



PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT

BUILDING STRONG®

APPLICATION FOR REISSUANCE OF REGIONAL GENERAL PERMIT NO. 27

Public Notice/Application No.: SPL-2012-00741-CLH

Project: Port San Luis Maintenance Dredging

Comment Period: November 21, 2012 - December 21, 2012

Project Manager: Crystal L.M. Huerta; 805-585-2143; crystal.huerta@usace.army.mil

Applicant

Port San Luis Harbor District
P.O. Box 249
Avila Beach, California 93424-0249

Contact

Steve McGrath
Facilities Manager
(805) 595-5431

Location

In San Luis Bay from the breakwater at Lighthouse Beach to Fossil Point at the east end of Avila Beach in the City and County of San Luis Obispo, California (at: 35.171° north latitude, -120.756° west longitude).

Activity

To dredge up to 250,000 cubic yards of material annually over a 10-year period, and dispose of the material onto designated nearby beaches and near-shore areas: Lighthouse Beach, either side of Harford Pier, Fisherman's Beach, Olde Port Beach and Avila Beach (see attached drawings). This project has previously been authorized under the Corps File No. 2002-01383-LM. For more information see page 3 of this notice.

Interested parties are hereby notified that an application has been received for a Department of the Army permit for the activity described herein and shown on the attached drawing(s). We invite you to review today's public notice and provide views on the proposed work. By providing substantive, site-specific comments to the Corps Regulatory Division, you provide information that support the Corps' decision-making process. All comments received during the comment period become part of the record and will be considered in the decision. This permit will be issued, issued with special conditions, or denied under Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act of 1972 (33 U.S.C. 1344). Comments should be mailed to:

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Division- Ventura Field Office
ATTENTION: SPL-2012-00741-CLH
2151 Alessandro Drive, Suite 110

Ventura, CA 93001

Alternatively, comments can be sent electronically to: crystal.huerta@usace.army.mil

The mission of the U.S. Army Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. The Regulatory Program in the Los Angeles District is executed to protect aquatic resources by developing and implementing short- and long-term initiatives to improve regulatory products, processes, program transparency, and customer feedback considering current staffing levels and historical funding trends.

Corps permits are necessary for any work, including construction and dredging, in the Nation's navigable water and their tributary waters. The Corps balances the reasonably foreseeable benefits and detriments of proposed projects, and makes permit decisions that recognize the essential values of the Nation's aquatic ecosystems to the general public, as well as the property rights of private citizens who want to use their land. The Corps strives to make its permit decisions in a timely manner that minimizes impacts to the regulated public.

During the permit process, the Corps considers the views of other Federal, state and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the United States. The permit review process serves to first avoid and then minimize adverse effects of projects on aquatic resources to the maximum practicable extent. Any remaining unavoidable adverse impacts to the aquatic environment are offset by compensatory mitigation requirements, which may include restoration, enhancement, establishment, and/or preservation of aquatic ecosystem system functions and services.

Evaluation Factors

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof. Factors that will be considered include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people. In addition, if the proposal would discharge dredged or fill material, the evaluation of the activity will include application of the EPA Guidelines (40 CFR Part 230) as required by Section 404 (b)(1) of the Clean Water Act.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed

above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Preliminary Review of Selected Factors

EIS Determination- A preliminary determination has been made that an environmental impact statement is not required for the proposed work.

Water Quality- The applicant is required to obtain water quality certification, under Section 401 of the Clean Water Act, from the California Regional Water Quality Control Board. Section 401 requires that any applicant for an individual Section 404 permit provide proof of water quality certification to the Corps of Engineers prior to permit issuance. For any proposed activity on Tribal land that is subject to Section 404 jurisdiction, the applicant will be required to obtain water quality certification from the U.S. Environmental Protection Agency. The applicant applied for water quality certification, under Section 401 of the Clean Water Act, from the California Regional Water Quality Control Board on September 20, 2012.

Coastal Zone Management- The applicant has certified that the proposed activity would comply with and would be conducted in a manner that is consistent with the approved State Coastal Zone Management Program. For those projects in or affecting the coastal zone, the Federal Coastal Zone Management Act requires that prior to issuing the Corps authorization for the project, the applicant must obtain concurrence from the California Coastal Commission that the project is consistent with the State's Coastal Zone Management Plan. The District Engineer hereby requests the California Coastal Commission's concurrence or non-concurrence.

Essential Fish Habitat (EFH)- Preliminary determinations indicate the proposed activity may adversely affect essential fish habitat. Pursuant to Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA), the Los Angeles District hereby requests initiation of EFH consultation for the proposed project. This notice initiates the EFH consultation requirements of the Act (via programmatic consultation). In order to comply with the Magnuson-Stevens Fishery Conservation and Management Act (MSA), pursuant to 50 CFR 600.920(e)(3), I am providing, enclosing, or otherwise identifying the following information:

1. Description of the proposed action: see project description on page 4 of this public notice.
2. On site inspection information: see the sampling and analysis plan information on page 6 of this public notice.
3. Analysis of the potential adverse effects on EFH: The proposed project may adversely affect EFH. The Corps would continue to utilize the programmatic consultation dated January 13, 2003 between the Corps and NMFS for specific activities that may adversely affect EFH.
4. Proposed minimization, conservation, or mitigation measures: The applicant is proposing EFH Conservation Recommendations proposed by NMFS in their January 13, 2003 programmatic consultation letter.
5. Conclusions regarding effects of the proposed project on EFH: Based on the project description and NMFS' letter dated January 13, 2003 that included EFH conservation recommendations, the

proposed project would result in disturbance of approximately 40,000 to 1,393,920 square feet of substrate consisting of soft-bottom sediments, with little or no hard rock substrate affected. Due to limited resources, the Port has only had the opportunity to dredge up to 40,000 square feet which is approximately 3% of their potential. The Port's potential beach nourishment area is greater than 100 acres. However, the Port has not used the maximum beach nourishment area as they typically use approximately 20,000 square feet. The Corps has determined that the proposed project is subject to review by and coordination with the NOAA Fisheries. If the Corps does not receive written comments (regular mail or e-mail) within the 30-day notification period, we will assume concurrence by NOAA Fisheries with the proposed mitigation measures referenced in the letter dated January 13, 2003.

Cultural Resources- Past cultural reports submitted to the Corps have shown the absence of cultural resources within the dredging area. The Corps has determined the project's dredging activities would have "No Potential to Cause Effects" to Historic Properties.

