

## CALIFORNIA COASTAL COMMISSION

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



RECORD PACKET COPY

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**DATE:** September 17, 2002**TO:** Coastal Commissioners and Interested Parties

**FROM:** Peter M. Douglas, Executive Director  
Elizabeth A. Fuchs, Manager, Statewide Planning and Federal Consistency Division  
Mark Delaplaine, Federal Consistency Supervisor

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

<b>PROJECT #:</b>	NE-049-02
<b>APPLICANT:</b>	San Luis Obispo County
<b>LOCATION:</b>	Canet Road crossing at Chorro Creek, San Luis Obispo Co.
<b>PROJECT:</b>	Installation of new stream gauge
<b>ACTION:</b>	No Effects
<b>ACTION DATE:</b>	09/16/02

<b>PROJECT #:</b>	ND-058-02
<b>APPLICANT:</b>	Navy
<b>LOCATION:</b>	Navy Bases, Coronado, Pt. Loma, and San Diego
<b>PROJECT:</b>	Placement of security barriers
<b>ACTION:</b>	Concur
<b>ACTION DATE:</b>	8/21/02

<b>PROJECT #:</b>	NE-063-02
<b>APPLICANT:</b>	Caltrans
<b>LOCATION:</b>	I-5 within the Cities of Solana Beach and Encinitas, San Diego Co.
<b>PROJECT:</b>	Miscellaneous highway repairs
<b>ACTION:</b>	No Effects
<b>ACTION DATE:</b>	09/13/02

PROJECT #:	ND-065-02
APPLICANT:	Navy
LOCATION:	Port Hueneme Harbor, Port Hueneme, Ventura Co.
PROJECT:	Establishment of Restricted Zone
ACTION:	Concur
ACTION DATE:	9/17/02

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September 16, 2002

Mark Hutchinson  
San Luis Obispo County, Department of Public Works  
County Government Center  
Room 207  
San Luis Obispo, CA 93408

RE: **NE-049-02**, No-Effects Determination for the installation of new stream gauge,  
Canet Road crossing Chorro Creek, San Luis Obispo County

Dear Mr. Hutchinson:

The Coastal Commission has received and reviewed the above-referenced consistency submittal. The proposed project includes installation of new stream gauge, Canet Road crossing Chorro Creek, San Luis Obispo County. The project is located within the coastal zone and is subject to the permit requirements of the Coastal Act. On May 17, 2002, the County of San Luis Obispo approved a coastal development permit for this project. In addition, the project is located in the Coastal Commission's appeal jurisdiction. Finally, the project includes mitigation measures that allow it to avoid any significant impacts to riparian vegetation, water quality, or endangered species. Therefore, the project will not have any significant effects on coastal resources or uses.

In conclusion, the Coastal Commission staff **waives** the requirement for a consistency certification because that the proposed project will not adversely affect coastal zone resources and the County's permit is appealable to the Coastal Commission. The Commission staff, therefore, concurs with the conclusion that the proposed activity does not require a consistency certification pursuant to 15 C.F.R. Section 930.50. If you have any questions, please contact James Raives of the Coastal Commission staff at (415) 904-5292.

Sincerely,

*Mark Douglas*  
(for) PETER M. DOUGLAS  
Executive Director

cc: Central Coast District  
Corps of Engineers, Los Angeles District, Ventura Field Office

PMD/JRR



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FAX (415) 904-5400



August 21, 2002

D.B. Kemp  
Captain, U.S. Navy  
Assistant Chief of Staff  
Port Operations  
Navy Region Southwest  
ATTN: Lt. Stacey Acri  
937 N. Harbor Drive  
San Diego, CA 92132-0058

Subject: Negative Determination ND-058-02 (Installation of Dunlop Boat Barriers at Naval Base Coronado Carrier Pier, Naval Base Point Loma, and Naval Base San Diego).

Dear Captain Kemp:

The Commission staff has reviewed the above-referenced negative determination for construction of in-water security barriers at the North Island aircraft carrier wharves, the Point Loma submarine piers, and Naval Station San Diego. The proposed barriers would be located just within the boundaries of security zones at these facilities and prevent entry into the zones by unauthorized vessels. As a result of the waterborne attack on the USS Cole in October 2000, the U.S. Navy has designed and installed various boat barriers to improve vessel and harbor protection at its installations worldwide. At the three San Diego facilities, the Navy proposes to install floating Dunlop boat barriers, consisting of strings of connected Dunlop units (an inflatable cylinder of rubberized fabric, measuring 82 feet long, eight or two feet in diameter, and drawing less than six inches of draft) which are held in position along the security zone boundaries by lighted buoys moored and anchored to the floor of San Diego Bay. The effectiveness of the Dunlop barrier system was successfully tested by the Navy in San Diego Bay in May 2001 following Commission concurrence with ND-039-01 on May 3, 2001.

