CALIFORNIA COASTAL COMMISSION
SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
(619) 767-2370

Click here to go to original staff report

W11b

Addendum

July 12, 2016

To: Commissioners and Interested Persons

From: California Coastal Commission
San Diego Staff

Subject: Addendum to **Item W11b**, Coastal Commission Permit Application No. **6-16-0108 (SANDAG)**, for the Commission Meeting of Wednesday, July 13, 2016.

The purpose of this addendum is to clarify overlapping habitat impacts with a previously approved adjacent rail project and correct related calculations for anticipated habitat impacts, as well as add public comment letters as a new Exhibit No. 13. Staff recommends the following changes be made to the above-referenced staff report. Deletions shall be marked by a ~~strikethrough~~ and additions shall be underlined:

1. On page 2 of the staff report, add the following paragraph between the second and third paragraphs:

   One of the primary components of the proposed project – a new Trolley bridge over the San Diego River – would be located directly adjacent to an existing single-track rail bridge over the San Diego River. In December 2015, the Commission concurred with SANDAG's consistency certification (CC-0003-15) to replace the single-track rail bridge with a new double-track bridge. To minimize spatial and temporal impacts, SANDAG will be utilizing a coordinated construction approach to build the rail bridge and the proposed Trolley bridge. The same contractor will be used to build both bridges and bridges will be built consecutively, starting with the rail bridge.

2. On page 2 of the staff report, the third paragraph shall be modified as follows:

   The project site contains wetland and riparian habitat, and a portion of the project would involve fill of wetlands, triggering the three-part test of Section 30233(a) of the Coastal Act. Project activities would permanently impact wetland and riparian habitat, as well as create temporary impacts that would last long enough to be considered permanent, for a total of approximately 0.88-acre of permanent impacts. However, a portion of those habitat impacts overlap with impacts from the replacement of the adjacent railroad bridge. Thus, the amount of new impacts arising from the proposed Trolley project is approximately 0.27-acre. The project

includes on-site revegetation of areas disturbed by construction activities. The applicant also proposes to conduct off-site mitigation in the Tijuana River Valley. SANDAG has submitted a separate coastal development permit application (CDP No. 6-16-0550) for the proposed off-site mitigation that includes restoration of wetland and riparian habitat and associated monitoring, maintenance, success criteria, and reporting requirements.

3. On Page 4 of the staff report, add a new Exhibit 13 – Public Letters of Opposition. The letters attached to this addendum shall be added to the staff report as Exhibit 13.

4. On Page 18 of the staff report, Special Condition No. 9 shall be modified as follows:

    9. **Final Offsite Habitat Mitigation and Monitoring Plan.** PRIOR TO COMMENCEMENT OF CONSTRUCTION WITHIN THE SAN DIEGO RIVER CHANNEL OR TECOLOTE CREEK, the applicant shall submit to the Executive Director for review and written approval, final detailed offsite mitigation and monitoring plan for all impacts to sensitive biological resources. Said plan shall include the following:

        a. Preparation of detailed site plans identifying all impacted habitat areas and clearly delineating all areas and the exact acreage of those areas. Both temporary and permanent impacts shall be part of the delineation. Site plans identifying any overlap with impacts arising from the previously approved LOSSAN double-track project (CC-0003-15) shall also be provided.

5. On Page 31 of the staff report, the fourth paragraph shall be modified as follows:

    Construction activity for the two above bridge crossings is expected to impact an additional 0.32-acre of wetland and riparian habitat outside of the bridges' footprints, mostly resulting from removal of vegetation during construction of the San Diego River bridge crossing, as Tecolote Creek is concrete-lined. Because the proposed Trolley bridge is located directly adjacent to the previously approved LOSSAN double track bridge, impacts from the two projects will partially overlap. These two SANDAG projects are part of a coordinated construction approach that will utilize the same contractor and will built the two bridges consecutively (LOSSAN double track bridge will be constructed first followed by the Trolley bridge). Most of the vegetation clearing will occur during the LOSSAN project and revegetation of the site will not occur until after completion of the new Trolley bridge. The removal of existing vegetation communities during construction is necessary in order for the following activities: falsework, ground improvements, cranes, pump trucks, construction access, haul routes, and temporary lay-down areas. This would displace existing vegetation communities and land covers during construction.

6. On Page 32 of the staff report, the first paragraph shall be modified as follows:

   According to the "Biological Resources Technical Report" dated September 2014, prepared by SANDAG, there would be a total of approximately 0.88-acre wetland impacts (both permanent and temporary but with temporary impacts of sufficient duration to be considered permanent) between the two waterways. However, portions of these impacts overlap with the impacts from the previously approved double track rail bridge replacement project for the adjacent rail corridor (CC-0003-15), and thus the amount of new impacts arising from the proposed Trolley project is approximately 0.27-acre. The majority of the impacts would be to southern willow scrub and mulefat scrub, with small portions of arundo-dominated vegetation and unvegetated water channels also affected. Applying the Commission's established mitigation ratio of 4:1 for wetland impacts, approximately ~~3.52~~ 1.08 acres of mitigation is required for the proposed project. Because the wetland areas serve as habitat for several special status wildlife species, and may support additional species which have been identified within the larger study area, they represent wetland environmentally sensitive habitat areas (ESHA) under Section 30240 of the Coastal Act.

7. On Page 32 of the staff report, the final full paragraph shall be modified as follows:

   In addition, the project would result in ~~0.18~~ 0.16-acre of permanent impacts to ephemeral basins, 0.01-acre of which ~~that~~ supports the federally-listed endangered San Diego fairy shrimp. Grading within the MTS right-of-way for construction of the new Trolley line would require filling in ephemeral basins or trenching within their watershed. The applicant proposes to minimize impacts to the basins by limiting any trenching in their watersheds to only the dry season (April 1st to October 31st) and restoring the area to pre-construction state or better once trench work is completed. In addition, the ephemeral basins and portions of the watershed not used for construction would be fenced off and monitored by a biological monitor during ground-disturbing activities within the remaining unfenced portions of the basin watershed. Proposed water quality BMPs would also minimize impacts by preventing pollutants from flowing into the basins that are not being removed as part of construction.

8. On Page 36 of the staff report, the final paragraph shall be modified as follows:

   Mitigation for impacts to the 0.01-acre of ephemeral pools that support the San Diego fairy shrimp ~~found in the ephemeral pools~~ within and adjacent to the project alignment would be provided separately from the mitigation for the remaining 0.26-acre of new wetland impacts located within the San Diego River and Tecolote Creek. The 0.26-acre amount includes 0.15-acre of impacted ephemeral pools that do not support San Diego fairy shrimp, and which will be mitigated at the aforementioned Tijuana River Valley site at a 4:1 ratio. With regards to the 0.01-acre San Diego fairy shrimp impact, ~~W~~while SANDAG is proposing to mitigate the impacts to the San Diego fairy shrimp at a 2:1 ratio, because the ephemeral

pools in which the fairy shrimp occur are wetlands, the proper mitigation ratio for impacts to ephemeral pools is 4:1. SANDAG has identified ~~denied~~ a site for restoration or enhancement of San Diego fairy shrimp-supporting vernal pools within west Otay Mesa on property purchased for vernal pool mitigation and approved by the United States Fish and Wildlife Service (USFWS). Even though the mitigation site is located approximately two miles east of the coastal zone, the site is much more likely to foster successful inhabitation by San Diego fairy shrimp due to its open space, undisturbed nature in comparison to the disturbed, highly trafficked area between Interstate-5, the LOSSAN rail, and the proposed Trolley line. The Commission's staff ecologist has reviewed the proposed off-site mitigation site and concurs that the site is appropriate and preferable to attempting to restore or recreate more ephemeral basins in the project area, which is constrained by existing development that will only be exacerbated with the addition of the proposed light rail track, but has determined that a 4:1 mitigation ratio is appropriate.

California Coastal Commission Meeting
July, 2016 Agenda Item 11.b.6-16-0108
MidCoastCorridor Trolley

Mrs. Rebecca Robinson Wood
P. O. Box 910523,
San Diego, CA 92121
July 10, 2016

Mr. Gregory Cox
California Coastal Commission, San Diego Coast District
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

Dear Honorable California Coastal Commissioners:

RE: Proposed Mid Coast Corridor Trolley COMPETES WITH EXISTING COMMUTER RAIL SERVICE

I OPPOSE the Mid Coast Corridor trolley project.

1) WE HAVE EXISTING COMMUTER RAIL SERVICE INCLUDING LAST MILE TRANSIT IN UNIVERSITY CITY/SORRENTO VALLEY: **28 passenger trains per weekday,** 14 weekend & holiday, **Existing Capacity for 10 minute vehicle delivery frequency** per Mid Coast Corridor EIR. COASTER/AMTRAK passenger rail schedule, COASTER/AMTRAK CONNECTOR BUS ROUTES 972, 973, 978, and 979 schedules, and UC-SD COASTER SHUTTLE ROUTES schedules are attached.

A concern exists for the sustainability of each of the subsidized rail programs because they may compete for passengers.

2) The San Diego County tax payer may not be aware they are being asked to pay almost half a billion dollars in finance charges for the construction of a transit system, most of which already exists, is in full operation with reported capacity to expand passenger rail transit to 10 minute train delivery frequency. (Per the MidCoast Corridor Environmental Impact Report.)

3) Several Cancelled Transit Services: a) University City/Sorrento Valley Coaster Connect Routes 974, 975, 976, 977. b) University City Bus Route to UTC Transit Center from Del Mar-Carmel Valley employment and shopping centers. Per city of San Diego Employee at UC Planning Group Meeting 8 buses were cancelled.

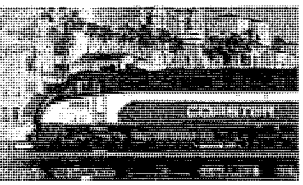
I appreciate the work you do and your service to the State of California.

Thank You.

Sincerely,
Rebecca Robinson Wood

Attachments **2016 COASTER/AMTRAK, UNIVERSITY CITY, & UC-SD LAST MILE BUS TRANSIT SCHEDULES**

COASTER SCHEDULE



EFFECTIVE June 6, 2016 - October 2, 2016 / VÁLIDO del 6 de junio, 2016 a 2 de octubre, 2016

SOUTHBOUND — OCEANSIDE TO SAN DIEGO

MONDAY-FRIDAY

TRAIN SERVICE NO.	READ DOWN	COASTER 630	COASTER 634	COASTER 636	COASTER 638	COASTER 640	COASTER 644	COASTER 648	COASTER 654	COASTER 656	COASTER 660	COASTER 662	AMTRAK Pacific Surfliner 784	AMTRAK Pacific Surfliner 790	AMTRAK Pacific Surfliner 796
Oceanside	↓	5:12a	6:01a	6:49a	7:13a	7:42a	9:43a	11:08a	2:42p	3:32p	5:12p	5:41p	7:03p	9:20p	11:57p
Carlsbad Village	↓	5:16a	6:05a	6:54a	7:17a	7:46a	9:48a	11:13a	2:47p	3:36p	5:17p	5:46p	7:08p	9:25p	12:03a
Carlsbad Poinsettia	↓	5:21a	6:10a	6:59a	7:23a	7:51a	9:53a	11:18a	2:52p	3:43p	5:22p	5:51p	7:14p	9:32p	12:12a
Encinitas	↓	5:27a	6:15a	7:05a	7:28a	7:57a	9:59a	11:24a	3:00p	3:49p	5:28p	5:56p	7:23p	9:40p	12:19a
Solana Beach	↓	5:32a	6:20a	7:13a	7:36a	8:02a	10:07a	11:32a	3:05p	3:54p	5:35p	6:01p	7:29p	9:47p	12:26a
Sorrento Valley	↓	5:41a*	6:29a	7:22a	7:46a	8:14a	10:16a*	11:41a*	3:14p*	4:03p	5:44p	6:11p	7:39p*	9:57p*	12:36a*
San Diego-Old Town	↓	6:01a	6:55a	7:46a	8:10a	8:37a	10:38a	12:07p	3:36p	4:28p	6:08p	6:37p	8:02p	10:20p	12:59a
San Diego-SF Depot	↓	6:10a	7:02a	7:53a	8:17a	8:45a	10:47a	12:14p	3:44p	4:35p	6:16p	6:45p	8:09p	10:30p	1:06a

FRI NIGHT ONLY

COASTER 664	COASTER 672
6:42p	9:51p
6:48p	9:56p
6:53p	10:01p
6:59p	10:07p
7:05p	10:13p
7:15p*	10:22p*
7:42p	10:43p
7:50p	10:51p

NORTHBOUND — SAN DIEGO TO OCEANSIDE

MONDAY-FRIDAY

TRAIN SERVICE NO.	READ DOWN	COASTER 631	COASTER 635	AMTRAK Pacific Surfliner 567	COASTER 639	AMTRAK Pacific Surfliner 573	COASTER 645	COASTER 651	COASTER 653	COASTER 655	COASTER 657	COASTER 661	COASTER 663	COASTER 665	AMTRAK Pacific Surfliner 595
San Diego-SF Depot	↓	6:25a	7:41a	8:23a	9:40a	10:41a	12:51p	2:05p	3:38p	4:23p	4:55p	5:40p	6:26p	7:15p	8:59p
San Diego-Old Town	↓	6:31a	7:47a	8:30a	9:46a	10:48a	12:57p	2:11p	3:44p	4:29p	5:01p	5:46p	6:32p	7:21p	9:06p
Sorrento Valley	↓	6:53a	8:09a	8:54a	10:10a*	11:11a*	1:19p*	2:33p*	4:06p	4:51p	5:24p	6:08p	6:54p	7:43p*	9:28p*
Solana Beach	↓	7:03a	8:22a	9:03a	10:24a	11:22a	1:30p	2:43p	4:17p	5:00p	5:34p	6:20p	7:04p	7:53p	9:39p
Encinitas	↓	7:10a	8:29a	9:09a	10:30a	11:30a	1:36p	2:49p	4:23p	5:08p	5:40p	6:26p	7:10p	7:59p	9:45p
Carlsbad Poinsettia	↓	7:16a	8:35a	9:15a	10:36a	11:36a	1:42p	2:55p	4:29p	5:14p	5:46p	6:32p	7:16p	8:05p	9:51p
Carlsbad Village	↓	7:23a	8:41a	9:23a	10:44a	11:42a	1:47p	3:01p	4:35p	5:21p	5:52p	6:38p	7:22p	8:11p	9:57p
Oceanside	↓	7:28a	8:46a	9:28a	10:53a	11:49a	1:54p	3:07p	4:41p	5:28p	5:58p	6:45p	7:30p	8:18p	10:02p

FRI NIGHT ONLY

COASTER 671	COASTER 675
8:12p	11:15p
8:18p	11:21p
8:40p*	11:43p*
8:50p	11:53p
8:56p	11:59p
9:02p	12:05a
9:08p	12:11a
9:15p	12:20a

★ PADRES

COASTER 699
Train departs 60 minutes (1 hour) after end of game or fireworks show with an absolute departure of midnight.

SOUTHBOUND — OCEANSIDE TO SAN DIEGO

SATURDAY

TRAIN SERVICE NO.	READ DOWN	COASTER 680	COASTER 684	COASTER 688	COASTER 690	COASTER 692	COASTER 696	AMTRAK Pacific Surfliner 784	AMTRAK Pacific Surfliner 1790	AMTRAK Pacific Surfliner 796
Oceanside	↓	8:23a	11:09a	1:56p	3:33p	5:21p	6:25p	7:03p	9:27p	11:57p
Carlsbad Village	↓	8:28a	11:13a	2:01p	3:38p	5:26p	6:30p	7:08p	9:32p	12:03a
Carlsbad Poinsettia	↓	8:33a	11:18a	2:06p	3:44p	5:31p	6:35p	7:14p	9:39p	12:12a
Encinitas	↓	8:39a	11:24a	2:12p	3:50p	5:37p	6:41p	7:23p	9:48p	12:19a
Solana Beach	↓	8:45a	11:31a	2:20p	3:56p	5:44p	6:47p	7:29p	9:55p	12:26a
Sorrento Valley	↓	8:54a*	11:40a*	2:29p*	4:05p*	5:53p*	6:56p*	7:39p*	10:06p*	12:36a*
San Diego-Old Town	↓	9:16a	12:06p	2:50p	4:29p	6:14p	7:24p	8:02p	10:28p	12:59a
San Diego-SF Depot	↓	9:24a	12:14p	2:58p	4:36p	6:23p	7:30p	8:09p	10:39p	1:06a

SUNDAY & HOLIDAYS

COASTER 680	COASTER 684	COASTER 688	COASTER 692	AMTRAK Pacific Surfliner 784	AMTRAK Pacific Surfliner 1790	AMTRAK Pacific Surfliner 796
8:23a	11:09a	1:56p	5:21p	7:03p	9:27p	11:57p
8:28a	11:13a	2:01p	5:26p	7:08p	9:32p	12:03a
8:33a	11:18a	2:06p	5:31p	7:14p	9:39p	12:12a
8:39a	11:24a	2:12p	5:37p	7:23p	9:48p	12:19a
8:45a	11:31a	2:20p	5:44p	7:29p	9:55p	12:26a
8:54a*	11:40a*	2:29p*	5:53p*	7:39p*	10:06p*	12:36a*
9:16a	12:06p	2:50p	6:14p	8:02p	10:28p	12:59a
9:24a	12:14p	2:58p	6:23p	8:09p	10:39p	1:06a

Alert! *'Hoverboards' are prohibited on the following: NCTD vehicles, NCTD property, NCTD facilities, and all Amtrak trains.*

NORTHBOUND — SAN DIEGO TO OCEANSIDE

SATURDAY

TRAIN SERVICE NO.	READ DOWN	AMTRAK Pacific Surfliner 1567	COASTER 681	AMTRAK Pacific Surfliner 573	COASTER 685	COASTER 689	COASTER 691	COASTER 693	AMTRAK Pacific Surfliner 595	COASTER 697
San Diego-SF Depot	↓	8:05a	9:39a	10:41a	12:29p	3:17p	4:56p	7:11p	8:59p	11:14p
San Diego-Old Town	↓	8:12a	9:45a	10:48a	12:36p	3:24p	5:03p	7:18p	9:06p	11:21p
Sorrento Valley	↓	8:34a*	10:08a*	11:11a*	1:00p*	3:45p*	5:25p*	7:43p*	9:28p*	11:42p*
Solana Beach	↓	8:43a	10:17a	11:22a	1:09p	3:54p	5:35p	7:53p	9:39p	11:52p
Encinitas	↓	8:50a	10:22a	11:30a	1:14p	4:00p	5:42p	7:58p	9:45p	11:58p
Carlsbad Poinsettia	↓	8:57a	10:33a	11:36a	1:24p	4:06p	5:48p	8:04p	9:51p	12:04a
Carlsbad Village	↓	9:04a	10:40a	11:42a	1:29p	4:12p	5:54p	8:10p	9:57p	12:11a
Oceanside	↓	9:10a	10:45a	11:49a	1:35p	4:20p	6:00p	8:16p	10:02p	12:19a

SUNDAY & HOLIDAYS

AMTRAK Pacific Surfliner 1567	COASTER 681	AMTRAK Pacific Surfliner 573	COASTER 685	COASTER 689	COASTER 693	AMTRAK Pacific Surfliner 595
8:05a	9:39a	10:41a	12:29p	3:17p	7:11p	8:59p
8:12a	9:45a	10:48a	12:36p	3:24p	7:18p	9:06p
8:34a*	10:08a*	11:11a*	1:00p*	3:45p*	7:43p*	9:28p*
8:43a	10:17a	11:22a	1:09p	3:54p	7:53p	9:39p
8:50a	10:22a	11:30a	1:14p	4:00p	7:58p	9:45p
8:57a	10:33a	11:36a	1:24p	4:06p	8:04p	9:51p
9:04a	10:40a	11:42a	1:29p	4:12p	8:10p	9:57p
9:10a	10:45a	11:49a	1:35p	4:20p	8:16p	10:02p

¡Aviso! *Aeropatines (hoverboards) estan prohibidos en lo siguiente: vehículos de NCTD, propiedad de NCTD, instalaciones de NCTD, y todos los trenes de Amtrak.*

■ COASTER 699 will depart 60 minutes (1 hour) after end of game or fireworks show, with an absolute departure time of midnight. This train will operate for all Padres home games EXCEPT the games on the following dates: June 8, June 15, June 29, August 3, and August 24.

* Sorrento Valley COASTER Connection shuttle service not available for this train.

Padres game times are subject to change. Check GoNCTD.com for service updates.

■ El COASTER 699 saldrá 60 minutos después de que termine el juego o fuegos artificiales, y a media noche a más tardar. Este tren dará servicio los días que los Padres juegan en casa CON EXCEPCIÓN del 8 de junio, 15 de junio, 29 de junio, 3 de agosto, y 24 de agosto.

* El servicio de transporte Sorrento Valley COASTER Connection no está disponible para este tren.

Los horarios de los juegos de los Padres están sujetos a cambios. Visite GoNCTD.com para notificaciones sobre cambios.

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Amtrak.com/bring-your-bicycle-onboard.

COASTER operates on a Holiday (Sunday) schedule on Memorial Day, Independence Day (July 4), Labor Day, Thanksgiving Day, Christmas Day, and New Year's Day. **Schedule subject to change.**

El COASTER opera en horarios de domingo el Día de Conmemoración, Día de la Independencia (4 de julio), Día del Trabajo, Día de Acción de Gracias, Navidad, y Año Nuevo. Horario sujeto a cambios.

Tickets sold at vending machines VALID ONLY for the SAME DAY of purchase - NO REFUNDS.
One-way tickets valid for 2 hours from time of purchase. Tickets may be purchased online at GoNCTD.com and via smartphones.
Boletos adquiridos en las máquinas son VÁLIDOS SOLAMENTE EL MISMO DÍA DE SU COMPRA. NO REEMBOLSOS.
Boletos de viaje sencillo son válidos por 2 horas desde el momento de compra. Se puede comprar boletos por Internet en GoNCTD.com y vio teléfono inteligente.

NORTH COUNTY TRANSIT DISTRICT
GoNCTD.com (760) 966-6500

CASH FARES / *Tarifas en efectivo*

The Sorrento Valley COASTER Connection is a free service for COASTER passengers. This service is provided as a courtesy by the Metropolitan Transit System and the North County Transit District.

¡El Sorrento Valley COASTER Connection es un servicio gratuito para los pasajeros del COASTER! Este servicio es proveído como cortesía por el Metropolitan Transit System y el North County Transit District.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	511 *or/ó* (619) 233-3004
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	(619) 234-5005 *or/ó* (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (vía teléfono de teclas)*	(619) 685-4900
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	(619) 557-4555
SafeWatch	(619) 557-4500
Lost & Found *Objetos extraviados*	(877) 841-3278
The Transit Store	(619) 234-1060 12th & Imperial Transit Center M–F 9am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	sdmts.com

For more information on riding MTS services, pick up a Rider's Guide on a bus or at The Transit Store, or visit sdmts.com.
Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en The Transit Store, o visita a sdmts.com.

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JUNE 27, 2016

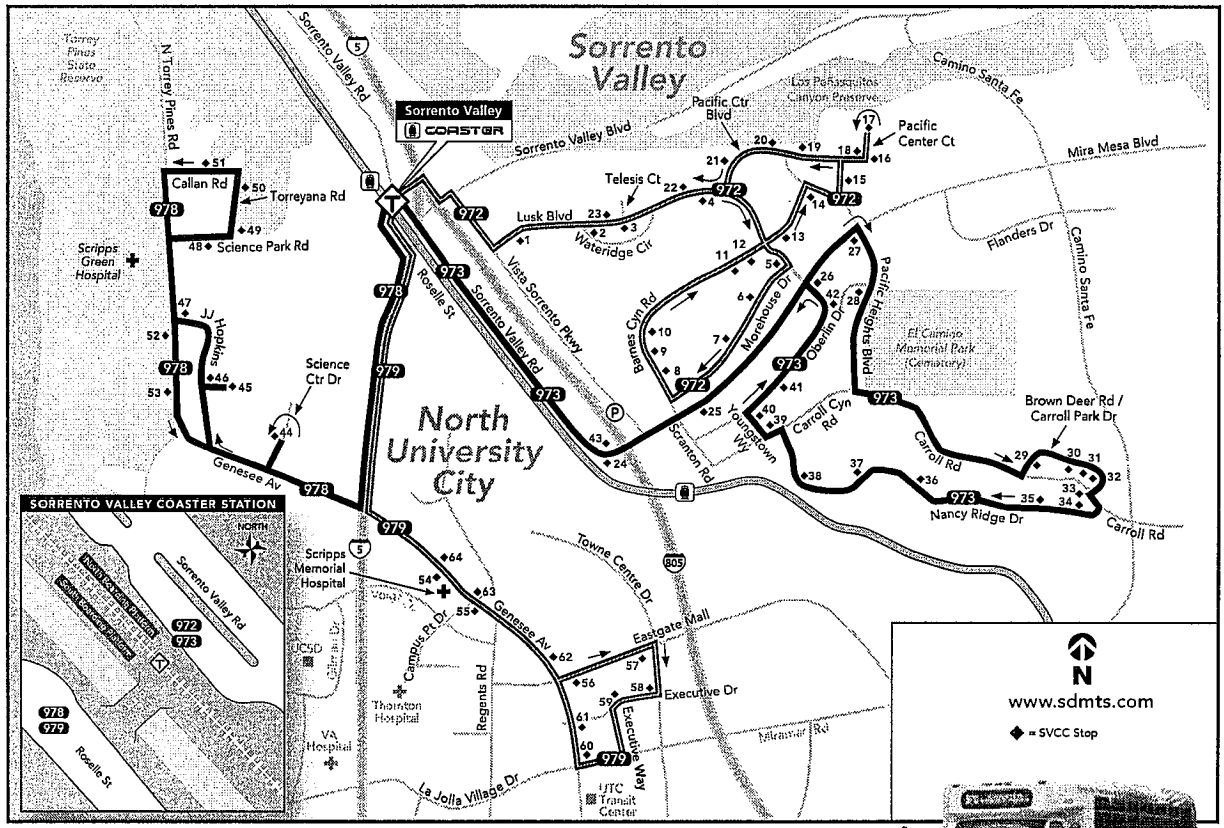
COASTER CONNECTION

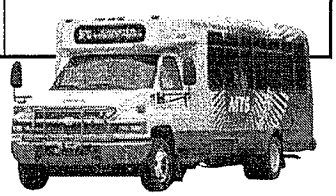
Sorrento Valley COASTER Station

972 Sorrento Mesa
973 Carroll Canyon
978 Torrey Pines
979 North University City

MTS Metropolitan Transit System

06/16





COASTER — Monday through Friday / *lunes a viernes*

Oceanside ➡ San Diego

	Morning (AM)				Afternoon/Evening (PM)		
Oceanside	6:01a	6:49a	7:13a	7:42a	3:32p	5:12p	5:41p
Carlsbad Village	6:05	6:54	7:17	7:46	3:36	5:17	5:46
Carlsbad Poinsettia	6:10	6:59	7:23	7:51	3:43	5:22	5:51
Encinitas	6:15	7:05	7:28	7:57	3:49	5:28	5:56
Solana Beach	6:20	7:13	7:36	8:02	3:54	5:35	6:01
Sorrento Valley	6:29	7:22	7:46	8:14	4:03	5:44	6:11
Old Town	6:55	7:46	8:10	8:37	4:28	6:08	6:37
San Diego	7:02	7:53	8:17	8:45	4:35	6:16	6:45

San Diego ➡ Oceanside

	Morning (AM)		ⓢ	Afternoon/Evening (PM)				
San Diego	6:25a	7:41a	8:23a	3:38p	4:23p	4:55p	5:40p	6:26p
Old Town	6:31	7:47	8:30	3:44	4:29	5:01	5:46	6:32
Sorrento Valley	6:53	8:09	8:54	4:06	4:51	5:24	6:08	6:54
Solana Beach	7:03	8:22	9:03	4:17	5:00	5:34	6:20	7:04
Encinitas	7:10	8:29	9:09	4:23	5:08	5:40	6:26	7:10
Carlsbad Poinsettia	7:16	8:35	9:15	4:29	5:14	5:46	6:32	7:16
Carlsbad Village	7:23	8:41	9:23	4:35	5:21	5:52	6:38	7:22
Oceanside	7:28	8:46	9:28	4:41	5:28	5:58	6:45	7:30

COASTER schedule shown is effective June 6, 2016 and is subject to change without notice. This may not reflect the most current schedule. Only trips that connect with the Sorrento Valley COASTER Connection are shown. Additional days and times of service can be found at www.gonctd.com.
COASTER calendario que se muestra es a partir del 6 de junio de 2016 y está sujeto a cambios sin previo aviso. Este puede no reflejar el calendario más actual. Sólo los viajes que conectan con el Sorrento Valley COASTER Connection se muestran. Días adicionales y las horas de servicio se pueden encontrar en www.gonctd.com.
*Operated by Amtrak / Operado por Amtrak

ROUTE DEVIATIONS / *Desviaciones de la Ruta*

The SVCC is a demand-response service that will provide a route deviation of up to 3/4 of a mile off an operating SVCC route for requesting passengers traveling to or from the Sorrento Valley COASTER Station. This service is provided anywhere in the SVCC service area during the corresponding hours that the SVCC service operates. Lift-equipped buses are available. To ensure availability, please call (877) 841-3278 at least one hour before your trip to schedule a curb-to-curb trip.

El SVCC es un servicio de demanda-respuesta que proveerá una desviación de ruta de hasta 3/4 de milla de una ruta SVCC operativa a pasajeros que viajen a y de Sorrento Valley COASTER Station. Este servicio es proveído en cualquier parte del la área de servicio del SVCC, durante las horas correspondientes a el servicio que SVCC opera. Autobuses equipados para levantar sillas también están disponibles. Para asegurarse de su disponibilidad, por favor habla al (877) 841-3278 por lo menos una hora antes de su viaje para fijar el horario de su viaje de banqueta-a-banqueta.

COMMUTER TAX BENEFIT PROGRAM FOR EMPLOYERS / *Programa de Asistencia de Tránsito del Empleador*

Employers can provide their employees a payroll tax deduction for riding transit to work of up to $125 per month. Employers benefit from this program through reduced payroll taxes and other business deductions. For more information about this and other free commuter services for employers visit iCommuteSD.com or call 511 and say "iCommute."