Harford Pier, located between the West Bluff and the Jetty disposal sites, has been determined to be eligible for listing on the National Register of Historic Places. The proposed dredging and disposal operations would not impact Harford Pier.

Endangered Species- Two federally listed endangered species occur in the vicinity of the proposed project: Southern sea otter (*Enhydra lutris nereis*) and the snowy plover (*Charadrius nivosus nivosus*). The Corps has preliminarily determined that the proposed activity would not affect these listed species, or their critical habitat. Therefore, formal consultation under Section 7 of the Endangered Species Act does not appear to be required at this time.

Public Hearing- Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearing shall state with particularity the reasons for holding a public hearing.

Proposed Activity for Which a Permit is Required

Basic Project Purpose- The basic project purpose comprises the fundamental, essential, or irreducible purpose of the proposed project, and is used by the Corps to determine whether the applicant's project is water dependent (i.e., requires access or proximity to or siting within the special aquatic site to fulfill its basic purpose). The basic project purpose for the proposed project is maintenance dredging and disposal of dredged material. The dredging portion of the proposed project is water-dependent. The disposal of dredged material is not a water-dependent activity.

Overall Project Purpose- The overall project purpose serves as the basis for the Corps' 404(b)(1) alternatives analysis and is determined by further defining the basic project purpose in a manner that more specifically describes the applicant's goals for the project, and which allows a reasonable range of alternatives to be analyzed. The overall project purpose for the proposed project is to maintain adequate depths in San Luis Bay for ingress and egress of commercial and recreational boats as well as beach nourishment.

Additional Project Information

Project History: On July 12, 1993, the Corps of Engineers issued a 5-year Regional General Permit (RGP) to the Port San Luis Harbor District to maintenance dredge 30,000 cubic yards of material per year and dispose of the material onto Olde Port Beach and Avila Beach in San Luis Bay. That permit was modified on January 4, 1994 to allow disposal of dredged material at PG&E Beach, now known

as Fisherman’s Beach. The permit was modified again on October 21, 1996 to include the discharge of return water from an upland, contained disposal area (i.e., adjacent parking lot), trucking the dredged material to an authorized beach replenishment site, and spreading the dredged material below the high tide line using heavy equipment. The permit was modified for a third time on September 30, 1997 to allow 2,000 cubic yards of stockpiled sand to be placed on the beach to increase the sand cover over a portion of a hydrocarbon plume beneath Avila Beach prior to the onset of the winter storm season. The permit was modified a fourth time on August 5, 1998 to renew the permit for an additional five years which expired July 15, 2003. Corps regulations at 33 CFR 325.6 (e) limit the duration of authorization on maintenance dredging projects to 10 years. As a result, the Corps issued on July 28, 2003 a 10-year maintenance permit that will expire on July 1, 2013. Consequently, the harbor District has requested the reauthorization of their 10-year maintenance permit for an additional 10 years.

Project Description: The purpose of the proposed project is to remove accumulated sand and other suspended particles from the Sport Launch and Mobile Hoist Pier areas to allow passage of commercial and recreational boats. Dredged material would be used for beach nourishment at the proposed disposal locations. San Luis Creek deposits sand and sediment into San Luis Obispo Bay, particularly during periods of heavy rainfall. Wave action, combined with non-wave driven currents, transports sand and other suspended particles into the quieter waters of the harbor where they are deposited. This ongoing process necessitates the dredging of these areas to allow their continued access by boats.

The volumes of material dredged from the Sport Launch and Mobile Hoist Pier basins under the previous permit during the period 1994 through the present is shown below:

<u>Period of Dredged Activity</u>	<u>Sport Launch Area Volume Removed</u>	<u>Mobile Hoist Pier Area Volume Removed</u>
03/94-05/94	3,223 (cubic yards)	3, 282 (cubic yards)
02/95-06/95	3,397	2,768
12/95-05/96	3,751	3,711
11/96-06/97	3,555	3,904
02/98 (post El Niño storms)	4,882	6,621
02/99-08/99	4,407	3,105
11/99-12/99	350	0
02/00-09/00	3,410	3,563
01/01-08/01	7,335	1,420
02/02-07/02	4,465	965
03/03 – 05/03	10,560	7,995

03/04 - 05/04	7,507	4,620
03/05 – 05/05	8,032	5,115
03/06 – 08/06	17,605	6,551
03/07 – 08/07	15,012	6,930
03/08 – 07/08	9,660	8,085
03/09 – 06/09	11,655	6,335
03/10 – 10/10	21,175	18,673
03/11 – 05/11	11,565	6,139
03/12 – 06/12	19,682	10,287

For small-scale projects, the Harbor District proposes to use a land-based crane and a small submersible pipe to transport sand over a relatively short distance. For larger scale projects, the Harbor District is proposing to utilize larger equipment such as a floating suction dredge, floating barge crane, or hopper dredge to transport a greater volume of sand farther distances. Expansion of the dredge area to the east of Fisherman’s Beach and the inclusion of the area west of Harford Pier would also result in an increase in the volume of material removed annually.

A “Sediment Sampling and Analysis Plan” (SAP) for the testing of sediments collected from the proposed dredge area was prepared for the Harbor District by Tenera Environmental. The SAP, dated, January 29, 2009, was assembled in accordance with the United States Environmental Protection Agency’s (EPA) 1998 “Evaluation of Dredged Material Proposed for Discharge in the Waters of the U.S. Testing Manual (Inland Testing Manual)” (EPA 1998). The applicant is requesting an exemption of additional sampling because they believe sediments in the PSLHD (Port San Luis Harbor District) dredge areas continue to be both chemically and physically compatible for use in beach nourishment as they have been in the past.

Special Conditions

Typical of maintenance dredging operations in navigable waters, dredging and disposal operations, as well as post-project completion reports, inspections and permit liability, are addressed in a set of permit conditions that direct how project activities shall be conducted, including pre-project notifications to the Corps, US EPA and US Coast Guard regarding sediment quality, environmental constraints, navigation within the project areas, and reporting requirements. A copy of these typical conditions is available upon request by e-mail to the Regulatory project manager.

For additional information please call Crystal L.M. Huerta of my staff at 805-585-2143 or via e-mail at crystal.huerta@usace.army.mil. This public notice is issued by the Chief, Regulatory Division.



