

CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
 SAN FRANCISCO, CA 94105-2219
 VOICE AND TDD (415) 904-5200
 FAX (415) 904-5400

**F 7****ENERGY, OCEAN RESOURCES, AND FEDERAL CONSISTENCY DIVISION REPORT**

FOR THE

OCTOBER 10, 2014 MEETING OF THE CALIFORNIA COASTAL COMMISSION

TO: Commissioners and Interested Parties

FROM: Alison Dettmer, Deputy Director
Energy, Ocean Resources & Federal Consistency

IMMATERIAL AMENDMENT

APPLICANT	PROJECT	LOCATION
E-11-017-A1 Pacific Gas & Electric Company	Temporarily deploy four ocean bottom seismometer (OBS) devices offshore of the Diablo Canyon Power Plant.	Offshore Diablo Canyon Power Plant, San Luis Obispo County

DE MINIMIS WAIVER

APPLICANT	PROJECT	LOCATION
9-14-1642-W Southern California Edison Company	Install two temporary seawater pumps and pipe structure at the top of the University of California Wrigley Institute existing concrete boat ramp.	USC Wrigley Institute Los Angeles County

NO EFFECTS DETERMINATION

APPLICANT	PROJECT	LOCATION
NE-0005-14 Phillips 66	SF-8 disposal of 7,500 cu. yds. of dredge material Action: No effect, 9/10/2014	Offshore San Francisco



NEGATIVE DETERMINATION

APPLICANT	PROJECT	LOCATION
ND-0024-14 Point Reyes National Seashore	Road Rehabilitation Action: Concur, 9/16/2014	Limantour and other roads Point Reyes National Seashore, Marin County
ND-0028-14 U.S. Air Force	Replacement of 13 th Street Bridge Action: Concur, 9/10/2014	Santa Ynez River, Vandenberg Air Force Base Santa Barbara County
ND-0033-14 National Park Service	Trail Rehabilitation Action: Concur, 9/3/2014	Nickel Creek/Endert's Beach Redwood National Park Del Norte County
ND-0038-14 Point Reyes National Seashore	Building Demolition and Removal Action: Concur, 9/16/2014	South Beach, Point Reyes National Seashore, Marin County
ND-0039-14 Army Corps	Breakwater Repairs Action: Concur, 9/22/2014	Offshore Los Angeles/Long Beach, Los Angeles County



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**NOTICE OF PROPOSED IMMATERIAL PERMIT AMENDMENT****E-11-017-A1**

TO: All Interested Parties

FROM: Charles Lester, Executive Director

DATE: September 29, 2014

SUBJECT: Application to amend Coastal Development Permit E-11-017 to temporarily deploy four ocean bottom seismometer devices.

The Executive Director has determined that the project change described herein may be approved as an immaterial amendment to the above-referenced coastal development permit (CDP). The amendment would result in a minor change to the CDP, which allowed the Pacific Gas and Electric Company (PG&E) to install a series of four long-term (approximately ten years) and two temporary (approximately two weeks) OBS devices and associated cable offshore of the Diablo Canyon Nuclear Generating Station.

Background: CDP number E-11-017 was issued to PG&E on June 6, 2013, for the installation and operation of four long-term OBS units and attached power and data cable as well as the placement and recovery of two additional temporary un-cabled OBS units. The long-term OBS devices record earthquake-generated ground movement and sound data and continually transmit it in real-time to an existing onshore facility through an associated eleven mile long, two-inch diameter power and data cable. The temporary units store similar recorded data on internal storage drives during their two two-week deployments. These temporary devices were maintained at their initial installation locations for two weeks before they were recovered by ship and relocated to secondary locations for an additional two week period.

Final installation of the long-term system was completed in November of 2013 and the temporary devices were recovered from their second and final locations in early 2014. Subsequent to final installation of the long-term system, data transmission from the OBS units ceased. PG&E is currently investigating the source of this outage and early indications suggest that the power and data cable connecting the units to shore was severed or damaged at one or more locations along its seafloor route. PG&E staff have speculated that greater than expected cable movement on the seafloor and abrasion on hard substrate features may be the cause for the damage sustained by the cable.

Requested Amendment: In this amendment application, PG&E proposes to deploy four ocean bottom seismometer (OBS) units offshore of the Diablo Canyon Nuclear Generating Station.

