

CALIFORNIA COASTAL COMMISSION

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



F 7

DATE: March 22, 2007

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]

PROJECT #:	ND-093-06
APPLICANT:	U.S. Navy
LOCATION:	Naval Base Ventura County, Port Hueneme, Ventura Co.
PROJECT:	Repairs to drainage canal
ACTION:	Concur
ACTION DATE:	2/21/2007

PROJECT #:	ND-095-06
APPLICANT:	Department of Veterans Affairs
LOCATION:	Richmond District, San Francisco
PROJECT:	Seismic retrofit project
ACTION:	Concur
ACTION DATE:	3/12/2007

PROJECT #:	No number
APPLICANT:	National Oceanic and Atmospheric Administration
LOCATION:	Piedras Blancas, San Luis Obispo Co.
PROJECT:	Funding for public acquisition of Piedras Blancas property
ACTION:	Concur
ACTION DATE:	3/13/2007

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February 21, 2007

Ronald J. Dow
Director, Environmental Division
Naval Base Ventura County
ATTN: Emilie N. Lang
311 Main Road, Suite 1
Point Mugu, CA 93042-5033

Subject: Negative Determination ND-093-06 (Repair of Pleasant Valley Drainage Canal south bank and access road, Naval Base Ventura County, Port Hueneme, Ventura Co.)

Dear Mr. Dow:

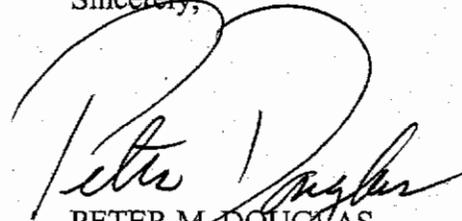
The Coastal Commission staff has reviewed the above-referenced negative determination for repairs to the eroded south bank of a 500-foot-long section of the Pleasant Valley Drainage Canal and the adjacent roadway, located 1,200 feet north of Port Hueneme Harbor within Naval Base Ventura County. The south bank, the asphalt road, and five concrete stormwater outfalls are severely eroded and as a result soil, asphalt, and concrete debris are sliding into the canal and adversely affecting water quality. In order to eliminate the discharge of non-point source pollution onto the canal, the Navy proposes to repair the roadway and south bank and replace the outfalls. The work includes:

- removal and off-site disposal of asphalt paving, removal and off-site recycling of concrete outfalls, and excavation and recompaction of 120 cu.yds. of eroded bank soil;
- construction of a replacement roadway along the south bank using imported crushed stone and gravel;
- a system to collect and discharge stormwater runoff from the new road into the Pleasant Valley Drainage Canal, consisting of a 2-foot-wide and 6 to 8-inch deep ditch along the southern edge of the road; five equally-spaced, 2-foot-wide and 2 to 4-inch deep ditches crossing the road; and five new concrete outfalls at the terminus of each cross ditch on the southern bank of the canal;
- repair of an eroded 16-inch diameter corrugated pipe that discharges stormwater runoff from adjacent parcels on the north bank of the canal, and construction of a dissipater basin using 32 cu.yds. of rip rap to eliminate bank erosion at the pipe terminus.

The Navy states that construction work will occur above the ordinary high water mark and that protective silt fencing will be installed along the length of the canal banks prior to construction and will remain in place for the duration of the project. Recompact bank surface areas will be covered with geo-fabric and sprayed with a native hydro-seed mix to control erosion. No environmentally sensitive habitat or listed species occur within the project site, and the proposed repair work will improve water quality in the drainage canal by eliminating the ongoing discharge of solid materials from the south bank of the canal.

In conclusion, the Coastal Commission staff **agrees** that the proposed repair activities at the Pleasant Valley Drainage Canal at Naval Base Ventura County will 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 Larry Simon at (415) 904-5288 should you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Douglas", written over a large, stylized circular flourish.

PETER M. DOUGLAS
Executive Director

cc: CCC – South Central Coast District Office
California Department of Water Resources
Governor's Washington, D.C., Office

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March 12, 2007

Connie J. Haskins
VA Regional Counsel's Office
4150 Clement Street, Bldg. 210
San Francisco, CA 94121

Subject: Negative Determination ND-095-06 (San Francisco VA Medical Center Building 203
Seismic Retrofit Project, San Francisco City and County)

Dear Ms. Haskins:

