

CALIFORNIA COASTAL COMMISSION

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Filed: 11/26/07
49th Day: 1/14/08
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Staff: Al Padilla-LB
Staff Report: 2/14/08
Hearing Date: 3/5-7/08
Commission Action:

W20a.**STAFF REPORT: REGULAR CALENDAR****APPLICATION NUMBER:** 5-07-417**APPLICANT:** County of Los Angeles Department of Public Works**PROJECT LOCATION:** Oxford Basin Pump Station, Marina del Rey**PROJECT DESCRIPTION:** Construct a low-flow diversion system to divert flows to the existing sanitary sewer line, including reconstructing concrete channel at the Oxford Basin outlet structure.

Lot Area	10.7 acres
Zoning:	Open Space

SUBSTANTIVE FILE DOCUMENTS: Marina Del Rey certified Local Coastal Plan, 1995

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends that the Commission grant a permit for the proposed development with conditions regarding, 1) timing of construction, 2) erosion control and water quality measures, 3) monitoring, 4) public access, and 5) Army Corps approval. As conditioned, the proposed development conforms with the marine resource protection and coastal access policies of the Coastal Act.

STAFF RECOMMENDATION:

MOTION: *I move that the Commission approve Coastal Development Permit No. 5-07-417 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

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

RESOLUTION TO APPROVE THE PERMIT:

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

II. STANDARD CONDITIONS:

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 this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. **SPECIAL CONDITIONS**

1. **TIMING OF PROJECT**

In order to reduce potential impacts to nesting birds, such as herons and egrets, that are found to nest within 300 feet of the project site, no construction activity that generates significant noise or vibrations that will disturb the nesting activity shall occur between March 1 and August 1, unless a biological survey, conducted by a qualified biologist, indicates that there are no occupied nests within 300 feet of the construction activity.

The biological survey shall be submitted to the Executive Director for review and approval prior to the commencement of any construction activity scheduled between March 1 and August 1.

2. **STOCKPILING, STAGING, AVOIDANCE OF SILTATION, AND EROSION CONTROL.**

A. Applicant shall not allow discharge of silt or debris into coastal waters as a result of this project. Pursuant to this requirement, prior to issuance of a coastal development permit, the applicant shall agree in writing to require that the final plans shall minimize construction impacts of the project and that all contracts and other written materials shall include the requirements listed below. The applicant shall further agree that the final plans shall identify acceptable locations for stockpiling and staging of materials; plans for control of erosion, stockpiled earth from trenches, and cement; as well as plans for the disposal of construction materials. The plans shall contain the following:

- 1) A delineation of the areas to be disturbed by grading or construction activities including any temporary trenches, staging and stockpile areas.
- 2) The plan shall include source control Best Management Practices as part of a written plan designed to control dust, concrete, demolition pavement or pipe removed during construction, and/ or construction materials, and standards for interim control and for clean up. All sediment waste and debris should be retained on-site unless removed to an appropriate approved dumping location either outside the coastal zone or to a site within the coastal zone permitted to receive fill. Contractors and County Inspectors shall monitor and contain oil or fuel leaks from vehicles and equipment.
- 3) The plan shall also include temporary erosion control measures should grading or site preparation cease for a period of more than 30 days, including but not limited

to: filling or covering all holes in roadways such that traffic can continue to pass over disturbed areas, stabilization of all stockpiled fill, disturbed soils and trenches with shoring, sand bag barriers, silt fencing; temporary drains and swales and sediment basins. These temporary erosion control measures shall be monitored and maintained at least on a weekly basis until grading or construction operations resume.

B. Prior to commencement of construction the applicant and its contractor(s) shall provide for the review and approval of the Executive Director final plans and plan notes that conform with the requirements of item A above. No work shall take place until the Executive Director approves the plans in writing.

C. Conformance with plans. All work shall take place consistent with the plans submitted in compliance with A above.

3. MONITORING AND MAINTENANCE

Prior to issuance of the permit the applicant shall prepare for the review and approval of the Executive Director, a program for annual or periodic inspection and appropriate monitoring and maintenance of the diversion device, the pumps and the trash separator. The plan shall establish the frequency that debris shall be removed from the trash separator, and shall identify the maintenance needs of the pump and other mechanical devices that the applicant proposes to employ. The applicant shall provide the reasoning, the monitoring and maintenance manuals, and the statistics upon which such a schedule is based. The applicant shall monitor and maintain the approved facility consistent with the approved plan.