Three of these OBSs would be located near the long-term OBSs and cable installed under E-11-017 and one would be installed in a new location approximately four miles to the southwest of the Diablo Canyon Generating Station. All four of the new proposed OBSs would remain in place until the power and data cable servicing the existing long-term OBSs is repaired and returned to operation (estimated at approximately six months). Repairs to this cable would be reviewed under a separate CDP application once PG&E completes its investigation and develops a repair plan, likely in early 2015. The four proposed temporary OBSs would be installed from ship and would be located in areas shown in previous underwater surveys to be devoid of sensitive hard substrate habitat. The monitoring devices would be capable of remaining operational for up to six months at a time before they would need to be recovered for data downloading and battery replacement. Recovery would be carried out through a system of acoustic releases that includes the remote deployment of a buoy tethered to the OBS device with a high-strength rope that can be captured by a surface vessel and used to winch the OBS device onboard. Once the power and data cable is repaired, the four temporary OBS devices would be removed.

Findings: The proposed amendment has been deemed “immaterial” because the original permit contemplated similar deployment and recovery of temporary OBS devices and includes commitments from the applicant and conditions of approval to minimize potential adverse effects associated with these activities. These include:

- In CDP No. E-11-017, the Commission requires PG&E to provide notice of installation operations and proposed installation locations to the fishing community and vessel operators prior to and during these activities. This measure minimizes the potential for adverse interactions between fishing activities and project vessels and equipment.
- In addition, the Commission also included special conditions that require PG&E to provide as-built and final location information for the seismic monitoring array to the National Oceanic and Atmospheric Administration Office of Coast Survey; require PG&E to remove any fishing gear or object that becomes entangled in the seismic monitoring array; and require PG&E to develop and submit for Executive Director review and approval a Lost/Damaged Fishing Gear Compensation Plan that outlines the steps that would be taken to address any impacts to commercial fishing operations that may result from the loss and/or damage of fishing gear due to entanglement with the proposed seismic monitoring array. As part of its amendment application, PG&E has committed to updating the Lost/Damaged Fishing Gear Compensation Plan to include the new proposed temporary OBS devices.
- CDP No. E-11-017 also includes a special condition that requires mitigation measures included in the project Mitigated Negative Declaration concerning marine biological resources to be incorporated into the proposed project. Among these measures are several that help reduce potential entanglement risk to marine wildlife during and after project installation and others that protect sensitive marine habitats and species by requiring (1) all areas of hard substrate within the cable route and OBS installation sites to be avoided to the extent feasible; and (2) the implementation of the Marine Wildlife Contingency Plan during OBS installation and at-sea vessel operations.

Immaterial Permit Amendment

Pursuant to the California Code of Regulations—Title 14, Division 5.5, Volume 19, section 13166(b)—the Executive Director has determined this amendment to be IMMATERIAL.

Pursuant to section 13166(b)(1), if no written objection to this notice of immaterial amendment is received at the Commission office within ten (10) working days of mailing said notice, the determination of immateriality shall be conclusive and the amendment shall be approved.

Pursuant to section 13166(b)(2), if a written objection to this notice of an immaterial amendment is received within ten (10) working days of mailing notice, and the executive director determines that the objection does not raise an issue of conformity with the Coastal Act or certified local coastal program if applicable, the immaterial amendment shall not be effective until the amendment and objection are reported to the Commission at its next regularly scheduled meeting. If any three (3) Commissioners object to the executive director's designation of immateriality, the amendment application shall be referred to the Commission for action as set forth in section 13166(c). Otherwise, the immaterial amendment shall become effective.

Pursuant to section 13166(b)(3), if a written objection to this notice of an immaterial amendment is received within ten (10) working days of mailing notice, and the executive director determines that the objection does raise an issue of conformity with the Coastal Act or a certified local coastal program if applicable, the immaterial amendment application shall be referred to the Commission for action as set forth in section 13166(c).

If you wish to register an objection to this notice, please send the objection in writing to Cassidy Teufel at the above address. If you have any questions, you may contact him at (415) 904-5502 or via email at cteufel@coastal.ca.gov.

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NOTICE OF COASTAL DEVELOPMENT PERMIT DE MINIMIS WAIVER

DATE: September 29, 2014 **PERMIT NO. 9-14-1642-W**

TO: Coastal Commissioners and Interested Parties

SUBJECT: Waiver of Coastal Development Permit Requirements

Based on the plans and information submitted by the applicant for the development described below, the Executive Director of the Coastal Commission hereby waives the requirements for a coastal development permit (CDP), pursuant to Section 30624.7 of the California Coastal Act.