The Coastal Commission staff has reviewed the above referenced negative determination submitted by the U.S. Department of Veterans Affairs. The Department proposes to seismically retrofit Building 203 at the San Francisco Veterans Affairs Medical Center (VAMC), located adjacent to the Lands End area of the Golden Gate National Recreation Area (GGNRA). Building 203 was constructed in 1976, is the core acute care hospital building at the VAMC, and has never been seismically reinforced despite its location in Seismic Zone 4 (highest risk). The proposed action involves the installation of shear walls along the building exterior and the excavation and replenishment of 5,000 cubic yards of soil around the perimeter of the building. The proposed retrofit also includes modifications to the building's interior to improve utility systems and achieve compliance with current Department standards for patient privacy and Uniform Federal Accessibility Standards. Due to the resulting loss of interior office space from these modifications, several existing laboratory and research offices would be relocated to a new, two-story 7,600 sq. ft. building at the VAMC, which would be constructed prior to the start of the Building 203 retrofit. This new structure would be constructed at either the southeast corner of Parking Lot J or adjacent to the southeast corner of Building 16; both locations are on the western side of the VAMC. The retrofit project is expected to occur over a 31-month period.

The primary Coastal Act issue associated with the proposed project is the potential for adverse impacts on nearby public parking areas that support coastal access due to the loss of existing parking spaces on the VAMC that would occur from the construction of the laboratory/research building. Should this structure be located at Parking Lot J, 40 parking spaces would be lost; if located next to Building 16, 20 spaces would be lost. The Draft Environmental Assessment (DEA) for the project states that these parking space reductions would be a long-term adverse impact. The DEA also states that while there are approximately 1,214 total parking spaces at the VAMC, there is a parking shortage at the complex which leads to parking overflowing into the adjacent residential neighborhood. The DEA references a 2005 private consulting report

prepared for the Department which concluded that approximately 257 VAMC cars parked on adjacent streets during the day and that there was a total excess demand of 340 spaces at the VAMC. The DEA also references a 2005 Department report which projected an excess demand of 657 spaces at the complex. In addition, the Commission staff has spoken with and received correspondence from representatives of neighborhood and environmental groups who confirm that overflow parking from the VAMC into the adjacent area is a historic and significant problem. These representatives are also concerned over potential future facility expansion at the VAMC (beyond the proposed seismic retrofit and replacement building) and the potential for additional parking impacts. Staff with the GGNRA also discussed with the Commission staff their concerns over the potential for impacts to public access to the GGNRA that could arise from new development at the VAMC.

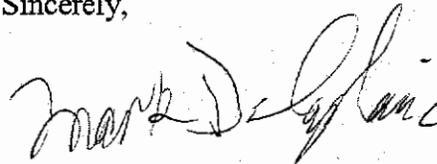
The Commission staff examined the potential impact from the loss of parking spaces at the VAMC on nearby public parking areas that serve the GGNRA: Merrie Way, El Camino del Mar, and the parking lot for the USS San Francisco Memorial located at the end of El Camino del Mar. The Department and community groups acknowledge that overflow parking from the VAMC does extend into one or more of the three parking areas, but that it varies depending on the day of the week and time of day. Based on the Commission staff's knowledge of automobile use of and parking availability at these areas, the current overflow parking is not causing significant constraints on the ability of the public to park at these sites and access this portion of the GGNRA. The Commission staff believes that the loss of parking spaces associated with the proposed seismic retrofit project would not adversely affect the ability of the public to use the aforementioned parking areas.

However, the Commission staff does agree with the Department and community groups that the current shortfall of parking spaces at the VAMC is adversely affecting parking in adjacent neighborhood areas. Should significant VAMC facility expansion projects be proposed without adequate parking support facilities, the overflow parking impacts would increase in magnitude and likely adversely affect the three parking areas that support public access to GGNRA. Therefore, Commission staff believes that future facility expansion at the VAMC should include provisions for expanded parking facilities, including consideration of expansion of the B-209 parking structure. To that end, the Commission staff concludes that Project Alternative 2, which includes construction of the replacement office building adjacent to Building 16 and eliminates 20 parking spaces, is the preferred alternative as it minimizes the loss of existing parking spaces and preserves the option of expanding VAMC parking facilities at Lot J adjacent to the north side of the B-209 parking structure. Implementation of Project Alternative 3 is less preferable as it would site the replacement office building on the southeast corner of Lot J, eliminate 40 parking spaces, and complicate any effort to expand the B-209 parking structure northward onto Lot J.

In conclusion, the Coastal Commission staff **agrees** that the proposed Seismic Retrofit Project Alternative 2 at the Department of Veterans Affairs San Francisco Medical Center will not adversely affect coastal resources. We therefore **concur** with your negative determination for that project alternative made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. Should the Department of Veterans Affairs select Project Alternative 3 for implementation at the

VAMC, the Department would need to submit a consistency determination for that project alternative. Please contact Larry Simon at (415) 904-5288 should you have any questions regarding this matter.