4. PUBLIC ACCESS

The adjacent public bicycle path shall remain open to the public during the entire construction period and signs shall be posted to inform the public of the construction and the continued availability of the pathway.

5. U.S. ARMY CORPS OF ENGINEERS APPROVAL

PRIOR TO COMMENCEMENT OF CONSTRUCTION, the permittee shall provide to the Executive Director a copy of the final permit issued by U.S. Army Corps of Engineers, or letter of permission, or evidence that no permit or permission is required. The applicant shall inform the Executive Director of any changes to the project required by the U.S. Army Corps of Engineers. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this coastal development permit, unless the Executive Director determines that no amendment is required.

IV. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. Project Description and Location

The applicant proposes to install a low flow diversion system and leakage drain to the Oxford Pump Station. The Oxford Pump Station is located on the northeastern end of the Oxford basin, located south of the Oxford Avenue and Washington Boulevard intersection. The low-flow diversion system consists of modifications to the outlet structure (Project 3872), an 18" diversion line, pump well, valve vault, flow meter, sampling vault, telemetry system, and approximately 700 feet of 4-inch discharge line connected to the City of Los Angeles sanitary sewer. The diversion system is a water quality improvement for this storm drain line to comply with summer and winter dry weather Bacterial Total Maximum Daily Load requirements for Marina del Rey.

Modifications to the outlet structure consist of removing approximately 18 feet long by 14 feet wide reinforced concrete channel and construction of an approximately 22 feet long by 18 feet wide reinforced concrete channel with a headwall. Four 42-inch diameter Tideflex check valves will be installed in the headwall to pass storm flows into Oxford Basin and prevent salt water from Oxford Basin flowing back into the diversion system. The proposed project will require excavation of approximately 5 cubic yards of material, and approximately 20 cubic yards of backfill material, and require the temporary installation of a coffer dam in the channel and in front of the outlet to prevent water intrusion from the basin during construction. Approximately six Myoporum trees adjacent to the outlet will be removed or trimmed to install the equipment.

The Oxford flood control basin is comprised of approximately 11 acres. The storm water drainage basin is designed to collect storm water runoff from the surrounding areas, which then drains, via an approximately 400 foot long underground line, into the marina. The basin is surrounded by chain link fencing, and bordered by Washington Boulevard and residential development along Oxford Avenue to the north, Admiralty Way to the south, public parking lot to the west, and Admiralty Park to the east.

The project site is surrounded by residential and commercial development and open space. There are single-family residences located to the north across Washington Boulevard and along Oxford Avenue. Hotel development is located to the south and along the south side of Admiralty Way, and to the west. Admiralty Park, a linear passive park is located to the east along the north side of Admiralty Way. An approximately 10 foot wide bicycle path (South Bay Bike Trail) continues from Admiralty Park along the north side of the basin to Washington Boulevard.

B. Biological Resources

Section 30230 of the Coastal 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 Coastal Act states:

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

Section 30233 of the Coastal Act states, in part:

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

Section 30240 of the Coastal Acts 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.*

Sections 30230 and 30231 of the Coastal Act mandate that marine resources and coastal water quality shall be maintained and where feasible restored, protection shall be given to areas and species of special significance, and that uses of the marine environment shall be carried out in a manner that will sustain biological productivity of coastal waters.

1. Habitat

The marina provides habitat for numerous species of fish and waterfowl. Fish species include top smelt, northern anchovy, sea bass, and halibut. Birds include the State and Federally endangered California least tern (*Sterna antillarum brownii*), California brown pelican, Cormorant, Black-crowned Night Herons and Snowy Egrets. The 10.7 acre Oxford Retention basin is located approximately 400 feet from the marina and is connected to the marina via an underground line that outlets in the northern portion of the marina.

The LCP states that, according to a study (*The Birds of the Conservation Area*, by Ralph W., Schreiber and Charles F. Dock) of the basin area, the basin is 'not considered an important component of the overall pattern of avian distribution in the L.A. area'. The referenced report states that:

it is very unlikely that the area could ever be improved to serve as a wild bird habitat regardless of the funding level... At the present level of pollutants including pesticides and PCBs in the sediments, it could be harmful to birds to feed on the invertebrates...