Los empleadores pueden proporcionar a sus empleados una deducción de los impuestos sobre nóminas de hasta $125 dólares al mes por trasladarse al trabajo usando el transporte interurbano. Los empleadores sacan provecho de este programa mediante menores impuestos sobre nómina y otras deducciones empresariales. Para mayores informes sobre éste y otros servicios gratuitos para pasajeros interurbanos para los empleadores, favor de visitar iCommuteSD.com o llamar al 511 y decir 'iCommute'.

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*

Route 972 – Monday through Friday / *lunes a viernes*

Sorrento Mesa ➡ Sorrento Valley COASTER Station

		Morning (AM)					Afternoon/Evening (PM)				
◈	Sorrento Valley COASTER Station **DEPART***	6:30a	7:23a	7:50a	8:16a	8:55a		4:05p	4:40p	5:22p	6:10p
1	10525 Vista Sorrento						3:30p				
2	EB Lusk Blvd & Wateridge Circle (after intersection)										
3	EB Lusk Blvd & Telesis Ct. (after intersection)										
4	Across from 6455 Lusk Blvd.	6:37	7:30	7:57	8:23	9:02	3:31	4:14	4:49	5:31	6:19
5	10225 Lusk Blvd. (electrical boxes)										
6	Across from 5525 Morehouse Drive										
7	5510 Morehouse Drive										
8	5424 Scranton Road										
9	9605 Scranton Road										
10	9805 Scranton Road										
11	10055 Barnes Canyon Road										
12	10225 Barnes Canyon Road										
13	EB Barnes Canyon Road & Lusk Blvd. (after intersection)	6:43	7:36	8:03	8:29	9:08	3:37	4:20	4:55	5:37	6:25
14	EB Barnes Canyon Road & Pacific Heights Blvd. (before turn)										
15	10211 Pacific Mesa Blvd.										
16	10309 Pacific Center Ct.										
17	10450 Pacific Center Ct.										
18	5910 Pacific Center Blvd.										
19	5788 Pacific Center Blvd.										
20	5764 Pacific Center Blvd.										
21	WB Pacific Center Blvd & McKellar Ct. (after intersection)										
22	Qualcomm Design Center (45 mph sign)	6:51	7:44	8:11	8:37	9:16	3:45	4:28	5:03	5:45	6:33
23	WB Lush Blvd & Telesis Ct. (after intersection)										
◈	Sorrento Valley COASTER Station **ARRIVE**	6:57	7:50	8:16	8:42	—	3:54	4:37	5:12	5:56	6:42

Route 973 – Monday through Friday / *lunes a viernes*

Carroll Canyon ➡ Sorrento Valley COASTER Station

		Morning (AM)					Afternoon/Evening (PM)				
◈	Sorrento Valley COASTER Station **DEPART***	6:30a	7:23a	7:53a	8:22a	8:55a		4:06p	4:41p	5:25p	6:10p
24	10240 Sorrento Valley Road										
25	EB Mira Mesa Blvd & Scranton Road (after intersection)						3:30p				
26	EB Mira Mesa Blvd & Oberlin Drive (after intersection)										
27	Pacific Heights Blvd & Mira Mesa Blvd. (after turn, electrical boxes)	6:38	7:31	8:01	8:30	9:03	3:31	4:14	4:49	5:33	6:18
28	Pacific Heights Blvd & Cornerstone Ct. (after intersection)										
29	Brown Deer Road & Ferris Square (at pedestrian crossing sign)										
30	9215 Brown Deer Road										
31	9339 Carroll Park Drive										
32	9449 Carroll Park Drive										
33	Nancy Ridge Drive & Carroll Road (after turn, Carroll Ridge Bus. Park)	6:47	7:40	8:09	8:38	9:12	3:40	4:23	4:58	5:42	6:27
34	Phage Biotechnology										
35	6650 Nancy Ridge Drive										
36	6310 Nancy Ridge Drive (electrical boxes in front of Nancy Ridge Technology Park)										
37	6150 Nancy Ridge Drive (Sorrento Ridge Business Park)										
38	5960 Nancy Ridge Drive (Sorrento Vista Industrial Park)										
39	5280 Carroll Canyon Road										
40	Youngstown Way & Oberlin Drive (before turn, at fire hydrant)										
41	5807 Oberlin Drive										
42	5871 Oberlin Drive (mailboxes)	6:51	7:44	8:13	8:42	9:16	3:44	4:27	5:02	5:46	6:31
43	45mph sign across street from Websense										
◈	Sorrento Valley COASTER Station **ARRIVE**	7:00	7:53	8:22	8:51	—	3:54	4:37	5:12	5:56	6:41

Route 978 – Monday through Friday / *lunes a viernes*

Torrey Pines ➡ Sorrento Valley COASTER Station

		Morning (AM)				Afternoon/Evening (PM)				
◈	Sorrento Valley COASTER Station **DEPART***	6:32a	7:23a	7:55a	8:24a		4:10p	4:40p	5:23p	6:10p
44	10240 Science Center Drive	6:38	7:29	8:01	8:30	3:34p	4:16	4:48	5:33	6:20
45	General Atomics Court (at end of turnaround)									
46	General Aromics Court & John Hopkins Drive (before turn)									
47	John Hopkins Drive & North Torrey Pines Road (before turn)									
48	3033 Science Park Road (driveway to L3 Communications)									
49	Torreyana Rd & Road to the Cure (before intersection)	6:45	7:36	8:07	8:37	3:41	4:23	4:55	5:40	6:27
50	Torreyana Rd & Callan Road (before turn)									
51	11099 Callan Road									
52	10666 North Torrey Pines Road	6:48	7:39	8:10	8:40	3:44	4:26	4:58	5:43	6:30
53	3366 North Torrey Pines Road									
◈	Sorrento Valley COASTER Station **ARRIVE**	7:06	7:55	8:24	—	3:53	4:37	5:10	5:55	6:41

Route 979 – Monday through Friday / *lunes a viernes*

University City ➡ Sorrento Valley COASTER Station

		Morning (AM)				Afternoon/Evening (PM)				
◈	Sorrento Valley COASTER Station **DEPART***	6:32a	7:25a	7:49a	8:17a		4:13p	4:46p	5:30p	6:16p
54	SB Genesee Ave & Scripps Driveway (after intersection)									
55	SB Genesee Ave & Campus Point Drive (after intersection)	6:39	7:32	7:56	8:24	3:35p	4:20	4:53	5:37	6:23
56	EB Eastgate Mall & Easter Way (before intersection)									
57	EB Eastgate Mall & Towne Centre Way (before turn)									
58	Towne Centre Way & Executive Drive (before turn)									
59	Executive Way & Executive Drive (before turn)									
60	NB Genesee Ave & La Jolla Village Drive (after turn)	6:44	7:37	8:01	8:29	3:40	4:25	4:58	5:42	6:28
61	NB Genesee Ave & Executive Drive (before intersection)									
62	NB Genesee Ave & Eastgate Mall (after intersection)									
63	NB Genesee Ave & Campus Point Drive (after intersection)									
64	NB Genesee Ave & Scripps Driveway (after intersection)									
◈	Sorrento Valley COASTER Station **ARRIVE**	6:54	7:47	8:11	—	3:53	4:38	5:11	5:55	6:41

Routes 972, 973, 978, and 979 do not operate on weekends or on the observation of the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas.
Las rutas 972, 973, 978 y 979 no ofrecen servicio durante el fin de semana o durante los siguientes días festivos: Año Nuevo, Memorial Day, Día de la Independencia (E.E.U.U.), Labor Day, Día de Acción de Gracias, y Navidad

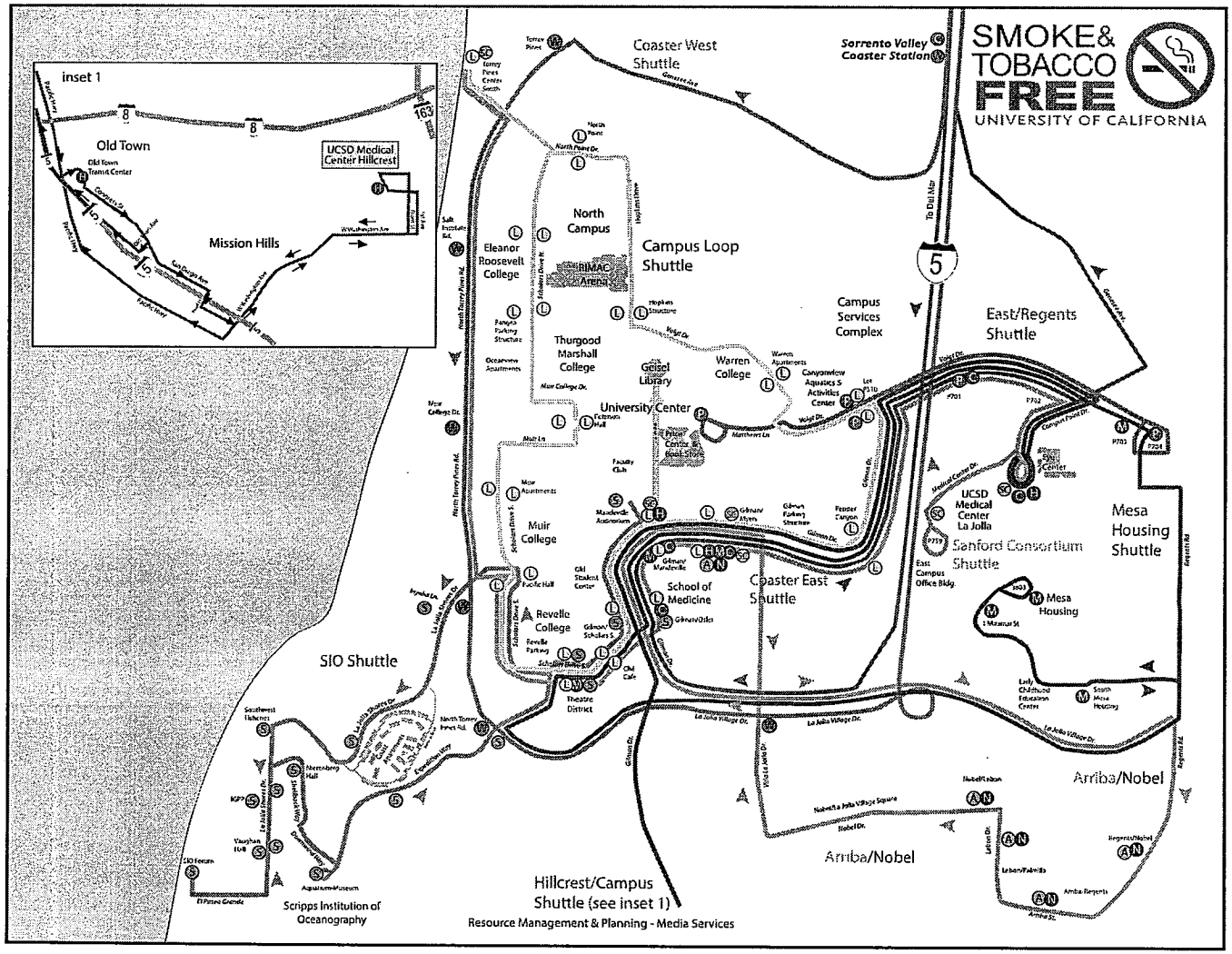
* All morning departures from Sorrento Valley COASTER Station wait for the arriving southbound train. Morning buses may depart the station earlier than time shown, once all passengers have transferred from the designated COASTER train. Afternoon departures from Sorrento Valley COASTER Station may leave up to ten minutes earlier than shown.

Todas las salidas de Sorrento Valley COASTER Station en la mañana esperan la llegada del tren hacia el sur. En la mañana, cuando todos los pasajeros del COASTER se han trasladado a los autobuses, los autobuses podrán salir de la estación, aunque sea unos minutos antes del horario. En la tarde, las salidas de Sorrento Valley COASTER Station pueden salir hasta diez minutos antes de lo mostrado.

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses. */ Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.*

UC San Diego
Transportation Services

Shuttle Routes



Operate year-round (excluding university holidays):

Coaster Shuttle runs between the Sorrento Valley Coaster Station and campus

Hillcrest/Campus Shuttle travels between UC San Diego Medical Center in Hillcrest, Old Town Transit Center, and UC San Diego Medical Center in La Jolla

Sanford Consortium Shuttle runs between Torrey Pines Center South and UC San Diego Medical Center in La Jolla

Operate during academic quarters (with reduced or suspended service during academic breaks and summer sessions):

Campus Loop travels clockwise and counterclockwise around campus

Cityshuttle runs between campus and the Regents and Nobel areas

East/Regents Shuttle runs between Lot P704 and Price Center

Mesa Housing Shuttle runs in a clockwise loop between campus and the Mesa Housing complex off Regents Road

Scripps Institution of Oceanography Shuttle runs between Mandeville Lane and SIO

Route details: shuttles.ucsd.edu
Live tracking: ucsdbus.com

Schedule Questions/Lost & Found: 858-534-7422

UC-SD Shuttle Stops

- Sorrento Valley Coaster station (map)
- North Torrey Pines Road transit stop, west side, just south of Genesee (map)
- Salk Institute Road (map)
- Muir College Drive at North Torrey Pines Road (map)
- La Jolla Shores Drive at North Torrey Pines Road (map)
- Expedition Way at North Torrey Pines Road (map)
- Villa La Jolla Drive at La Jolla Village Drive, at gas station (not served by combined route) (map)
- Gilman Drive and Osler Lane (map)
- Gilman Drive and Mandeville Lane (map)
- Gilman Drive and Myers Drive (map)
- Lot P701 (map)
- Thornton Hospital (map)

Collapse All

Coaster Shuttle East Schedule

Sorrento Valley to Campus

Sorrento Valley	Gilman/Osler	Mandeville Ln.	Gilman/Myers	Lot P701	Thornton Hosp.
5:41	5:58	5:59	6:01	6:03	6:07
6:29	6:44	6:45	6:47	6:49	6:53
7:22	7:26	7:27	7:29	7:31	7:35
7:46	8:06	8:07	8:09	8:11	8:14
8:14	8:27*	8:28*	8:29*	8:31*	8:34*

Campus to Sorrento Valley

Gilman/Osler	Mandeville Ln.	Gilman/Myers	Lot P701	Thornton Hosp.	*Coaster train*
3:35	3:36	3:38	3:40	3:44	*4:05**
4:10	4:11	4:13	4:15	4:19	*4:51**

4:43	4:44	4:46	4:48	4:52	*5:24**
5:27	5:28	5:30	5:32	5:34	*6:08**

*Drop-off only
Note: Times may vary due to traffic delays.

Coaster Shuttle West Schedule

Sorrento Valley to Campus

Sorrento Valley	**Torrey Pines**	**Salk Institute Rd.**	**Muir College Dr.**	**La Jolla Shores**	**Expedition Way**	**Villa La Jolla Dr.**
5:41	5:55	5:55	5:57	5:58	6:00	6:02
6:29	6:42	6:42	6:44	6:45	6:46	6:48
7:22	7:24	7:24	7:25	7:26	7:29	7:31
7:46	7:57	7:57	7:59	8:00	8:02	8:04
8:14	8:25*	8:25*	8:27*	8:28*	8:30*	8:32*

Campus to Sorrento Valley

Torrey Pines	**Salk Institute Rd.**	**Muir College Dr.**	**La Jolla Shores**	**Expedition Way**	**Villa La Jolla Dr.**	***Coaster train***
3:35	3:35	3:37	3:38	3:40	3:42	*4:05**
4:15	4:17	4:19	4:20	4:20	4:22	*4:51**
4:45	4:46	4:47	4:48	4:50	4:53	*5:24**
5:20	5:20	5:22	5:23	5:25	5:27	*6:08**

*Drop-off only
Note: Times may vary due to

traffic
delays.

Combined East-West Coaster Shuttle Schedule

to Campus

Sorrento Valley	Torrey Pines	Salk Institute Rd.	Muir College Dr.	La Jolla Shores	Expedition Way	Gilman / Osler	Mandeville Ln.	Gilman/ Myers	Lot P701	Thornton Hosp.
---	9:45	9:45	9:47	9:48	9:50	9:52	9:53	9:54	9:56	9:58
10:16	10:21*	10:21*	10:23*	10:24*	10:26*	10:28*	10:29*	10:30*	10:32*	10:34*
---	11:15	11:15	11:17	11:18	11:19	11:21	11:22	11:23	11:25	11:27
11:41	11:45*	11:45*	11:47*	11:48*	11:49*	11:51*	11:52*	11:53*	11:55*	11:57*
---	12:35	12:35	12:37	12:38	12:39	12:41	12:42	12:43	12:45	12:47
1:19	1:12*	1:12*	1:14*	1:15*	1:16*	1:18*	1:19*	1:20*	1:22*	1:24*
---	2:00	2:01	2:03	2:04	2:07	2:09	2:10	2:11	2:13	2:18
2:29	2:45*	2:45*	2:47*	2:48*	2:49*	2:51*	2:52*	2:53*	2:55*	2:57*

to Sorrento Valley

Torrey Pines	Salk Institute Rd.	Muir College Dr.	La Jolla Shores	Expedition Way	Gilman / Osler	Mandeville Ln.	Gilman / Myers	Lot P701	Thornton Hosp.	Coaster train
6:10	6:10	6:13	6:14	6:17	6:19	6:20	6:22	6:24	6:26	*6:54**
6:55	6:55	6:57	6:58	7:00	7:02	7:03	7:05	7:07	7:09	*7:43**

*Drop-off only
Note: Times may vary due to traffic delays.

Lenora Kellough

In Opposition to Project

July 7, 2016

TO: California Coastal Commission

RE: Opposition of Construction of new light rail line

Number Of Item: Item W11b

RE: Application/Permit Number 6-16-0108

Project : Construct new light rail line between Old Town Transit Center and University Towne Centre.

I am 100% in opposition to the construction of the new light rail line between the Old Town Transit Center and University Towne. I have lived on Morena Blvd. since 1999. My house is situated approximately 60 yards across from the railroad tracks. If a light rail is constructed it will be located even closer and directly in front of my home. The plan is to construct/add the light rail next to the existing tracks which means the track would be even closer, approximately 45-50 yards from my home. The street on which I live on Morena Blvd would be taken from a two lane going south to a one lane soley to accommodate the new rail, ridiculous! This would create a nightmare as far as traffic congestion, noise and air pollution.

I currently hear the noise and feel the vibrations from the freight trains, Amtrak and the coaster as they pass by all day and night. Adding another supposed light railway would make it unbearable, especially with the dinging noise that repeats every 7 minutes. Sleeping at night with the constant noise would be impossible. I would not be able to have my windows open in my own house. It would have a tremendous negative impact on the quality of life and the environment.

I do not have air conditioning in my home and not being able to get fresh air in my home would make it uninhabitable. In addition the air quality would create an unsafe and unhealthy environment within my own home. With yet another train bringing up the dirt from the ground every 7 minutes theair pollution would be unsafe and what would it do long term to our coastal area.

I purchased my home for the view of the bay, with the installation of overhead cables and structures, retaining walls etc. my view would be obstructed and ruined by the hideous

construction. I live on the narrowest part of Morena Blvd at 3321 and I am concerned that the addition of the track for the trolley would be too close and even unsafe.

It is proposed that the new track for the trolley would be placed east of the existing track which would bring it even closer to my home. Although it is to be "light railway" it will definitely have an effect on the foundation structure of my home. I am seeing large cracks in the foundation of my home and yard. It is the effect from the constant vibration of existing railway cars. It will only get worse with the addition of the trolley.

If the trolley is approved then consideration must be made for the compensation to residents who reside in extremely close proximity to the proposed trolley. Compensation for installation of windows that would essentially silence the noise. Compensation for installation of necessary air purification systems and air conditioning. In addition homes should all be inspected and retrofitted so that the safety of homes is not compromised with the installation of the trolley and yet another railway.

I have lived on Morena Blvd. for over fifteen years and I have rarely seen interstate 5 stopped due to traffic. It may get a little slow two times a day Monday through Friday. Once in the morning and in the evening. It is rarely stopped. The trolley would have minimal impact on alleviating the traffic on the freeway. For less than 3 miles it is hardly worth disrupting the environment and lives. It will bring congestion , traffic , noise , air pollution at a cost . Do not think it is money well spent and I am extremely concerned about the safety of my home my personal health and the overall environment.

San Diego has always been known for its beaches, bays and its beauty. Constructing the rail way along the surrounding area of the bay would certainly take away from that. The coastal commission has always seemed to be motivated to keep and protect the San Diego coastal area from unnecessary activity that would diminish the coastal environment.

In light of all the concern for California being ready for a huge earthquake , I feel that because this particular area which is situated on the Rose Canyon Fault . Extra caution and consideration should be taken.

Not only would the extensive drilling, digging and filling effect the ground and the earth below , I wonder what with the constant movement, what it would do to the light rail and all the posts and overhead lines. Doesn't seem that it would be safe or even structurally or environmentally sound.

I respectfully urge the commission to look at any true benefit of installing yet another railway along our coastal area. It makes no sense whatsoever.

Thank you for your time and consideration.

Lenora Kellough

CALIFORNIA COASTAL COMMISSION
San Diego Coast District Office
7575 Metropolitan Drive Suite 103
San Diego, Ca. 92108-4402

July 6, 2016

Dear Coastal Commissioners, Voting Members, and Staff Member,

Subject: July 13, 2016 9:00 a.m Public Hearing Item No. W11b
Permit Number 6-16-0108

Our surrounding neighborhood in La Jolla is very much **opposed** to construction of a Trolley Parking Structure at the Nobel Drive La Jolla Village Square Shopping Center.

Severe traffic congestion and public safety concerns will be caused by placing a trolley parking structure at the above neighborhood shopping center. The purpose of this light rail project is to decrease congestion but this trolley parking structure will cause dangerous congestion and other public safety problems. Neighborhood opposition can be seen at our website www.lajollapetition.com

We understand that SANDAG was originally opposed to building a trolley parking structure at this location because their goal is to **decrease congestion.**
If needed, better trolley parking locations are available that would not add severe congestion to a neighborhood shopping center. If additional parking is needed at UCSD, then a parking structure should be built at the UCSD trolley stop or other UCSD location. A parking structure is already planned to be constructed at the University Towne Centre Mall.

We encourage you to stop at the La Jolla Village Square neighborhood shopping center and you will see that a trolley parking structure at this location is a bad idea. Please help to eliminate the construction of a trolley parking structure at the Nobel Drive-La Jolla Village Square neighborhood shopping center.

We are mailing and faxing this communication to Coastal Commission Staff member Alexander Llerandi via fax number 619-767-2384 at the same time, and ask that he please provide this communication in the appropriate manner to all Commissioners, Voting Members, and other persons as he feels is necessary.

Thank you for your time to help the neighborhoods and coastal areas of San Diego.

Steve Arndt

Steve Arndt
8614-6 Villa La Jolla Drive
858-352-6181
stevearndt777@gmail.com

From: karenm@san.rr.com [karenm@san.rr.com]
Sent: Monday, July 11, 2016 8:57 AM
To: Groom, Carole@Coastal
Subject: Home Owner Opposition of Mid-Coast Transit Project

Dear Carole Groom,

I am writing regarding the Public Hearing on Wednesday July 13 for the Mid-Coast Transit Project Permit Number 6-16-0108 request. I strongly oppose a trolley stop and trolley parking garage at the Nobel Drive-La Jolla Village Square neighborhood shopping center. A trolley parking garage at this neighborhood shopping center will cause severe traffic congestion and dangerous public safety issues for pedestrians, bicyclists and nearby homeowners.

Karen Seckendorf
4020 Porte La Paz #112
San Diego, CA 92121

From: Sonja Honeyman [shoneyma@san.rr.com]
Sent: Monday, July 11, 2016 2:47 AM
To: sanders@coastal.ca.gov; Bochco, Dayna@Coastal; Luevano, Mary@Coastal; Mitchell, Wendy@Coastal; mary.shallengerger@coastal.ca.gov; Vargas, Mark@Coastal; Howell, Erik@Coastal; McClure, Martha@Coastal; Kinsey, Steve@Coastal; Groom, Carole@Coastal; Uranga, Roberto@Coastal; Cox, Greg@Coastal
Subject: the Mid-Coast Transit Project objection

Dear Commissioners and Voting Members of the California Coastal Commission,

I am writing regarding the Public Hearing etc.

"I am calling regarding the Public Hearing on Wednesday July 13 for the Mid-Coast Transit Project Permit Number 6-16-0108 request. I strongly oppose a trolley stop and trolley parking garage at the Nobel Drive-La Jolla Village Square neighborhood shopping center. A trolley parking garage at this neighborhood shopping center will cause severe traffic congestion and dangerous public safety issues for pedestrians, bicyclists and nearby homeowners. Further information can be seen online at lajollapetition.com where 700 residents oppose the trolley parking structure construction in this neighborhood."

From: Steve R [steverimar@gmail.com]
Sent: Sunday, July 10, 2016 1:55 PM
To: sanders@coastal.ca.gov; Bochco, Dayna@Coastal; Luevano, Mary@Coastal; Mitchell, Wendy@Coastal; mary.shallengerger@coastal.ca.gov; Howell, Erik@Coastal; McClure, Martha@Coastal; Kinsey, Steve@Coastal; Groom, Carole@Coastal; Uranga, Roberto@Coastal; Cox, Greg@Coastal
Subject: Mid-Coast Trolley and Potential Affect on Property Value in La Jolla Colony

Dear Commissioners and Voting Members of the California Coastal Commission,

I am writing regarding the Public Hearing on Wednesday July 13 for the Mid-Coast Transit Project Permit Number 6-16-0108 request. I live in La Jolla Colony in the Barcelona community at 3959 Caminito Silvela. Unfortunately I won't be able to attend in person and I strongly oppose the trolley and the route that was chosen.

The trolley will come very close to passing by my house causing my property value to decrease and add additional unnecessary noise to our community. Most of the residents in this area oppose the construction of this trolley since it is completely unnecessary and provides no benefit to the area.

Further information can be seen online at lajollapetition.com where 700 residents oppose the trolley in this neighborhood.

Please reconsider the construction of this trolley, or at least design a better route so that it minimizes its impact on the neighborhood.

Regards,

Steve & Nitasha Rimar

3959 Caminito Silvela, San Diego, CA 92122

858-472-9311

From: Michael Pickering [michaeljpickering@outlook.com]
Sent: Sunday, July 10, 2016 1:35 PM
To: sanders@coastal.ca.gov; Luevano, Mary@Coastal; McClure, Martha@Coastal; Cox, Greg@Coastal; Howell, Erik@Coastal; Groom, Carole@Coastal
Subject: Re: Please Consider Emailing and/or Calling These Telephone Numbers on Monday or Tuesday Before the California Coastal Commission Approves the Mid-Coast Transit Project for Our Area

As a reminder, regardless of what the EIS states, MTS/SANDAG will ultimately not comply.
For example: The continued bus noise issue on what was called the Superloop on Villa La Jolla Drive should be a reason for denial of the trolley stop and parking garage.
The surrounding streets were not designed for this impact. They are crumbling and the serene community is being severely damaged.
If MTS/SANDAG refuse to correct something as simple as this bus noise issue, once they have approval, they will never comply and there is nothing the community can do about it.
The community is not a concern to MTS/SANDAG as they run empty noisy buses and make no effort to remedy a noise issue.
We strongly oppose based on the fact that the environmental and noise studies are targeted to show a minimal impact to the community. They purposefully do not study the specific areas with the most impact.
The issue with the bus noise is a perfect example. They studied a place in El Cajon instead of the exact spot where the major impact is located. We challenge anyone to visit Villa La Jolla Drive just north of Via Mallorca Driveon a Saturday or Sunday morning and listen to what they are doing to the community. This would be illegal in the middle of the desert.

Finally, we are writing regarding the Public Hearing on Wednesday July 13 for the Mid-Coast Transit Project Permit Number 6-16-0108 request. We strongly oppose a trolley stop and trolley parking garage at the Nobel Drive-La Jolla Village Square neighborhood shopping center. A trolley parking garage at this neighborhood shopping center will cause severe traffic congestion, excessive noise and dangerous public safety issues for pedestrians, bicyclists and nearby homeowners. Further information can be seen online at lajollapetition.com where 700 residents oppose the trolley parking structure construction in this neighborhood."

Sincerely,

Michael & Beatriz

Michael J Pickering, PMP, CPCM

8608 Villa La Jolla Drive, Unit 6
La Jolla, CA 92037

From: Susie Tyler [tylercat43@earthlink.net]
Sent: Saturday, July 09, 2016 1:55 PM
To: sanders@coastal.ca.gov; Bochco, Dayna@Coastal; Luevano, Mary@Coastal; Mitchell, Wendy@Coastal; mary.shallengerger@coastal.ca.gov; Vargas, Mark@Coastal; Howell, Erik@Coastal; McClure, Martha@Coastal; Kinsey, Steve@Coastal; Groom, Carole@Coastal; Uranga, Roberto@Coastal; Cox, Greg@Coastal
Subject: Mid-Coast Transit Project

I am writing regarding the Public Hearing on Wednesday July 13 for the Mid-Coast Transit Project Permit Number 6-16-0108 request. I strongly oppose a trolley stop and trolley parking garage at the Nobel Drive-La Jolla Village Square neighborhood shopping center. A trolley parking garage at this neighborhood shopping center will cause severe traffic congestion and dangerous public safety issues for pedestrians, bicyclists and nearby homeowners. Further information can be seen online at lajollapetition.com where 700 residents oppose the trolley parking structure construction in this neighborhood.

Susie Tyler

8472-28 Via Sonoma

La Jolla, CA 92037

From: Bill Bodinson [ragweed20@san.rr.com]
Sent: Saturday, July 09, 2016 12:43 PM
To: Groom, Carole@Coastal
Subject: Trolley in La Jolla

"I am calling regarding the Public Hearing on Wednesday July 13 for the Mid-Coast Transit Project Permit Number 6-16-0108 request. I strongly oppose a trolley stop and trolley parking garage at the Nobel Drive-La Jolla Village Square neighborhood shopping center. A trolley parking garage at this neighborhood shopping

center will cause severe traffic congestion and dangerous public safety issues for pedestrians, bicyclists and nearby homeowners. Further information can be seen online at lajollapetition.com where 700 residents oppose the trolley parking structure construction in this neighborhood."