Applicant: Southern California Edison Company
1218 South 5th Ave.
Monrovia, CA 91016

Project Description: Southern California Edison (SCE) proposes to install two temporary seawater pumps at the University of Southern California (USC) Wrigley Institute for Environmental Studies (Wrigley Institute), near Two Harbors, Santa Catalina Island, Los Angeles County. The purpose of the proposed pumps is to provide temporary emergency fire suppression capabilities to the Wrigley Institute campus while SCE's existing fire suppression system is taken off-line for maintenance. The existing system depends on fresh water from SCE's "Million Gallon Tank" (MGT), located on a hillside above the campus. The tank is in need of maintenance and repairs, and must be drained before the work can begin. Once the MGT is taken out of service, SCE will have at its disposal approximately 100,000 gallons of fresh water, stored in multiple small temporary tanks connected to the existing water lines, as an initial line of defense against a fire. If and when the 100,000 gallon fresh water supply is exhausted, the seawater pumps would be used to continue to supply water for fire suppression.

The proposed project involves the temporary placement (for six months) of a portable saltwater pump (2,800 gallons per minute capacity) at the top of the Wrigley Institute's existing concrete boat ramp. A second, auxiliary pump would be placed nearby. The primary seawater pump would be connected to a 12-inch diameter stainless steel intake pipe, which would extend approximately 175 feet down the boat ramp into Fisherman's Cove, the embayment adjacent to the campus. The pipe would be held in place by several concrete support blocks, and would terminate with an intake strainer positioned at least three feet

below the mean low tide elevation. The entire structure would be placed on the concrete boat ramp and would not extend onto natural seafloor. An 8-inch diameter outlet pipe would connect the saltwater pump to existing fire department connections serving the campus. This temporary saltwater system would only be used in the event of a catastrophic fire at the campus, and would be dismantled and removed once the MGT is back in service.

SCE proposes to install the seawater pumps beginning on October 20, 2014, and to keep the pumps, intake pipe and outlet pipes in place for a six month period. If it becomes necessary to retain the temporary fire suppression system beyond six months, SCE will seek new authorization from the Commission. SCE will notify Commission staff when the pumps have been removed.

Waiver Rationale: For the following reasons, the proposed project will not have a significant adverse effect, either individually or cumulatively, on coastal resources, nor will it conflict with Chapter 3 policies of the Coastal Act:

- **Marine Resources:** The seawater pumps, intake pipe, and concrete pipe supports will be placed on an existing concrete boat ramp and will not disturb benthic habitat or permanently fill coastal waters. The timing of the project during the fall, winter and spring months (cool/wet season) minimizes the risk of a major fire, while the availability of an alternate water source (100,000 gallon temporary tanks) reduces the chance that the seawater pumps would be put into service during a minor fire. Thus, if the pumps are used it would likely be under emergency conditions during a single major fire event. The volumes of seawater that would be entrained during a single event would not significantly affect the biological productivity or populations of marine organisms in Fisherman's Cove.
- **Water Quality:** The pumps will be placed in secondary containment basins with adequate capacity to ensure that leakage of fuel or lubricants oils from the pumps would not reach the ocean. The pumps will receive regular inspection and maintenance throughout their period of emplacement, including the manual removal of fouling organisms from the intake. Pump refueling would occur at least 200 feet away from the shoreline.
- **Land Resources/Sensitive Habitat:** The seawater pumps and intake pipe will be located entirely on the concrete boat ramp, and the outlet pipe will be placed on paved or previously disturbed ground, avoiding all environmentally sensitive habitat areas.
- **Public Access & Views:** The Wrigley Institute boat ramp is not open to the public, and the installation of the seawater pumps will not interfere with public access to the coast. Likewise, the proposed seawater pumps will not have significant effects on views to or along the coast.

Important: This waiver is not effective unless the project site has been posted and until the waiver has been reported to the Coastal Commission. This waiver is proposed to be reported to the Commission at the meeting of October 8-10, 2014, in Newport Beach. If four or more Commissioners object to this waiver, a coastal development permit will be required.

Sincerely,

CHARLES LESTER
Executive Director

By: Alison Dettmer

ALISON DETTMER
Deputy Director
Energy, Ocean Resources & Federal Consistency Division

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F7

DATE: October 1, 2014

TO: Coastal Commissioners and Interested Parties

FROM: Charles Lester, Executive Director
 Alison Dettmer, Deputy Director
 Mark Delaplaine, Manager, Energy, Ocean Resources and Federal Consistency Division

RE: Negative Determinations Issued by the Executive Director
 [Executive Director decision letters are attached]

PROJECT #:	NE-0005-14
APPLICANT:	Phillips 66
LOCATION:	Offshore San Francisco
PROJECT:	SF-8 disposal of 7,500 cu. yds. of dredge material
ACTION:	No effect
ACTION DATE:	9/10/2014

PROJECT #:	ND-0024-14
APPLICANT:	Point Reyes National Seashore
LOCATION:	Limantour and other roads, Point Reyes National Seashore, Marin Co.
PROJECT:	Road rehabilitation
ACTION:	Concur
ACTION DATE:	9/16/2014