According to reports, the basin does not currently provide suitable habitat due to the limited size and unsuitable chemical composition resulting from its storm water collection function. The land area within the basin, and surrounding the project outlet, is vegetated with Myoporum, which is a non-native and invasive tree. Myoporum is not used for nesting for bird species such as the heron or egret that are generally found nesting in eucalyptus, cypress, and palms located in other areas of the marina. Although herons and egrets are not found nesting in the basin, the trees (eucalyptus) located adjacent to and along the bicycle path to the north of the basin and project site, and to the east within Admiralty Park, have been known to contain heron nests. According to a report (*Marina Del Rey Heronry*, by Jeffrey B. Froke, Ph.D., May 2006), in 2004-2005, there were approximately 27 trees (eucalyptus) located along the north side of the bicycle path, between the basin and the residential development along Oxford Avenue, and Admiralty Park, that were used for nesting by Black-crowned Night Herons and Snowy Egrets. Approximately 24 of the trees are located within 300 feet of the project drain outlet and the proposed drain line that will extend from the outlet, along the bicycle path, to the Washington Street sewer line.

The applicant has stated that construction will need to be conducted during the dry summer period to avoid problems with water runoff within the storm drain during construction. The nesting season for the herons and egrets extends from approximately March through August, therefore, construction will occur during the nesting season. The Initial Study recommends that pre-construction surveys be conducted during the breeding bird season (March 1- August 31) and prior to and during the anticipated 90 day construction period. However, this measure is to ensure construction activity does not directly impact any nests in the event that any trees within the basin would need to be trimmed or removed. The Initial Study does not address impacts to

surrounding nesting birds that could be disturbed due to loud construction noise or vibrations caused by pile driving, jack hammering, or trenching with large machinery.

Being in a highly urbanized area, the birds may be acclimated to loud noises and vibrations from the adjacent residential neighborhood, the basin's pump station, and heavy traffic from the adjacent roadways, however, construction noise and vibration from machinery used immediately adjacent to nesting sites could be significant enough to disrupt nesting activities. In previous projects, the Commission has required that no construction take place within 300 feet of active heron and egret nests to ensure that construction activity does not interfere with nesting activity. In this situation, because construction needs to be conducted during the dry season in order to access the outlet, the entire nesting season cannot be avoided. However, by beginning construction during the latter part of the nesting season (August) impacts to nesting birds can be minimized, or if a biological monitor determines that there are no nests within 300 feet that would be impacted by construction activity then construction can occur earlier. The applicant has agreed to start construction in August, unless a biological survey indicates that there are no nests within 300 feet. Therefore, the permit is conditioned to limit the start of construction to no earlier than August 1 to minimize potential nesting impacts, and to require a biological survey in order to start prior to August 1. For the aforementioned reasons, the Commission finds that the proposed project, as conditioned, is consistent with Sections 30230, 30231, and 30240 of the Coastal Act.

2. Water Quality and Construction Impacts

The proposed project involves construction in and adjacent to the water. Due to the proposed project's location in the water, the proposed work may have adverse impacts upon water quality and the marine environment.

The potential adverse impacts to water quality include accidental spills, disposing of debris in the water, and increase turbidity, which impact the marina waters. Resuspended sediments will have a potential to reduce water clarity and decrease ambient dissolved oxygen concentrations in the water column during construction if the sediments are anoxic. To minimize turbidity and allow access to the outlet, the applicant will use a coffer dam to remove water from the channel and outlet. The use of a coffer dam will reduce the potential for increased turbidity and debris from entering the marine environment during construction.

The improper storage of construction equipment and materials during construction can also contribute to adverse water quality impacts; therefore, the Commission finds it necessary to identify the following construction related restrictions: all construction materials and equipment shall be stored on impervious surfaces only; all construction materials or waste shall be stored in a manner which prevents their movement via runoff, or any other means, into coastal waters; and that any and all construction equipment, materials and debris are removed from project site and discarded or stored in an appropriate manner at the conclusion of construction. The Commission finds it necessary to identify the permittee's responsibilities regarding construction and the utilization of best management practices and has conditioned the project accordingly. Thus, to assure that adverse impacts to water quality are minimized, the Commission imposes Special

Condition No. 2 which requires the applicant to utilize best management practices including those described above. The special condition will help supplement the applicant's water quality program and ensure that the applicant's program is consistent with the Commission's water quality requirements for development in the water.