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

W11b

Filed:	6/3/16
180th Day:	11/30/16
Staff:	A. Llerandi-SD
Staff Report:	6/30/16
Hearing Date:	7/13/16

STAFF REPORT: REGULAR CALENDAR

Application No.:	**6-16-0108**
Applicant:	**San Diego Association of Governments**
Agent:	Leslie Blanda
Location:	Metropolitan Transit System right-of-way between Interstate-8 and Balboa Avenue, San Diego, San Diego County
Project Description:	Construct new light rail line between the Old Town Transit Center and University Towne Centre, with a 3.5-mile segment and portions of three stations located within the coastal zone
Staff Recommendation:	Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The San Diego Association of Governments (SANDAG) proposes to construct a new 11-mile light rail line for the San Diego Trolley (Trolley) with nine new stations between the Old Town Transit Center and University Towne Centre (UTC). A 3.5-mile segment would be located in the coastal zone, and would consist of at-grade light rail tracks, three bridge crossings, and portions of the station boarding platforms at three new stations.

The proposed Trolley is designed to serve the Mid-Coast Corridor. Located entirely within the City of San Diego, the Mid-Coast Corridor is centered on Interstate-5 and extends from Downtown San Diego on the south to the University of California, San Diego (UCSD) and University City on the north. The Mid-Coast Corridor is bounded by the Pacific Ocean on the west and by Interstate-805 and State Route 163 on the east.

Although the Mid-Coast Corridor is currently served by transit, the existing transit system does not offer the level of service needed to meet the region's goals for mobility, accessibility, reliability, and efficiency, as defined in the 2030 Regional Transportation Plan. The COASTER commuter rail service passes through the corridor, but its stations are widely spaced and it does not have a station in close proximity to the major travel destinations of UCSD or the UTC Transit Center in the community of University City. The Trolley's Blue Line currently terminates at the Old Town Transit Center (OTTC). While transit to northern portions of the corridor is provided by express and local buses, the speed and reliability of bus service are constrained by roadway congestion, and many transit riders are required to transfer in Downtown San Diego or at the OTTC to reach destinations in University City.

The proposed project would extend the Trolley's Blue Line north and connect with other Trolley lines using an exclusive right-of-way for transit, thereby shortening travel times, improving reliability, and reducing the number of transfers required for travel to destinations in University City. This would improve service for existing riders and attract new riders. In addition, one-seat rides (trips that do not require a transfer) would be available from the U.S.-Mexico international border to University City, and between coastal communities in South San Diego County, Downtown San Diego, and University City, making transit an attractive alternative to travel by automobile.

The project site contains wetland and riparian habitat, and a portion of the project would involve fill of wetlands, triggering the three-part test of Section 30233(a) of the Coastal Act. Project activities would permanently impact wetland and riparian habitat, as well as create temporary impacts that would last long enough to be considered permanent, for a total of approximately 0.88-acre of permanent impacts. The project includes on-site revegetation of areas disturbed by construction activities. The applicant also proposes to conduct off-site mitigation in the Tijuana River Valley. SANDAG has submitted a separate coastal development permit application (CDP No. 6-16-0550) for the proposed off-site mitigation that includes restoration of wetland and riparian habitat and associated monitoring, maintenance, success criteria, and reporting requirements.

The project is consistent with the wetland fill alternatives and mitigation tests but is not consistent with the allowable use test of Section 30233(a) because the project would involve the fill of wetlands for a purpose that would increase capacity of the overall Trolley system, and thus is not an "incidental public service." Therefore, the project can only be found consistent with the Coastal Act through the "conflict resolution" provision contained in Section 30007.5.

The project includes adequate measures to protect water quality and would reduce traffic congestion, vehicle miles traveled, energy consumption, air emissions, and the discharge of pollutants into nearby water bodies. The proposed project would also maintain and enhance public access by expanding the light rail system used by local residents and visitors, which in turn would help to reduce automobile traffic on Interstate-5 and other important coastal roads. Therefore, the project is consistent with the water quality, air quality, energy conservation, public access and transit policies of the Coastal Act (Sections 30210, 30212.5, 30231, 30232, 30250, 30252, and 30253).

Not only is the proposed project consistent with those policies, but some of the benefits that the project would provide are mandated by those provisions, such that denial of the project would create conflict between relevant policies of the Coastal Act. Those benefits are not independently required by any other law and could not be achieved through other alternatives that are feasible and fully consistent with the public access and transit, water quality, air quality, and energy conservation policies of the Coastal Act. This project is similar to several other San Diego rail projects, including the rail double-track project over the San Diego River (CC-0003-15), in which the Coastal Commission relied upon conflict resolution to support concurrence with the California Coastal Management Program. Staff is recommending a similar approach in this case, recommending that the Commission use the conflict resolution policy of the Coastal Act to approve the proposed project as it would, on balance, be most protective of significant coastal resources.

To address potential adverse impacts to coastal resources, Commission staff is recommending twelve special conditions. **Special Condition No. 1** requires the applicant to revise final plans to incorporate anti-perching measures designed to minimize potential impacts on shore birds that nest or forage in the mudflats of the river bed. **Special Condition No. 2** requires final landscape plans that utilize only native, drought tolerant plants and low flow irrigation. Because of the high public use of the area for transportation and recreation, **Special Condition No. 3** requires the construction staging and storage plan to avoid all public right-of-ways and recreational areas, and ensure that the Ocean Beach Bicycle Path be kept open or minimally detoured during construction. **Special Condition Nos. 4** and **5** recognize that construction of a substantial bridge over a river has the potential to introduce pollutants or other discharges into the system, and require the creation and adherence to a water quality control plan that includes debris control measures. **Special Condition No. 6** addresses the permanent development and details the post-construction BMPs that are required to minimize the potential water quality impacts that could arise from erecting additional structures over and near coastal waterways. **Special Condition No. 7** requires SANDAG to accept the risk and liability inherent in developing in a river channel and flood zone. Because the project site is located within a river channel where avian species forage, **Special Condition No. 8** requires that sensitive species monitoring be conducted regularly to identify avoidable impacts and modify construction activity accordingly. A final mitigation and monitoring plan as required by **Special Condition No. 9** will ensure that habitat impacts from construction of the Trolley bridges are properly mitigated and monitored in light of delineated success criteria. Because the final approved mitigation plan will require a separate CDP to implement, **Special Condition No. 10** requires that a CDP for implementation of an approved mitigation plan be approved by the Coastal Commission by December 31, 2016. **Special Condition No. 11** requires the submittal of a final lighting plan demonstrating that lighting within the stations is the minimum amount and brightness necessary, and is shielded and directed to minimize light spillover. **Special Condition No. 12** requires submittal of evidence that all other required review and authorization has been obtained prior to project commencement.

Commission staff recommends **approval** of coastal development permit application 6-16-0108 as conditioned. The motion and resolution can be found on Page 5 of this staff report.

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APPENDICES

EXHIBITS

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit Application No. 6-16-0108 subject to the conditions set forth in the staff recommendation.*

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

Resolution:

The Commission hereby approves coastal development permit 6-16-0108 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

This permit is granted subject to the following 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 of 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

This permit is granted subject to the following special conditions:

1. **Revised Final Plans.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, final project plans for the proposed development, and where applicable, that have been approved by the City of San Diego. Said plans shall be in substantial conformance with the plans submitted by SANDAG on February 5, 2016, except as follows:

    a. All catenary poles on the bridge crossings over the San Diego River and Tecolote Creek shall incorporate anti-perching measures to discourage raptors from perching on them.

    The applicant shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No change to the plans shall occur without a Commission-approved amendment to the permit unless the Executive Director determines that no such amendment is legally required.

2. **Final Landscape Plans**. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval final landscaping and fencing plans approved by the City of San Diego, where applicable. The plans shall be in substantial conformance with the landscape plans prepared by SANDAG and submitted on February 5, 2016, and shall include the following:

    a. All landscaping shall be drought tolerant and native species. No plant species listed as invasive by the California Native Plant Society, the California Exotic Pest Plant Council, or identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as “noxious weed” by the State of California or the U.S. Federal Government shall be utilized within the project area.

    b. Equipment areas shall be screened from public view. Any fencing, walls, or landscaping used for screening shall be subordinate to and compatible with the surrounding environment.

    c. If using potable water for irrigation, drip or microspray irrigation systems shall be used.

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

3. **Construction Staging and Storage Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director, for review and written approval, a Construction Staging and Storage Plan that shall include, at a minimum, the following:

    a. No construction staging or storage is allowed in public right-of-ways, public park space, public parking spaces, or other location where such use would restrict public access to the coast at any time.

    b. No public parking spaces may be used for worker parking.

    c. The Ocean Beach Bicycle Path shall remain open, either in its current alignment or through minimal detouring, throughout the duration of construction.

    The applicant shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No change to the plans shall occur without a Commission-approved amendment to the permit unless the Executive Director determines that no such amendment is legally required.

4. **Construction-Phase Water Quality Protection Plan.** PRIOR TO COMMENCEMENT OF CONSTRUCTION, the applicant shall submit, for the review and written approval of the Executive Director, a water quality protection plan for the construction phase of the project, designed by a licensed engineer or other qualified licensed professional. The plan shall incorporate the following Best Management Practices (BMPs) and other requirements:

    a. **Minimize Erosion and Sediment Discharge.** During construction, erosion and the discharge of sediment off-site or to coastal waters shall be minimized through the use of appropriate Best Management Practices (BMPs), including:

        i. Land disturbance during construction (e.g., clearing, grading, and cut-and-fill) shall be minimized, and grading activities shall be phased, to avoid erosion and sedimentation as feasible.

        ii. Erosion control BMPs (such as mulch, soil binders, geotextile blankets or mats, or temporary seeding) shall be installed as needed to prevent soil from being transported by water or wind. Temporary BMPs shall be implemented to stabilize soil on graded or disturbed areas as soon as feasible during construction, where there is a potential for soil erosion to cause discharge of sediment off-site or to coastal waters.

iii. Sediment control BMPs (such as silt fences, fiber rolls, sediment basins, inlet protection, sand bag barriers, or straw bale barriers) shall be installed as needed to trap and remove eroded sediment from runoff, to prevent sedimentation of coastal waters.

iv. Tracking control BMPs (such as a stabilized construction entrance/exit, and street sweeping) shall be installed or implemented as needed to prevent tracking sediment off-site by vehicles leaving the construction area.

v. Grading shall be avoided as feasible during the rainy season, from November 1 to March 31, of any year.

vi. All erosion and sediment controls shall be in place prior to the commencement of construction, as well as at the end of each workday. At a minimum, if grading is taking place, sediment control BMPs shall be installed at the perimeter of the construction site to prevent construction-related sediment and debris from entering coastal waters, drainage swales, and the storm drain system.

b. **Minimize Discharge of Construction Pollutants.** The discharge of other pollutants resulting from construction activities (such as chemicals, paints, vehicle fluids, petroleum products, asphalt and cement compounds, debris, and trash) into runoff or coastal waters shall be minimized through the use of appropriate BMPs, including:

i. Materials management and waste management BMPs (such as stockpile management, spill prevention, and good housekeeping practices) shall be installed or implemented as needed to minimize pollutant discharge and polluted runoff resulting from staging, storage, and disposal of construction chemicals and materials. BMPs shall include, at a minimum:

A. Stockpiles of construction materials, debris, soil, and other excavated materials shall be covered to prevent contact with rain, and shall be protected from stormwater runoff using temporary perimeter barriers. Stockpiles shall be located at least 50 feet from coastal waters, drainage courses, and storm drain inlets, if feasible.

B. Staging and storage of construction equipment shall be located at least 50 feet from coastal waters, drainage courses, and storm drain inlets, if feasible.

C. All leaks, drips, and spills shall be cleaned up immediately. A written plan shall be in place for the prevention and clean-up of spills and leaks, and an inventory of products and chemicals used on site shall be maintained.

D. All trash and debris shall be disposed of in the proper trash and recycling receptacles at the end of every construction

day. Open trash receptacles shall be covered during wet weather.

E. All construction debris shall be promptly removed from the creek and river channels.

F. Runoff shall be detained, infiltrated, or treated, if needed, prior to conveyance off-site during construction.

ii. Fueling and maintenance of construction equipment and vehicles shall be conducted off site if feasible. Any fueling and maintenance of mobile equipment conducted on site shall take place at a designated area located at least 50 feet from coastal waters, drainage courses, and storm drain inlets, if feasible, except inlets that are blocked to protect against fuel spills. The fueling and maintenance area shall be designed to fully contain any spills of fuel, oil, or other contaminants. Equipment that cannot be feasibly relocated to a designated fueling and maintenance area (such as cranes) may be fueled and maintained in other areas of the site, provided that procedures are implemented to fully contain any potential spills.

iii. Machinery and equipment shall be washed in confined areas specifically designed to control runoff.

iv. Concrete work shall employ methods to prevent the placement of cement products, cement-laden wash water, or concrete debris where it could enter coastal waters, unless the concrete is of a type registered for in-water curing. All other concrete shall be fully cured, and concrete debris and construction materials shall be completely removed prior to re-watering the construction site. No concrete work shall take place when rain is likely to occur.

v. If pressure-treated wood is used in bridge construction, appropriate BMPs shall be implemented that meet industry standards for the selection, storage, and construction practices for use of pressure-treated wood in aquatic environments; at a minimum, those standards identified by the Western Wood Preservers Institute, et al. in *Treated Wood in Aquatic Environments: A Specification and Environmental Guide to Selecting, Installing and Managing Wood Preservation Systems in Aquatic and Wetland Environments* (2012) or current revision thereof.[1] BMPs shall include, but are not limited to:

A. All pressure-treated wood shall be certified by a third party inspection program, as indicated by the presence of a BMP Quality Mark or Certificate of Compliance, to have been produced in accordance with industry BMP standards specifically designed to minimize adverse impacts in aquatic environments.

[1] http://www.wwpinstitute.org/documents/TWinAquaticEnvironments-withLinks12.20.12.pdf

B. A type of wood preservative shall be used that minimizes the risk of adverse impacts to the site's aquatic environment, selected in the following order of preference: Chromated Copper Arsenate, Micronized Copper Azole or Micronized Alkaline Copper Quaternary, Ammoniacal Copper Zinc Arsenate, Alkaline Copper Quaternary, or Copper Azole.

C. All pressure-treated wood shall be labeled for the appropriate Use Category for the intended use, as specified by the American Wood Protection Association Standard U1. To minimize the amount of preservative present in the pressure-treated wood that may subsequently leach into the aquatic environment, wood treated to the standards for a higher Use Category (i.e., with a higher preservative retention level) than is necessary for the project component may not be used.

D. A penetrating coating (such as a semi-transparent stain) shall be applied, prior to installation, to treated wood used in bridge construction, to reduce leaching and surface dislodgment of the preservative chemicals.

c. **Construction In, Over, or Adjacent to Coastal Waters.** Construction taking place in, over, or adjacent to coastal waters shall protect the coastal waters and adjacent habitat by implementing additional BMPs, including:

i. Pile driving operations shall be conducted so as to minimize disturbance to benthic substrates.

ii. Machinery or construction materials not essential for project activities within the creek and river channels are prohibited at all times within the creek and river channels.

iii. Tarps or other devices shall be used to capture debris, dust, oil, grease, rust, dirt, fine particles, and spills during construction taking place in, over, or adjacent to coastal waters, to protect the quality of coastal waters.

iv. Any debris discharged to coastal waters in association with construction activities shall be immediately retrieved and removed from the water. The permittee shall ensure that sufficient staff and equipment are available to accomplish immediate collection of debris as needed. Non-buoyant debris discharged into coastal waters shall be removed immediately.

v. Reasonable and prudent measures shall be taken to prevent any discharge of fuel or oily waste from heavy machinery or construction equipment into coastal waters. The permittee shall have adequate equipment available to contain any such spill immediately.

d. **Minimize Other Impacts of Construction Activities.** Other impacts of construction activities shall be minimized through the use of appropriate BMPs, including:

   i. The damage or removal of non-invasive vegetation (including trees, native vegetation, and root structures) during construction shall be minimized, to achieve water quality benefits such as transpiration, vegetative interception, pollutant uptake, shading of waterways, and erosion control.

   ii. Soil compaction due to construction activities shall be minimized, to retain the natural stormwater infiltration capacity of the soil.

   iii. The use of temporary erosion and sediment control products (such as fiber rolls, erosion control blankets, mulch control netting, and silt fences) that incorporate plastic netting (such as polypropylene, nylon, polyethylene, polyester, or other synthetic fibers) shall be avoided as much as feasible, to minimize wildlife entanglement and plastic debris pollution.

e. **Manage Construction-Phase BMPs.** Appropriate protocols shall be implemented to manage all construction-phase BMPs (including installation and removal, ongoing operation, inspection, maintenance, and training), to protect coastal water quality.

f. **Construction Site Map and Narrative Description.** The Construction-Phase Pollution Prevention Plan shall include a construction site map and a narrative description addressing, at a minimum, the following required components:

   i. A map delineating the construction site, construction phasing boundaries, and the location of all temporary construction-phase BMPs (such as silt fences, inlet protection, and sediment basins).

   ii. The areas to be disturbed by construction activities, including any temporary access roads, staging areas, and stockpile areas, shall be delineated on a map.

   iii. A detailed description of the phasing and scheduling of construction activities, including staging of equipment and materials.

   iv. A description of the BMPs that will be implemented to minimize land disturbance activities, minimize the construction footprint, minimize soil compaction, and minimize damage or removal of non-invasive vegetation. Include a construction phasing schedule, if applicable to the project, with a description and timeline of significant land disturbance activities.

   v. A description of the BMPs that will be implemented to minimize erosion and sedimentation, and to minimize the discharge of other pollutants resulting from construction activities. Include calculations that demonstrate proper scale of BMPs.

vi. A description and schedule for the management of all construction-phase BMPs (including installation and removal, ongoing operation, inspection, maintenance, and training). Identify any temporary BMPs that will be converted to permanent post-development BMPs.

The applicant shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No change to the plans shall occur without a Commission-approved amendment to the permit, unless the Executive Director determines that no such amendment is legally required.

5. **Construction Debris Removal.** PRIOR TO COMMENCEMENT OF CONSTRUCTION, the applicant shall submit, for the review and written approval of the Executive Director, a debris removal plan for the construction phase of the project, prepared by a licensed engineer or other qualified licensed professional. The plan shall incorporate the following Best Management Practices (BMPs) and other requirements:

   a. For activities that may result in substantial debris discharge, the applicant shall deploy a surface boom around the work area to facilitate capture and removal of debris. Non-buoyant debris discharged into coastal waters shall be removed immediately.

   b. All construction trestles, piles, falsework, and related staging material shall be completely removed at the end of bridge construction.

   c. All debris resulting from construction activities shall be removed from the project site within 24 hours of completion of construction.

   d. At the end of each day of construction activity, the permittee shall conduct a visual inspection of the project area to ensure that no construction materials debris, trash, or waste material of any kind has been placed or stored where it may be subject to entering coastal waters.

   e. The permittee shall dispose of all construction debris outside of the coastal zone or at a site within the coastal zone permitted to receive the debris from the proposed project. PRIOR TO CONSTRUCTION, the permittee shall provide evidence to the Executive Director of the location of the disposal site. Should the disposal site be located in the coastal zone, the permittee shall confer with the Executive Director and shall accept the Executive Director's determination as to whether a separate coastal development permit or notice of impending development is required.

6. **Post-Construction Water Quality Protection Plan**. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and written approval of the Executive Director, a final water quality protection plan for the post-construction phase of the project that substantially

conforms with the plan submitted to the Commission titled "Mid-Coast Corridor Transit Project Preliminary Storm Water Data Report" dated March 6, 2013 and grading and drainage plans submitted on February 5, 2016. The final plan shall demonstrate that the project complies with the following requirements:

a. **Prepare Plan by a Licensed Professional.** A California-licensed professional (e.g., Registered Professional Civil Engineer, Geotechnical Engineer, Geologist, Engineering Geologist, Hydrogeologist, or Landscape Architect) qualified to complete this work shall be responsible for preparing the plan.

b. **Size BMPs Using Design Storm Standard.** Any Low Impact Development (LID), Runoff Control, and Treatment Control BMP (or suite of BMPs) implemented to comply with the plan requirements shall be sized, designed, and managed to infiltrate, retain, or treat, at a minimum, the runoff produced by the 85th percentile 24-hour storm event for volume-based BMPs, or two times the 85th percentile 1-hour storm event for flow-based BMPs.

c. **Use an LID Approach to Retain Design Storm Runoff.** An LID approach to stormwater management shall be implemented that will retain on-site (by means of infiltration, evapotranspiration, or harvesting), at a minimum, the runoff produced by the 85th percentile 24-hour design storm (see subsection (b) of this Special Condition), to the extent feasible. Ballasted tracks shall be implemented as an infiltration BMP to retain the design storm runoff on-site, to the extent feasible. Ballasted tracks shall be implemented as an infiltration BMP to retain the design storm runoff on-site, to the extent feasible.

d. **Give Priority to Earthen-Based BMPs.** Where feasible, direct stormwater runoff from impervious surfaces to, in order of priority, 1) landscaped areas or open spaces capable of infiltration; 2) earthen-based infiltration BMPs (such as an infiltration basin); 3) flow-through biofiltration BMPs (such as a vegetated swale); 4), manufactured infiltration BMPs (such as a permeable pavement system); and if infiltration is not feasible, 5) proprietary filtration systems (such as an inlet filter).

e. **Conduct an Alternatives Analysis.** If the proposed development will not retain on-site the runoff produced by the 85th percentile 24-hour design storm (see subsection (b) of this Special Condition) using an LID approach, an alternatives analysis shall be conducted. The alternatives analysis shall demonstrate that:

   i. There are no appropriate and feasible alternative project designs (such as a reduced project footprint) that would retain on-site the runoff produced by the 85th percentile 24-hour design storm, giving precedence to an LID approach.

   ii. On-site runoff retention is maximized to the extent appropriate and feasible, giving precedence to an LID approach.

iii. If (i) and (ii), are demonstrated to the satisfaction of the Executive Director, some or all of the runoff produced by the 85th percentile 24-hour design storm may be retained off-site, if it is demonstrated that off-site options will feasibly contribute to meeting the development's runoff retention and treatment requirements.

f. **Implement a Treatment Control BMP if Necessary**. A Treatment Control BMP (e.g., vegetated swale, detention basin, or storm drain inlet filter) shall be implemented, if necessary and feasible, to remove pollutants of concern (such as metals and trash) from runoff. The project shall comply with the following applicability and performance standards for Treatment Control BMPs:

i. A Treatment Control BMP (or suite of BMPs) shall be implemented, if feasible, to remove pollutants of concern from any portion of the runoff produced by the 85th percentile 24-hour design storm (see subsection (b) of this Special Condition) that will not be retained on-site.

ii. Where infiltration BMPs are not adequate to remove a specific pollutant attributed to the development, an effective Treatment Control BMP (or suite of BMPs) shall be implemented, if feasible, prior to infiltration of runoff. Alternatively, the permittee may propose another BMP for Executive Director approval.

iii. Where a Treatment Control BMP is required, a BMP (or suite of BMPs) shall be selected that has been shown to be effective in reducing the pollutants generated by the proposed land use.

g. **Implement a Runoff Control BMP.** If the project will add a net total of more than 15,000 square feet of impervious surface area, a Runoff Control BMP shall be implemented, if feasible, to capture and retain a portion of the anticipated increase in runoff volume after the a site is developed. Runoff Control BMPs shall be sized for the appropriate design storm (as specified below). For purposes of this subsection, a Runoff Control BMP is defined as a structural system designed to minimize post-development changes in runoff flow characteristics, such as a basin, pond, topographic depression, or stormwater vault. The project shall comply with the following applicability and performance standards for Runoff Control BMPs:

i. If feasible, implement a Runoff Control BMP that uses Flow Retention techniques, sized to capture and retain any portion of the runoff volume produced by the 85th percentile 24-hour design storm (see subsection (c) of this Special Condition) that will not be retained on-site using an LID approach. Flow Retention techniques shall optimize infiltration, and shall use stormwater storage, harvesting for later on-site use, or evapotranspiration to address all of the required runoff flow retention volume that cannot be infiltrated.

ii. In addition to using Flow Retention techniques, if the development will add a net total of more than 22,500 square feet of impervious surface area, a Runoff Control BMP that uses Peak Management techniques shall also be implemented, if feasible, and shall be sized to prevent post-development runoff peak flows discharged from the site from exceeding pre-project peak flows for the 2-year through 10-year storm events.

h. **Give Precedence to Low Impact Development.** The permittee shall give precedence to the use of a Low Impact Development (LID) approach to stormwater management. LID emphasizes preventive site design strategies that minimize post-development changes in the site's stormwater runoff flows, integrated with small-scale, distributed BMPs to retain runoff on site through infiltration, evapotranspiration, harvesting for later on-site use, detention, or retention of stormwater close to the source. The project shall comply with the following Low Impact Development standards:

i. Minimize disturbance of coastal waters and natural drainage features such as stream corridors, rivers, wetlands, natural drainage patterns, drainage swales, groundwater recharge areas, floodplains, and topographical depressions.

ii. Minimize removal of native vegetation, and plant additional non-invasive vegetation, particularly native plants, which provide water quality benefits such as transpiration, interception of rainfall, pollutant uptake, shading of waterways to maintain water temperature, and erosion control.

iii. Maintain or enhance on-site infiltration of runoff to the greatest extent appropriate and feasible. Use strategies such as avoiding building impervious surfaces on highly permeable soils; amending soil if needed to enhance infiltration; and installing an infiltration BMP (e.g., a vegetated swale, rain garden, or bioretention system).

iv. Minimize the addition of impervious surfaces, and where feasible increase the area of pervious surfaces in re-development. Use strategies such as minimizing the footprint of impervious pavement, and installing a permeable pavement system where pavement is required. Lining earthen drainage ditches with concrete shall be avoided to the extent feasible.

v. Disconnect impervious surface areas from the storm drain system, by interposing permeable areas between impervious surfaces and the storm drain system. Design curbs, berms, and similar structures to avoid isolation of vegetative landscaping and other permeable areas, and allow runoff to flow from impervious pavement to permeable areas for infiltration. Use strategies such as directing roof-top runoff into permeable landscaped areas; directing runoff from impervious pavement into distributed permeable areas (e.g., turf, medians, or parking islands); installing a vegetated swale or filter strip to intercept runoff sheet flow from impervious surfaces;

and installing a rain barrel or cistern to capture and store roof-top runoff for later use in on-site irrigation.

vi. Where on-site infiltration is not appropriate or feasible, use alternative BMPs to minimize post-development changes in runoff flows, such as installing an evapotranspiration BMP that does not infiltrate into the ground but uses evapotranspiration to reduce runoff (e.g., a vegetated "green roof," flow-through planter, or retention pond); directing runoff to an off-site infiltration facility; or implementing BMPs to reduce runoff volume, velocity, and flow rate before directing runoff to the storm drain system.

i. **Implement Source Control BMPs.** Appropriate and feasible long-term Source Control BMPs, which may be structural features or operational practices, shall be implemented to minimize the transport of pollutants in runoff from the development by controlling pollutant sources and keeping pollutants segregated from runoff. Use strategies such as covering outdoor storage areas; efficient irrigation; proper application and clean-up of potentially harmful chemicals and fertilizers; and proper disposal of waste.

Gross solids removal devices to remove litter from stormwater runoff shall be used to prevent litter from entering coastal waters, whether or not a Total Maximum Daily Load (TMDL) is in place for trash or litter in the receiving waterbody.

j. **Avoid Adverse Impacts from Stormwater and Dry Weather Discharges.** The adverse impacts of discharging stormwater or dry weather runoff flows to coastal waters shall be avoided to the extent feasible. The project shall comply with the following requirements:

i. Runoff shall be conveyed off-site or to drainage systems in a non-erosive manner. If runoff flows to a natural stream channel or drainage course, determine whether the added volume of runoff is large enough to trigger erosion.

ii. Protective measures shall be used to prevent erosion from concentrated runoff flows at stormwater outlets (including outlets of pipes, drains, culverts, ditches, swales, or channels), if the discharge velocity will be sufficient to potentially cause erosion. The type of measures selected for outlet erosion prevention shall be prioritized in the following order, depending on the characteristics of the site and the discharge velocity: (1) vegetative bioengineered measures (such as plant wattles); (2) a hardened structure consisting of loose materials (such as a rip-rap apron or rock slope protection); or (3) a fixed energy dissipation structure (such as a concrete apron, grouted rip-rap, or baffles).

iii. The discharge of dry weather runoff to coastal waters shall be minimized, to the greatest extent feasible. Use strategies such as efficient irrigation techniques that minimize off-site runoff.

k. **Manage Post-Development BMPs for the Life of the Development.** Appropriate protocols shall be implemented to manage post-development BMPs (including ongoing operation, maintenance, inspection, and training) to keep the water quality provisions effective for the life of the development.

7. **Assumption of Risk, Waiver or Liability, and Indemnity Agreement**

By acceptance of this permit, the applicant acknowledges and agrees (1) that the site may be subject to hazards, including but not limited to waves and flooding; (2) to assume the risks to the applicant, the landowner, and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (3) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (4) 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.

8. **Sensitive Species Monitoring.**

PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES during bird nesting season (February 1st through September 15th), a qualified biologist shall conduct a site survey for active nests no more than 72 hours prior to any development. If an active nest of a special-status species or species protected by the federal Migratory Bird Treaty Act (MBTA) or the California Fish and Game Code 3503 is located, then a qualified biologist shall monitor the nest daily until project activities are no longer occurring within a distance feet of the nest appropriate to the sensitivity of the species and determined in consultation with CDFW (typically 300 feet for most species, up to 500 feet for raptors), or until the young have fledged and are independent of the adults or the nest is otherwise abandoned. Limits of construction around active nests would be established in the field with flagging, fencing, or other appropriate barriers, and construction personnel would be instructed on the sensitivity of nest areas. The monitoring biologist shall halt construction activities if he or she determines that the construction activities may be disturbing or disrupting the nesting activities. The monitoring biologist shall make practicable recommendations to reduce the noise or disturbance in the vicinity of the active nests or birds. This may include recommendations such as (1) turning off vehicle engines and other equipment whenever possible to reduce noise, (2) working in other areas until the young have fledged, and (3) utilizing alternative construction methods and technologies to reduce the noise of construction machinery. The monitoring biologist shall review and verify compliance with these avoidance boundaries and shall verify that the nesting effort has finished in a written report. Unrestricted construction activities may resume when the biologist confirms no active nests are found. The results of the site survey and any follow-up construction avoidance measures shall

be documented by the monitoring biologist and submitted to the San Diego office of the California Coastal Commission.