PROJECT #:	ND-0028-14
APPLICANT:	U.S. Air Force
LOCATION:	Santa Ynez River, Vandenberg Air Force Base, Santa Barbara Co.
PROJECT:	Replacement of 13 th St. Bridge
ACTION:	Concur
ACTION DATE:	9/10/2014

PROJECT #:	ND-0033-14
APPLICANT:	National Park Service
LOCATION:	Nickel Creek/Endert's Beach, Redwood National Park, Del Norte Co.
PROJECT:	Trail Rehabilitation
ACTION:	Concur
ACTION DATE:	9/3/2014

PROJECT #:	ND-0038-14
APPLICANT:	Point Reyes National Seashore
LOCATION:	South Beach, Point Reyes National Seashore, Marin Co.
PROJECT:	Building demolition and removal
ACTION:	Concur
ACTION DATE:	9/16/2014

PROJECT #:	ND-0039-14
APPLICANT:	Army Corps
LOCATION:	Offshore Los Angeles/Long Beach, Los Angeles Co.
PROJECT:	Breakwater repairs
ACTION:	Concur
ACTION DATE:	9/22/2014

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TDD (415) 597-5885



September 10, 2014

Don Bristol
Don Landeck
Phillips 66
San Francisco Refinery
1380 San Pablo Ave.
Rodeo, CA 94572-1354

Re: **NE-0005-14**, No Effects Determination, Phillips 66, disposal at SF-8 of material dredged from Rodeo Refinery, San Francisco Bay Area

Dear Mr. Bristol and Mr. Landeck:

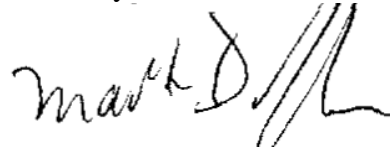
The Coastal Commission staff has received the above-referenced "no effects" determination for SF-8 disposal of 7,500 cubic yards of material being dredged at the Phillips 66 Refinery in the San Francisco Bay area in Rodeo (San Pablo Bay). SF-8 is an EPA-authorized dredged material disposal site, located approximately 3 miles offshore of Ocean Beach, San Francisco. The material has been tested and is suitable for aquatic and beach disposal. The Commission is not reviewing the dredging itself, nor the disposal of any remaining sediments; those aspects of the project come under the CZMA purview of the San Francisco Bay Conservation and Development Commission (BCDC).

The suitability of the material for aquatic and littoral disposal was reviewed by BCDC and the other agencies comprising the interagency Dredge Materials Management Office (DMMO), which was set up to review San Francisco Bay dredging activities. The DMMO recommended beneficial reuse, and disposal at SF-8 has historically been considered beneficial reuse by the DMMO, and by the Commission as consistent with the Coastal Act, because sand disposed at SF-8 nourishes the littoral system at Ocean Beach in San Francisco. The Commission staff has concurred with numerous disposals of sandy material at SF-8 in its review of previous dredging from the Rodeo Refinery dredging/disposal in the following cases: NE-027-11 NE-044-10, NE-45-09, NE-025-08, and NE-024-07.

The Commission staff has also concurred with SF-8 disposal in Corps of Engineers proposals for maintenance dredging of the San Francisco Main Ship Channel (ND-020-06, ND-062-05, ND-012-04, ND-005-03, ND-004-02, ND-009-01, ND-018-00, and ND-010-98), as well as in other Corps of Engineers and individual San Francisco Bay Ports' dredging activities (NE-070-05, NE-075-05, ND-43-01, ND-105-00, NE-97-96, ND-99-95, and ND-82-94).

In conclusion, the Commission staff agrees that the proposed disposal would not adversely affect coastal zone resources. Accordingly, and consistent with the above-described past reviews, we **concur** with your "no effects" determination. Upon receipt, please send us a copy of your written confirmation of the DMMO authorization, for our files. Please contact Mark Delaplaine at (415) 904-5289 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark D. Delaplaine". The signature is written in a cursive, somewhat stylized font.

(for) CHARLES LESTER
Executive Director

cc: North Central Coast Office
EPA (Brian Ross, Allan Ota, Melissa Scianni)
U.S. Army Corps of Engineers, S.F. District (Rob Lawrence, Debra O'Leary)
BCDC (Brenda Goeden)
RWQCB, S.F. Bay Region (Elizabeth Christian)

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TDD (415) 597-5885



September 16, 2014

Cicely Muldoon
Superintendent
Point Reyes National Seashore
ATTN: Steven Culver
Point Reyes, CA 94956

Subject: Negative Determination ND-0024-14 (Road Improvement and Maintenance Projects,
Point Reyes National Seashore, Marin County)

Dear Ms. Muldoon:

The Coastal Commission staff has reviewed the above-referenced negative determination. The National Park Service (NPS) proposes to rehabilitate and repave a total of 21.8 miles of road and adjacent parking areas in Pt. Reyes National Seashore, in order to provide safe driving surfaces for park visitors, reduce the possibility of road failures and maintenance costs, and restore drainage features, reduce erosion and prevent damage to wetlands and riparian areas during storm events.