The proposed nuisance flow diversion project will prevent untreated storm water from entering the ocean during dry weather, thereby improving water quality. During construction, special precautions will be followed to ensure that materials are stored properly and debris is disposed of at an appropriate location. Once construction is complete, the County should maintain the nuisance flow diversion system to ensure its functionality. Only as conditioned for appropriate construction practices and proper maintenance does the Commission find that the proposed development is consistent with Sections 30230, 30231 and 30232 of the Coastal Act.

3. Fill of Coastal Waters and Wetlands

Section 30233 of the Coastal Act allows filling of coastal waters and wetlands only under very limited circumstances. Under this section, any approved filling of open coastal waters or wetlands must be for an allowable use, mitigation measures must be provided to minimize adverse environmental effects, and the project requiring the fill must be found to be the least environmentally damaging alternative. In this case, the proposed fill (cement side/retaining walls and cement apron) would result from the retrofitting of an existing storm drain outlet within a tidally influenced flood control basin. The amount of fill of the wetland area (mud lined banks and soft bottom) resulting from the extension of the side walls and cement apron would be 36 square feet. Section 30233(a)(5) of the Coastal Act allows fill for incidental public service purposes such as maintenance of existing intake and outfall lines. The proposed fill for the low flow diversion to an existing outfall is both incidental and for a public service purpose. However, allowable fill must be mitigated to minimize adverse environmental effects. In this case, the amount of fill is minimal and the impact is mitigated through the water quality improvements the project will provide to an impaired water body (Oxford Basin) which outlets into the marina. Therefore, the proposed fill is authorized pursuant to Section 30233(a)(5) of the Coastal Act.

The Commission finds that the fill necessary to undertake the proposed retrofit to the storm drain outlet is allowable fill that can be permitted if there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects. An alternative to the project is to construct the low flow diversion further up on the storm drain line. However, due to the area being below sea level, the construction area would need to be de-watered and catch basins between the diversion and the Oxford basin would need to be fitted with filters in order to achieve the same level of water quality improvements and comply with summer and winter dry weather Bacterial Total Maximum Daily Load requirements for Marina del Rey. This alternative would be economically infeasible and would not be less environmentally damaging.

Because the proposed fill is minor and necessary for the proposed public service (water quality improvements), which will comply with summer and winter dry weather Bacterial Total Maximum Daily Load requirements for Marina del Rey, there is no feasible less environmentally damaging alternative. The recommended special conditions of approval,

including the timing condition to protect nesting birds, and monitoring for continued maintenance, will mitigate the potential adverse environmental effects of the proposed project. Evidence of final or conditional approval from the U.S. Army Corps of Engineers will pinpoint for the Commission whether such approvals have any effect upon this coastal development permit approval. Therefore, the Commission imposes a special condition which requires that the applicant submit evidence of approval from the U.S. Army Corps of Engineers prior to commencement of construction. As conditioned above, the Commission finds that the proposed project is consistent with the marine resource and water quality policies of the Coastal Act.

C. Public Access

Coastal Act Section 30210 states:

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.

Coastal Act Section 30211 states:

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.

Coastal Act Sections 30210 and 30211 mandate that maximum public access and recreational opportunities be provided and that development not interfere with the public's right to access the coast.

The project site is located adjacent to a paved public bicycle path (South Bay Bike Trail) and Admiralty Park. The approximately 10 foot wide paved pathway does not provide access to the beach, however, the pathway is a segment of the coastal bicycle access route and provides bicycle and pedestrian access from the Marina area to Washington Boulevard and the Venice area of the City of Los Angeles to the north.

Construction access will be provided through the existing access/maintenance gate immediately to the east of the project site's storm drain outlet. Construction activity at the outlet will not interfere with public access along the bicycle pathway or Admiralty Park. However, the project includes trenching and laying 4-inch line within the southern edge of the pathway to connect the low-flow diversion to the existing sewer line located at Washington Boulevard. During construction for the 4-inch line, the pathway will be temporarily reduced from two lanes to one lane, but will continue to remain open to the public. The County will require signs to be posted to inform the public of the construction and the continued availability of the pathway. The Commission finds that the project will not significantly impact public coastal access or recreational opportunities, and therefore the project is consistent with Sections 30210, 30211, and 30251 of the Coastal Act.