9. **Final Offsite Habitat Mitigation and Monitoring Plan.** PRIOR TO COMMENCEMENT OF CONSTRUCTION WITHIN THE SAN DIEGO RIVER CHANNEL OR TECOLOTE CREEK, the applicant shall submit to the Executive Director for review and written approval, final detailed offsite mitigation and monitoring plan for all impacts to sensitive biological resources. Said plan shall include the following:

   a. Preparation of detailed site plans identifying all impacted habitat areas and clearly delineating all areas and the exact acreage of those areas. Both temporary and permanent impacts shall be part of the delineation.

   b. All impacts to wetland habitat (temporary and permanent), including ephemeral pools, shall be mitigated through restoration at not less than a 4:1 mitigation ratio. If the final habitat mitigation and monitoring plan includes enhancement as a part of the proposed mitigation, then a higher ratio shall be required for that portion of the mitigation work. In addition, a detailed site plan of the mitigation areas shall be included and shall include any proposed irrigation (temporary or permanent), as well as any proposed site modification.

   c. A Restoration and Monitoring Plan shall be prepared by a qualified restoration ecologist and shall at a minimum include the following:

      i. A baseline assessment, including photographs, of the current physical and ecological condition of the proposed restoration site, including, as appropriate, a wetland delineation conducted according to the definitions in the Coastal Act (Pub. Resources Code, § 30121) and the Commission's Regulations (Cal. Code of Regs., tit. 14, § 13577(b)), a description and map showing the area and distribution of vegetation types, and a map showing the distribution and abundance of sensitive plant and wildlife species. Existing vegetation, wetlands, and sensitive species shall be depicted on a map that includes the footprint of the proposed restoration.

      ii. A description of the goals of the restoration plan, including proposed alterations, as appropriate, to site topography, hydrology, vegetation types, sensitive species, and anticipated wildlife usage. Restoration goals should be identified based on sampling of an appropriate and pre-approved reference site within the same or adjacent watershed as the restoration site, and the maximum allowable difference between the restoration site and reference site(s) specified. The reference site should be representative of the vegetation present in the area and should consist of the same or similar soil type to the restoration site. A

sampling plan for the reference site should be prepared and follow standard random sampling methodologies, and employ a power analysis with at least 80% power.

iii. A description of planned site preparation and invasive plant removal, including methods of invasive plant removal, and steps to prevent the re-establishment of invasive plants, or methods for prolonged and repeated removal of invasive plants until the time when native plants exclude invasive plant re-establishment.

iv. A restoration plan including the planting palette (seed mix (densities) and container plants (number per area), planting design, source of plant material, plant installation, erosion control methods, irrigation, and remediation. The planting palette shall be made up exclusively of native plants that are appropriate to the habitat and region and that are grown from seeds or vegetative materials obtained from local natural habitats so as to protect the genetic makeup of natural populations. All seed or container plants must be derived from plants local to the immediate area to preserve local population diversity of wetland species. Horticultural varieties may not be used. The restoration plan should also include a schedule detailing timing of planting and any planned maintenance activities.

v. A brief report and documented photo evidence on the physical and biological "as built" condition of the mitigation site, to be submitted within 30 days of completion of the initial restoration activities. The report shall describe the field implementation of the approved restoration program and any problems and resolutions, with photographs as needed, as well as recommendations for adaptive management. The "as built" assessment and report shall be completed by a qualified biologist, who is independent of the installation contractor.

vi. A plan for interim monitoring and maintenance, including:

A. A schedule for monitoring, maintenance, and reporting activities.

B. Interim performance standards and final success criteria

C. A description of monitoring activities including sampling design, number of samples, sample density, and appropriate steps for maintenance if interim performance standards are not met.

D. A monitoring period of no less than five years with criteria for extending the period of monitoring if performance standards are not met.

E. Provision for submission of annual reports of monitoring results to the Executive Director for the duration of the required monitoring period, beginning within one year after submission of the "as-built" report. Each report shall be cumulative and shall summarize all previous results. Each report shall document the condition of the restoration with photographs taken from the same fixed points in the same directions. Each report shall also include a "Performance Evaluation" section where information and results from the monitoring program are used to evaluate the status of the restoration project in relation to the interim performance standards and final success criteria. After initial success criteria are met, reports should be submitted every 10 years thereafter over the life of the development.

vii. Final Success Criteria for each habitat type, including, as appropriate:

A. A measure of total plant species diversity

B. Total percent ground cover of all vegetation, of target vegetation species and habitats if more than one habitat type is restored, and of native vegetation.

C. Types and frequency of wildlife usage

D. Hydrology, including any changes in the hydrology introduced with the restoration.

E. Presence, abundance, and distribution of sensitive species or other individual target species

viii. The method by which success will be judged, including:

A. Type of comparison, such as comparing a census of the restoration site to a fixed standard derived from the literature or observations of nearby natural habitats; comparing a census of the restoration site to a sample from a reference site; comparing a sample from the restoration site to a fixed standard; or comparing a sample from the restoration site to a sample from a reference site.

B. Identification and description, including photographs, of all reference sites that will be used.

C. Test of conformance to reference site criteria, as detailed in performance standards, at a minimum, determining

whether the result of a census is above a predetermined threshold (e.g. 85% native herbaceous vegetation), and a discussion of the statistical methods used to document conformity with reference site standards. The maximum allowable difference for each performance criteria between restoration and reference sites must be specified.

D. The field sampling design to be employed in both restoration and reference sites, including a description of the randomized placement of sampling units and the planned sample size, number of samples, and sampling density.

E. Prior to field sampling, a statistical power analysis should be performed to document that the planned sample number that will provide adequate statistical power to detect the maximum allowable difference. Generally, sampling should be conducted with sufficient replication to provide 80% power with alpha set to 0.05 to detect the maximum allowable difference and beta set to 20% or lower risk for the risk of error. This analysis will require an estimate of the sample variance based on the peer-reviewed literature or a preliminary sample of a reference site. A student's one-way or two-way t-test should be performed to detect differences among sample means.

F. A statement that final monitoring for success will occur after at least three years with no remediation or maintenance activities other than weeding, but no sooner than five years after completion of the restoration.

ix. Submission of a final monitoring report to the Executive Director at the end of the final monitoring period. The final report must be prepared by a qualified restoration ecologist. The report shall evaluate whether the restoration site conforms to the goals and success criteria set forth in the approved final restoration program.

x. Provision for possible further action. If the final report indicates that the restoration project has been unsuccessful, in part or in whole, based on the approved success criteria, the applicant shall submit within 90 days a revised or supplemental restoration program that addresses and proposes solutions to resolve the remaining problems. The revised restoration program shall be processed as an amendment to this coastal development permit unless the Executive Director determines that no permit amendment is legally required.

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

10. **Timing of Offsite Mitigation Implementation.** By acceptance of this permit, the applicant acknowledges and agrees to obtain Coastal Commission approval for a coastal development permit by December 31, 2016, to implement the Final Habitat Mitigation and Monitoring Plan required by Special Condition No. 9. If a coastal development permit for the proposed mitigation work at the Tijuana River Valley Regional Park is not approved by that date, SANDAG shall develop a Habitat Mitigation and Monitoring Plan for an alternative site and submit a coastal development permit application for implementation of the Habitat Mitigation and Monitoring Plan to the Coastal Commission no later than March 1, 2017. Failure to obtain approval for a coastal development permit by that time will be a violation of this permit and shall be reported to the Executive Director.

11. **Final Lighting Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, a final detailed lighting plan for all lighting along the proposed rail segment and stations. Said plan shall include the following:

    a. The lighting at the proposed stations shall use the minimum number of lighting fixtures and minimum brightness necessary to achieve adequate illumination for the platforms, pedestrian paths, and parking areas. All lighting shall be shielded and directed downward to minimize spillover into adjacent habitat areas.

12. **Other Agency Approvals.** PRIOR TO COMMENCEMENT OF CONSTRUCTION WITHIN THE SAN DIEGO RIVER CHANNEL OR TECOLOTE CREEK, the permittee shall provide to the Executive Director copies of all other required state or federal discretionary permits issued by U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Regional Water Quality Control Board, and California Department of Fish and Wildlife for the proposed project.

    The applicant shall inform the Executive Director of any changes to the project required by other state or federal agencies. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this coastal development permit, unless the Executive Director determines that no amendment is legally required.

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION

The San Diego Association of Governments (SANDAG) proposes to extend the Blue Line of the San Diego Trolley (Trolley) by constructing a new 11-mile light rail track with nine new stations along the Metropolitan Transit System's (MTS) right-of-way from just north of the Old Town Transit Center (OTTC) to the University Towne Centre (UTC) mall and transit center in the University City community in northern San Diego. A 3.5-mile segment of the new Trolley line between Interstate-8 and Balboa Avenue, with three bridge crossings over the San Diego River, Tecolote Creek, and Balboa Avenue, and portions of three stations located at Tecolote Road, Clairemont Drive, and Balboa Avenue, are located within the coastal zone in the retained permit jurisdiction of the Coastal Commission. The alignment of the proposed light rail is adjacent to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor on the west and Morena Boulevard – just outside of the coastal zone – on the east.

The project site is east of Mission Bay Park, Interstate-5, and the LOSSAN rail corridor, along the boundary of the coastal zone. Mission Bay Park, which neighbors the project area, is primarily unzoned and is a dedicated public park. While the park has a certified Mission Bay Park Master Plan, the subject site is located within the City of San Diego in an area of deferred certification, where the Commission retains permit authority and Chapter 3 of the Coastal Act remains the legal standard of review.

The proposed San Diego River bridge would be approximately 900 feet long and 30 feet, 6 inches wide, and would also cross over the Ocean Beach Bicycle Path and Friars Road, which are adjacent and parallel to the river. The bridge would be constructed a minimum of 4 feet above the top of the river bank, while the rail would be a minimum of 11 feet, 6 inches above the top of the river bank. The bottom of the bridge would be approximately 16 feet above Friars Road, while the top of the rail would be approximately 25 feet above Friars Road. The bridge would consist of seven spans and would be supported by six oblong pier columns measuring 5 feet, 6 inches by 8 feet 3 inches (approximately 36 square feet each), five of which would be located within the San Diego River outside of the low flow channel.

The proposed Tecolote Creek bridge would be approximately 71 feet, 6 inches long and 31 feet, 3 inches wide. The bridge would be constructed 13 feet above the creek bank, and would consist of two spans supported by a single row of four 2 feet, 6 inch diameter (5 square feet each) pier columns placed within the existing concrete-lined creek channel. The columns would be lined up with supports for the existing adjacent LOSSAN rail bridge over Tecolote Creek.

The grade-separated bridge over Balboa Avenue would be 134 feet, 2 inches long and 42 feet, 3 inches wide, with the bridge constructed 18 feet above Balboa Avenue.

All of the bridges, along with the rest of the Trolley line, would have 30-ft. tall catenary poles built on top, spaced approximately 150 feet apart; wires would span the distances between these poles, providing power to the Trolley.

While three new stations at Tecolote Road, Clairemont Drive, and Balboa Avenue are proposed along the subject 3.5-mile stretch of light rail, the majority of the stations would be located east of the rail line, and thus outside of the coastal zone. However, portions of the station boarding platforms are within the coastal zone: 5,400 square feet of the Tecolote Road station, 4,320 square feet of the Clairemont Drive station, and 5,400 square feet of the Balboa Avenue station.

Typical station features would include benches, light fixtures, canopies, information kiosks, ticket vending machines, card readers, public phones, trash receptacles, and digital messaging signs. The canopies would be 14 feet in height, while the light fixtures would be 16 feet in height, with downward-directed, light emitting diode (LED) light fixtures. All three stations would be located adjacent to the LOSSAN rail tracks, and due to the passage of large trains, the platforms would be separated from the train tracks by a solid 8-foot high concrete wall for the entire length of the platform, with 4-foot high woven iron fence extending 50 feet beyond each end of the wall. All new stations would be side-platform stations with 360-foot long platforms designed to accommodate up to four trolley cars and comply with the Americans with Disabilities Act (ADA).

Electricity to power the light rail vehicles would be provided by Traction Power Substations (TPSS) located at the stations. The TPSS would be 15-foot tall, 40-foot by 15-foot unmanned equipment enclosures within 45-foot by 75-foot fenced sites.

The Tecolote Road station would be an at-grade station located south of the Tecolote Road overcrossing. This station includes 280 surface parking spaces, with 180 parking spaces adjacent to the west side of West Morena Boulevard and another 100 parking spaces to the south of Vega Street. Short-term parking spaces would be provided for passenger pick-up and drop-off, and bus stops and turnouts would be provided on both sides of West Morena Boulevard, requiring its widening and the removal of 15 on-street parking spaces on the east side. Pedestrian ramps would be constructed on the east side of Morena Boulevard up to Tecolote Road, and existing sidewalks would be extended.

The Clairemont Drive station would be an at-grade station located south of the Clairemont Drive overcrossing and adjacent to Morena Boulevard on the west side. The station includes a 150-space surface parking lot across the street to the east. New ramps on both sides of Clairemont Drive would connect the station to Clairemont Drive, and existing sidewalks would be extended.

The Balboa Avenue station would be an at-grade station with a surface parking lot of 220 spaces, five bus bays, and short-term parking. The connecting vehicle ramps between Balboa Avenue and Morena Boulevard would be rebuilt to funnel traffic into new signalized intersections on Morena Boulevard. New sidewalks and ramps on Balboa and Morena Boulevard would provide pedestrian access.

The existing unsignalized intersection of Balboa Drive and the northbound Interstate-5 off-ramp would be converted to a signalized intersection, maintaining the right-turn only orientation onto eastbound Balboa Avenue and adding a pedestrian crosswalk at the Interstate-5 off-ramp. Three new 30-foot tall signal poles would be installed, one on both

sides of the off-ramps near the curb ramps and one on the raised center median. To accommodate queuing associated with this new signal, most of the Interstate-5 northbound off-ramp would be reconstructed from its current 26-foot wide, one lane configuration into a 36-foot wide, two-lane configuration with a 145-foot long retaining wall on the east side and a 5-foot wide ADA-compliant sidewalk extending 110 feet east from the intersection. Two curb ramps on each side of the off-ramp would provide pedestrian access along eastbound Balboa Avenue. The sidewalk on the northern side of Balboa Avenue would also be improved, extending east from Santa Fe Street for 95 feet.

B. PUBLIC ACCESS AND TRANSPORTATION

Section 30210 of the Coastal Act states:

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

Section 30212(a) of the Coastal Act states:

> *(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 resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.*

Section 30212.5 of the Coastal Act states:

> *Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, or overcrowding or overuse by the public of any single area.*

Section 30252 of the Coastal Act states in part:

> *The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local*

> *park acquisitions and development plans with the provision of onsite recreational facilities to serve the new development.*

Section 30253(d) of the Coastal Act states:

> *New development shall do all of the following: […]*
>
> *(d) Minimize energy consumption and vehicle miles traveled.*

Existing traffic congestion on major coastal accessways such as Interstate-5 adversely impacts the ability of the public to access the coast and makes it more difficult for the public to get to the beach as well as other coastal recreation areas. Section 30252 of the Coastal Act recognizes the importance of improving public access through, among other things, improvements in public transportation. The proposed development would expand Trolley service within the City of San Diego's coastal adjacent communities, enhancing public access to and along the coast while reducing the traffic and parking demand on coastal destinations. The reduced traffic on nearby roads and highways would also enhance public access for those that drive to the coast.

The proposed Trolley operating plan projects commuter demand to necessitate 15-minute service during peak and off-peak periods during the first year of service for the new line. By year 2030, weekday service is planned to increase and will operate every 7.5 minutes during peak periods (6–9 AM and 3–6 PM) and during off-peak midday periods. Fares are currently $2.50 and are projected to remain at that price through year 2030.

In addition to providing alternate transit to the immediately adjacent communities of Linda Vista, Mission Bay Park, and Clairemont, the proposed Trolley stations would provide parking reservoirs as well as bus connections to allow commuters and visitors to access adjacent coastal areas, including Mission Beach, Pacific Beach, and La Jolla. Proposed trolley station parking would also minimize parking spillover into adjacent communities. The Tecolote Road station would include 280 surface parking spaces, the Clairemont Drive station would include a 150-space surface parking lot, and the Balboa Avenue station would include a 220-space parking lot. Additionally, bicycle lockers would be provided at all three stations, encouraging commuters to bike to the stations instead of driving, further minimizing energy consumption and vehicle miles traveled.

To improve pedestrian access to the Balboa Avenue station, the existing unsignalized intersection of Balboa Drive and the northbound Interstate-5 off-ramp would be converted to a signalized intersection, maintaining the right-turn only orientation onto eastbound Balboa Avenue and adding a pedestrian crosswalk crossing the Interstate-5 off-ramp. To accommodate queuing associated with this new signal, most of the Interstate-5 northbound off-ramp would be reconstructed from its current 26-foot wide, one lane configuration into a 36-foot wide, two-lane configuration with a 145-foot long retaining wall on the east side and a 5-foot wide ADA-compliant sidewalk extending 110 feet east from the above intersection. Two curb ramps on each side of the off-ramp would provide pedestrian access along eastbound Balboa Avenue. The sidewalk on the northern

side of Balboa Avenue would also be improved; extending east from Santa Fe Street for 95 feet, though no new bike lanes are proposed.

Balboa Avenue is an important coastal access road and entry point into the coastal communities of Pacific Beach and Mission Bay Park, and the nearby intersection of Balboa Avenue and Mission Bay Drive is one of the most heavily trafficked in the City of San Diego. It is anticipated that three bus routes (Routes 8, 9, and 27) operated by San Diego Metropolitan Transit System (MTS) would provide connections between the Balboa Avenue station and the communities of Pacific Beach and Mission Beach. These routes would operate with 15-minute peak period headways by year 2030 (6-9 AM and 3-6 PM). The ability of Trolley riders to connect with bus service at the Balboa Avenue station would facilitate and encourage alternative transportation, thereby decreasing vehicle miles traveled, consistent with Section 30253(d).

To comply with vertical clearance requirements for the new San Diego River bridge, the existing Ocean Beach Bicycle Path is required to be lowered by 1.5 feet. As a result, the portion of the Ocean Beach Bicycle Path in the project area will be temporarily detoured onto nearby public streets, as a safety precaution, to protect cyclists from heavy construction related to the southern abutment and piles. The detour will start where the bike path intersects with Morena Boulevard and will travel south along Morena Boulevard, west along Taylor Street, and then north along Pacific Coast Highway to the intersection with the existing bike path.

Because the proposed project would be constructed over at least 18 months, to minimize the impacts to existing public access resources, **Special Condition No. 3** requires that the applicant submit and adhere to approved staging and storage plans that avoid occupation of public parking spaces and that require the existing Ocean Beach Bicycle Path along the San Diego River to remain open in its current or minimally detoured alignment for the duration of construction. Thus, because the proposed project would improve public access by reducing traffic loads on existing coastal roads, provide alternate means to access coastal destinations, and would not adversely impact existing bikeways, the Commission finds the proposed project, as conditioned, consistent with the public access and transportation policies of Chapter 3 of the Coastal Act.

C. 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 maritime environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy population 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 effect of waste water discharges and entrainments, 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 relevant 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 basin, vessel berthing and mooring areas, ad boat launching ramps;

3) 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;

4) 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.

5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas;

6) Restoration purposes;

7) Nature study, aquaculture, or similar resource dependent activities

[…]

(c) In addition to the other provision of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary…

Section 30240 of the Coastal 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.*

Existing Conditions

In the Tecolote Road, Clairemont Drive, and Balboa Avenue station areas, transportation uses, including Interstate-5, LOSSAN rail corridor, and the MTS right-of-way, comprise approximately 30-38 percent of total existing land uses. Outside of the stations and within the light rail corridor area, the project alignment would be located primarily within existing developed or disturbed right-of-way, with adjacent uses including, but not limited to, transportation, light industrial, commercial, residential, and park uses.

Existing wetland and marine resources in and adjacent to the Trolley corridor consist primarily of alkali marsh, freshwater marsh, Southern willow scrub, and mulefat scrub. The riparian and wetland plant communities in the project area provide some habitat for sensitive species. However, these communities include a limited diversity of native plants, are characterized by the presence of invasive, non-native plant species, and are subject to disturbance due to the presence of transient encampments. A few ephemeral pools occur during storm events along the existing rail corridor, and a survey for special-status vernal pool branchiopods, such as the Riverside and San Diego fairy shrimp, was conducted along the rail alignment from Rose Canyon in the north to Tecolote Road in the south.

Wildlife corridors are linear features connecting large patches of natural open space and provide for annual dispersal or migration, as well as plant dispersal. Although areas north and south of the San Diego River are highly urbanized, the river corridor provides a sheltered and relatively continuous corridor for fish and wildlife movement between coastal and inland habitats. The San Diego River ultimately links open space to the east of Interstate-15 at Mission Trails Regional Park to the Pacific Ocean, and serves as a regional and local wildlife corridor and habitat linkage.

The portion of Tecolote Creek within the project area is a concrete-lined channel in a highly urbanized setting, but it does connect Mission Bay Park 700 feet to the west with the open space and canyons of the Tecolote Creek watershed one mile to the east. While the concrete-lined design of this segment of Tecolote Creek limits the presence of wetland vegetation, the proposed bridge crossing is located close enough to Mission Bay that it is tidally influenced by water from the bay.

Wildlife surveys were conducted within 500 feet of the project site. The coastal California gnatcatcher and the San Diego fairy shrimp were identified within the project area. The Least Bell's Vireo and Southwestern Willow Flycatcher were not recorded during biological surveys; however, two Least Bell's Vireos were detected in 2014 in a separate location along Rose Creek in a segment of the proposed Trolley line not in the coastal zone. No Southwestern Willow Flycatchers were observed. Although Least Bell's Vireo and Southwestern Willow Flycatcher were not observed nesting in the survey area, the loss of suitable riparian habitat could impact these species if either occupies the area prior to construction. The Ridgway Rail was determined to have a moderate potential to forage within the San Diego River.

Seven wildlife species considered special status based on designations by USFWS, CDFW, or the City of San Diego were observed during the wildlife surveys: Cooper's Hawk, Double-Crested Cormorant, Long-Billed Curlew, Yellow-Breasted Chat, Tallow Warbler, White-Tailed Kite, and Mule Deer. The loss of riparian, Diegan coastal sage scrub, and non-native grassland vegetation communities could reduce foraging or nesting habitat for these species. Double-Crested Cormorant and Ridgway Rail may forage within aquatic and wetland habitat at the San Diego River. Other species not observed but with a potential to occur, and thus could be impacted through loss of wetland and riparian habitat, include the Western Spadefoot Toad, Silver Legless Lizard, Coronado Island Skink, and Two-Striped Garter Snake.

Impacts

Most of the proposed light rail alignment and related development has been sited within an existing rail corridor and adjacent to developed, disturbed areas along Morena Boulevard, which minimizes encroachment into nearby sensitive habitat areas. Nevertheless, the proposed project would result in new temporary and permanent impacts to sensitive riparian and wetland habitat within and adjacent to the San Diego River and Tecolote Creek, as well as ephemeral pools in disturbed areas along Morena Boulevard and the LOSSAN rail tracks. The San Diego River bridge crossing and the Tecolote Creek bridge crossing would have both direct and indirect impacts to sensitive habitat. Direct impacts would occur as a result of the installation of permanent piers in the river and creek channel. Indirect impacts would occur as a result of shading from the new bridge crossings.

The San Diego River bridge would consist of seven spans and would be supported by six oblong pier columns measuring 5 feet, 6 inches by 8 feet 3 inches (approximately 36 square feet) and be approximately 900 feet long and 30 feet, 6 inches wide. This would permanently occupy a total of 216 square feet of land and permanently shade 0.63-acre of area under the bridge. However, because the San Diego River bridge would also cross over the Ocean Beach Bicycle Path and Friars Road, which are adjacent and parallel to the river, not all of the impacts from the bridge would affect the river. Five of the six support columns would be located in the San Diego River outside of the low flow channel. Approximately 0.51-acre of river bottom would be permanently impacted by shading and approximately 180 square feet of river bottom would be permanently impacted by installation of the support piers.

The proposed San Diego River bridge would feature bat-friendly structures, and if feasible, expansion gaps and hinges on the proposed bridge would be designed to be suitable for bat use as roosting habitat based on current bat-friendly design specifications. If necessary add-on bat roosting structures would be provided.

The following work would occur in the soft-bottomed San Diego River, but outside of the low flow channel: ground improvements within the footprint of the bridge, construction of the bridge foundations and columns, erection of falsework, and forming and casting of the superstructure. Construction vehicle and equipment access to the project site would be provided via Pacific Highway and Anna Avenue on the west side of the right-of-way and along Anna Avenue and West Morena Boulevard on the east side of the right-of-way. The San Diego River would be accessed from Friars Road through the floodway berm located south of Friars Road. SANDAG proposes that construction vehicles would drive on the floodplain within a temporary impact area, and that a temporary trestle would span the San Diego River active channel during construction of the bridge. Construction of the San Diego River bridge would take approximately 18 months.

The Tecolote Creek bridge would be approximately 71 feet, 6 inches long and 31 feet, 3 inches wide and consist of two spans supported by a single row of four 2 feet, 6 inch diameter (5 square feet each) pier columns placed within the existing concrete-lined creek channel. The columns would be lined up with existing supports for the adjacent LOSSAN rail bridge over Tecolote Creek. Thus, the amount of creek channel impacted by permanent shading and permanently occupied by support piers would be approximately 0.05-acre and 20 square feet, respectively. Construction staging and access would occur within the disturbed area between the rail right-of-way and Morena Boulevard, where the Tecolote Road station would later be constructed. The following work would occur in the concrete-lined portion of Tecolote Creek: construction of the bridge foundations, columns, falsework, and forming and casting of the superstructure. Construction of the bridge would take approximately 9 months.

Construction activity for the two above bridge crossings is expected to impact an additional 0.32-acre of wetland and riparian habitat outside of the bridges' footprints, mostly resulting from removal of vegetation during construction of the San Diego River bridge crossing, as Tecolote Creek is concrete-lined. The removal of existing vegetation communities during construction is necessary in order for the following activities: falsework, ground improvements, cranes, pump trucks, construction access, haul routes, and temporary lay-down areas.

SANDAG proposes to construct trestles and platforms across waterways to provide construction staging for the bridges. The proposed trestle system is preferable to earthen construction berms. While berms are less costly to construct, they have more adverse environmental impacts than trestles, such as blocking river/tidal flows and requiring in-berm culverts to permit flows, compressing and dewatering the river soils under the berm, which smothers the benthic community located therein, and introducing large quantities of soil different from the river soils into the river channel.

According to the "Biological Resources Technical Report" dated September 2014, prepared by SANDAG, there would be a total of approximately 0.88-acre of wetland impacts (both permanent and temporary but with temporary impacts of sufficient duration to be considered permanent) between the two waterways. The majority of the impacts would be to southern willow scrub and mulefat scrub, with small portions of arundo-dominated vegetation and unvegetated water channels also affected. Applying the Commission's established mitigation ratio of 4:1 for wetland impacts, approximately 3.52 acres of mitigation is required for the proposed project. Because the wetland areas serve as habitat for several special status wildlife species, and may support additional species which have been identified within the larger study area, they represent wetland environmentally sensitive habitat areas (ESHA) under Section 30240 of the Coastal Act.

SANDAG has requested that a lower mitigation ratio of 3:1 be utilized for the wetland impacts arising from the Trolley development, rather than the Commission's customary standard 4:1 ratio. SANDAG's request is tied to implementation of the required mitigation at an off-site location either prior to or concurrently with the construction of the Trolley line. SANDAG's belief is that this would reduce the temporal loss of habitat value because the new, restored habitat would not have to wait until completion of the development before it can become functional. However, a lower mitigation ratio would not be appropriate given the circumstances of the proposed development. The proposed Trolley line represents a completely new habitat impact on the vegetation and wildlife along the proposed Trolley alignment. New shading and physical occupation of river bottom would occur where there currently isn't any. Furthermore, the timing of any off-site mitigation is far from certain. The off-site mitigation would require a separate CDP, which has yet to be analyzed and approved by the Commission. Additionally, while SANDAG has submitted preliminary information regarding a potential mitigation site, additional data and surveys are necessary to assure the suitability of the site, and thus, it is possible that SANDAG may have to identify and analyze a different site. All of these factors contribute to the uncertainty of the timing of any off-site mitigation and make the reduction of the 4:1 mitigation ratio inappropriate at this time.

In addition, the project would result in 0.18-acre of permanent impacts to ephemeral basins that support the federally-listed endangered San Diego fairy shrimp. Grading within the MTS right-of-way for construction of the new Trolley line would require filling in ephemeral basins or trenching within their watershed. The applicant proposes to minimize impacts to the basins by limiting any trenching in their watersheds to only the dry season (April 1 to October 31) and restoring the area to pre-construction state or better once trenching is completed. In addition, the ephemeral basins and portions of the watershed not used for construction would be fenced. The remaining unfenced portions of the basin watershed would be monitored during ground-disturbing activities. Proposed water quality BMPs would also minimize impacts by preventing pollutants from flowing into the basins that are not being removed as part of construction.

The Commission's staff ecologist, Dr. Laurie Koteen, has concluded that portions of this project take place within wetlands that constitute environmentally sensitive habitat areas (ESHA). The ESHA within the project site constitutes wetland ESHA, and would be encroached upon by the proposed Trolley where it crosses the San Diego River and

Tecolote Creek (shading and physical occupation) and where it permanently fills in ephemeral pools along the proposed rail alignment and disrupts the drainage basin of ephemeral pools adjacent to the rail.

While the project would not significantly disrupt or degrade habitat values, and is compatible with the continuance of habitat areas, Section 30240(a) further requires that only uses dependent on the resources are allowed within ESHA. Aspects of this project will take place within ESHA, but construction and operation of a trolley line is not a dependent use. However, when a fill project occurs in wetlands that constitute ESHA, Section 30233 allows for fill, subject to certain criteria. As stated in *Bolsa Chica Land Trust v. Superior Court*,

> *...the ESHA protections provided by section 30240 are more general provisions and the wetland protections provided by section 30233 are more specific and controlling when a wetland area is also an ESHA.... Section 30240, a more general policy, also applies, but the more specific language in the former sections is controlling where conflicts exist with general provisions of Section 30240.*

((1999) 71 Cal.App4th 493, 515.) As such, the aspects of the proposed project which result in fill of wetlands and open coastal waters that are considered ESHA may be allowed under Section 30233, assuming 30233 requirements are met. In this case, and as discussed further below, the purpose of the fill is not an allowable use.