At the North Island aircraft carrier wharves, the Navy proposes to install 86 of the 8-foot-diameter Dunlop barriers for a total length of 7,052 feet. The barriers will be arranged in ten segments of various lengths, and eleven mooring buoys and plate anchors will secure the barriers to the seafloor. A large gate, 1,345 feet in length, will be provided to allow for movement of aircraft carriers into and out of the North Island wharves, and a smaller gate at the southeast corner of the boat barrier will be installed for authorized Navy ferry traffic.

At the Point Loma submarine piers, the Navy proposes to install 44 of the 8-foot-diameter Dunlop barriers for a total length of 3,608 feet. The barriers will be arranged in eight segments of various lengths, and eight mooring buoys and plate anchors will secure the barriers to the seafloor. This barrier will be constructed to allow for all segments to be opened at either end or

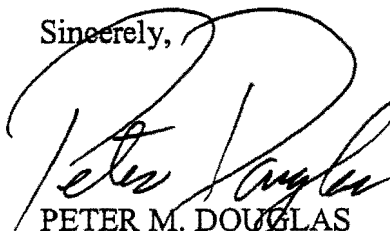
moved out of the way to provide for movement of submarines to and from the Point Loma piers. A gate at the southeast corner will be provided for authorized Coast Guard traffic.

At Naval Station San Diego, the Navy proposes to install 124 of the 2-foot-diameter Dunlop barriers for a total length of 10,168 feet extending from Pier 1 through Pier 14. The barriers will be arranged in 13 segments of various lengths, and fourteen mooring buoys and deadweight anchors will secure the barriers to the seafloor. The barrier will be constructed to allow barrier sections between piers to be opened to allow naval vessels to enter and exit the piers.

Installation of the Dunlop barriers at all three locations will not affect existing public access and navigation on San Diego Bay, but rather will place physical barriers inside security zone boundaries that presently restrict the public from entering Navy berthing facilities. (The Commission concurred with ND-088-01 (U.S. Coast Guard) for the establishment of security zones at Navy facilities on San Diego Bay on October 16, 2001.) The barrier systems and their mooring anchors are designed to keep the Dunlop units out of the San Diego Bay navigation channel even during design storm conditions (wind speeds up to 66 mph). Given that the floating barriers will draw less than six inches of draft, their installation will not restrict water circulation or adversely affect water quality in San Diego Bay at the three Navy facilities. The U.S. Fish and Wildlife Service, National Marine Fisheries Service, and California Department of Fish and Game concur with the Navy's determination that the proposed barriers will not adversely affect listed species or their critical habitat in San Diego Bay.

The Commission staff agrees with your conclusion that installation of the Dunlop boat barriers at the North Island aircraft carrier wharves, the Point Loma submarine piers, and Naval Station San Diego will not adversely affect coastal resources. We therefore concur with your negative determination for this project made pursuant to Section 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,



PETER M. DOUGLAS  
Executive Director

cc: San Diego Coast District Office  
Corps of Engineers - Los Angeles  
U.S. Coast Guard - San Diego  
California Department of Water Resources  
Governor's Washington, D.C., Office

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September 13, 2002

Bruce April  
Caltrans, District 11  
2829 Juan Street  
P.O. Box 85406  
San Diego, CA 92186-5406

Attn: Gladys Baird

RE: **NE-063-02**, No-Effects Determination for the Misc. Highway repairs and Improvements, Interstate 5 within the Cities of Solana Beach and Encinitas

Dear Mr. April:

The Coastal Commission has received and reviewed the above-referenced consistency submittal. Caltrans proposes minor repairs and improvements to Interstate 5 (I-5) within the Cities of Solana Beach and Encinitas. The project consists of the following activities:

Maintenance

- Rehabilitation of pavement on the freeway shoulders, on and off ramps, and the approach and departure slabs to existing bridges.
- Retrofit of dowel bars and concrete grinding in one of the southbound lanes
- Replacement of all existing Type E Curbs/Dikes with other similar curbs. The current shape of the E-curb may "launch" wayward vehicles from the roadway. Replacement of the E-curb would not require additional pavement. The work would, however, require temporary construction access of about three feet outside the edge of pavement.
- Replacement of existing metal beam guardrail (MBGR) and crash cushions and modification of the guardrails end treatments. A temporary construction access of about three feet outside the edge of existing pavement would be required. All locations with MBGR posts or backing adjacent drain inlets would be reinforced.
- Replacement of an existing drainage inlet between Encinitas Blvd. and Leucadia Blvd. with an overside Drain. The existing inlet faces oncoming traffic and may launch wayward vehicles. A temporary work area of about six feet outside the edge of the pavement would be required to remove the existing inlet.
- Upgrade of all existing overhead sign panels using new reflective materials for backgrounds and lettering to meet current standards and to provide more visibility to motorists. The size of the panels and the height at which the panels are mounted would remain the same.