D. Local Coastal Program

In 1984, the Commission certified the County's Land Use Plan portion of the Marina del Rey/Ballona segment of the County of Los Angeles Local Coastal Program. Subsequent to the Commission's certification, the City of Los Angeles annexed over 525 acres of undeveloped land, which was a portion of the County's LCP area located south of Ballona Creek and east of Lincoln Boulevard (known as Area B and C). Subsequent to the City's annexation, the City submitted the identical Land Use Plan (the Playa Vista segment of the City's Local Coastal Program) covering the City's portion of the original County LCP area. The Commission certified the Land Use Plan Amendment for the annexed area with suggested modifications on December 9, 1986. The County also resubmitted those portions of their previously certified LUP that applied to areas still under County jurisdiction, including the area known as Area "A", and the existing Marina. The Commission certified the County of Los Angeles' revised Marina del Rey land Use Plan on December 9, 1986. On September 12, 1990, the Commission certified an Implementation Program pertaining to the existing marina, with suggested modifications. The undeveloped area in the County, Playa Vista Area "A" was segmented from the marina and no ordinances were certified for the area. After accepting the suggested modifications, the Commission effectively certified the Marina del Rey LCP and the County assumed permit issuing authority.

In 1995, the County submitted an amendment to the LCP. In May 1995, the Commission certified the LCPA with suggested modifications. The County accepted the modifications and the LCP was effectively certified. The revised 1995 LCP represented a major change in the county's approach to Marina del Rey development. Abandoning the bowl concept, which limited height on moles and next to the water, the County presented the Commission with a redevelopment plan that allowed greatly increased heights if and when developers provided view corridors over no less than 20% of the parcel. Increased height would be contingent on the provision of increased views. Secondly, the County agreed that at the time of renegotiations on of the leases, the lessees would be required to reserve a 18 foot wide promenade /fire road along the water that would be open to the public.

The certified LCP designates the proposed site as Open Space and is a permitted use. However, the proposed development is located seaward of the mean high tide and is within the Commission's original permit jurisdiction. The standard of review for development within the Commission's original permit jurisdiction is the chapter three policies of the Coastal Act. The County's certified LCP is advisory in nature and may provide guidance for development. As stated in the preceding sections, as conditioned, the project will not adversely impact coastal and marine resources or coastal access. The Commission, therefore, finds that the proposed project will be consistent with the Chapter 3 policies of the Coastal Act.

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, 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.

Potential impacts are to marine resources, water quality, and boater and pedestrian access. As conditioned, all potential adverse impacts have been adequately mitigated. As conditioned, there are no feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the proposed project is found consistent with CEQA and the policies of the Coastal Act.

EXHIBIT NO. 1
 Application Number
5-07-417
 Vicinity Map
 California Coastal Commission