Regulatory Program Goals:

- To provide strong protection of the nation's aquatic environment, including wetlands.
- To ensure the Corps provides the regulated public with fair and reasonable decisions.
- To enhance the efficiency of the Corps' administration of its regulatory program.

U.S. ARMY CORPS OF ENGINEERS – LOS ANGELES DISTRICT

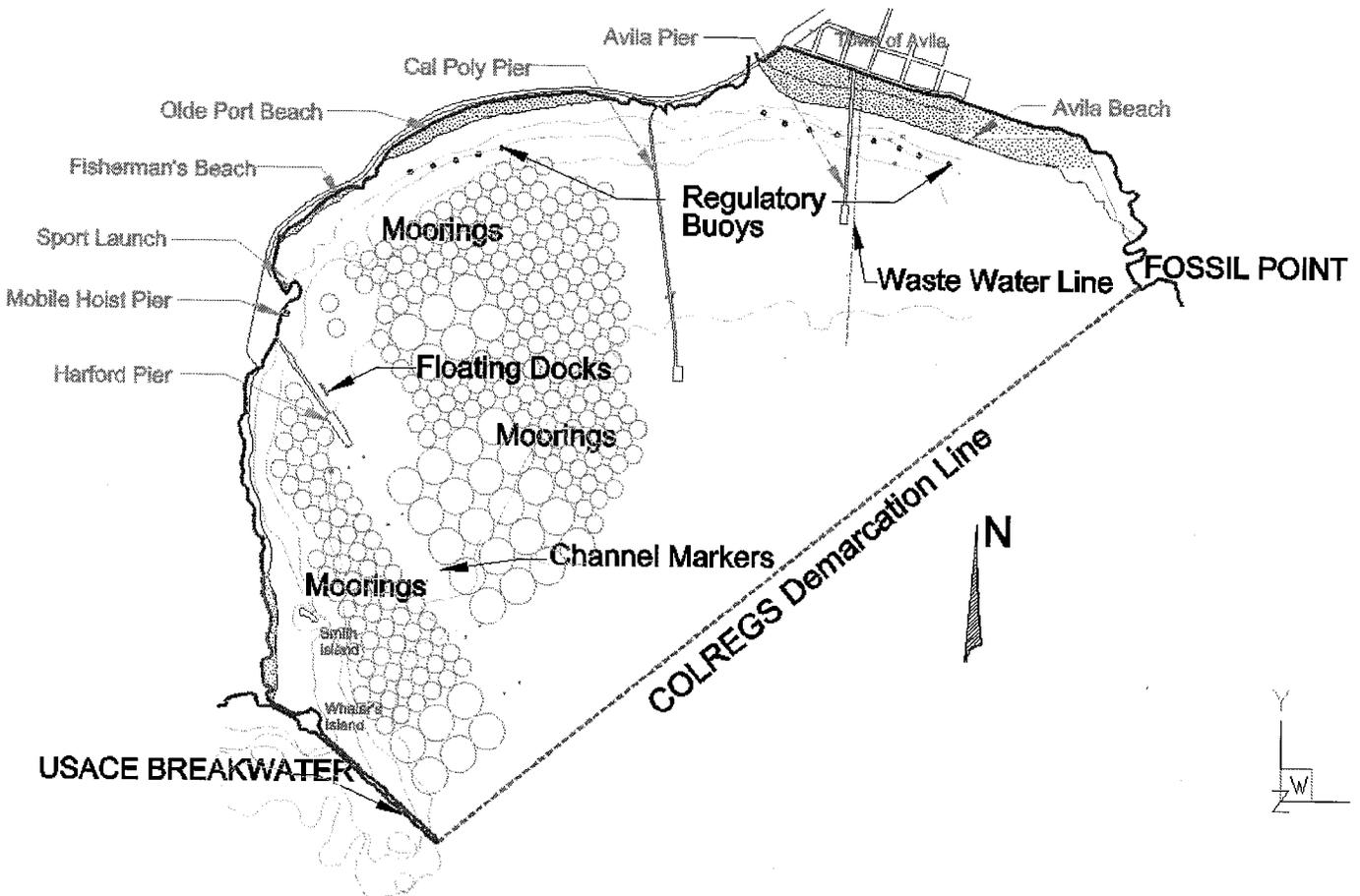
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San Luis Obispo Bay

The COLREGS Demarcation Line extends from the end of the USACE Breakwater to Fossil Point and represents the Harbor District's main interest in the San Luis Obispo Bay.

The following facilities may need routine maintenance from normal use or emergency repairs caused by storm damage or boating accidents:

- Channel Markers
- Regulatory Buoys
- Permanent and Seasonal Moorings
- Floating Docks
- Waste Water Line
- Seawalls, Revetments, and Riprap



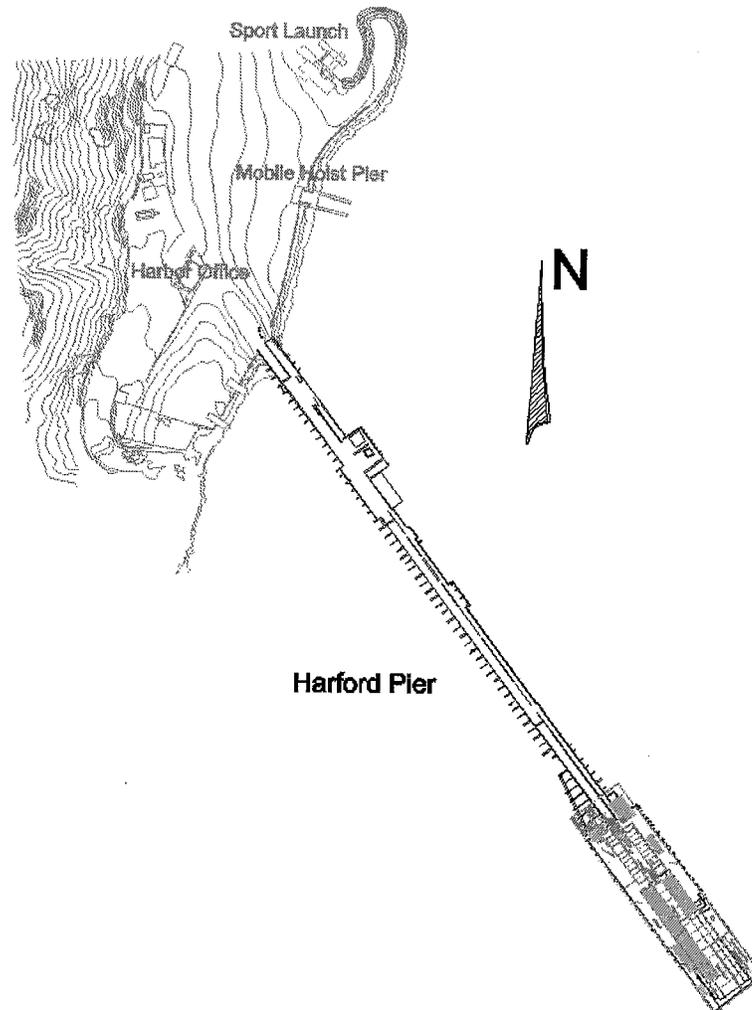
Title: San Luis Obispo Bay	Water Body: San Luis Obispo Bay	City: Avila Beach
Activity: Maintenance and Repair	County: San Luis Obispo	Scale: 1" = 2000'

