Resource Agency permits, the specific replenishment project for which the pre-construction monitoring was being conducted shall be suspended. The monitoring results will be presented to the above mentioned agencies for their review and files.

##### **5.2. Construction Monitoring**

Describe what monitoring will be conducted during construction, including biological and physical monitoring. This will include monitoring protocol and contingency operations for monitoring of turbidity, sedimentation, surfing effects, and biology at the proposed discharge site

and adjacent nearshore and offshore areas. Monitoring personnel will be identified and their qualifications will be provided.

**5.3. Post-Construction Monitoring**

Describe what monitoring will be conducted after construction, including biological and physical monitoring. This will include monitoring protocol and contingency operations for monitoring of sedimentation, biology and effects to surfing at the proposed discharge site and adjacent nearshore and offshore areas. Monitoring personnel will be identified and their qualifications will be provided.

**6. Previous Projects in Carlsbad**

This section will provide a table outlining each placement site and any beach fills that have occurred within the City as part of the Opportunistic Beach Fill Program or otherwise.

Site	Dates of Placement	Volume (CY)	Total Volume to Date (CY)	Placement Method	Fill Length	Width (if applicable)	%fines

**7. Submittals**

This section will outline what submittals are required and when the resource agencies can expect them. This will include notification of any violations to the resource agencies.

**7.1. Post Discharge Report**

Post-Discharge Report will be compiled and submitted to the resource agencies which will include all of the information collected by the City for an individual project, including all preparation testing, volume of material placed at the site, transportation and construction details, finalized project schedule, and monitoring results. An assessment of the project effects, both beneficial and adverse will be presented at the end of every year. This analysis will serve as the basis for any modifications that can be made to optimize the program.

## **8. Special Requirements**

### ***8.1. Timing of Submittal and Approval from the Resource Agencies***

This section will include description of any special permit conditions for the program with regards to timing of submittals and approvals.

- 8.1.1. California Coastal Commission (CCC)**
- 8.1.2. Regional Water Quality Control Board (RWQCB)**
- 8.1.3. California State Lands Commission (SLC)**
- 8.1.4. U.S. Army Corps of Engineers (USACE)**

### ***8.2. Other Permits***

Copies of permits from the Coastal Commission, State Lands Commission, Regional Water Quality Control Board, and U.S. Army Corps of Engineers will be attached to this notification report.

### ***8.3. Copies of Approvals***

Copies of approvals, including the Letter of Permission from the U.S. Army Corps of Engineers will be provided to all agencies once they are received. The project will not commence until approvals from all permitting agencies has been obtained.

### ***8.4. Assumption of Risk, Waiver of Liability and Indemnity***

The City of Carlsbad acknowledges and agrees (i) that the site may be subject to hazards such as erosion and landslides; (ii) to assume the risks to the City 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 Coastal 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.