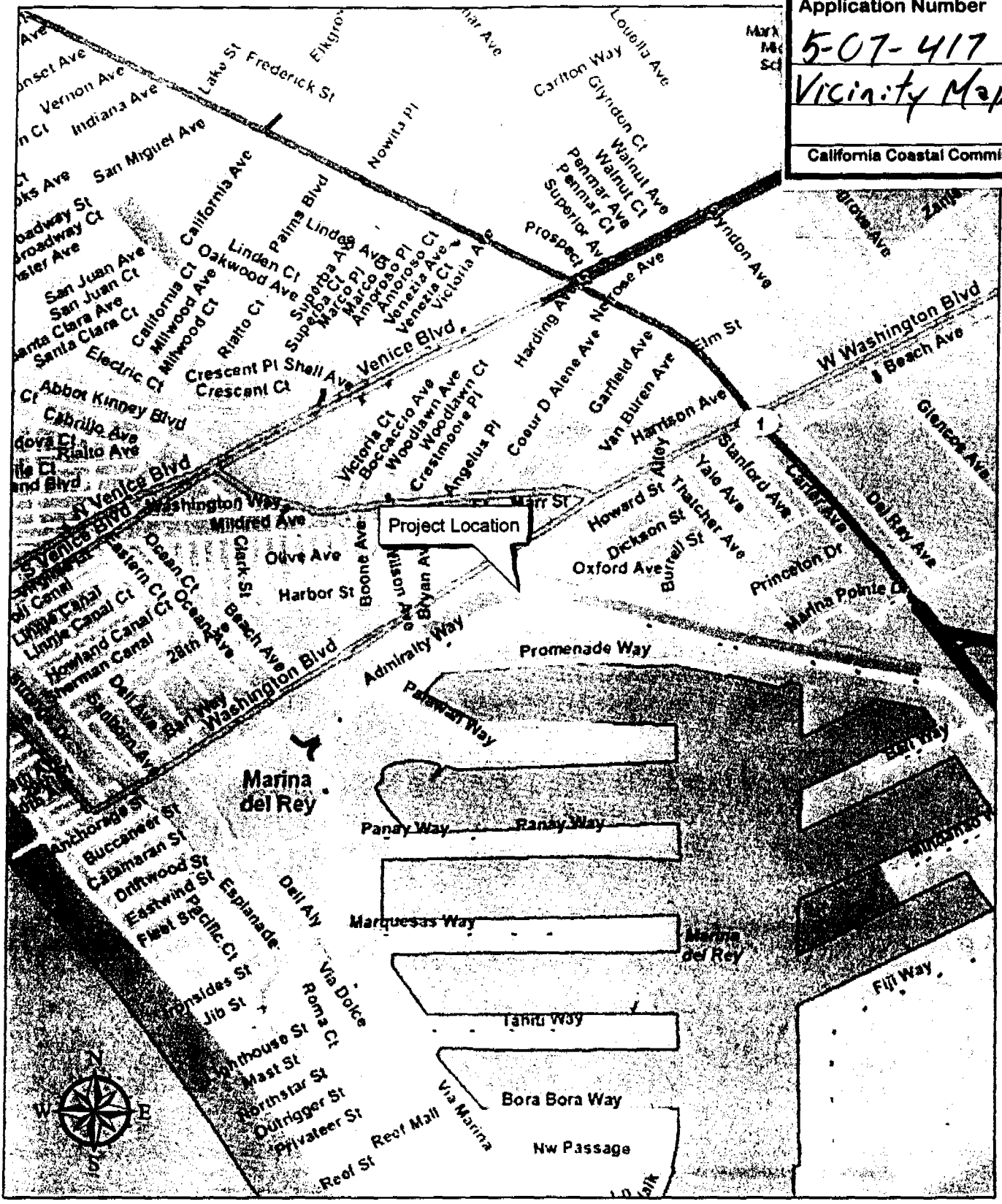


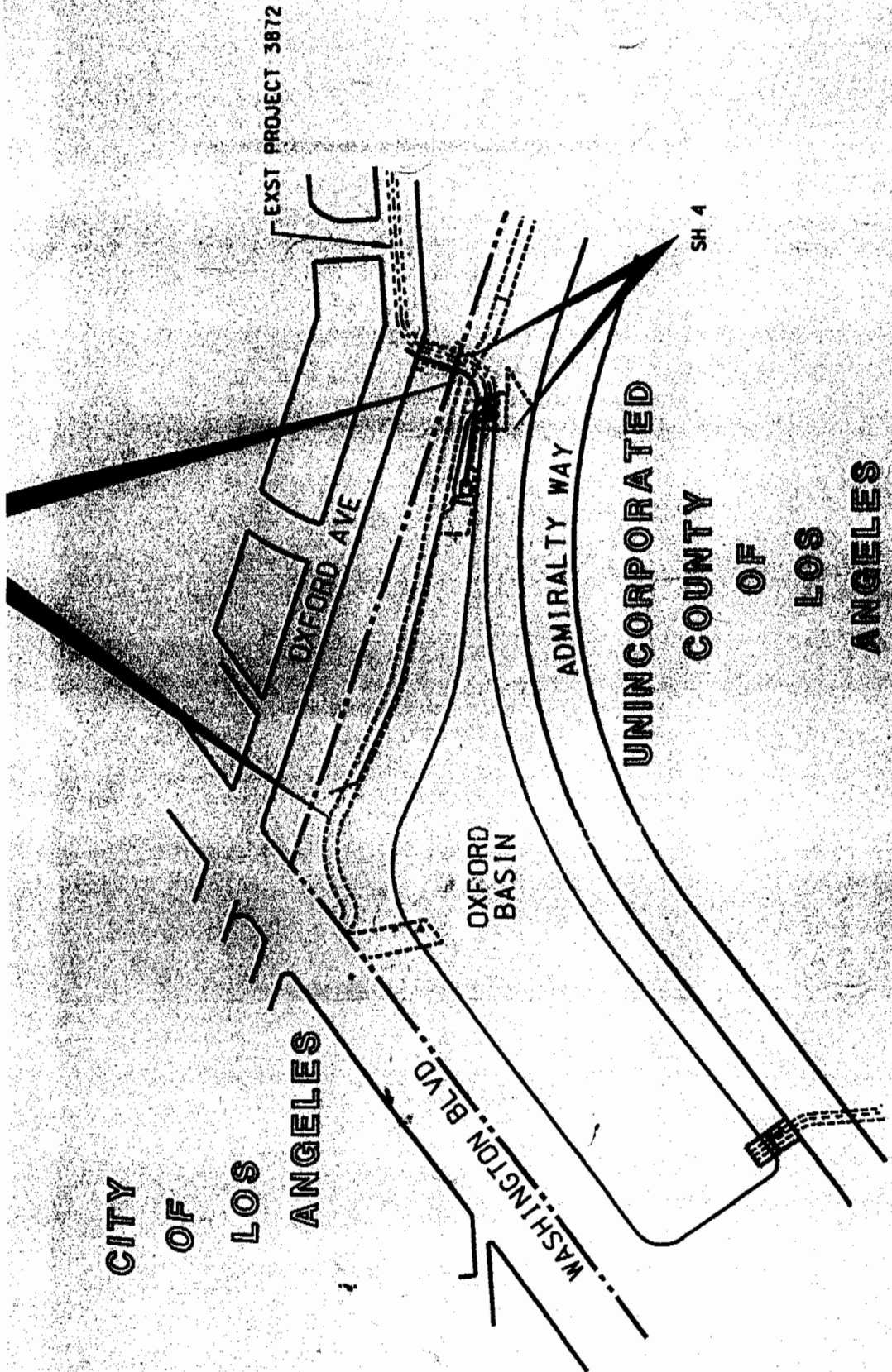
Figure 2 - Project Location Map
 Marina Del Rey Low-Flow Diversion Project
 County of Los Angeles Public Works Department

SH. NO.

- 1. T I
- 2. G E
- 3. P L
- 4. F O
- 5. L E
- 6. A N
- 7. R I
- 8. P
- 9. R S
- 10. M
- 11. W A
- 12. E
- 13. L

SURVEY.....

- STORM DRAIN
- SEWER.....
- WATER.....
- GAS.....
- POWER.....



GENERAL PLAN
NOT TO SCALE

Los Angeles County
Department of Public Works
The Information Shows herein are
PRELIMINARY
Staff files and subject to change

EXHIBIT NO. 2
Application Number 5-07-417
Location Map
California Coastal Commission