Harford Pier

This historic wooden pier, originally built in 1873, is approximately 1,456 feet long with an average width of 39 feet and approximately 120 feet wide at the terminus. Maintenance and repairs will not exceed the original pier footprint and structural repairs will be made with materials similar to the original construction. No alterations to the historic qualities will be made.

The following facilities may need routine maintenance from normal use or emergency repairs caused by storm damage, vehicle accidents or boating accidents:

- Decking, stringers, caps, rails and piles
- Ladders and stairs
- Floating and fixed landings
- Utilities and equipment
- Hoists
- Existing structures



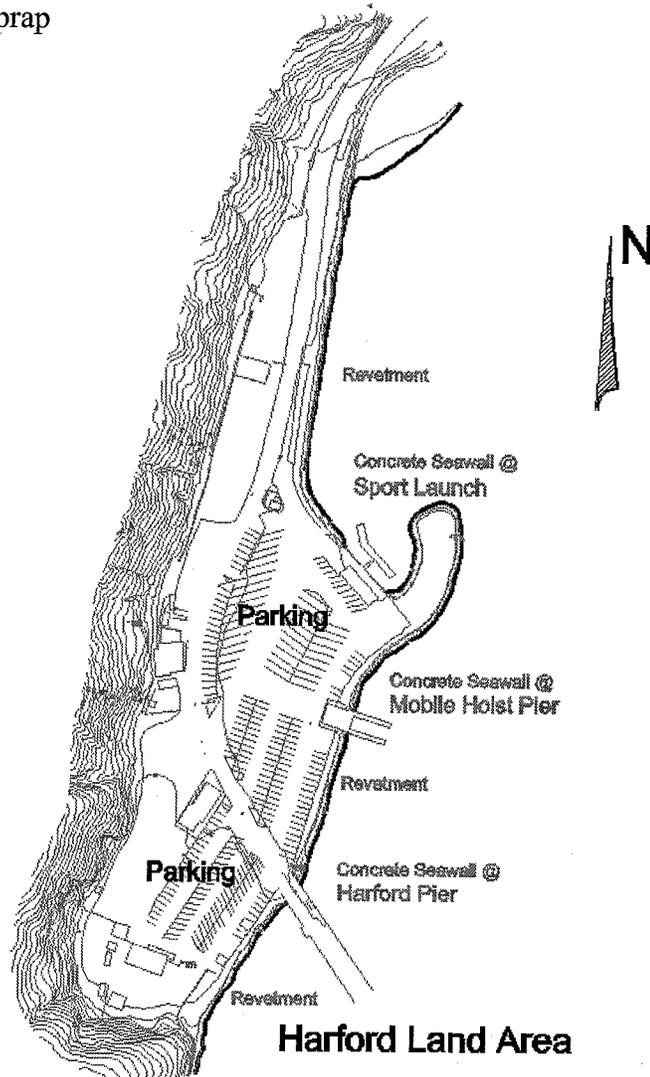
Title: Harford Pier	Water Body: San Luis Obispo Bay	City: Avila Beach
Activity: Maintenance and Repair	County: San Luis Obispo	Scale: 1" = 300'

Harford Land Area

The land area is a combination of reinforced concrete or asphalt over an aggregate base adjacent to a seawall. A portion of the seawall is constructed of 1-4 ton rock, 25 lb. riprap, filter fabric, and class B concrete base. Maintenance and repairs will not exceed the existing land area footprint and repairs will be made with materials similar to the existing construction.

The following facilities may need routine maintenance from normal use or emergency repairs caused by storm damage, vehicle accidents or boating accidents:

- Parking Lot
- Seawall, Revetment, or Riprap
- Storm Drains



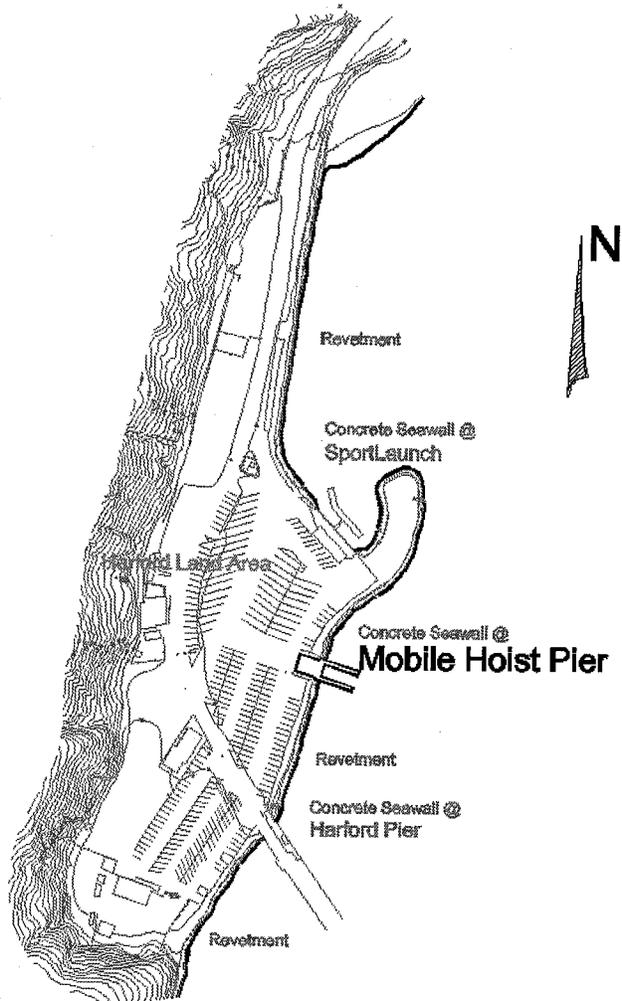
Title: Harford Land Area	Water Body: San Luis Obispo Bay	City: Avila Beach	
Activity: Maintenance and Repair	County: San Luis Obispo	MHW: 4.68'	Scale: 1" = 100'