Landscaping for the project, mainly in the proposed stations, would utilize native, non-invasive, drought resistant species. All required lighting for safety and visibility would be shielded and directed downward to minimize light spillover to the greatest extent feasible.

The primary existing noise sources along the project alignment are vehicular traffic on local roads and Interstate-5, freight and passenger rail traffic in the LOSSAN corridor, and aircraft overhead. The San Diego River bridge crossing site is located adjacent to the existing LOSSAN corridor, Pacific Highway vehicular bridge, and intersection of Interstate-8 and Interstate-5. The Tecolote Creek bridge crossing is located between Morena Boulevard and the LOSSAN corridor, in close proximity to Interstate-5. Noise from the Trolley would add to the existing noise sources, as the proposed operating plan for the Trolley line provides for 128 trains per day in each direction by year 2030.

A noise analysis was conducted by SANDAG for the proposed project. Because the bridge crossing over the San Diego River is not near any existing or proposed station, the majority of the noise impacts associated with Trolley operation – wheel squeal, station announcements, passenger generated noise while on station platforms, etc. – will be minimally present and thus not substantially alter the existing ambient noise level. With regards to Tecolote Creek, some of the noise from trolley and passenger activity at the proposed Tecolote Road station (just south of Tecolote Creek) could spill over into the channel. However, the passenger platforms would be located at the south end of the station property, furthest away from the creek, with a proposed fenced electrical substation located on the north end between the passenger platform and Tecolote Creek.

Thus, given the existing developed area in which the creek is located in, just as with the San Diego River bridge crossing, the operation of the proposed Trolley line is not expected to substantially alter the existing ambient noise levels of the Tecolote Creek area. However, because construction noise could adversely impact wildlife utilizing nearby habitat, **Special Condition No. 8** requires that periodic surveys be done to identify whether sensitive species are in close proximity to planned construction activity and, if so, mitigation measures, including noise reduction and buffers, be implemented.

Because a portion of the project involves the fill of wetlands, the project triggers the three part test of Coastal Act Section 30233(a) to analyze the project's consistency with the allowable use, alternatives, and mitigation tests of Section 30233(a).

Allowable Use

Under the first test, a project must qualify as one of the seven allowable uses listed under Section 30233(a), including "incidental public service purpose," which is the only use that could arguably apply to the proposed development. However, in recent double-tracking rail projects in San Diego County (CC-008-07, CC-059-09, CC-075-09-CC-052-10, CC-056-11, CC-0003-15), where a single rail line was expanded with a second parallel track, the Coastal Commission has found that double-tracking and similar rail improvements that increase capacity are not incidental public services and thus did not qualify as an allowable use.

Therefore, the only way the Commission could find these projects consistent with the Coastal Act was through the "conflict resolution" provision of Section 30007.5 of the Coastal Act. The Commission found that the impacts on public access, water and air quality, and energy consumption from not constructing the project would be inconsistent with the mandates of other policies in Chapter 3 of the Coastal Act, thus presenting a conflict among Chapter 3 policies. Having found the existence of such a conflict, the Commission also found that those impacts would be more significant and adverse than the project's impacts on wetlands, as mitigated. Using the "conflict resolution" provisions of Section 30007.5 of the Coastal Act, the Commission concluded that allowing the projects to proceed would resolve the conflict in the manner that would, on balance, be most protective of coastal resources. Thus, the Commission concurred that these projects were consistent with Chapter 3 when taken as a whole.

The proposed project is for a new Trolley line that would increase the capacity of the Trolley system and is therefore not considered an incidental public service. Thus, the proposed project is not an allowable use under Section 30233(a) and, as discussed below in Section J of this staff report, the only way the Commission could find this project consistent with the Coastal Act would be through the "conflict resolution" provision of Section 30007.5.

Alternatives

Concerning the alternatives test of Section 30233(a) for the proposed Trolley line, the project was sited and designed to minimize impacts to coastal resources. The line is sited

within the MTS right-of-way, which is situated between the existing LOSSAN rail line and Morena Boulevard for the majority of its length, concentrating development in an already developed, disturbed area. The proposed bridge crossings are located adjacent to existing rail and street crossings, and in the case of the San Diego River bridge crossing, would be built consecutively by the same contractor as the approved LOSSAN double-track bridge crossing (CC-0003-15), concentrating habitat impacts both spatially and temporally. Both bridges were designed with the smallest pier footprint within the waterways as reasonably feasible (while longer bridge spans, and thus fewer piers, was feasible, it would have required each pier footprint to be bigger).

Because of the east-west orientation of the San Diego River, any northern extension of the Trolley line will require crossing the river, and thus impacting the habitat located therein. The only way to completely avoid impacts would be a no-build alternative which would forgo a new Trolley line. However, this would result in adverse impacts to the alternate transportation system, as forgoing an extension northward also precludes additional extensions of the Trolley line planned for in the 2030 Regional Transportation Plan. For example, a future extension of the Trolley line through the Mira Mesa community requires the proposed Trolley line to be in place. The no-build alternative would also mean that fewer cars would be removed from roads, and reliance on vehicles or buses, which emit greater greenhouse gas emissions than a trolley, would continue. Thus, there is no feasible, less environmentally damaging alternative than fill of the proposed alignment for the Trolley line.

Mitigation

Wetlands within the San Diego River and Tecolote Creek watersheds provide water quality and habitat functions, such as groundwater recharge, flood storage, nutrient retention, pollutant capture, and sediment stabilization. In addition, wetlands provide potential foraging, breeding, and nesting habitat to local and migratory wildlife.

The proposed mitigation includes revegetation and restoration of the temporarily impacted areas on the project site, as well as off-site restoration, creation, and enhancement at a mitigation site in the Tijuana River Valley. Following construction, coastal wetlands affected by temporary impacts would be restored to pre-construction conditions. The restored areas would be improved upon by the removal of non-native and invasive vegetation, such as *Arundo*-dominated riparian, and revegetation with native vegetation communities.

On December 9, 2015, the Coastal Commission approved Federal Coastal Consistency Certification No. CC-0003-15 to double-track the existing LOSSAN railroad corridor between Mile Posts 263.2 and 264.1 and replace the existing single-track railroad bridge over the San Diego River with a 918-ft. long double-track bridge. This SANDAG project will be constructed by the same contractor prior to and directly adjacent to the proposed Trolley bridge over the San Diego River. Thus, the double-track bridge project will have long-term temporary impacts that partially overlap with the temporary impacts of the proposed Mid-Coast Corridor development. In its consistency determination, the Commission accepted off-site mitigation in the Tijuana River Valley for various reasons, including recognition that long-term success of on-site mitigation was unlikely due to

chronic transient disturbance, and that similar vegetation found in the project site could be restored in the Tijuana River Valley. Additionally, SANDAG does not own the rail right-of-way and is unable to implement sufficient mitigation to meet the required 4:1 mitigation ratio on-site, either currently or after completion of post-project restoration work.[2] For the current proposal, SANDAG is proposing similar off-site mitigation for the same reasons.

With regards to mitigation for the proposed Trolley project, SANDAG submitted a draft restoration plan titled "Wetland Habitat Mitigation Plan: Tijuana River Wetland, Phase 2," revised on May 25, 2016, to support their proposal to conduct off-site mitigation in the Tijuana River Valley Regional Park (TRVRP) in southern San Diego County. The mitigation plan identifies a 10-acre site owned by the County of San Diego that SANDAG is proposing to enhance and restore to provide habitat mitigation for the proposed Trolley development and the approved double-track bridge project, as well as two other non-coastal projects. The site is a fairly flat area located 25 feet above sea level and within the 100-year floodplain of the Tijuana River. The 10-acre site currently contains approximately 2.47 acres of southern willow scrub (with large arroyo, black willow, tamarisk, and palm), 0.8-acre of mulefat scrub (with tamarisk and non-native species), and 6.73-acres of disturbed habitat either lacking vegetation or dominated by non-native, invasive plants.

The proposed mitigation goals are to enhance a portion of the Tijuana River Valley site that already contains southern willow scrub and mulefat but is disturbed with non-native and invasive plants and to restore the remaining unvegetated or highly disturbed areas such that the 10-acre mitigation site will contain approximately 5 acres of southern willow scrub and 5 acres of mulefat scrub once the mitigation plan is implemented. The site would be monitored for a period of 5 years to perform necessary maintenance and debris removal and determine if success criteria are met as scheduled.

However, while the draft plan identifies the proposed mitigation site and generally describes existing conditions and the basic parameters of the proposed mitigation and monitoring, it lacks the specific details (e.g., formal wetland delineation) necessary to make a final determination as to the suitability of the site. Because the final mitigation plan for the proposed Trolley project will require a separate CDP, regardless of the suitability of this specific proposed site, SANDAG is on notice that the final determination will be made during processing of the separate CDP, and, should the currently proposed site not be found to be suitable, a separate restoration site must be identified and proposed by SANDAG to avoid violating the requirements of this permit.

Mitigation for impacts to the San Diego fairy shrimp found in ephemeral pools within and adjacent to the project alignment would be provided separately from the mitigation for wetland impacts located within the San Diego River and Tecolote Creek. While SANDAG is proposing to mitigate the impacts to the San Diego fairy shrimp at a 2:1

[2] San Diego Metropolitan Transit System (MTS) owns the railroad right-of-way and is responsible for enforcement (i.e., prevention of trespassing); SANDAG provides engineering, environmental, and construction services; North County Transit District operates and maintains the railroad facilities; MTS will operate and maintain the proposed light rail facilities; and Caltrans will conduct the off-site mitigation.

ratio, because the ephemeral pools in which the fairy shrimp occur are wetlands, the proper mitigation ratio for impacts to ephemeral pools is 4:1. SANDAG has found a site for restoration or enhancement of vernal pools within west Otay Mesa on property purchased for vernal pool mitigation and approved by the United States Fish and Wildlife Service (USFWS). Even though the mitigation site is located approximately two miles east of the coastal zone, the site is much more likely to foster successful inhabitation by San Diego fairy shrimp due to its open space, undisturbed nature in comparison to the disturbed, highly trafficked area between Interstate-5, the LOSSAN rail, and the proposed Trolley line. The Commission's staff ecologist has reviewed the proposed off-site mitigation site and concurs that the site is appropriate and preferable to attempting to restore or recreate more ephemeral basins in the project area, which is constrained by existing development that will only be exacerbated with the addition of the proposed light rail track, but has determined that a 4:1 mitigation ratio is appropriate.

Upon reviewing the preliminary mitigation plans, the Commission's staff ecologist Dr. Laurie Koteen concurs that the proposed mitigation sites likely have restoration potential; however greater details are required. Thus, **Special Condition No. 9** clearly identifies the criteria and measures required in the final habitat mitigation and monitoring plan, and requires review and approval from the Executive Director prior to implementation. Because the mitigation plan requires SANDAG to acquire a separate CDP for implementation, **Special Condition No. 10** identifies that SANDAG shall obtain Commission approval for mitigation work by December 31, 2016, consistent with the direction provided in Federal Consistency Concurrence No. CC-0003-15, and that if a determination is made that the currently proposed site in the Tijuana River Valley is unsuitable, SANDAG must identify and propose an alternate mitigation site by March 1, 2017. Additionally, because portions of the project site have potential foraging, breeding, and nesting habitat for special status birds, and work is proposed to occur during the bird breeding season, **Special Condition No. 8** requires that pre-construction surveys be conducted by a certified specialist to identify potential nesting or foraging birds that may be impacted by construction activities so that appropriate protective measures (e.g. pausing work, relocating work, decreasing noise levels, etc.) may be put in place. Because of the risk to sensitive avian species from raptor perching, **Special Condition No. 1** requires that the 30-foot tall catenary poles along the San Diego River and Tecolote Creek bridges utilize anti-perching measures to discourage raptor perching. **Special Condition No. 11** requires a final lighting plan be approved and implemented to ensure that the lighting installed in the stations does not spillover into habitat areas that could interrupt natural processes and disturb wildlife. **Special Condition No. 12** requires the applicant to submit evidence that they have received necessary permits from other government agencies, including those that review wildlife and habitat impacts such as USFWS, to ensure that the project has been thoroughly vetted with regards to impacts and that other governmental action doesn't conflict with the Commission's actions.

In conclusion, while the proposed project is located primarily in previously developed and disturbed areas within the existing rail right-of-way, some impacts to wetland ESHA would be unavoidable. As described previously, the proposed project is not consistent with the allowable use test of Section 30233(a).

D. AIR QUALITY AND ENERGY CONSUMPTION

Coastal Act Section 30253(d) states in part:

> *New development shall do all of the following:*
>
> *[…]*
>
> *(d) Minimize energy consumption and vehicle miles traveled.*

In past actions the Commission has noted that public transit projects reduce auto-related air emissions, thereby contributing to the improvement of regional air quality; increase robustness of alternate transportation systems, increasing their use and acceptance as a viable mode of transportation; and encourage further expansion of public transit systems and their commensurate benefits. While reviewing the North County Transit District's (NCTD) Oceanside-Escondido Rail Project (CC-02-02) in northern San Diego County in 2002, the Commission noted:

> *The air quality benefits [cited in that project's EIR] are partially offset by increased pollution caused by the train's use of diesel fuel. However, as described in the Access Section above, the proposed project will probably have significant VMT reductions as the regional mass transit program expands and as public transit becomes a more accepted mode of transportation. As the percentage of traffic accommodated by mass transit grows, there will be a corresponding reduction in air pollution from automobiles. However, there will not be a corresponding increase in air pollution as ridership of the rail system grows. As ridership grows there will be more reductions in air quality impacts from automobiles.*
>
> *In conclusion, the Commission finds that the proposed project will reduce energy consumption and improve air quality…Therefore, the Commission finds that the project is consistent with Section 30253 of the Coastal Act, and thus with the energy consumption and air quality policies of the CCMP.*

The proposed Trolley line's air quality benefits are potentially just as great, if not greater than the aforementioned Oceanside-Escondido Rail Project because the Trolley system is electric, with the light rail vehicle's electric motors powered by electric current travelling through the cables supported by the catenary poles spaced along the rail line.

SANDAG commissioned a "Mid-Coast Corridor Transit Project Air Quality Impacts Technical Report" which conducted a comparison of existing and projected greenhouse gas emissions between the Trolley and roadways for the year 2010 and projected for the year 2030. The comparisons show that despite the region's projected growth of one million people by the year 2030, construction of the proposed Trolley alternative would result in a reduction of approximately 133,000 vehicle miles traveled and approximately 0.2% decrease in greenhouse gas emissions in the project study area and 0.6% in the region, compared to a year 2030 scenario without the proposed Trolley. Furthermore,

decreasing vehicle miles travelled decreases the amount of greenhouses gases that are exacerbating global warming and leading to sea level rise that is wearing away at coastal habitats.

SANDAG also provided an Energy Impacts Technical Report which conducted a comparison of existing and projected energy use. The project would result in a 0.6 percent energy usage reduction in the study area and a 0.2 percent energy usage reduction in the region. With the addition of the Veterans Administration (VA) Medical Center Station, the decrease is somewhat less, (0.5 percent and 0.1 percent reductions, respectively). However, the overall impact remains beneficial and minimizes energy consumption. The projected decrease in energy and vehicle miles traveled more than offsets the energy required to build and operate the project.

Based on the above projections, coupled with the Commission's past support of alternative transportation and findings supporting the beneficial effects on regional air quality and energy use, the proposed Trolley extension would decrease vehicular traffic and promote a more balanced regional transportation network. Thus, the Commission finds that the proposed project, and the resulting improvements to public transportation in the Mid-Coast Corridor, will help to reduce energy consumption, reduce greenhouse gas emissions, and improve air quality, and is therefore consistent with Section 30253(d) of the Coastal Act.

E. WATER QUALITY

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 30232 of the Coastal Act states:

> *Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.*

Most of the permanent development and construction activity would occur within previously developed areas in the railroad and street right-of-ways, with bridge crossings over two waterways posing the greatest risk to water quality. During construction, SANDAG proposes to erect temporary trestles and falsework to span the San Diego River and Tecolote Creek for construction access, staging, and assembly of the new bridge crossings. The trestle will have stable abutments and will be adequately designed,

constructed, maintained, and secured to landside objects to prevent washout and avoid impacts to coastal waters.

Project features, such as new fixed guideway (ballasted track), stations, street improvements, and support facilities (e.g., substations and station parking) that convert permeable surfaces or result in the installation of permanent structures, would increase the amount of stormwater runoff discharging through the existing drainage network. Specifically, the addition of new impermeable surfaces and the placement of structures in a floodway would directly alter flow patterns. The existing hydrologic conditions within the project area have been assessed and an inventory of the existing storm drainage network has been developed. Proposed storm drainage systems have been designed for the project, in accordance with requirements of the local flood control agencies, and flood control design criteria established under applicable local ordinances.

The goal in designing the proposed drainage systems was to utilize the existing systems, to the maximum extent practicable, in order to minimize impacts to existing drainage facilities, and to eliminate the increase in discharge flow rates downstream of the project area. The proposed storm drainage network has been designed to safely and efficiently convey the anticipated runoff from a 100-year storm event through the project area. The project would employ, but not be limited to, post-construction BMPs, low impact development (LID) design features, and hydromodification measures to eliminate increases in surface runoff caused by the project, which would overwhelm existing downstream facilities. To ensure safety and efficiency, the existing storm drainage network would be updated, if necessary, to carry the increase in flow.

The new net impervious surfaces at stations occur mostly at the Tecolote Road and Balboa Avenue stations. Discharge to existing drainage facilities would be preceded by treatment of the runoff. At Tecolote Road Station, the additional flow would ultimately enter Tecolote Creek, which has adequate capacity to handle the additional flow. Tecolote Creek is able to carry flows from a much greater tributary basin than the proposed Tecolote Road Station. The peak storm flows for the Tecolote Station and for Tecolote Creek would occur at different times during a storm event. Peak storm flows generated from Tecolote Station are anticipated to occur within 20 minutes of the start of a storm event while peak storm flows within Tecolote Creek are anticipated to occur several hours after the start of a storm event. Therefore, peak flows entering Tecolote Creek from the station would occur well before peak flows from upland areas are experienced. At Balboa Avenue Station, implementation of design features such as detention facilities are proposed to reduce the rate of flow to the current estimated levels.

Approximately 3,500 linear feet of new net impervious surfaces along the rail track would drain to San Diego River, Tecolote Creek, and Rose Creek (outside of the coastal zone), without impacting the existing drainage facilities. Because of the proximity of the new structures to the drainage facilities, runoff would be conveyed prior to the peak levels of storm runoff, as explained above for the Tecolote Creek, and these facilities would have adequate capacity to carry the additional flow.

The new net impervious surfaces along roadways and substations are minimal. The

increase in runoff associated with the implementation of the project is not expected to result in adverse impacts, as the drainage management measures proposed for the project would serve to negate the increase in runoff caused by increased impervious surfaces. Therefore, the impacts to drainage and water quality as a result of the increase in runoff would not be adverse.

The applicant has minimized potential adverse effects to water quality by incorporating design pollution prevention BMPs during and post construction that would control runoff, prevent substantial interference with surface water flow, and minimize alteration of natural streams. Proposed design pollution prevention BMPs for downstream effects related to potentially increased flow include outlet energy dissipation devices, which would minimize sediment discharges and reduce velocities in peak flows discharged to receiving water bodies; revegetation; and outlet protection at all transitions between outlets and channels to reduce turbulence and scour.

Proposed treatment BMPs include the use of vegetated swales and buffers, bioretention basins, curb extensions and sidewalk planters, tree preservation, and impervious surface reduction and disconnection. Construction BMPs include, but are not limited to, retention and treatment of storm water on site, avoidance of construction materials contacting or entering storm water, soil stabilization to minimize erosion, watering for dust control, and installation of perimeter controls.

The proposed project also includes development and implementation of a Storm Water Data Report, a Storm Water Pollution Prevention Plan, a Spill Prevention Containment and Countermeasure Plan, and associated BMPs to avoid and minimize the potential for adverse impacts to water quality. Pollutants of concerns include trash, erosion, sedimentation, hazardous materials, or equipment leakage.

In past rail projects, the Commission has found passenger rail vehicles to be much cleaner than automobiles with respect to oil and grease drips because such drips from rail vehicles fall into the ballast (gravel or coarse stone used to form the bed of a railroad track) of the rail right-of-way. The gravel and soil act as filters and prevent runoff from moving any contaminants. Generally, rail vehicles use less oil, grease, and other hydrocarbons than automobiles, and electric light rail vehicles like the proposed trolley use less hydrocarbons than diesel-fueled rail vehicles. Additionally, the Trolley would utilize regenerative braking, which converts the kinetic energy of slowing the Trolley into electrical energy, further reducing its energy usage and dramatically reducing the amount of heavy metals from brake pad dust that could potentially enter waterways. Thus, rail projects result in a reduction in vehicle miles traveled which in turn leads to a reduction in impacts to habitat from decreased automobile leakages of oil, gas, and other hazardous substances, which often find their way into coastal waters.

The proposed Trolley line will require the addition of 25 new light rail vehicles in its first year of service, which will increase to 36 to cover peak-period service by year 2030. Maintenance activities for the light rail vehicles would occur at an existing facility located outside of the coastal zone, and this proposed project does not require or include any expansion of the maintenance yard.

Special Conditions Nos. 4 and **5** require debris removal and construction BMP measures to be implemented to protect water quality from construction activity along the project alignment. To ensure long-term minimization of potential water quality impacts, **Special Condition No. 6** requires implementation of post-construction BMP measures. Therefore, the Commission finds the proposed development, as conditioned, consistent with the water quality policies of Chapter 3 of the Coastal Act.

F. COASTAL HAZARDS

Section 30253 of the Coastal Act states in relevant part:

> *New development shall do <u>all of the following:</u>*
>
> *(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
>
> *(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*

Portions of the project alignment would be located within the 100-year flood zone, thus increasing obstructed or exacerbated floodwaters during a major storm event. A portion of the project alignment would encroach into the San Diego River and Tecolote Creek channels. The Federal Emergency Management Agency (FEMA) designates both the San Diego River and Tecolote Creek flood zones as "high risk," with the San Diego River having a 1% chance of flooding and Tecolote Creek having a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth of 1 to 3 feet. The proposed structures (bridge piers) in the floodway would obstruct floodwaters and form a backwater effect, increasing the flood elevation level upstream and in neighboring areas. Equally, floodwater can cause scour effects, resulting in erosion and sedimentation problems downstream from structures. Proposed bridge supports have been designed to account for blockage from debris in waterways; thereby reducing obstructions and elevated upstream flood levels.

The project design will comply with the requirements of the applicable local flood control agencies and flood control design criteria established under applicable local ordinances. A review of the project Location Hydraulic Studies revealed that the proposed water surface elevation levels (WSEL) for the San Diego River bridge and Tecolote Creek bridge are within the FEMA acceptable limits (less than 1 foot). An increase in WSEL of 0.02 feet would occur to the FEMA-designated floodway for the San Diego River. Although the analyses show an increase in WSEL at the San Diego River bridge crossing, there is sufficient freeboard (space between the waterline and the bridge) of greater than 1 foot above the projected 100-year storm event flows to handle the increase in WSEL. The impact associated with the implementation of the project is not expected to be adverse, as the proposed structures would not raise the 100-year

WSEL (greater than 1 foot) and the increase in the floodway (greater than 0 foot) would not impact existing buildings, structures or other beneficial uses. Therefore, the impacts to flooding as a result of changes to the floodplain from structures would not be adverse. The Commission's staff civil engineer has reviewed the submitted data and concurs that the proposed bridge will adequately handle existing and anticipated flood events.

Regarding tsunami risk, direct impacts of a tsunami include water inundation and soil erosion which consists of loss of support and nutrients necessary for plant growth; downstream damage from sediments generated by erosion; and, depletion of water storage capacity because of soil loss and sedimentation of streams and reservoirs, which results in reduced natural stream flow regulation. Tsunami hazards are low for the project alignment except for the Tecolote Creek bridge location, where the tsunami hazard is considered low to moderate because it is located near the edge of the State of California Tsunami Inundation Map (California Emergency Management Agency, 2009). A maximum tsunami event would not reach the project alignment except at the Tecolote Creek bridge location. However, the flood level caused by a tsunami would be less than the flooding caused by a 100-year storm event. Although there is a potential for additional structures and people to be exposed as a result of a tsunami, the potential for severe inundation caused by a tsunami at the Tecolote Creek bridge location would be low and the exposure of structures and people to the consequences of a tsunami would not be an adverse impact.

A seiche is an oscillatory wave that develops in an enclosed or partially enclosed body of water, such as a bay or lake, in response to seismic shaking from an earthquake. The only nearby source for a seiche is Mission Bay, which is 350 to 1,300 feet from the project alignment. Implementation of the project would result in a potential for additional structures and people to be exposed to a seiche. However, because of the distance between the alignment and Mission Bay, inundation and resulting damage or destruction of structures and harm to people would be very unlikely. The potential for a seiche therefore would be low, and the exposure of structures and people to the consequences of a seiche would not be an adverse impact.

Regarding sea level rise (SLR), Caltrans SLR utilized values from the Ocean Protection Council to evaluate the proposed project. The Caltrans SLR projections estimate SLR ranging from 40 to 55 inches by 2100. The effects of SLR will have impacts on all modes of transportation located near the coast. Inundation of even small segments of the intermodal transportation system can render much larger portions impassible, disrupting connectivity and access to the wider transportation network, particularly in the 2100 timeframe when more components are likely to be exposed to regular flood events.

The proposed project has been designed and sited to minimize potential impacts from SLR over its economic life. The project was evaluated under the low (40 inches), medium (47 inches), and high (55 inches) event scenarios for the year 2100. Under the high event condition, an increase in water surface elevation of 0.01 and 0.11 feet could occur at the San Diego River and Tecolote Creek bridge crossings, respectively. There would be no increase in water surface elevation under the low and medium scenarios. Even under the high scenario, there is sufficient freeboard of over 1 foot above the projected sea level rise and 100-year flood flows to handle the increase. The Commission's staff civil

engineer has reviewed the data and concurs that, given the inland location of the project and surrounding topography that the threat from sea level rise is minimal.

However, because the project site crosses two waterways that experience tidal influence and periodic flooding, **Special Condition No. 7** requires the applicant to assume the risks inherent in developing in such a location. Therefore, the proposed project, as conditioned, is consistent with Section 30253 of the Coastal Act.

G. VISUAL RESOURCES

Section 302510 of the Coastal Act states in relevant part:

> *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

Existing Visual Condition

The 3.5-mile segment of the Trolley line is located within and adjacent to several areas with unique visual characteristics. The Trolley line will cross over the San Diego River and Tecolote Creek, and run parallel to the east side of Mission Bay Park.

The San Diego River corridor flows from east to west through Mission Valley, where it exits the valley at the site of the proposed Trolley bridge crossing and continues approximately three miles between Interstate-8 on the south and Mission Bay Park on the north before emptying into the Pacific Ocean in Ocean Beach. The thick vegetation within the project site is indicative of a riparian environment, and although mostly native, the river corridor contains some non-native vegetation species. The San Diego River is highly intact, high in visual quality, and highly sensitive to changes. It contains a variety of riparian plant species. The corridor is highly uniform, with the exception of Interstate-8 and Interstate-5, some pedestrian trails, and transportation rail tracks. The best public views of the river corridor in the project area occur from the Ocean Beach Bicycle Trail that runs parallel to the river channel, with quick views also available to motorists crossing the area on Interstate-5 and Pacific Highway or passengers on the LOSSAN rail corridor or the existing Trolley Green Line.

Mission Bay Park is unique to the region and is a local and regional landmark offering both aquatic and land recreation and is considered an important attraction in the San Diego area. Despite the variety of uses, Mission Bay Park is considered to have unity as a landscape, with elements linked together by the presence of coastline and open water. It is unique in size – 4,600 acres – making it a visually memorable and vivid area. The use

of the area for a variety of recreational and tourist activities makes this area highly sensitive to visual changes. However, Mission Bay Park is not visible from the majority of the project area. The grade of the proposed rail alignment, bridge crossings, and station site do not currently allow public views of the park due to blockages by Interstate-5, existing bridge structures and overpasses, and landscaping. The existing public view of Mission Bay Park from the project area would be along the rail alignment in the northern section of the project area, between Clairemont Drive and Balboa Avenue. Here, Morena Boulevard and the adjacent rail right-of-way gradually increase in elevation, and an approximately three-quarter mile segment grants drivers, pedestrians, and transit riders views west over I-5 toward Mission Bay Park and the community of Pacific Beach.

The segment of Interstate-5 parallel to the project site is dominated visually by paved lanes and K-rail barriers. The edges are planted with low-growing groundcover, minimal shrubs, and scattered trees. Its visual quality and aesthetic appeal are low, and it substantially obstructs many potential public views of Mission Bay Park which might have existed from the project site.

Morena Boulevard – located north of Interstate-8 and east of Interstate-5, just outside of the coastal zone – is primarily composed of large industrial and commercial buildings; wide streets without street trees, benches, or in many cases, even sidewalks; and sparse vegetation. Because the majority of the landscape is utilitarian in form, it is low in visual quality and aesthetic appeal, and has low visual sensitivity to changes.

Several mature eucalyptus and jacaranda groves are located along the project alignment and provide a visual buffer between the neighborhoods of Clairemont (east of the project area and outside of the coastal zone) and Interstate-5. Mature trees are located in the median and along the edges of Interstate-5. These groupings of mature trees are unique to the area, and the groves are of sufficient size and quantity that they dominate and set the character of parts of the project area.

Analysis

While the area east of the proposed Trolley line is located outside of the coastal zone, public views west towards Mission Bay Park are available in portions of this area, mainly from a three-quarter mile segment of Morena Boulevard between Clairemont Drive and Balboa Avenue. The majority of the project consists of at-grade light rail tracks. The required 30-foot tall catenary poles holding the electric lines powering the Trolley would be spaced 150 feet apart and are unlikely to cause substantial adverse impacts to views and visual aesthetics due to their large spacing and narrow design. The three stations, while above-grade structures, are located in areas that do not currently provide public views of the ocean, San Diego River, or Mission Bay Park.