The road and parking lot rehabilitation and drainage repair work would occur along the following road segments and parking areas: 7.5 miles of Limantour Rd. and 0.4 acres of associated parking areas; 1.5 miles of Lighthouse Road and Lighthouse Visitor Center parking lot; 0.9 miles of Chimney Rock Road and associated trailhead parking area; South Beach parking lot. Limantour Road is a main access road in the Seashore, providing access to park housing, a youth hostel, education center, and numerous visitor facilities including Limantour Beach. Lighthouse Road and Chimney Rock Road are important secondary roads providing access to the Point Reyes Lighthouse/Visitor Center and the Chimney Rock trailhead and historic lifeboat station, respectively. In addition, pavement surface treatments would be performed on numerous other roads and parking areas within the park to improve durability and postpone the need for more disruptive repairs.

The proposed repair and replacement work includes the following elements: (1) Pavement surface treatments, including spot repairs, chip sealing, fog sealing, microsurfacing and/or restriping; (2) pavement replacement (at some sites); parking lot and driveway realignment to meet accessibility standards (at Lighthouse Visitor Center and Chimney Rock trailhead); (3) curbing and drainage improvements; (4) guard rail upgrades; (5) sign replacement; (6) reconstruction of road pullouts (Chimney Rock Rd.); (7) drainage ditch “reconditioning” (vegetation and debris removal, reshaping and/or repaving); (8) repair or replacement of damaged or deficient culverts; (9) installation of new underdrains at sites where water

accumulates; (9) removal of 41,000 square feet of pavement, creation of a swale for capturing stormwater runoff, and revegetation at South Beach parking lot. Construction on the projects could begin as early as the spring of 2015 and be completed in late 2015; regardless of start-date, the projects will take less than a year to complete.

The proposed culvert replacement and repair activities would result in the short-term disturbance (~0.3 acres) or permanent loss (~0.07 acres) of existing riparian wetlands. However, much larger areas of existing wetlands are currently threatened by erosion and sedimentation associated with the existing damaged, undersized and/or under protected road culverts. During recent winter storms, blockage of undersized culverts along Limantour Road has caused road failures and the deposition of road fill, debris and sediment in downstream wetlands; elsewhere, high water velocities in narrow culverts lacking headwalls or bank protection have resulted in wetland and stream bank erosion. The proposed project, including culvert repair, replacement, widening, and protection, is expected to reduce the potential for road failure and erosion, with long-term benefits for riparian wetlands. Moreover, as part of the planned post-construction restoration work, the NPS has committed to implementing site-specific measures to restore the function of wetlands currently impaired by the road crossings, including:

- a) removing invasive plants;*
- b) using a native plant mix to restore native wetland vegetation;*
- c) restoring natural contours to encourage wetland development;*
- d) placing downed woody debris near the culverts to restore instream and wetland cover;*
- e) shaping a natural stream channel profile near the culverts to restore pools and riffles.*

With these measures in place, the proposed project will not adversely affect, and will likely benefit coastal wetlands and riparian habitats.

Sensitive species, including the California red-legged frog, Northern spotted owl, Western snowy plover, Myrtle's silverspot butterfly, and several rare plant species, would be protected through the use of pre-project surveys, buffers and exclusion areas, the off-hours covering of active work sites, and monitoring during project activities. No construction work would occur during owl and plover breeding seasons adjacent to sites where these species are known to occur. Vegetated areas disturbed during construction will be restored and replanted with native species.

Additionally, the planned removal and revegetation of a portion of the South Beach parking lot will allow for the restoration of approximately 0.9 acres of coastal dune habitat.

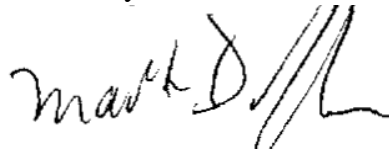
Throughout construction the NPS will implement Best Management Practices to control erosion and sedimentation (including the use of silt fencing, temporary berms, water bars and sediment traps, plastic sheeting over soil/fill stockpiles, regular site inspections etc.), prevent the spread of invasive species, and govern waste management and removal, as well as a Spill Prevention, Control and Countermeasures Response Plan to protect water quality and terrestrial and aquatic habitat at and downstream of the project areas.