Mobile Hoist Pier

The mobile hoist pier is designed to haul and launch commercial and recreational vessels. The mobile hoist has a 60-ton capacity. The mobile hoist pier is constructed of steel reinforced concrete and is adjacent to a revetment and concrete seawall. The revetment is constructed of 1 - 4 ton rock, 25-lb. riprap, filter fabric and class B concrete base. Maintenance or repairs will not exceed the existing land area footprint and repairs will be made with materials similar to the existing construction.

The following facilities may need routine maintenance from normal use or emergency repairs caused by storm damage, vehicle accidents or boating accidents:

- Mobile Hoist Pier, Concrete Piles, Floating Dock
- Deck, Rails and Ladders
- Seawall, Revetment or Riprap



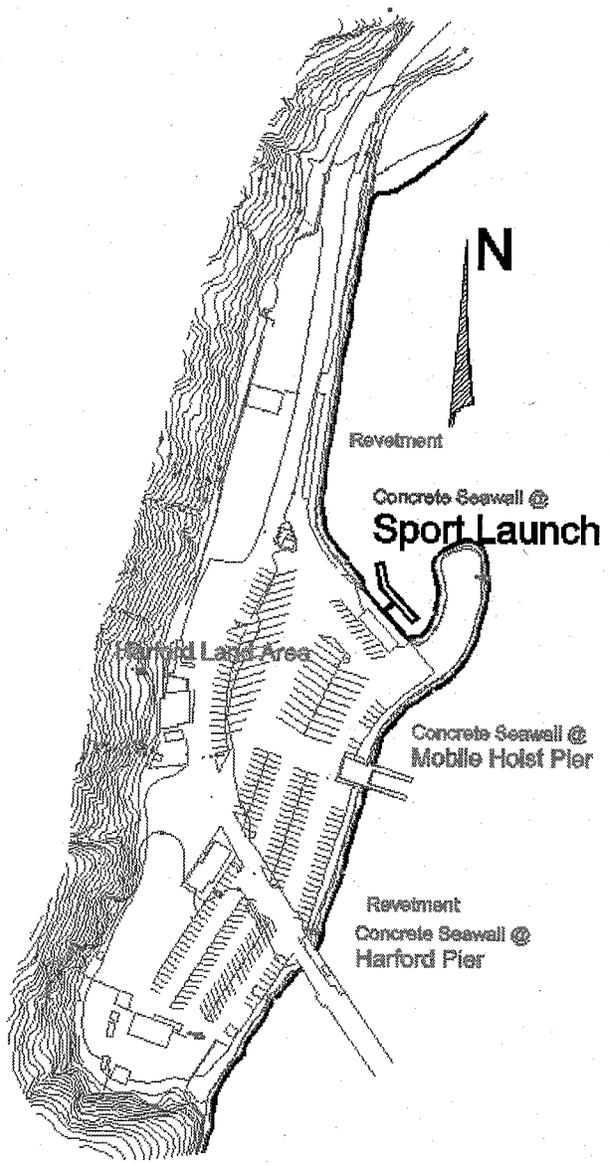
Title: Mobile Hoist Pier	Water Body: San Luis Obispo Bay	City: Avila Beach	
Activity: Maintenance and Repair	County: San Luis Obispo	MHW: 4.68'	Scale: 1" = 100'

Sport Launch

The Sport Launch is designed to haul and launch recreational boats. The Sport Launch hoist has a 15-ton capacity. The Sport Launch is constructed of steel reinforced concrete and is adjacent to a revetment and concrete seawall. The revetment is constructed of 1 - 4 ton rock, 25-lb. riprap, filter fabric and class B concrete base. Maintenance or repairs will not exceed the existing footprint and repairs will be made with materials similar to the existing construction.

The following facilities may need routine maintenance from normal use or emergency repairs caused by storm damage, vehicle accidents, or boating accidents:

- Sport Launch
- Docks and Gangway
- Seawall, Revetment or Riprap



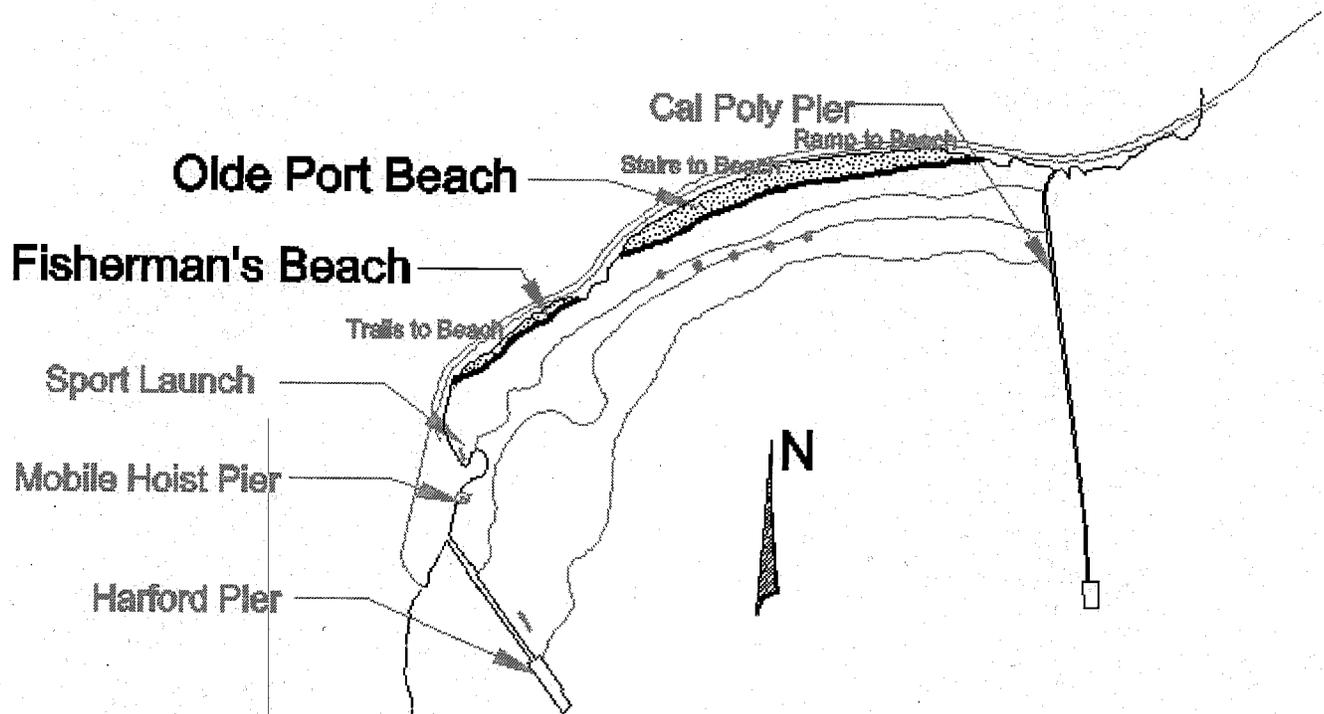
Title: Sport Launch	Water Body: San Luis Obispo Bay	City: Avila Beach	
Activity: Maintenance and Repair	County: San Luis Obispo	MHW: 4.68'	Scale: 1" = 100'