Riders of the new Trolley line will be afforded occasional views of Mission Bay Park and the San Diego River, mainly along the aforementioned three-quarter mile stretch between Clairemont Drive and Balboa Avenue. The three new bridge crossings at the San Diego River, Tecolote Creek, and Balboa Avenue would be similar in design and located adjacent to existing rail and vehicle bridge crossings, and thus are not expected to substantially alter the visual quality of the area or increase view blockages.

The San Diego River bridge crossing would be located in close proximity to several existing vehicular and rail bridge crossings that are approximately the same height or taller than the proposed bridge structure: Interstate-5, the connecting ramp between westbound Interstate-8 and northbound Interstate-5, Pacific Highway, and the existing Trolley bridge crossing for the Green Line. The bridge has been designed to be visually compatible with surrounding development, to have its support piers lined up in close proximity to the support piers of the adjacent LOSSAN rail bridge, and be elevated high enough to not substantially increase view impacts to riders on the Ocean Beach Bicycle Path looking down the river channel.

The Tecolote Creek crossing would be located adjacent to an existing crossing for the LOSSAN rail corridor, and in close proximity to the Interstate-5 crossing. Existing residential areas east of the project – outside of the coastal zone – do not have views of the bay because of the freeway and ancillary landscaping. At higher elevations farther to the east, the line of sight to Mission Bay is above the transportation corridors, and thus above the proposed Trolley line and stations.

Temporary visual impacts include the construction staging and storage that would occur within and adjacent to the project area, including the San Diego River and along Morena Boulevard. In the San Diego River area, trestles are proposed for equipment staging, as well as falsework to support bridge components during construction. Machinery would exit and enter the river channel, and vegetation within the project site would be cleared. Tecolote Creek, which is concrete lined and narrower than the San Diego River, would also have false work and machinery erected during construction, though there would be minimal vegetation clearing. The proposed stations would be fenced off, and large machinery staged and operated therein. However, all of these impacts are expected to be removed at completion of construction and vegetation restored.

The applicant proposes to screen equipment areas with fencing or landscaping. To ensure that impacts to visual resources are minimized, **Special Condition Nos. 1** and **2** require that the development adhere to approved project and landscaping plans that are designed to conform to the surrounding environment and not impede public views. **Special Condition No. 3** requires the applicant to submit a construction staging and storage plan that avoids staging or storage of materials in public areas.

In conclusion, the proposed project elements are not in stark contrast to the existing visual setting since the project location is currently a railroad corridor that serves freight trains and commuter trains, including Amtrak and Coaster trains. The new Trolley line would be located just 30 feet east of the existing rail tracks. The tracks and ballast would not contrast with the existing setting of the developed transportation corridor and adjacent industrial commercial areas. Although the catenary lines slightly encroach on and partially obstruct views, they are not dramatically out of character with the visual setting. A small amount of vegetation would be removed along this alignment, but it would not change the existing character. Thus, the proposed project would not adversely impact the visual environment. The Commission therefore finds the project, as conditioned, consistent with the visual protection policies of Chapter 3 of the Coastal Act.

H. LOCAL COASTAL PLANNING

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

The project is located east of Mission Bay Park, Interstate-5, and the LOSSAN rail corridor, along the boundary of the coastal zone. Mission Bay Park, located adjacent and west of the project site, has a certified Mission Bay Park Master Plan; however, the project site is located within the City of San Diego in an area of deferred certification, where the Commission retains permit authority and Chapter 3 of the Coastal Act remains the legal standard of review. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act, and thus, approval of the development, as conditioned, will not prejudice the ability of the City of San Diego to implement a certified LCP for the Mission Bay Park segment adjacent to the project site.

I. CALIFORNIA ENVIRONMENTAL QUALITY ACT

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. SANDAG certified a Final Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report dated July, 2014, for this project, and found potential impacts to biological resources and land use/planning. Impacts to biological resources are discussed in the above findings and are fully mitigated. Regarding land use, SANDAG found that it was necessary to apply for a coastal development permit from the Coastal Commission.

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 biological mitigation, public access, staging and storage, lighting, water quality treatment, and assumption of flood risk 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 can be found consistent with the requirements of the Coastal Act to conform to CEQA.

J. CONFLICT RESOLUTION

Coastal Act Section 30007.5 states:

The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies.

Coastal Act Section 30200(b) states:

Where the commission or any local government in implementing the provisions of this division identifies a conflict between the policies of this chapter, Section 30007.5 shall be utilized to resolve the conflict and the resolution of such conflicts shall be supported by appropriate findings setting forth the basis for the resolution of identified policy conflicts.

As noted previously in this report, the proposed project is inconsistent with Section 30233(a), concerning allowable purposes for fill of a wetland. However, as explained below, denying or modifying the proposed project to eliminate the inconsistency would lead to nonconformity with other Coastal Act policies; namely, the requirements of Section 30210 to maximize public access to coastal resources. The project also promotes access via the fulfillment of Coastal Act Sections 30212.5 (distribution of public facilities, including parking areas), 30252 (facilitating public transit) and 30253 (compliance with air quality requirements and minimization of energy and of vehicle miles traveled).

When a proposed project is inconsistent with a Chapter 3 policy, and denial or modification of the project would cause inconsistency with another policy, Section 30007.5 of the Coastal Act provides for resolution of the policy conflict.

Analysis

Based on the Commission's history and practice, resolving conflicts through application of Section 30007.5 is carefully analyzed according to the following seven steps:

1) The project, as proposed, is inconsistent with at least one Chapter 3 policy;
2) The project, if denied or modified to eliminate the inconsistency, would affect coastal resources in a manner inconsistent with at least one other Chapter 3 policy that affirmatively requires protection or enhancement of those resources;
3) The project, if approved, would be fully consistent with the policy that affirmatively mandates resource protection or enhancement;
4) The project, if approved, would result in tangible resource enhancement over existing conditions;
5) The benefits of the project are not independently required by some other body of law;

6) The benefits of the project must result from the main purpose of the project, rather than from an ancillary component appended to the project to "create a conflict"; and,

7) There are no feasible alternatives that would achieve the objectives of the project without violating any Chapter 3 policies.

Step 1—inconsistency

For the Commission to apply Section 30007.5, a proposed project must be inconsistent with an applicable Chapter 3 policy. As explained above, approval of the proposed development would be inconsistent with provisions of Coastal Act Section 30233, which limit the purposes of wetland fill to seven distinct uses.

Because the project would increase Trolley capacity, it does not qualify as an incidental public service under Section 30233(a)(4). The Commission has historically only allowed transportation projects to place fill in wetlands and open coastal waters where they are the least environmentally damaging feasible alternative necessary for maintaining *existing* capacity.

Step 2—affirmative mandates

The project, if denied or modified to eliminate the inconsistency, would affect coastal resources in a manner that is inconsistent with at least one other Chapter 3 policy. The inconsistency must arise from a policy that affirmatively mandates protection or enhancement of coastal resources.

In this case, the affirmative mandate is to maximize public access to the coast (§ 30210). Section 30210 further requires that recreational opportunities be provided for all the people as consistent with other legal rights and environmental protection.

This project overwhelmingly promotes public access to the coast. As detailed above in the Public Access section, the project would help relieve traffic congestion and future increases to traffic congestion on the heavily-used Interstate-5. The Trolley service will run frequently, as often as every 7.5 minutes during peak rush hours by 2030. At $2.50 for adults and reduced fares for seniors and youth, one-way fares are currently low and are projected to stay at that level through the year 2030, helping people of all economic levels reach the coast or travel along the coast. New stations will specifically enhance access for the communities of Linda Vista, Mission Bay Park, and Clairemont. The addition of parking lots, bicycle lockers, and traffic controls at Balboa Avenue additionally make transit more convenient and a more attractive way to reach the coast and its myriad recreational opportunities. The addition of new parking areas and their scattered distribution enables drivers to more easily reach and enjoy the coast as well.

The project also promotes the fulfillment of Coastal Act Sections 30212.5 (distribution of public facilities, including parking areas), 30252 (facilitating public transit) and 30253(d) (minimization of energy used and of automobile miles traveled). As detailed above, adding the new trolley line would cut 0.6 percent of energy use in the study area and a 0.2

percent decrease across the region, with significant savings to riders who take transit instead of driving to the coast.

Step 3—approval to be consistent with affirmative mandates

The project, if approved, would be fully consistent with the policy that affirmatively mandates resource protection or enhancement. This ensures that the mandates not only form the basis for conflict resolution, at least in part, but also that the mandates are specifically fulfilled through approval of the project as conditioned. If the Commission were to interpret Section 30007.5 otherwise, then a proposal that offered slight improvements over existing conditions could result in a conflict that would allow the use of Section 30007.5. The Commission has previously found that the conflict resolution provisions were not intended to apply to such minor incremental improvements (e.g., CDP No. 2-12-014).

In this case, the proposed project, if approved as conditioned, would protect and enhance the mandate of maximizing public access. Access is also improved via distributing transit stations and respective parking lots (§ 30212.5), facilitating public transit (§ 30252), and reducing miles traveled, energy used, and the costs of travel (§ 30252(d)).

Step 4—tangible resource enhancement

The project, if approved, would result in tangible resource enhancement over existing conditions. As explained above, the project by nature helps maximize access to the coast by providing convenient and inexpensive mass transit. The project also helps fulfill the goals of Section 30252, which explicitly promotes transit service, non-automobile circulation, adequate parking, and use of transit in urban areas as a method to enhance public access. The new Trolley line will create 11 miles of alternate transit serving several coastal adjacent communities with 9 new stations and interconnections with existing bus routes. It will expand the number of transit options available to the public who wish to access the coast, and due to its low cost ($2.50 per trip), it will make visitation by lower income members of the public more affordable, maximizing the segment of the population for whom a coastal trip is possible. Furthermore, the proposed Trolley extension will serve as the stepping stone for future lines that will serve additional areas of the currently underserved northern portions of the City. SANDAG's 2050 Regional Transportation Plan envisions additional extensions branching off from the proposed line and serving communities such as Mira Mesa and Pacific Beach. If the currently proposed Trolley line is denied, those future expansions would likely not occur, as they would be cut off from the existing Trolley system.

Additionally, providing transit options helps improve air quality as drivers turn to options other than automobiles. Section 30253 requires new development to minimize vehicle miles traveled and to comply with air quality requirements of regulatory agencies. Currently, the San Diego region is in nonattainment for several air pollutants, such as ozone and particulate matter. SANDAG's growth projections foresee an additional one million people in the San Diego region by 2050. This is in addition to the growth in neighboring regions, many of whose residents regularly visit San Diego's coastal

destinations. The cumulative impact of so many more commuters and visitors traveling by car would make reducing the nonattainment levels for air pollutants, let alone maintaining current levels, that much more difficult. Because of the time between now and 2050, by approving the current Trolley expansion, it will engender further Trolley expansion and make alternate transport a more viable option for the generation that will come of age in the intervening 34 years. Decreasing the amount of vehicle miles traveled will lessen the amount of greenhouse gas emissions that are exacerbating global warming and subsequent sea level rise.

Step 5—benefits separate from other legal requirements

The Commission may not use "outside" benefits to find tangible resource enhancement; the project's anticipated benefits must be independent of other legal requirements. For example, mitigation required by federal agencies, such as for a clean water permit or a take permit, may not be used to support conflict resolution under section 30007.5.

In this case, the project's benefits to coastal access are independent of other law. Maximizing public access (and in turn, maximizing public recreational opportunities) is one of the main principles of the Coastal Act. (See § 30001.5(c).)

Step 6—benefits arise from the main purpose of the project

The benefits of the project must result from the main purpose of the project, rather than from an ancillary component appended to the project to artificially create a conflict. A project's benefits to coastal resources must be integral to the project purpose. If the project is inconsistent with a Chapter 3 policy, the main elements of the project must curtail the ongoing degradation of a resource the Commission is charged with enhancing. An applicant many not "create" a conflict by adding an independent component to the project to remedy the ongoing degradation of a resource protected by the Coastal Act because such actions would be ancillary to the project purpose, and not integral, as required by statute. Without this step, applicants could create a conflict and then request that the Commission use Section 30007.5 to approve otherwise unapprovable projects. The balancing provisions of the Coastal Act were not intended to foster such an artificial and easily manipulated process, and were not designed to barter amenities in exchange for project approval.

The main purpose of this project is to construct and operate a new segment of a trolley line. The primary benefit of access to the coast and coastal access arises directly from the main purpose of the project.

Step 7—no feasible alternatives

There are no feasible alternatives that would achieve the objectives of the project without violating any Chapter 3 policies. As discussed above in the Section 30233 wetlands fill analysis, the project is designed and sited to minimize impacts to coastal resources, for example, by using the smallest pier footprint feasible and concentrating development in disturbed areas.

In its CEQA document, Chapter 2[3] SANDAG exhaustively considered and rejected numerous alternatives to the proposed project and the particular project design. For purposes of this analysis, the CEQA alternatives are very briefly summarized below.

Alternative 1

Other transit improvements: These include expanded bus service with clean fuel and new commuter rail service to the University City area. SANDAG rejected these because they would not effectively meet regional goals of uncrowded ridership, consistency with area land use plans, cost effectiveness, and likelihood of securing federal funds. Additionally, a type of bus service would not substantially improve travel times or reliability.

Alternative 2

Different alignments: The final alignment uses an existing right-of-way in a disturbed area. Other alignments were rejected due to impacts on traffic and property access, additional biological impacts, and lack of service to the UCSD campus.

Additionally, alignment in the area east of the project site would impact steep hills and plateaus, infeasible for light rail and potentially requiring substantial grading. Expansion north of Mission Valley would require crossing over the San Diego River, impacting riparian habitat in a more significant manner than the chosen alignment.

Alternative 3

No project: This alternative avoids all impacts to wetlands. However, it would fail to maximize access, fail to promote public transit as a method of access, fail to distribute public facilities, and would maintain at least existing transportation emissions, in turn eroding air quality and contributing to the release of greenhouse gases. The City of San Diego would lose an opportunity to create light rail service in the northern half of the City. This in turn may require highway improvements that potentially increase growth and use of automobiles, increasing vehicle miles traveled instead of reducing them.

Thus, at this time there is no viable alternative that would satisfy all Chapter 3 policies. Building this project will impact less than an acre of wetlands. Due to the arrangement of the existing wetlands in the San Diego River and Tecolote Creek, further reduction of impacts is infeasible.

Conclusion

[3] Available at http://www.sandag.org/index.asp?projectid=434&fuseaction=projects.detail.

Based on the above, the Commission finds that the proposed project presents a conflict between Section 30233(a) and Section 30210. Denial of the project would interfere with the Commission's mandate to maximize access, and lessen fulfillment of access-related provisions, including Coastal Act Sections 30212.5, 30252, and 30253(d).

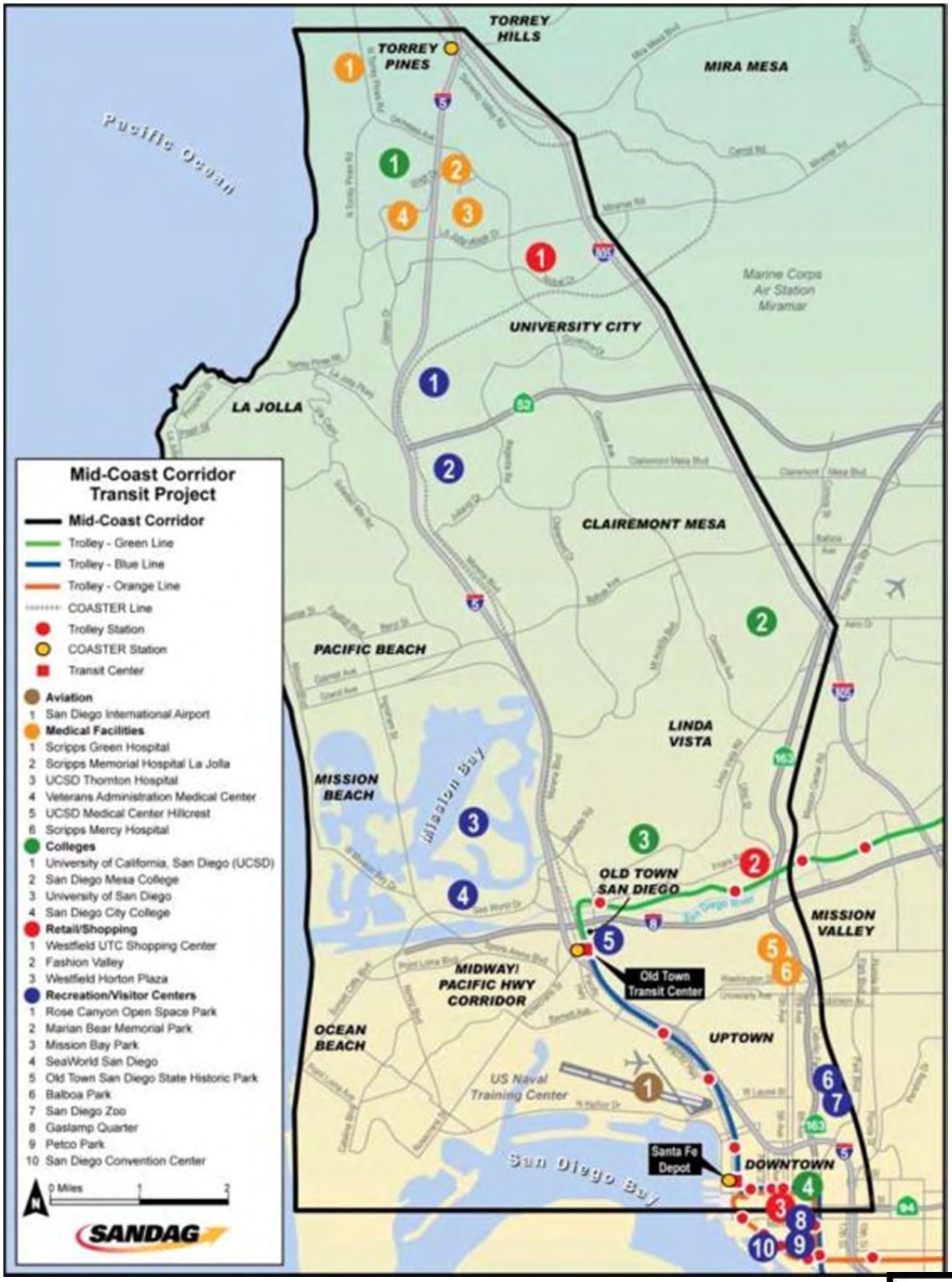
The Commission may only resolve the conflict in a manner which on balance is the most protective of significant coastal resources. Alternatives that would avoid impacting the wetlands are not feasible.

The Commission finds that on balance, approval of the project as conditioned is most protective of the significant coastal resources. This will achieve the underlying goals in the proposed project while maximizing access, and additionally will promote alternate transit, reduce energy consumption, and improve air quality.

APPENDIX A – SUBSTANTIVE FILE DOCUMENTS

- Biological Sources Technical Report, September 2014
- Location Hydraulic Study for San Diego River Bridge, June 15, 2012
- Location Hydraulic Study for Tecolote Creek Bridge, November 8, 2012
- 65% Drainage Report July 31, 2015
- Preliminary Storm Water Data Report, March 6, 2013
- Air Quality Impacts Technical Report, August 2014
- Construction Impacts Technical Report, September 2014
- Noise and Vibration Impacts Technical Report, August 2014
- San Diego Bridge Type Selection Memo, February 12, 2014
- Tecolote Creek Bridge Type Selection Memo, July 26, 2013
- Visual Impacts Technical Report, August 2014
- Water Impact Analysis Technical Report, August 2014
- Final Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report
- SANDAG Mobility 2030: Regional Transportation Plan, April 2003

Figure 1-1. Mid-Coast Corridor



Source: SANDAG, 2012
Note: The Trolley lines shown represent the 2010 Trolley operating plan.

Figure 1-6. Mid-Coast Corridor Transit Project

Source: SANDAG, 2013

Figure 1-22. Mid-Coast Corridor Transit Project Opening Year Trolley Operating Plan

Source: SANDAG, 2012

EXHIBIT NO. 3
APPLICATION NO.
6-16-0108
Opening-Year Trolley System Map
California Coastal Commission

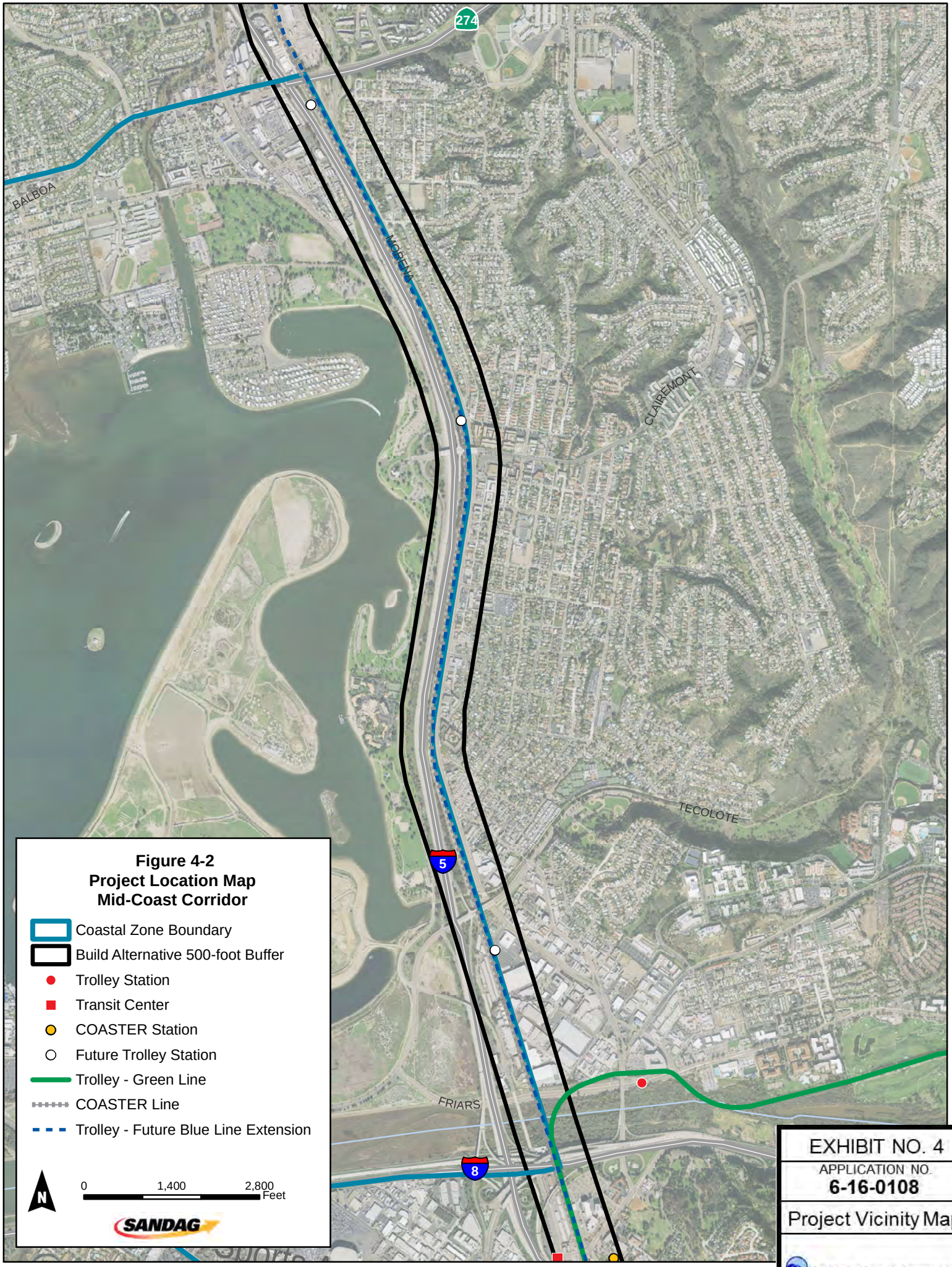
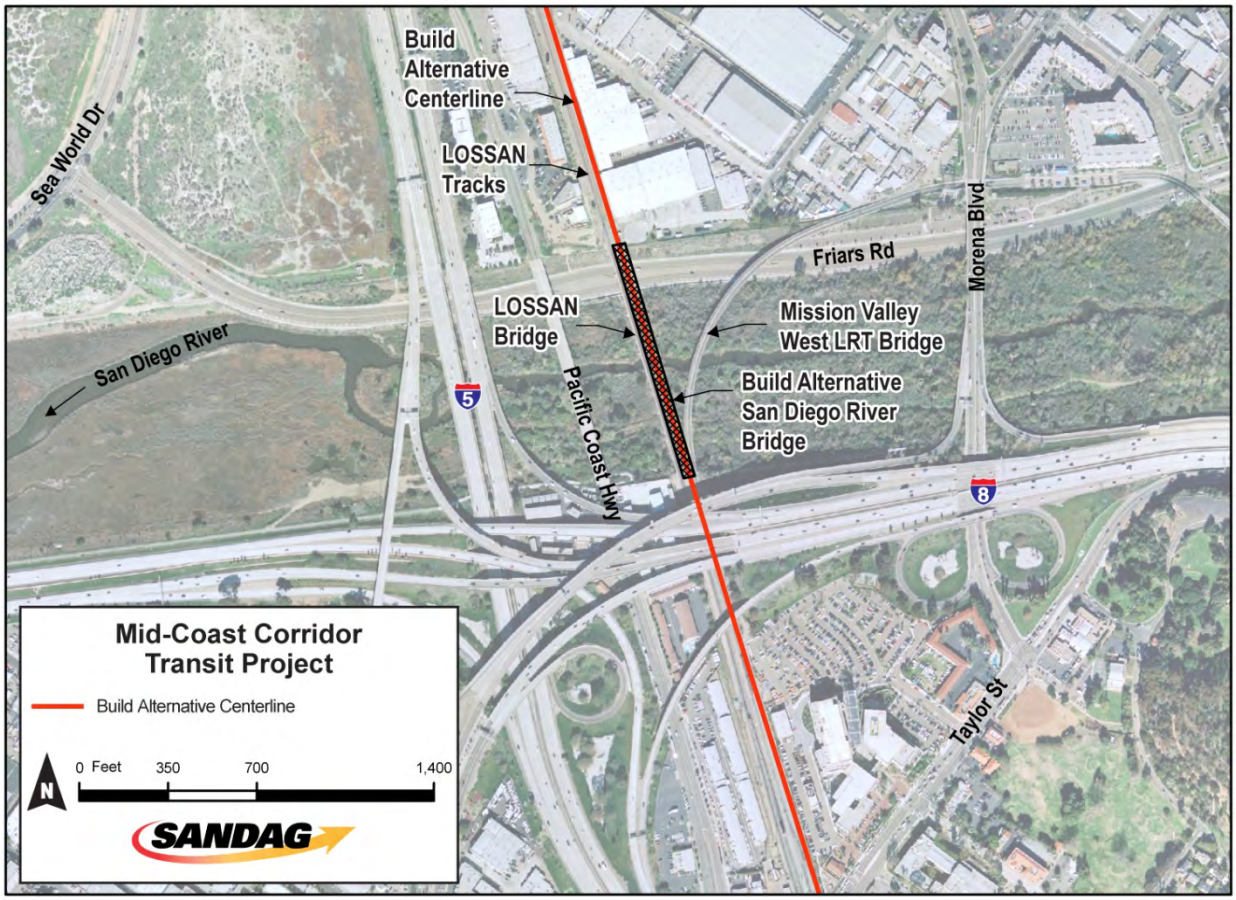

274
BALBOA
MORENA
CLAIREMONT
TECOLOTE
5
FRIARS
8
Figure 4-2
Project Location Map
Mid-Coast Corridor
Coastal Zone Boundary
Build Alternative 500-foot Buffer
Trolley Station
Transit Center
COASTER Station
Future Trolley Station
Trolley - Green Line
COASTER Line
Trolley - Future Blue Line Extension
N
0
1,400
2,800
Feet
SANDAG
EXHIBIT NO. 4
APPLICATION NO.
6-16-0108
Project Vicinity Map
California Coastal Commission

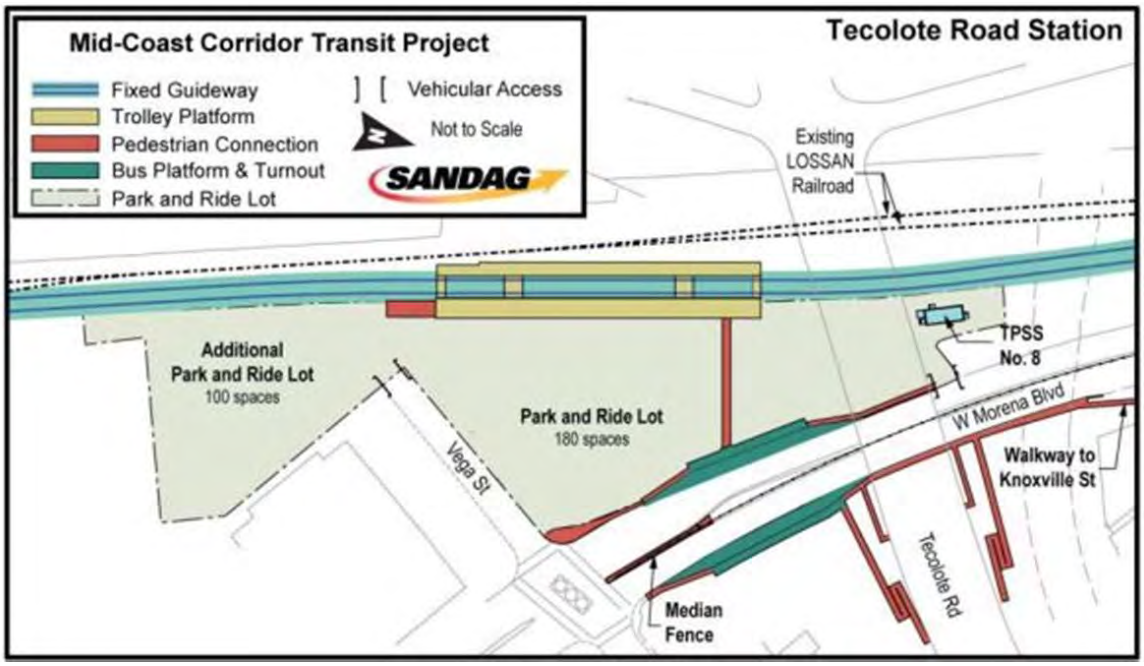
Figure 1-3. Proposed San Diego River Bridge Location Map