Traffic control measures will be employed along all necessary road sections during the construction period to ensure safe visitor access through the work zones. During peak visitation periods, at least one lane of traffic would remain open and traffic delays would be limited to 30

minutes. Temporary road closures for installing culverts or replacing road surfaces would not occur during peak visitation periods (i.e., weekends and holidays). Construction staging areas will be sited in previously paved or disturbed areas outside of high visitor use areas. Over the long-term, completion of the proposed work will improve visitor access to the Seashore, in particular to the Lighthouse Visitor Center and Chimney Rock trailhead, and reduce the frequency of access interruptions due to road failures.

The Commission staff **agrees** that the proposed project will not adversely affect coastal resources. The proposed drainage repairs will reduce direct impacts to streambeds and adjacent wetlands during storms, and along with the planned restoration measures, result in a net benefit to coastal wetland resources. The road and parking lot repairs and improvements will maintain and enhance safe public access for vehicles, bicycles and pedestrians along well-traveled routes in the Seashore. We therefore **concur** with your negative determination made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. Please contact Joseph Street at (415) 904-5249 should you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark D. Lester", with a stylized flourish at the end.

(for) CHARLES LESTER
Executive Director

cc: CCC – North Central Coast District

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September 10, 2014

Beatrice L. Kephart
Chief, Installation Management Flight
30 CES/CEI
ATTN: Andrew Edwards
1028 Iceland Avenue
Vandenberg AFB, CA 93437-6010

Subject: Negative Determination ND-0028-14 (Replacement of 13th Street Bridge over Santa Ynez River, Vandenberg Air Force Base, Santa Barbara County)

Dear Ms. Kephart:

The Coastal Commission staff has reviewed the above-referenced project. The U.S. Air Force proposes to replace the 13th Street Bridge at the Santa Ynez River crossing on federal land two miles inland of the coastal zone boundary within Vandenberg Air Force Base (VAFB). The existing 44-year-old bridge is unsafe and at risk of failure and is the only on-base transport route and vehicle link between North and South VAFB. Previous repair and reinforcement work at the bridge does not adequately protect the structure from collapse during a Richter magnitude 4.0 or larger earthquake or from a 5-year storm flood event. The proposed project has four elements: (1) construction of a new two-lane bridge and corresponding approach roads, and placement of a water main, natural gas conduit, and communication conduits on the bridge; (2) demolition and removal of the existing bridge and approach roads; (3) installation of a fiber optics communication cable 25 feet under the bed of the Santa Ynez River 1,100 feet west of the existing bridge; and (4) establishment of a wetland mitigation area at the Santa Ynez River estuary. The Air Force anticipates construction to commence in April 2015 and last between 12 and 20 months, depending on flow conditions in the Santa Ynez River and the length of the rainy season, as in-channel construction activities will be constrained during high-water periods.

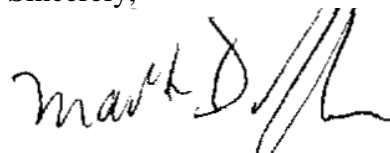
The proposed wetland mitigation area is located on VAFB immediately seaward of the coastal zone boundary, on an upland area between the remnant 35th Street Bridge causeway and the levee along the southern side of the Santa Ynez River channel. The purpose of this project element is to provide a four-acre mitigation site should there be insufficient area at and adjacent to the bridge construction site for mitigation of permanent wetland impacts arising from the project. The Air Force states that the portion of the Santa Ynez River estuary at the proposed wetland mitigation area is currently 1.5 to 4.0 feet higher than the requisite elevation to create the habitat conditions to support a broad spectrum of native salt marsh plant and animal species. The current ground elevation is the result of more than 70 years of sediment accretion caused by river flow conditions influenced by the old 35th Street Bridge abutments and causeway. This bridge was removed in 1970 but the abutments and causeways on both banks still remain in place and continue to affect river flow and sediment transport. The project would relocate approximately

10,000 cubic yards of accumulated sediment from the restoration site eastward 1,000 feet to an upland area abutting the remnant causeway. This area would be planted with a native upland grass seed mix, including saltgrass, alkali rye, meadow barley, and giant wild rye. The wetland restoration area would be graded to an elevation of 10.5 feet above mean sea level, allowing this area to transition from upland dominated by invasive species to an irregularly flooded middle salt marsh wetland supporting pickleweed, alkali heath, and saltgrass. The wetland site will be seeded with a native salt marsh seed mix, and in the second year of restoration native broadleaf container species will be planted within both the wetland and upland restoration areas. The project also includes a five-year monitoring and maintenance plan to ensure successful native species coverage and eradication of invasive plants at the restoration site, and to ensure restoration using native plant materials of all disturbed construction sites.