Fisherman / Olde Port Beach

Fisherman's Beach and Olde Port Beach are located between the Sport Launch and the Cal Poly Pier. Maintenance and repairs will not exceed the existing land area footprint and repairs will be made with materials similar to the existing construction.

The following facilities may need routine maintenance from normal use or emergency repairs caused by storm damage, vehicle accidents, or boating accidents:

- Stairs
- Trails
- Vehicle and Pedestrian Ramps
- Storm Drains
- Adjoining Seawall, Revetment or Riprap



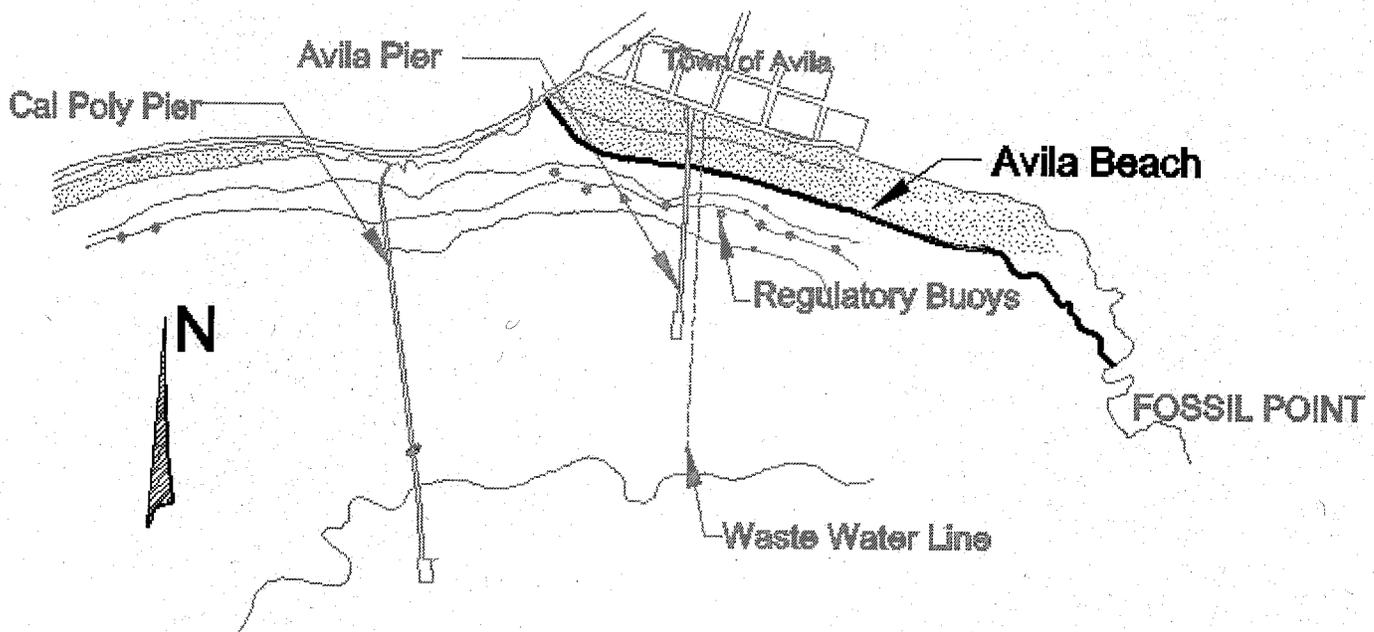
Title: Fisherman / Olde Port Beach	Water Body: San Luis Obispo Bay	City: Avila Beach	
Activity: Maintenance and Repair	County: San Luis Obispo	MHW: 4.68'	Scale: 1" = 1500'

Avila Beach

Avila Beach is located between Cal Poly Pier and Fossil Point. Maintenance and repairs will not exceed the existing footprint and repairs will be made with materials similar to the existing construction.

The following facilities may need routine maintenance from normal use or emergency repairs caused by storm damage, vehicle accidents or boating accidents:

- Stairs
- Recreational Equipment (Swings, Slide, Barbecues, Picnic Tables and Volleyball Posts)
- Lifeguard Headquarters / Towers
- Beach Sand Cleaning and Contouring
- Ramps
- Storm Drains
- Adjoining Seawall