Source: SANDAG, 2012

Figure 1-3. Proposed Tecolote Creek Bridge Location Map

Source: SANDAG, 2012



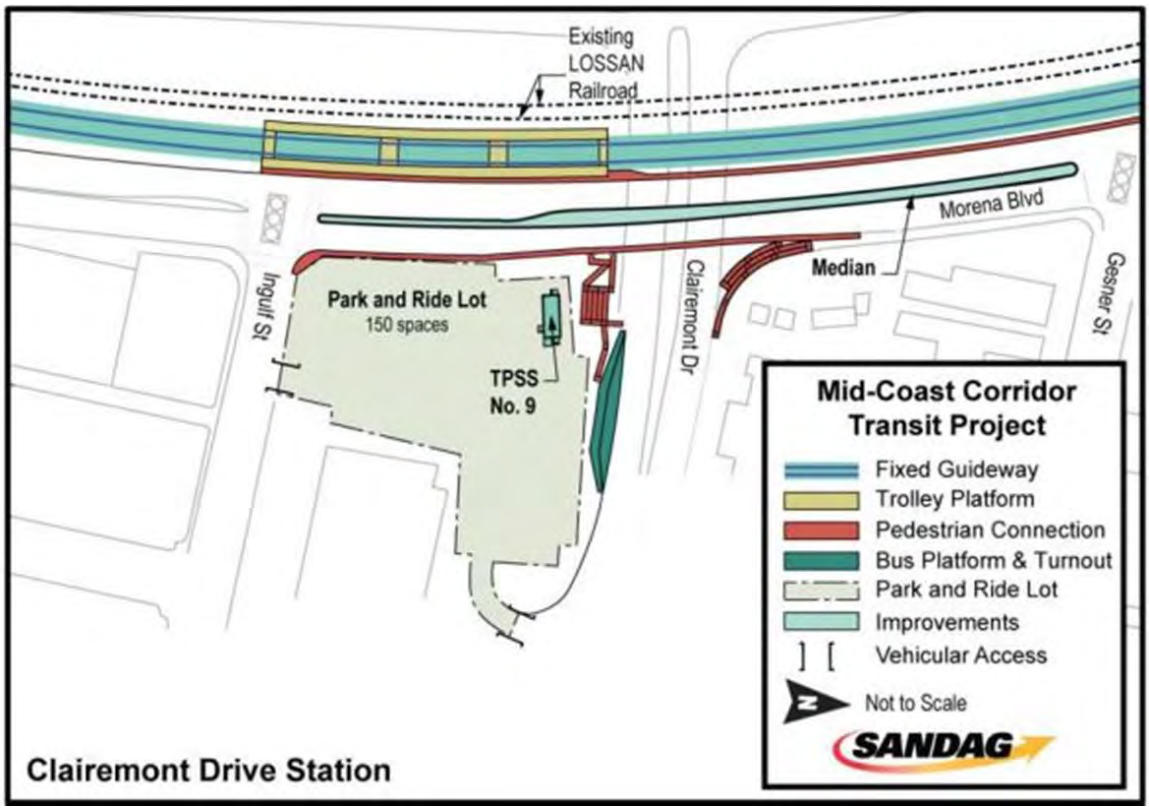


EXHIBIT NO. 7
APPLICATION NO.
6-16-0108
Station Site Plans
California Coastal Commission

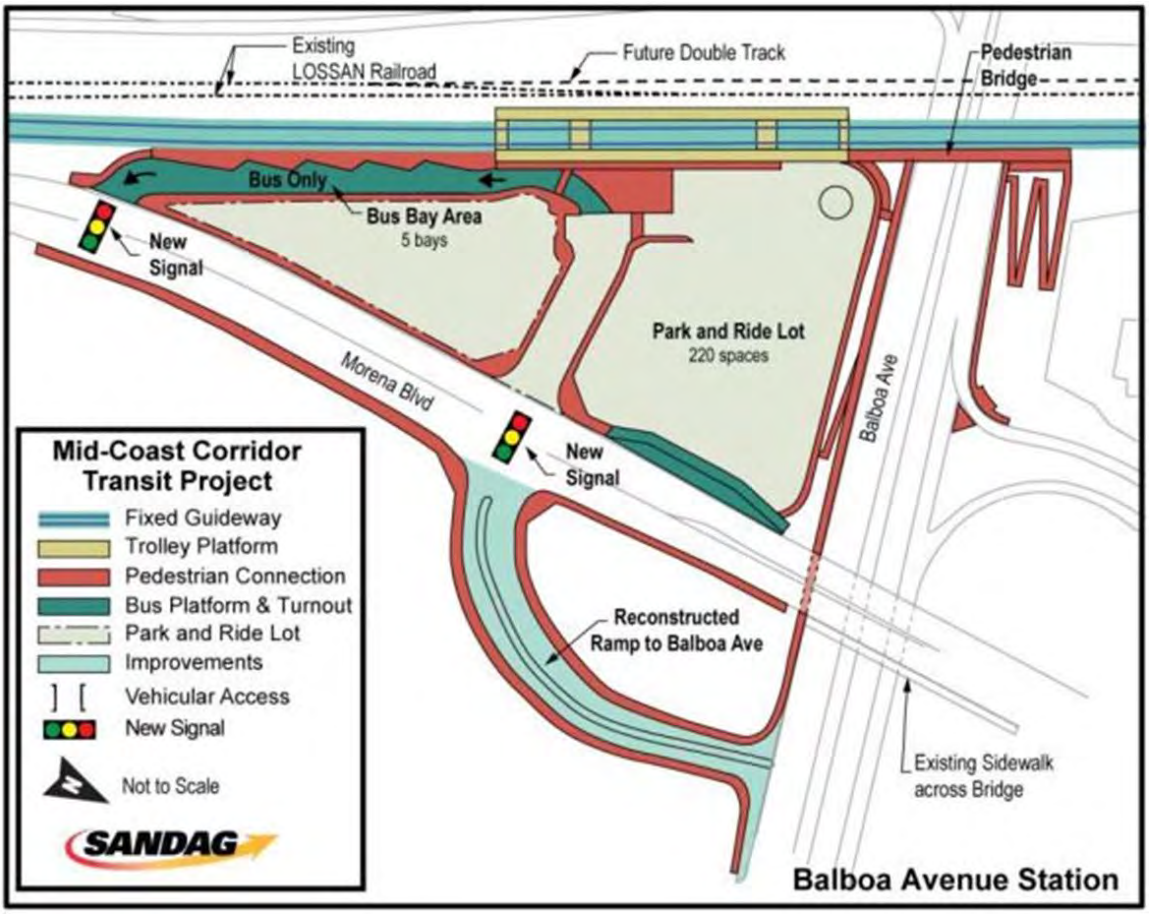
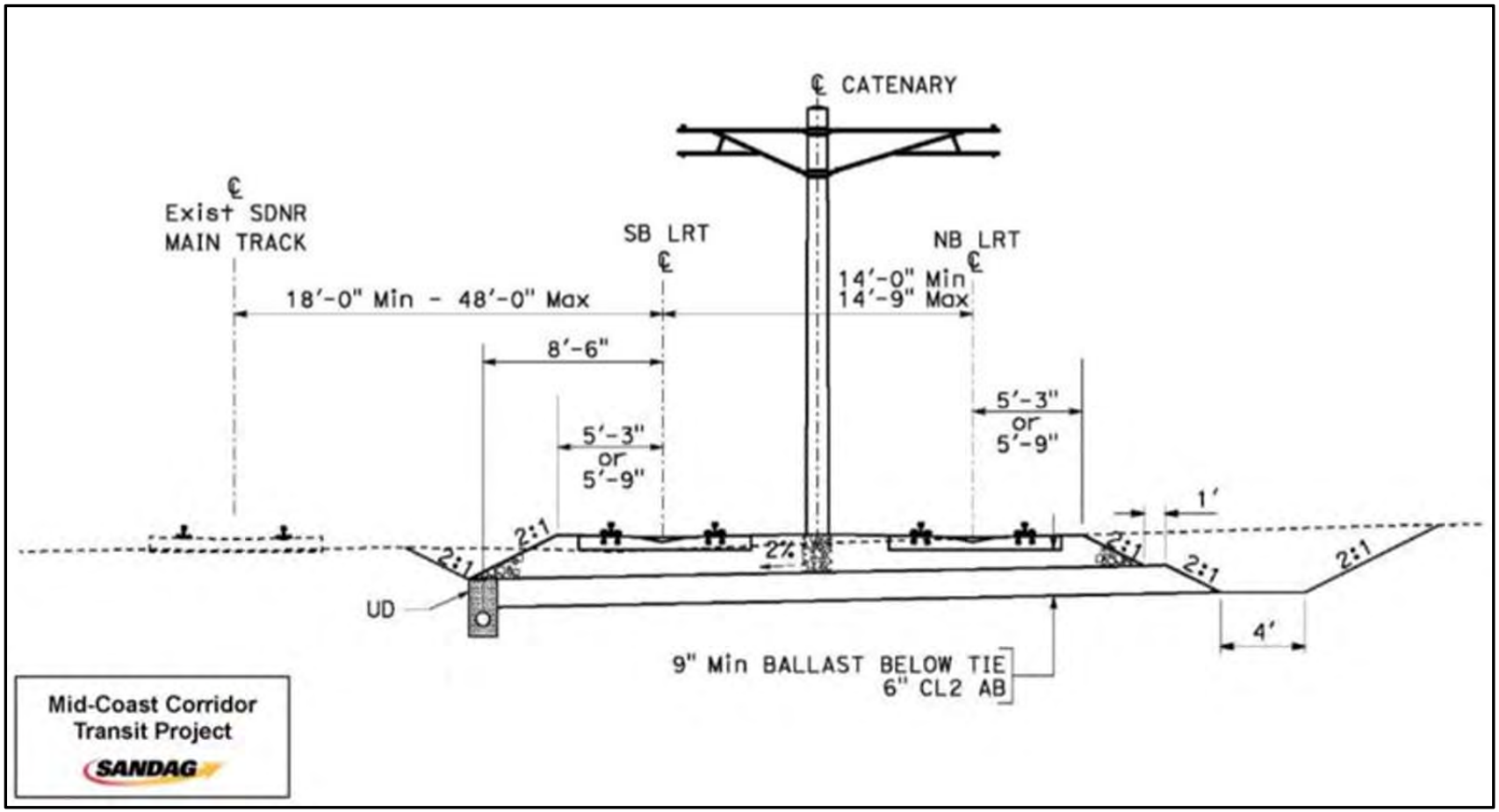

Existing
LOSSAN Railroad
Future Double Track
Pedestrian
Bridge
Bus Only
Bus Bay Area
5 bays
New
Signal
Park and Ride Lot
220 spaces
Morena Blvd
Balboa Ave
New
Signal
Reconstructed
Ramp to Balboa Ave
Existing Sidewalk
across Bridge
Balboa Avenue Station
Mid-Coast Corridor
Transit Project
Fixed Guideway
Trolley Platform
Pedestrian Connection
Bus Platform & Turnout
Park and Ride Lot
Improvements
Vehicular Access
New Signal
Not to Scale
SANDAG

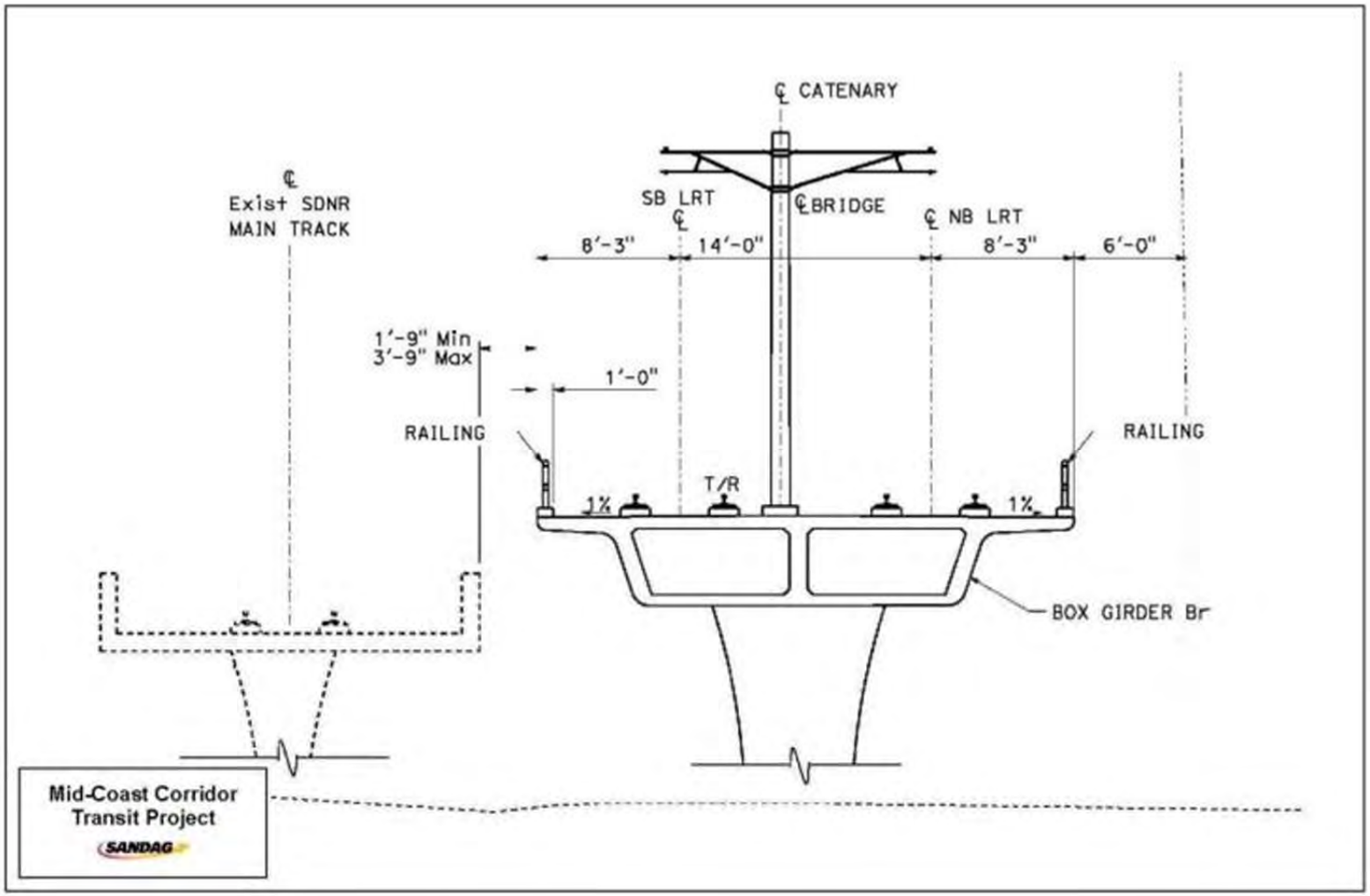
Figure 3-9. Track Section at Grade



Source: Parsons Brinckerhoff, 2011

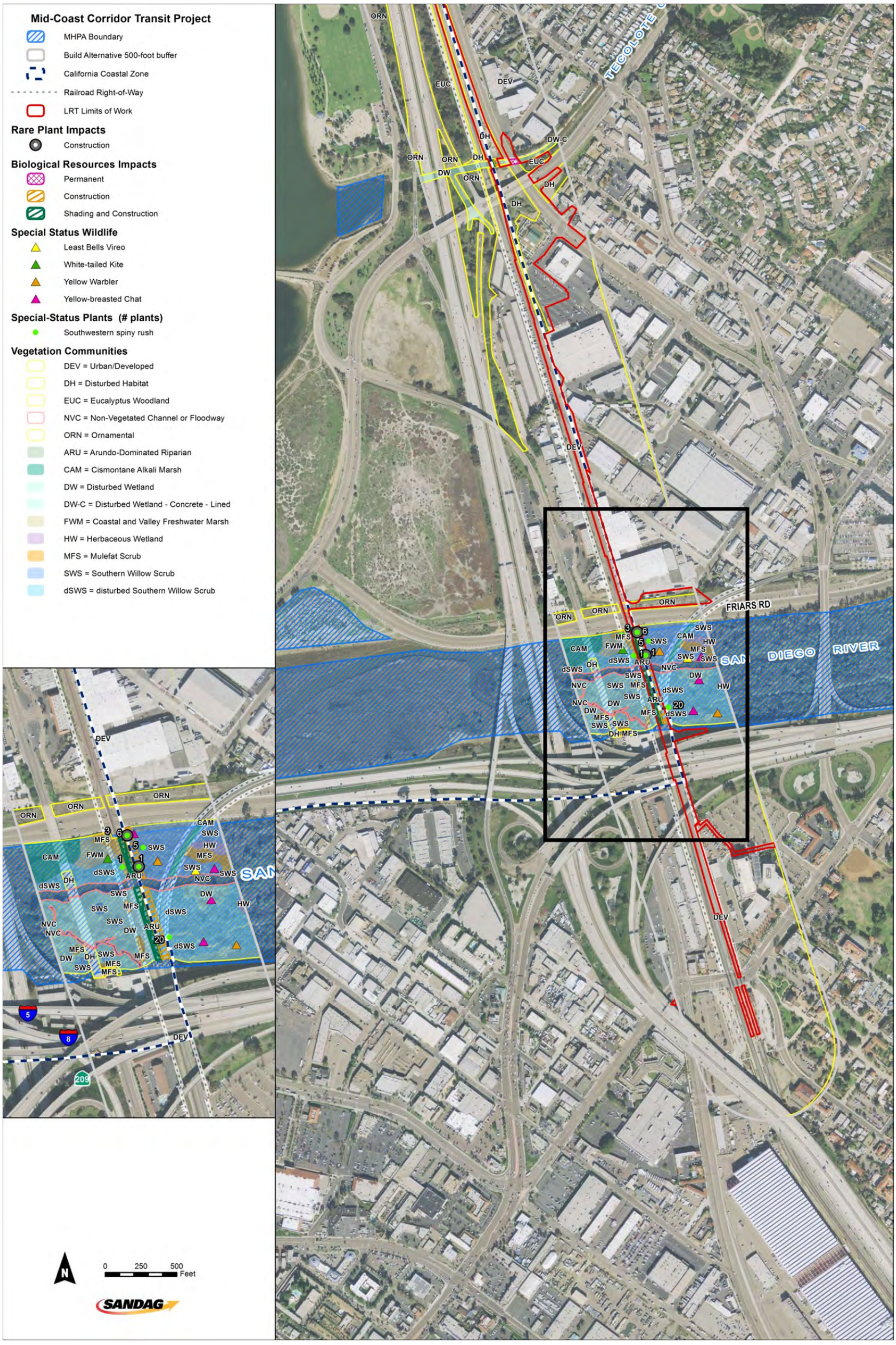
EXHIBIT NO. 8
APPLICATION NO.
6-16-0108
Cross Sections
California Coastal Commission

Figure 3-11. Typical Bridge Section



Source: Parsons Brinckerhoff, 2011

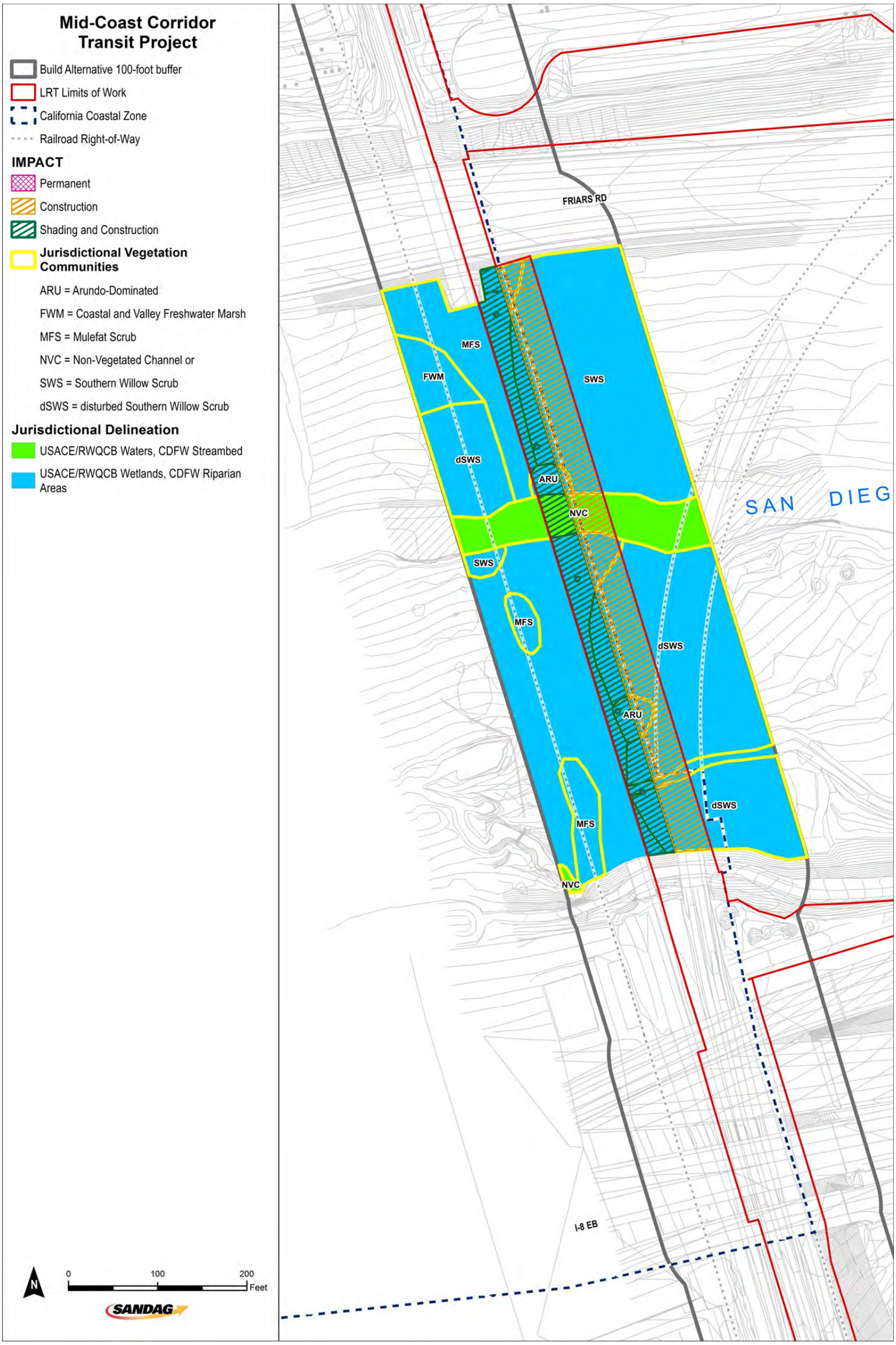
Figure 5-2. Impacts to Biological Resources Map 1 of 10



Sources: DigitalGlobe, 2008; SANDAG, 2014
Note: This figure has been revised to reflect the Refined Build Alternative

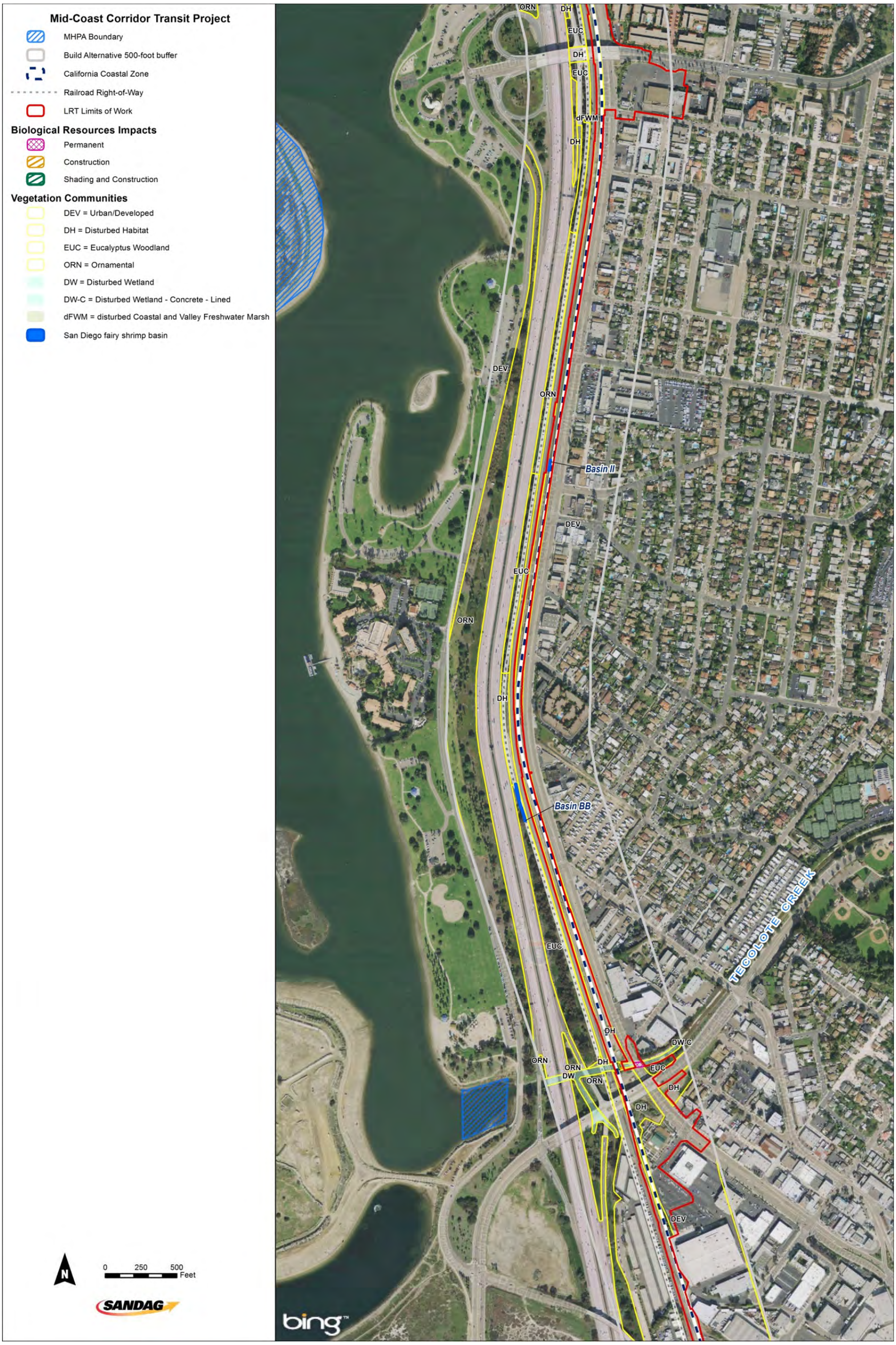
EXHIBIT NO. 9
APPLICATION NO.
6-16-0108
Biological Impact Maps
California Coastal Commission

Figure 5-4. Impacts to Jurisdictional Resources Map 1 of 10



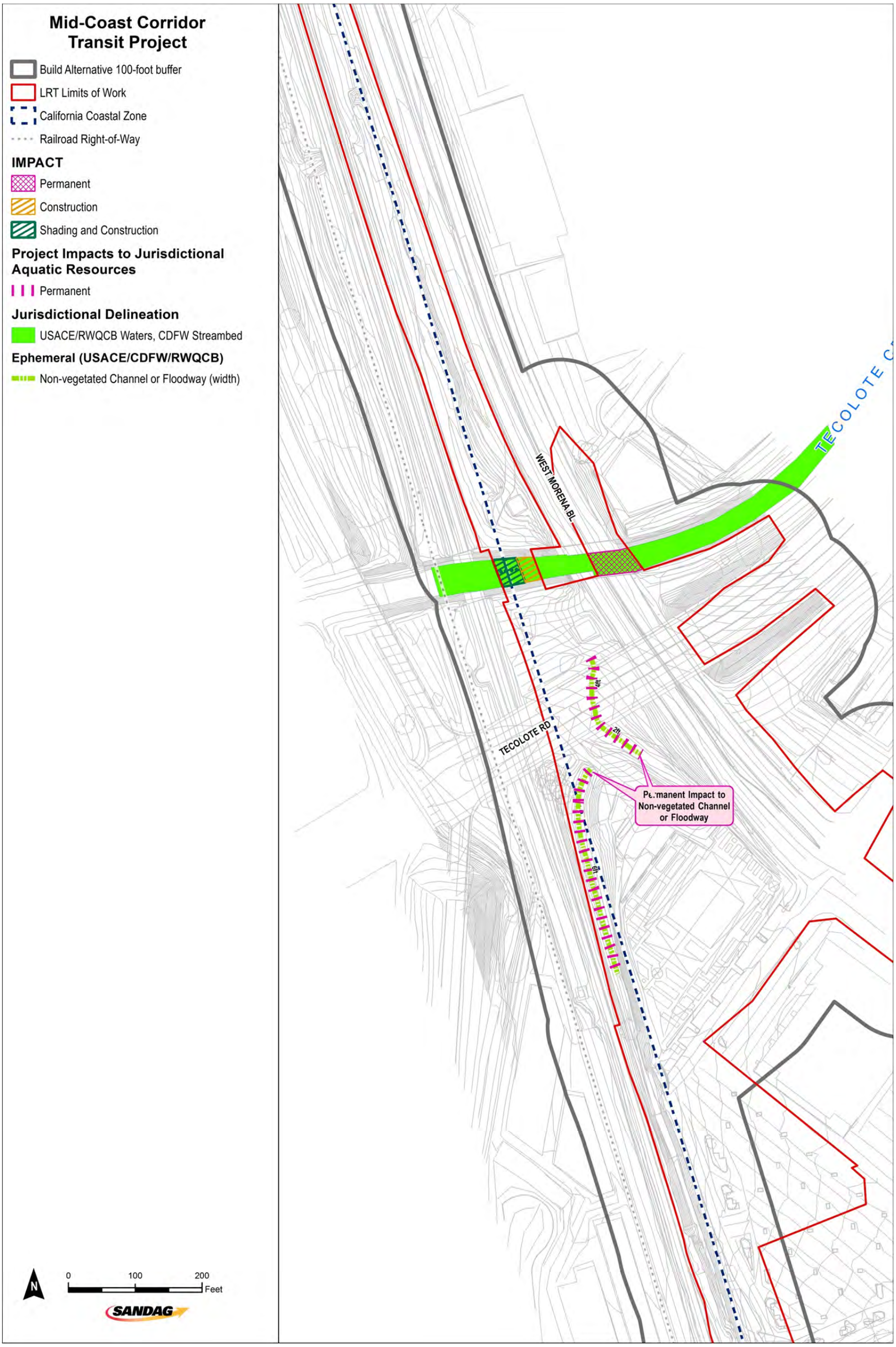
Source: SANDAG, 2014
Note: This figure has been revised to reflect the Refined Build Alternative