The Air Force has determined that the proposed bridge replacement and wetland restoration activities on VAFB will not adversely affect coastal resources. The new bridge would span 650 feet of the river channel (compared to the 500-foot span of the existing bridge), would require only two piers located in the channel rather than the eight existing piers, and is expected to decrease sediment deposition and downstream scour. The new bridge will allow the Santa Ynez River to flow and meander through a broader, less-constricted channel and will enhance steelhead and tidewater goby habitat by reducing erosion and obstructions to flow within the channel. There will be temporary construction impacts but these will be minimized by implementation of best management practices to protect water quality and sensitive aquatic species (including tidewater goby and southern steelhead) at and downstream of the project site. River flow will be diverted into culverts to allow construction of temporary in-channel access roads and the two new bridge piers. The culverts and access roads will be removed from the river channel prior to the rainy season and then reinstalled during the second and final year of construction to allow for winter flood flows to travel unimpeded through the project site, the estuary, and into the Pacific Ocean. The wetland restoration area in the estuary will serve in part as refuge habitat for the tidewater goby and southern steelhead during irregular high river flow events.

In conclusion, the Commission staff **agrees** that the proposed 13th Street Bridge replacement project on Vandenberg Air Force Base will not adversely affect coastal zone resources and will improve habitat conditions for aquatic species that periodically move from the coastal zone upstream onto VAFB. We therefore **concur** with your negative determination made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. Please contact Larry Simon at (415) 904-5288 should you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark D. Lester", written over a horizontal line.

(for) CHARLES LESTER
Executive Director

cc: CCC – Ventura District

CALIFORNIA COASTAL COMMISSION

45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE AND TDD (415) 904-5200



September 3, 2014

Stephen Prokop
Superintendent
Redwood National Park
1111 2nd Street
Crescent City, CA 95531

Re: **ND-0033-14** Negative Determination for Fencing, Trail Rehabilitation, and Footpath Improvements, Nickel Creek/Endert's Beach area, Redwood National Park, Del Norte Co.

Dear Mr. Prokop:

The Coastal Commission staff has reviewed the above-referenced negative determination submitted by National Park Service (NPS) for fencing, trail rehabilitation, and footpath improvements, west of the Nickel Creek campground in the Nickel Creek/Endert's Beach area of Redwood National Park, southeast of Crescent City.

The project purpose is to protect sensitive cultural sites on a coastal bluff that have been damaged by trampling and erosion, and to provide visitors with a safe well-defined access trail to the beach to reduce further erosion. In addition to direct damage to the cultural sites from previous developments, foot traffic, unpermitted bicycle access, and illegal camping, the thin soils at the sites are subject to increased erosion when vegetation is trampled by visitors seeking coastal views and access to the beach down the bluffs and cliff edges. The NPS proposes to install 65 linear feet of prefabricated concrete 2-rail fence to direct foot traffic to the official trail and away from the edge of a bluff with a steep drop-off onto rocks. The main footpaths that provide access to Endert's Beach will be defined, improved, and armored with rock. Social trails and eroded areas will be rehabilitated to encourage regrowth of native vegetation. The project area is of ethnographic significance to the local Tolowa people, and the project is intended to protect the most vulnerable and fragile cultural materials from additional damage, while providing park visitors with safe access to Endert's Beach.

The Commission staff **agrees** with your conclusion that the proposed improvements would benefit, and not adversely affect, coastal resources. We therefore **concur** with your negative determination made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. Please contact Mark Delaplaine at (415) 904-5289 if you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark D. Lester".

(for) CHARLES LESTER
Executive Director

cc: Arcata District

CALIFORNIA COASTAL COMMISSION

45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE AND TDD (415) 904-5200



September 16, 2014

Cicely Muldoon
Superintendent
National Park Service
Point Reyes National Seashore
Point Reyes, CA 94956

Re: ND-0038-14, National Park Service – Point Reyes National Seashore, Negative Determination, Building Demolition and Removal, Marin County

Dear Superintendent Muldoon:

The Coastal Commission has reviewed the above-referenced negative determination for the demolition and removal of a former residence and associated garage from the edge of an eroding bluff located near South Beach within Point Reyes National Seashore in western Marin County.

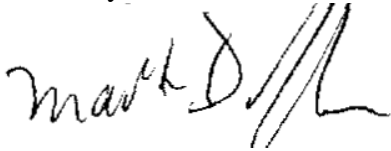
The purpose of the project, as stated in your letter of September 3, 2014, is to prevent the uncontrolled collapse of a former residence and garage building and the deposition of debris into bluff, beach, and marine areas. Over the past several years, the bluff located seaward of the former residence building has retreated to within 10 feet of the structure. Further bluff retreat is likely to undermine the stability of the structure and may cause it to collapse onto the beach below. To address this issue, NPS is proposing to use heavy equipment to carry out a controlled demolition and removal of the former residence and garage buildings.