Sincerely,



(for)

PETER M. DOUGLAS
Executive Director

cc: CCC – North Central Coast District Office
California Department of Water Resources
Governor's Washington, D.C., Office
Carrie Strahan, GGNRA
Tom Kuhn, Friends of Sutro Park/Coalition to Save Ocean Beach
Eugene A. Brodsky, Planning Association for the Richmond
Amy Meyer, People for a GGNRA
John H. Frykman

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March 13, 2007

Kelley Di Pinto
Department of Parks and Recreation
Acquisition & Real Property Services
One Capitol Mall, Suite 500
Sacramento, CA 95814

Re: No Effects Determination, Land acquisition, Piedras Blancas, San Luis Obispo Co.
(NOAA Grant Award No. NA06NOS4190259)

Dear Ms. Di Pinto:

The Coastal Commission staff received your January 8, 2007, letter requesting Commission concurrence that federal (NOAA) funding for acquisition of the Piedras Blancas property in San Luis Obispo County is consistent with the California Coastal Management Program (CCMP). While we previously indicated that we would concur with this use of federal funds, we wish to elaborate our goals and understandings concerning future uses of the property, regardless of the funding source. Thus, our concurrence is based on the following understandings:

The full purchase price of the Piedras Blancas Motel site of \$5.1 million dollars is being provided through a package of funding that originates from a number of sources, including the State Coastal Conservancy, NOAA, National Scenic Byways funding received by Caltrans, and California Clean Water funds contributed by the Department of Parks and Recreation (DPR). This package is being put together with the intention of DPR being the owner, operator and caretaker of the 20 acre property in conjunction with the recently acquired San Simeon State Park North Coast properties in the vicinity.

Based on the funding documents and conversations with staff from these various state and federal agencies, the Coastal Commission staff understands that a primary purpose of this acquisition will be to offer immediate and long term public access and recreation on this site and to connect to other public use areas nearby, largely through providing a key link in the California Coastal Trail (CCT). As stated in the application to NOAA for Coastal and Estuarine Land Conservation Program funding:

Due to the property's recreational zoning, there is excellent potential to offer unimproved campsites and to develop an interpretive center in an existing barn onsite for public education about the wildlife and coastal ecosystem. As this potential is developed, it would provide the only place for travelers to stop and camp on a 37-mile stretch of this famed and highly visited stunning coastline. Piedras Blancas will provide a welcome respite to tourists traveling by car as well as hikers and bicyclists on the California Coastal Trail.

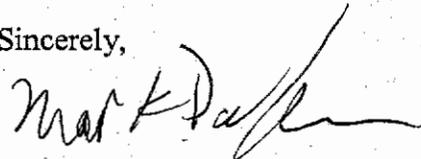
Further, we understand that adaptive re-uses of the existing buildings on the site by DPR are slated for activities related to supporting and providing public access and recreation opportunities as well as to enhancing resource protection, including, for example, interpretive education and overnight facilities. In particular we note that the project summary for the Scenic Byways funding request states that "(t)he site offers the potential for camping and conversion of the existing dilapidated motel into a café, hostel and interpretive center to educate travelers about local California history and the elephant seal." We support a vision that includes camping and a hostel at this important coastal site since providing lower-cost visitor serving development is a high priority under the Coastal Act.

Moreover, because part of the stated purpose of this acquisition is to avoid the shoreline armoring that might be needed to protect private development from the extensive erosion occurring on the northern bluff of the property, this public acquisition is to allow for planned retreat from the shoreline and the future re-siting of development at a more appropriate location on the site, thereby obviating the need for future shoreline protective devices. Again, such an approach to avoiding hazards and properly siting development is in keeping with Coastal Act policies.

Finally, we understand that the covenants placed on the property through the Scenic Byways funding contribution have been crafted so as to allow for continued public access, including activities historically occurring on the property such as camping and other overnight accommodations, as well as to allow for the relocated placement of buildings equivalent in area to that of the existing structures. The covenants also expressly recognize that the scenic, recreational and natural resources of the site will be enhanced by DPR to the extent practicable. Policy direction from the Coastal Act calls for maximizing public access in a way that is protective of scenic and natural resources along California's coast and Commission staff looks forward to working with DPR to ensure that the future use of this site will meet these goals.

If you have any questions, please contact me at (415) 904-5289.

Sincerely,



MARK DELAPLAINE
Federal Consistency Supervisor

cc: Santa Cruz District Office
Caltrans, District 5
Karen Y. Frankel
The Trust for Public Land
116 New Montgomery, 3rd Floor
San Francisco, CA 94105