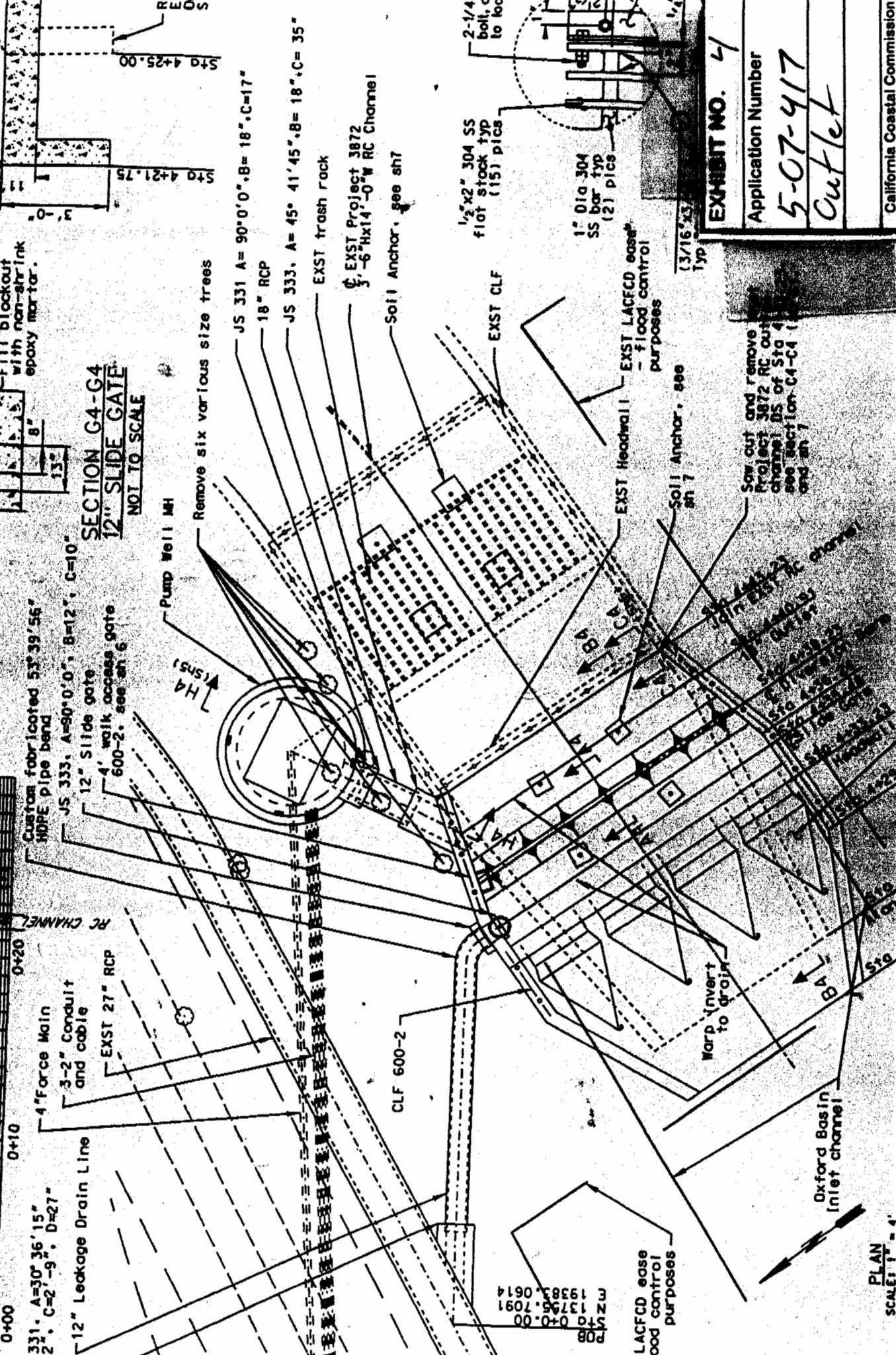
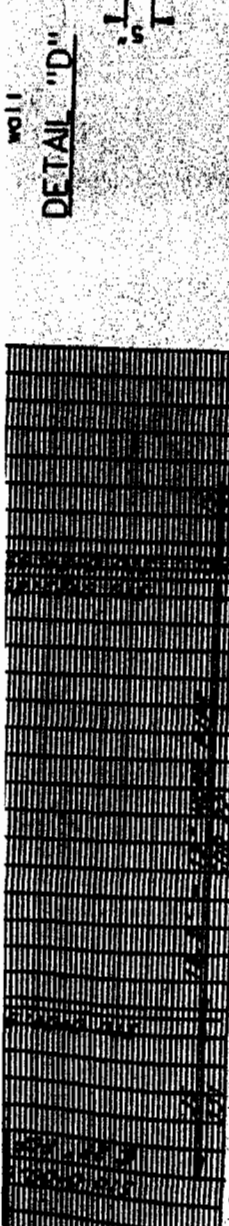
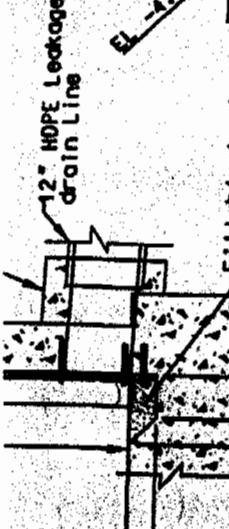


EXHIBIT NO. 4
Application Number
5-07-417
Outlet
California Coastal Commission

Saw cut and remove Project 3872 RC outlet channel DS of Sta 4 see Section C4-C4 and sh 7