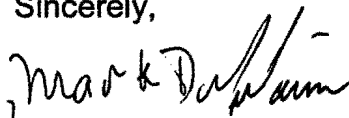
Traffic Operations Improvements

- Installation of Traffic Monitoring Stations (TMS), Closed Circuit Televisions (CCTVs), and Maintenance Vehicle Pullouts (MVP). The TMS and CCTVs are surveillance systems designed to monitor existing freeway conditions for motorists and the Department's maintenance crews and also reduce the response times for emergency personnel and the California Highway Patrol. The TMS consists of a fiber optic communication system that would be embedded in the roadway. The CCTV includes a camera mounted on a 40-foot pole with an adjacent control box sitting on a concrete pad. The MVP is a semi-rectangular shaped area of approximately 660 square feet that would be used by maintenance crews to safely stop on the freeway to service the CCTVs.
- Placement of less than an acre of asphalt concrete paving between the edge of the existing inside shoulder (#1 lane or the lane closest to the median strip) and the existing k-rail barrier lining the median along both northbound and southbound I-5. The narrow linear strip is interrupted by bridge structures, paving transitions and structural features. Debris is easily trapped in these bare open areas and places maintenance crews at risk when stopping to pick up the debris. Paving would allow the crews to mechanically clean the areas and thus reduce trash-related impacts to water quality. Existing oleanders planted between the two courses of k-rail barrier may also improve the quality of highway runoff by binding contaminants within the tissues of the plants.

All of the activities described above will occur within the I-5 right-of-way and will not increase traffic capacity of I-5. Any vegetation affected by these projects consists of ornamental landscaping within the road right-of-way. These projects will not alter any natural habitat or change the visual character of the area. Therefore, these projects will not affect any coastal use or resource.

In conclusion, the Coastal Commission staff concurs with the no-effects determination made pursuant to 15 CFR § 930.90. If you have any questions, please contact James Raives of the Coastal Commission staff at (415) 904-5292.

Sincerely,

  
for PETER M. DOUGLAS  
Executive Director

cc: San Diego Coast District

PMD/JRR



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September 17, 2002

David Castanon  
Chief, North Coast Section  
Regulatory Division  
Corps of Engineers, Los Angeles District  
P.O. Box 2711  
Los Angeles, CA 90053-2325

Attn: Mark Cohen

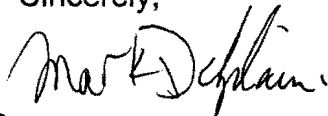
RE: **ND-065-02**, Negative Determination for Establishment of a Restricted  
Zone, Port Hueneme Harbor

Dear Mr. Castanon:

The Coastal Commission staff has received and reviewed the above-referenced negative determination. The proposed project includes establishing a restricted zone at Port Hueneme Harbor. Specifically, the Corps proposes to establish a security zone, to the seaward limits of the harbor entrance jetties, within Port Hueneme. The Corps describes the purpose of the proposal as follows: "*The establishment of the restricted zone is required to prevent death or injury to naval personnel, damage or destruction of vessels, facilities, or other property from terrorist, sabotage or other subversive acts or criminal actions or other causes of similar nature.*" The effect of the designation will be to require vessels and persons entering the restricted areas to seek permission from the Captain of the Port or the Commanding Officer of the Naval Base Ventura County. According to the Corps, the effect of the restrictions will be possible short delays for vessels getting clearance to enter the port. The Corps concludes that the designation will not affect offshore recreational activities and navigation because the restricted zone will not extend beyond harbor entrance jetties.

In conclusion, the Coastal Commission staff agrees that the proposed project will not adversely affect coastal zone resources. The Commission staff, therefore, concurs with the negative determination made pursuant to 15 CFR Section 930.35. If you have any questions, please contact James Raives of the Coastal Commission staff at (415) 904-5292.

Sincerely,

  
(for) PETER M. DOUGLAS  
Executive Director

cc: South Central Coast District  
PMD/JRR