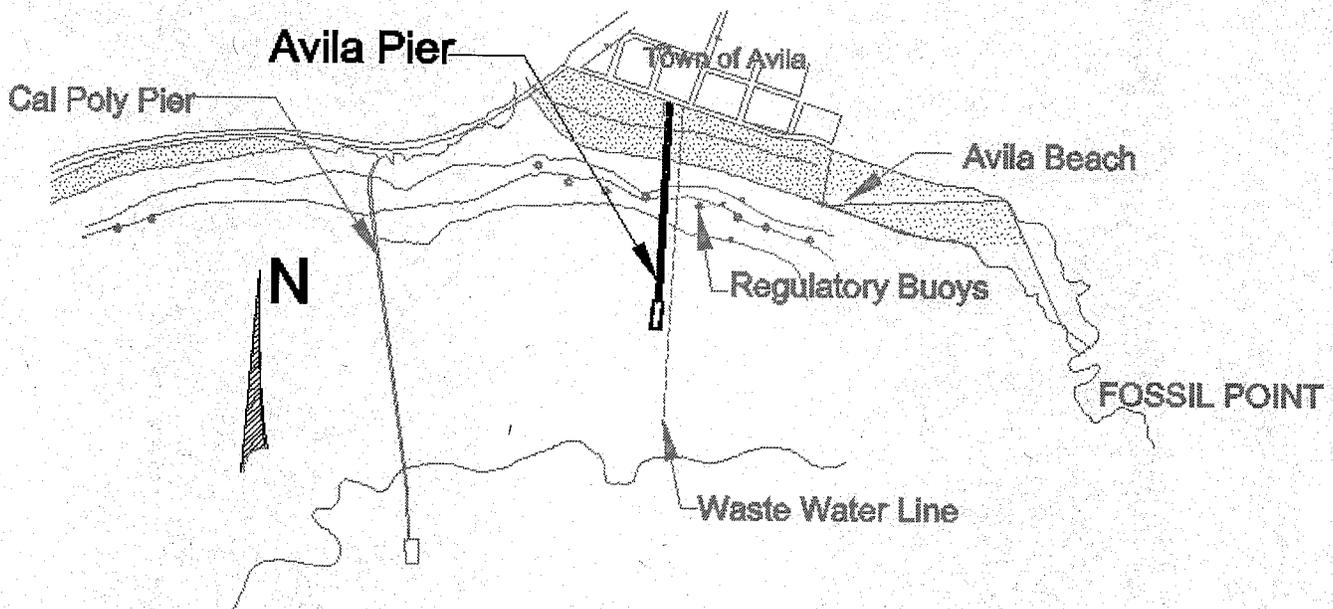
Title: Avila Beach	Water Body: San Luis Obispo Bay	City: Avila Beach	
Activity: Maintenance and Repair	County: San Luis Obispo	MHW: 4.68'	Scale: 1" = 1400'

Avila Pier

This wooden pier is 1,635 feet long with an average width of 20 feet and approximately 120 feet wide at the terminus. Maintenance and repairs will not exceed the original pier footprint and structural repairs will be made with materials similar to the original construction.

The following facilities may need routine maintenance from normal use or emergency repairs caused by storm damage, vehicle accidents or boating accidents:

- Decking, stringers, caps, rails and piles
- Ladders and stairs
- Fixed landings
- Utilities and equipment
- Hoists
- Existing Public Restrooms

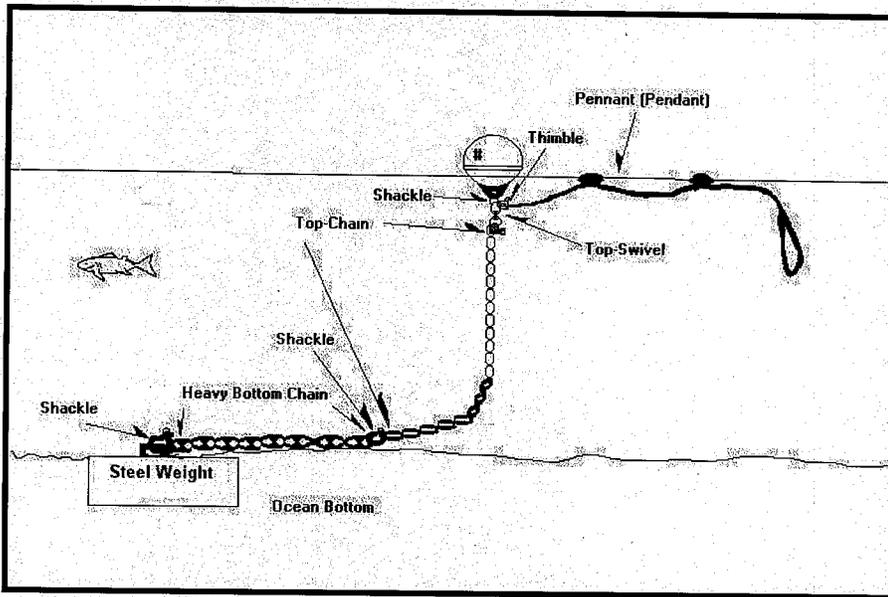


Title: Avila Pier	Water Body: San Luis Obispo Bay	City: Avila Beach	
Activity: Maintenance and Repair	County: San Luis Obispo	MHW: 4.68'	Scale: 1" = 1400'

Appendix: Routine Maintenance Procedures

MOORINGS

Repair, rehabilitate, or replace **channel markers, regulatory buoys, floating docks moorings, permanent and seasonal moorings** including buoys, pendants, upper and lower chain assemblies and anchors:
Typical Mooring Diagram – minor deviations occur depending on uses.



FLOATING DOCKS

Decking. Decking will be replaced with properly treated sawn timber when the top surface becomes excessively uneven, hazardous, or worn to a point of possible failure. Spacing between decking planks is normally provided for ventilation and drainage.

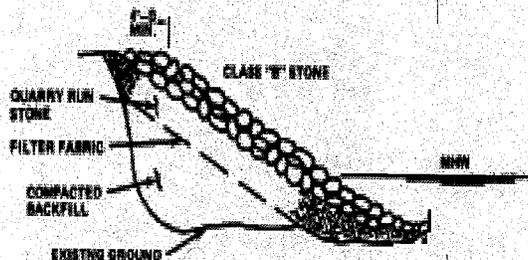
Hardware. Various decking hardware, such as cleats, floats, connection hardware, bolts and washers are utilized on floating docks. These items require constant replacement.

SEAWALLS - REVETMENT

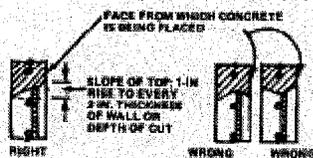
Repair, rehabilitate, or replace the **revetment** facing placed in various location throughout the Harbor. The revetment is made of stone and protects existing shore structures and parking area against erosion by wave action. Wave action makes it necessary to replace revetment stone that is lost during high-energy events.

Repairs consist of replacing and adding to materials in the structure. Extreme wave action will dislodge riprap and wash out portions that must be replaced. Adding crushed stone to the crowns, seaward slopes, and grouting adjacent surfaces holes repairs revetment type seawalls.