Figure 5-2. Impacts to Biological Resources Map 2 of 10



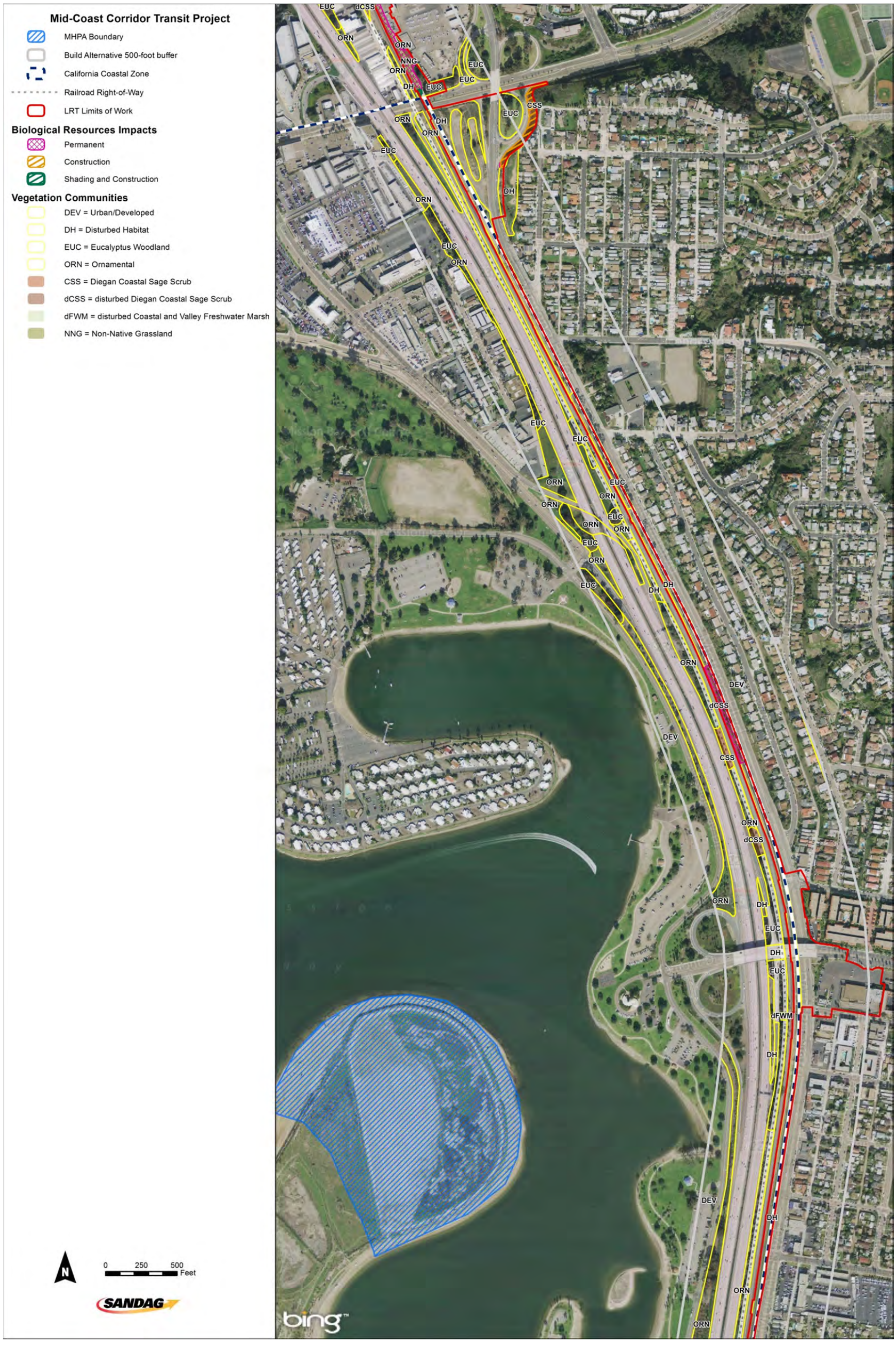
Sources: DigitalGlobe, 2008; SANDAG, 2014
Note: This figure has been revised to reflect the Refined Build Alternative

Figure 5-4. Impacts to Jurisdictional Resources Map 2 of 10

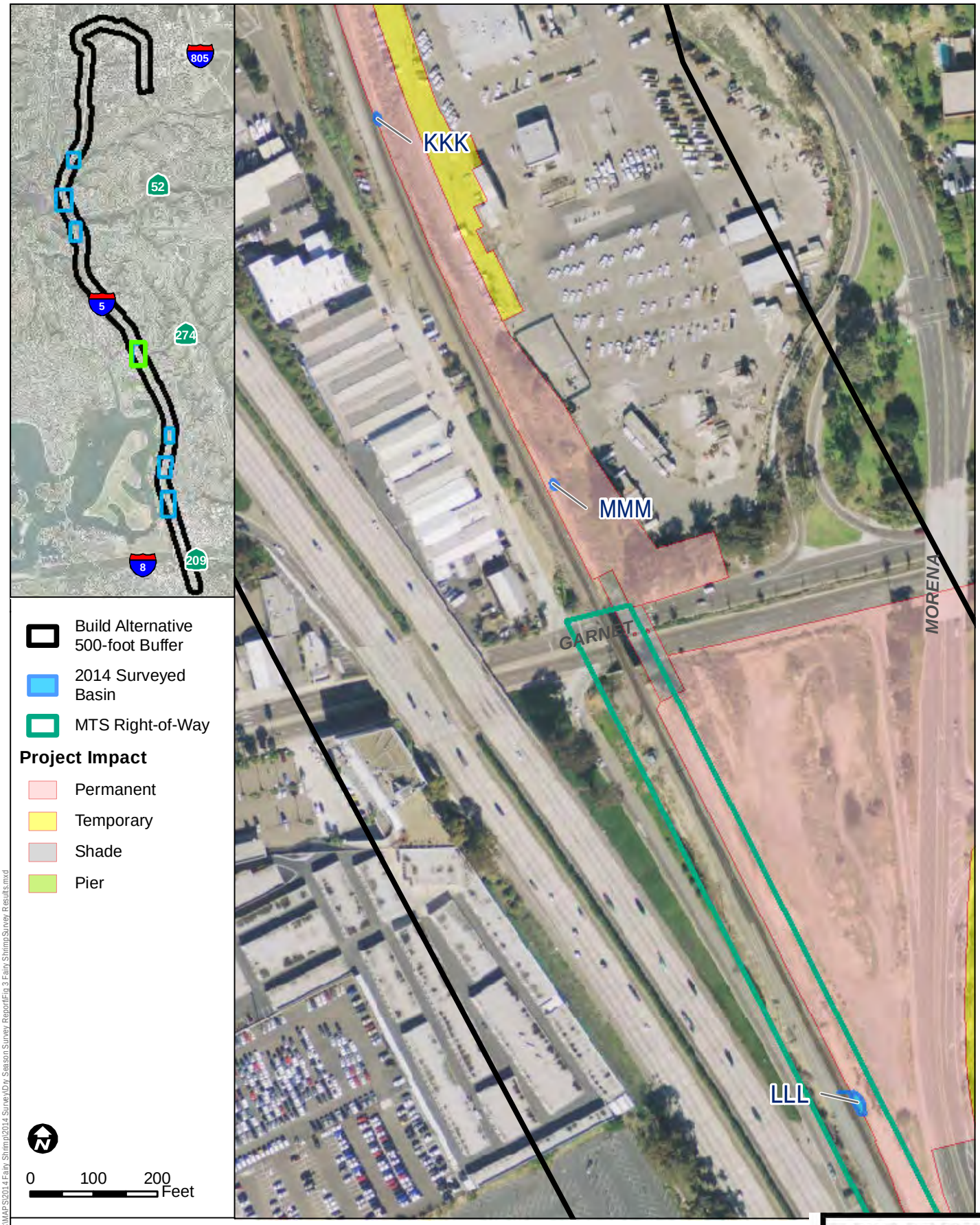


Source: SANDAG, 2014
Note: This figure has been revised to reflect the Refined Build Alternative

Figure 5-2. Impacts to Biological Resources Map 3 of 10



Sources: DigitalGlobe, 2008; SANDAG, 2014
Note: This figure has been revised to reflect the Refined Build Alternative



SOURCE: ArcGIS Online Nat Geo Basemap, DUDEK Survey 2014

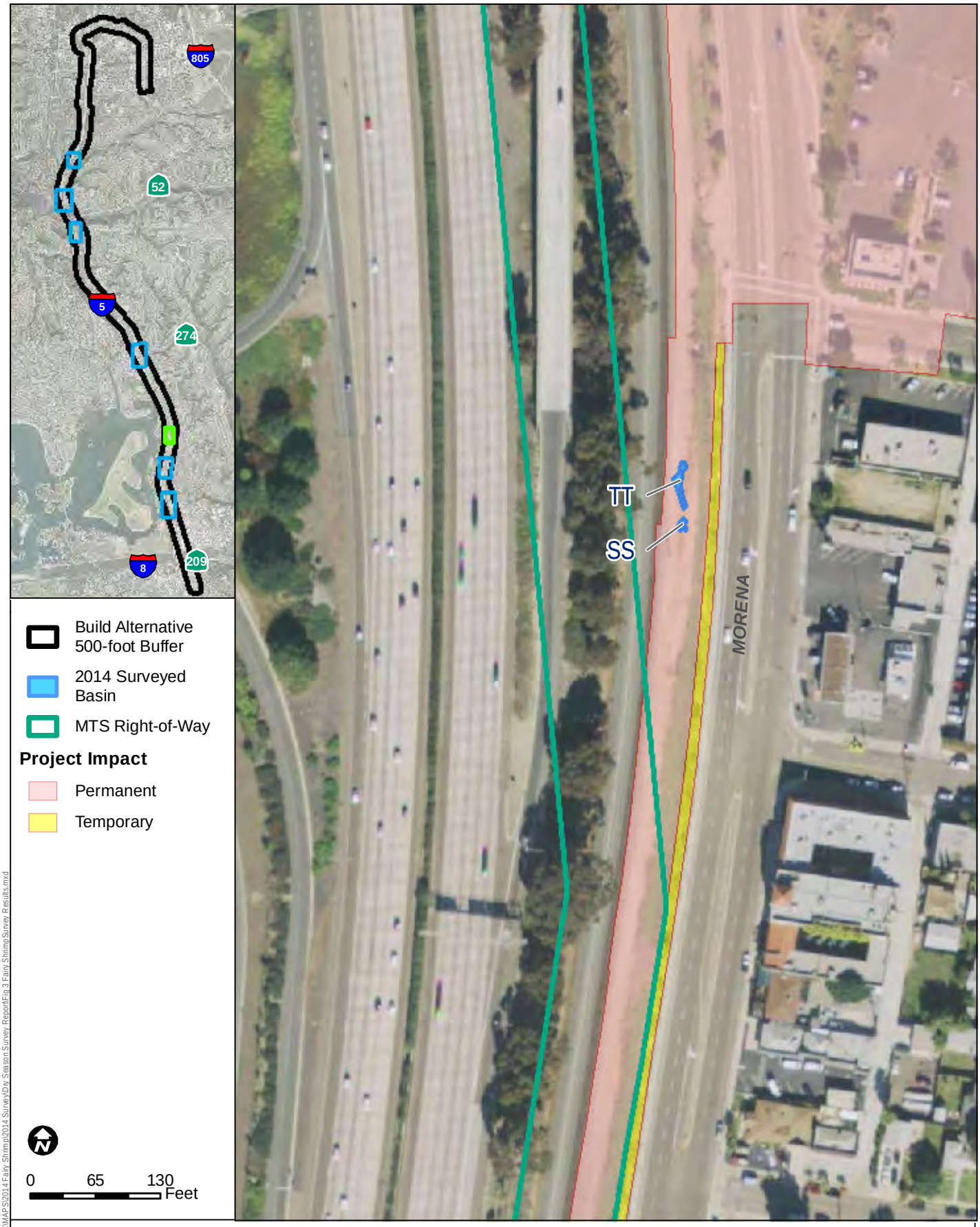
DUDEK

Biological re

2014 Dry Season Survey for Vernal Pool Branchiopods, Mid-Coast Corridor Transit Project, San

Z:\Projects\609901\MAPDOC\MAPS\2014 Fairy Shrimp\2014 Survey\Dry Season Survey Report\Fig 3 Fairy ShrimpSurvey Results.mxd

EXHIBIT NO. 10
APPLICATION NO.
6-16-0108
Vernal Pool Locations
California Coastal Commission



SOURCE: ArcGIS Online Nat Geo Basemap, DUDEK Survey 2014

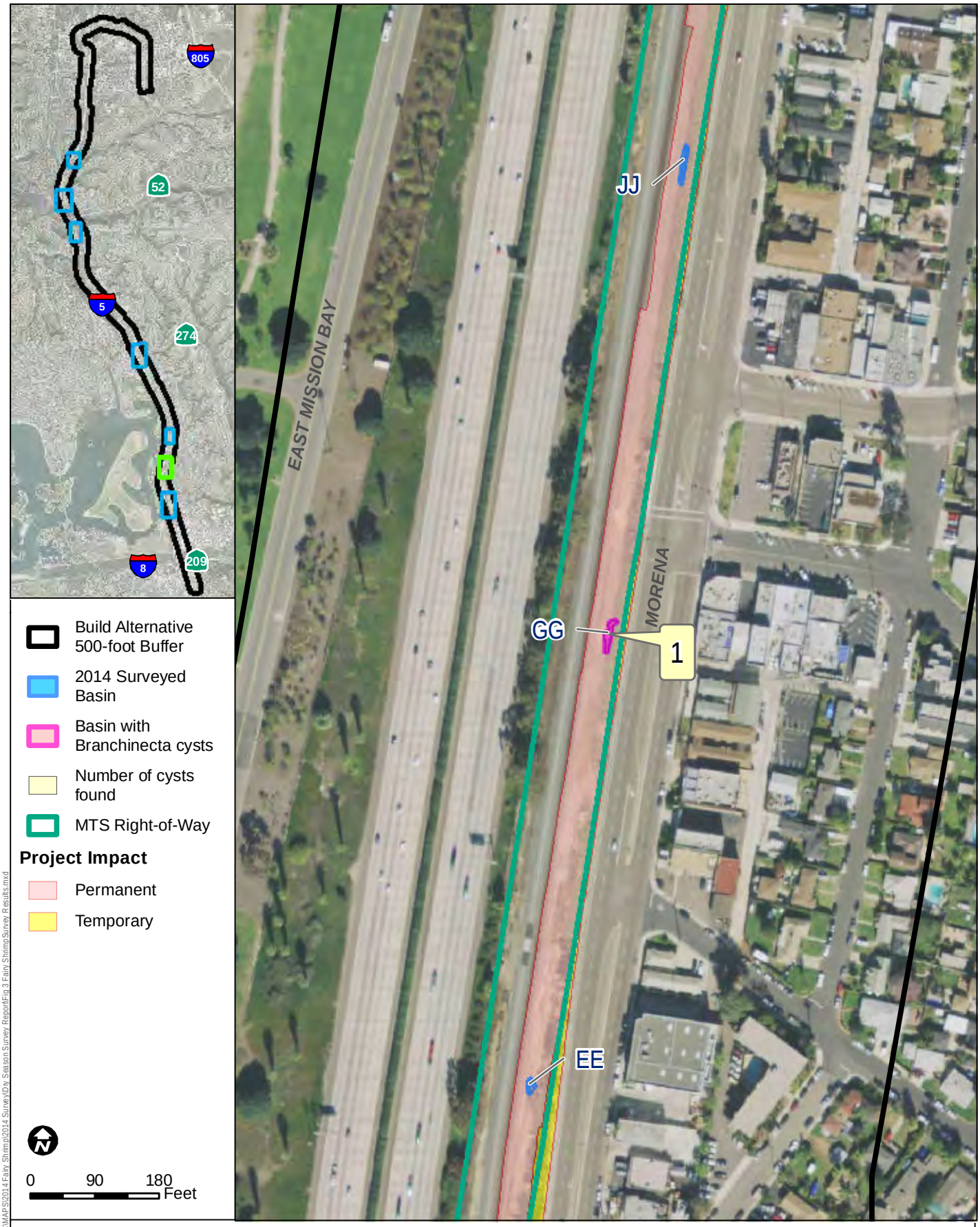
DUDEK

FIGURE 3-5

Biological resource map 5

2014 Dry Season Survey for Vernal Pool Branchiopods, Mid-Coast Corridor Transit Project, San Diego County, California

Z:\Projects\609901\MAPDOC\MAPS\2014 Fairy Shrimp\2014 Survey\Dry Season Survey Report\Fig 3 Fairy Shrimp Survey Results.mxd



SOURCE: ArcGIS Online Nat Geo Basemap, DUDEK Survey 2014

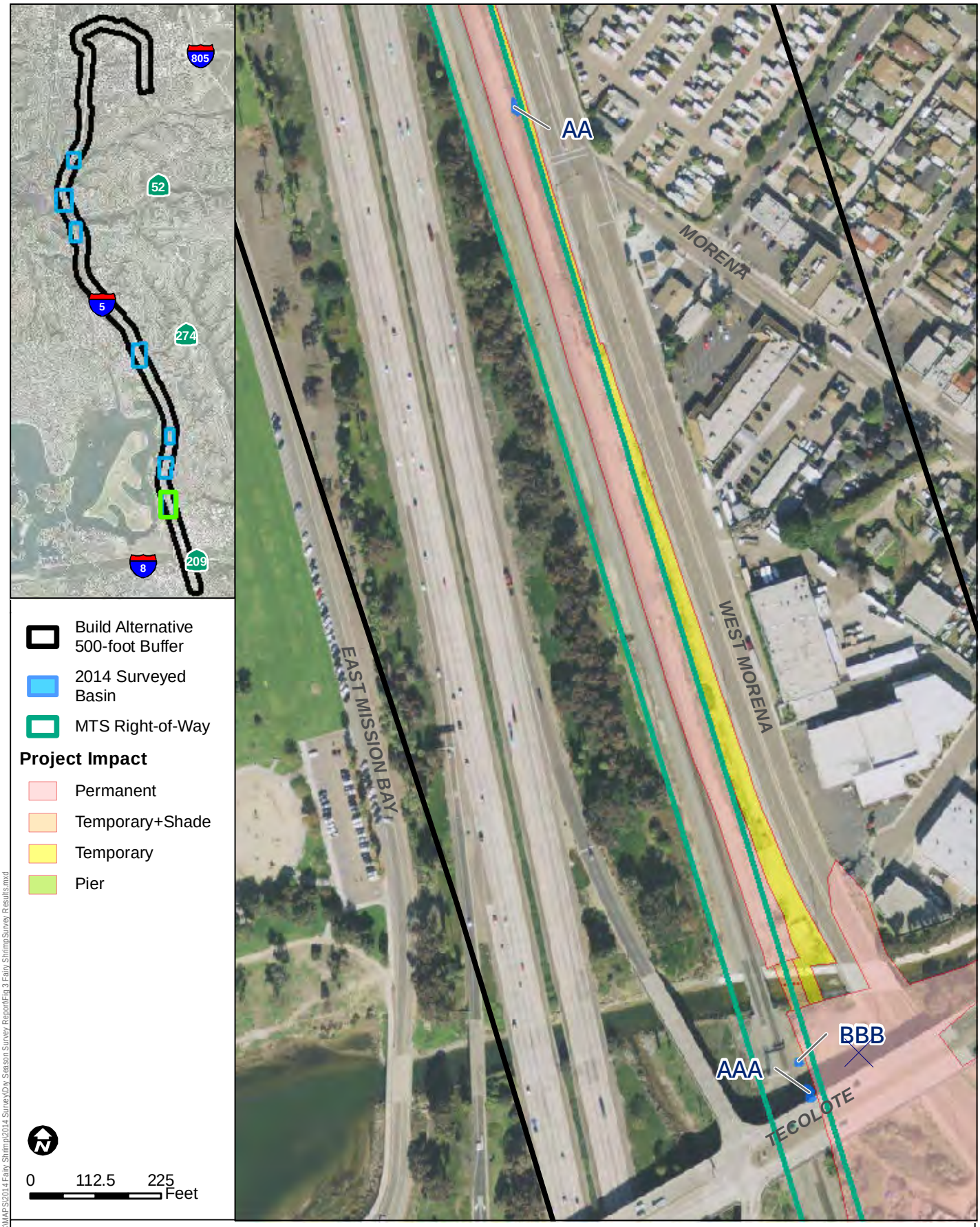
DUDEK

FIGURE 3-6

Biological resource map 6

2014 Dry Season Survey for Vernal Pool Branchiopods, Mid-Coast Corridor Transit Project, San Diego County, California

Z:\Projects\6099011\MAPDOC\MAPS\2014 Fairy Shrimp\2014 Survey\Dry Season Survey Report\Fig 3 Fairy Shrimp Survey Results.mxd



SOURCE: ArcGIS Online Nat Geo Basemap, DUDEK Survey 2014

DUDEK

FIGURE 3-7

Biological resource map 7

2014 Dry Season Survey for Vernal Pool Branchiopods, Mid-Coast Corridor Transit Project, San Diego County, California

Z:\Projects\6099011\MAPDOC\MAPS\2014 Fairy Shrimp\2014 Survey\Dry Season Survey Report\Fig 3 Fairy Shrimp Survey Results.mxd

Candidate Key View #30

This view looks southwest on Morena Boulevard.

Existing Visual Quality / Character
This view is representative of what an arterial driver or bicyclist would see traveling south on Morena Boulevard. The view includes existing rail lines and mature, non-native vegetation. In the distance, the bay is visible and is a highly vivid landscape feature. It is high in visual form and character.

View Looks Southwest on Morena Boulevard

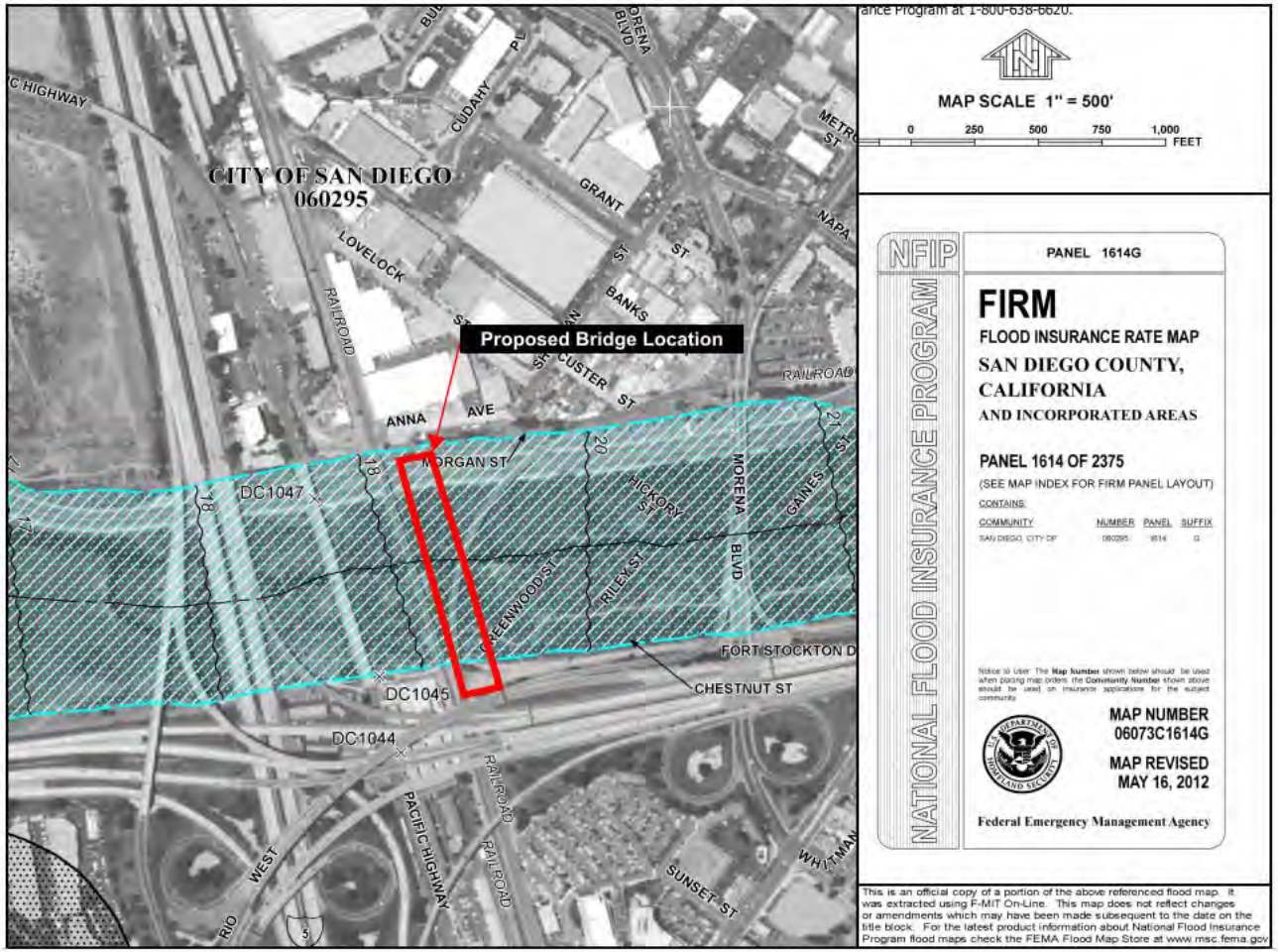
Source: KTU+A, 2012

Preliminary model for Candidate Key View #30

Source: KTU+A, 2012

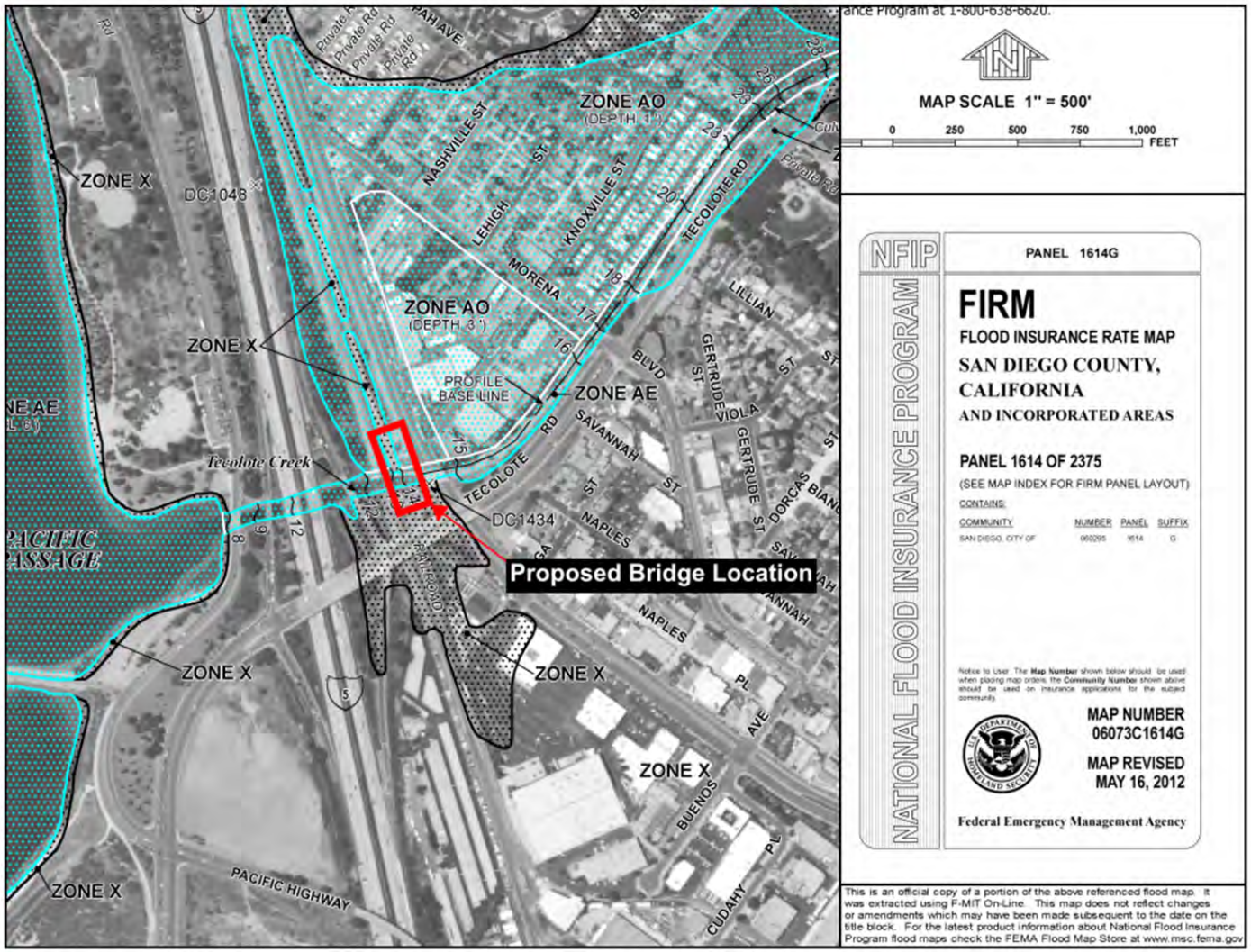
EXHIBIT NO. 11
APPLICATION NO.
6-16-0108
Visual Impact Rendering
California Coastal Commission

Figure 3-1. FIRM Panel 1614



Source: FEMA, FIRM Number 06073C1614G, 2012

Figure 3-1. FIRM Panel 1614



Source: FEMA FIRM Number 06073C1614G, 2012