The proposed demolition would be carried out with a bulldozer and similar machinery and all building material would be collected and hauled offsite for disposal at a certified waste receiving facility in Novato. An existing road would be used to provide access to the work area, and project staging would occur in an existing paved area adjacent to the structures to be removed. No vegetation removal or grading of undisturbed land would occur during the building demolition and removal activities. In addition, building demolition and removal activities will be carried out consistent with an exclusion and safety plan to provide protection for park visitors in publicly accessible beach areas, to minimize the potential deposition of debris onto the beach, and to ensure that all building material is collected and properly removed for disposal.

NPS has determined that the proposed building demolition and removal activities would have no adverse effect on coastal resources.

The Commission staff agrees that the proposed project would not adversely affect coastal resources. We therefore **concur** with your negative determination made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. If you have any questions, please feel free to contact Cassidy Teufel at (415) 904-5502.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles Lester", with a stylized flourish at the end.

(for) CHARLES LESTER
Executive Director

CC: CCC North Central Coast District Office

CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
 SAN FRANCISCO, CA 94105-2219
 VOICE (415) 904-5200
 FAX (415) 904-5400
 TDD (415) 597-5885



September 22, 2014

Larry Smith
 U.S. Army Corps of Engineers
 Los Angeles District
 915 Wilshire Blvd, Suite 930
 Los Angeles, CA 90017

Subject: Negative Determination ND-0039-14 (Repairs to Los Angeles – Long Beach Breakwaters, Los Angeles County)

Dear Mr. Smith:

The Coastal Commission staff has reviewed the above-referenced project. The Ports of Los Angeles and Long Beach are protected by three offshore breakwaters: San Pedro Breakwater (9,200 feet-long), Middle Breakwater (18,500 feet-long), and Long Beach Breakwater (13,351 feet-long). The Corps of Engineers proposes to repair damage to the breakwaters caused by four days of 10- to 15-foot waves generated by Hurricane Marie in late August 2014. These storm waves exceeded the maximum design wave height for the breakwaters and resulted in numerous breaches, near-breaches, and other damage to these structures. In addition, storm waves damaged portions of the rock revetment and access road on the Navy Mole in the Port of Long Beach, in part due to breaches in the breakwaters. As a result, the Corps proposes to undertake emergency repairs to the most severely damaged sections of the breakwaters to prevent adverse impacts to facilities and operations in the Ports of Los Angeles and Long Beach and to prevent additional failure of damaged sections of the breakwaters.

The Corps summarized the linear feet of damage at each breakwater and the total length of breakwater sections that warrant immediate repair and are the subject of this negative determination:

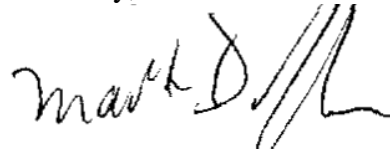
	<u>Length Damaged</u> (ft)	<u>Proposed Repair</u> (ft)
San Pedro	1,350	225
Middle	4,125	2,400
Long Beach	1,400	675

The proposed repairs entail stone replacement with new 12-ton armor stone and resetting existing rocks that have shifted from wave attack, such that a proper interlocking of rocks is attained at the repaired sections and the breakwaters are returned to their authorized design elevation of +14 feet mean lower low water. Repairs will use a crane barge, rock barge, and tug and crew boats, all of which will work from the harbor side of the breakwaters. The project is expected to require approximately 32,000 tons of new quarry stone meeting Corps specifications

for size, type, and quality. Stone would likely come from the Pebbly Beach Quarry on Santa Catalina Island, although the quarry selection will be made by the project contractor. Repair work will start in mid-October 2014 and should be completed by the end of December.

In conclusion, the proposed project constitutes repair-in-kind to existing Corps of Engineers breakwaters in San Pedro Bay. The California Department of Fish and Wildlife and the National Marine Fisheries Service reviewed the proposed project and do not object to the emergency repairs. The Commission staff **agrees** that the Los Angeles – Long Beach breakwater repairs will not adversely affect coastal zone resources and will improve navigation safety and port operations by repairing the structural integrity of the breakwaters. We therefore **concur** with your negative determination made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. Please contact Larry Simon at (415) 904-5288 should you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles Lester", with a stylized flourish at the end.

(for) CHARLES LESTER
Executive Director

cc: CCC – South Coast District