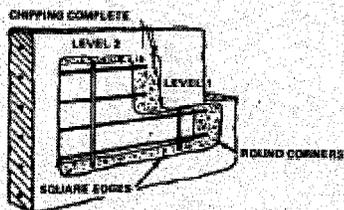
Proper grading of the seaward slope and use of correct lasses of stone for the core and capping must be followed in repairs to minimize future maintenance requirements. Even then, material lost must be replaced periodically with materials of the same kind and size as used originally. Change in the type of capping material also may be necessary with the passage of time.



SEAWALLS - CONCRETE



Repair, rehabilitate, or replace section of the concrete seawall structure that separates the Harford Land Area and San Luis Obispo Bay at the Sport Launch Basin and Mobile Hoist Pier Basin.



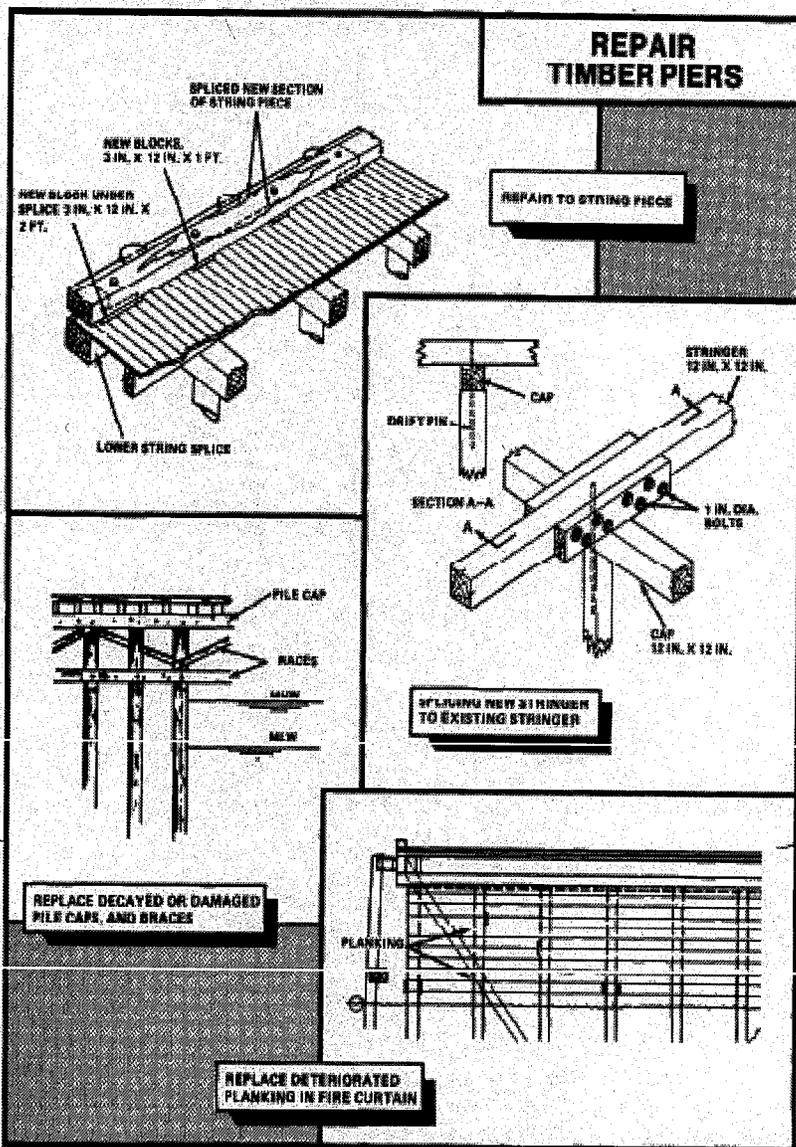
The Seawall is designed to prevent erosion and other damage due to wave action. Defective sections of wall are removed, surfaces and reinforcing steel are prepared, formwork constructed, and wall is restored with cast-in-place concrete. Repair may be an internal section, or it may be the top of a wall or pier deck curb requiring an open-top form.

TIMBER PIER STRUCTURE

Repair, rehabilitate, or replace:

Decking. Decking will be replaced with properly treated sawn timber when the top surface becomes excessively uneven, hazardous, or worn to a point of possible failure. Spacing between decking planks is normally provided for ventilation and drainage.

Pile Caps. Decayed or damaged pile caps will be replaced with treated members. Replacement caps will be the same size and length as the original caps unless redesigned.



Braces. Diagonal braces that have been broken or attacked by fungi or marine borers will be replaced. Where decking has been removed for repairs, it is *often* possible to drive diagonal brace piles to provide lateral stiffness.

Stringers. Decayed or damaged stringers will be replaced with properly treated members. Decayed or damaged areas of long stringers will be removed and replaced with properly treated new sections. Connections between replacement and existing stringers will be made directly over a pile cap and stringers will be bolted tightly or pinned to the pile cap. Splices in adjacent stringers will be staggered where possible.

Piles. Decayed, marine borer damaged, or broken piles that cannot be adequately repaired will be pulled and replaced with new piles. Deteriorated or damaged piles will be replaced with the same size and length as the original unless redesigned. Treatment requirements for the piles will be determined at time of installation and based on current environmental requirements.

Fire Curtain. Fire Curtains will be replaced with properly treated sawn timber when the surface becomes excessively worn to a point of possible failure.

HOISTS AND UTILITY DISTRIBUTION SYSTEMS

Hoists and Utility Distribution Systems are provided on piers to service commercial and recreational boaters. Utilities include; water, sewage and oily waste collection, electricity, fuel, telephones, and fire protective systems. These systems require ongoing maintenance of wire rope, conduit, piping, valves, expansion joints, and drains. The maintenance of hoists, utility systems, and their components are covered by manufacturer recommendations and code manuals and are not included in this permit application.

ASPHALT PARKING

Repair, rehabilitate, or replace existing asphalt parking because stresses producing minor defects are constantly at work in an ocean environment. These stresses are also caused by traffic loads, temperature fluctuations, and changes in moisture content. Regardless of the cause, the result is the same-without timely maintenance the pavement ultimately deteriorates. These maintenance techniques may require:

- Application of a light seal coat.
- Filling and sealing random cracks and Holes
- An asphalt overlay or slurry seal.

TRAILS

Trail maintenance includes trimming of vegetation, tread (wood or stone) and guardrail repair/replacement.