CALIFORNIA COASTAL COMMISSION
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Staff: Ryan Todaro-LB
Staff Report: March 29, 2007
Hearing Date: April 10-13, 2007
Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: 5-06-125

APPLICANT: California Department of Transportation

PROJECT LOCATION: Anaheim Bay Bridge on Pacific Coast Highway, Seal Beach, Orange County

PROJECT DESCRIPTION: Fortification of bridge abutments and roadway embankments at Anaheim Bay Bridge and along Pacific Coast Highway including replacement of rock slope protection, re-grading of roadway embankments, installation of native landscaping, construction of energy dissipaters at drainage outlets, reconstruction of 2 metal beam guardrail ends, chain link fence and construction of maintenance vehicle pullout. The application also requests follow-up authorization for work that was done under emergency permit No. 5-04-262-G, which included reconstruction of a failed slope, replacement of a downdrain and placement of an erosion control blanket with native seed to stabilize the slope.

SUMMARY OF STAFF RECOMMENDATION:

The main issues raised by this project include temporary and permanent impacts to wetlands; and the project is located along a scenic segment of PCH and public views towards the Anaheim Bay National Wildlife Refuge would be impacted by proposed fencing. Staff is recommending that the Commission **APPROVE** a coastal development permit for the proposed development with thirteen (13) special conditions, which require 1) rock slope protection maintenance; 2) submittal of final plans that conform with preliminary plans, but with revisions to address the fencing; 3) submittal of a final restoration and monitoring plan; 4) submittal of a revised landscaping plan; 5) use of construction best management practices (BMPs); 6) submittal of a post-construction drainage and polluted runoff control plan; 7) identification of debris disposal site location; 8) evidence of approval by the Regional Water Quality Control Board (RWQCB); 9) a determination by the State Lands Commission prior to permit issuance; 10) evidence of approval by the United States Army Corps of Engineers; 11) timing of construction to avoid impacting nesting birds; 12) submittal of a construction staging area plan; and 13) an assumption of risk due to hazards.

SUBSTANTIVE FILE DOCUMENTS*:*

1. *Supplemental Project Study Report/Project Report*, June 2005, prepared by Caltrans
2. *Natural Environment Study Report, CALTRANS, Anaheim Bay at the PCH Bridge Abutment and Slope Repair Project – On Route 1 and Anaheim Bay Bridge (KP 51.1, PM 31.75)*, September 2000, prepared by Caltrans, Southern California Biology Pool & Caltrans District 12 Biologists
3. *Anaheim Bay Bridge Repair – Amendment to NES*, February 13, 2006, prepared by Karen Drewe, Associate Caltrans District Biologist
4. *Anaheim Bay at the PCH Bridge Abutment and Slope Repair Project Grading Plans*, October 18, 2006, prepared by Division of Design, Project Engineer, Anhhuy Truong
5. *Anaheim Bay at the PCH Bridge Abutment and Slope Repair Project Drainage Plans*, October 23, 2006, prepared by Hydraulics, Project Engineer, Tan T. Nguyen
6. *Anaheim Bay at the PCH Bridge Abutment and Slope Repair Project Planting Plans*, October 23, 2006, prepared by Project Landscape Architect, Ronald Wong

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution to **APPROVE** the coastal development permit application with special conditions:

MOTION: ***I move that the Commission approve Coastal Development Permit No. 5-06-125 pursuant to the staff recommendation.***

STAFF RECOMMENDATION OF APPROVAL:

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

I. Resolution: Approval with Conditions

The Commission hereby approves a permit, subject to the conditions below, for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the provisions of Chapter 3 of the California Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a local coastal program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/ or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible

mitigation measures or alternative that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions

1. Rock Slope Protection Maintenance

After completion of the repairs, the permittee shall undertake routine monitoring of the bridge and rock slope and follow-up promptly if any complaints or comments are received concerning the disrepair of the rock. If any debris, rock or material becomes dislodged, the permittee shall either redeposit this material within the as-built footprint or remove and dispose of this material at an approved disposal site as soon as possible after such displacement occurs. The permittee shall contact the Coastal Commission District Office immediately to determine whether such activities require a coastal development permit.

2. Final Revised Plans

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit, for review and approval of the Executive Director final plans for the project that substantially conform with the preliminary plans

submitted to the Commission on November 28, 2006, with the following revisions:

1) The design and location of the replacement fencing shall be revised in order to minimize impacts to public views from Pacific Coast Highway of the Anaheim Bay National Wildlife Refuge and to and along the bay and ocean, while at the same time achieving required habitat protection and Naval Base security objectives. In lieu of fencing, the use of alternative methods to prevent the unauthorized entry of vehicles onto Federal land and into sensitive habitat areas and that achieve view protection shall be considered, including but not limited to, use of bollards, vehicle rails, and other traffic control devices wherever feasible. Wherever alternative methods are not feasible in lieu of fencing, alternative fence heights, location/alignments, and materials shall be considered that minimize view impacts and achieve habitat protection and Naval Base security objectives.

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

3. Final Restoration and Monitoring Program

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall develop, in consultation with the California Department of Fish and Game and U.S. Fish and Wildlife Service as appropriate, and submit for review and written approval of the Executive Director, a final detailed habitat restoration and monitoring program. Required restoration shall be at a minimum ratio of 3:1 (restoration to impact). Supplementary restoration may be identified in the restoration and monitoring program, but would not be treated as a required component of the mitigation. A qualified biologist for restoration and monitoring of the coastal sage scrub restoration site and for mitigation and monitoring of the wetland creation site shall design the restoration, mitigation, and monitoring program. The restoration, mitigation, and monitoring program shall at a minimum include the following:

1. Plans for site preparation and preservation of native seed bank;

2. Restoration and mitigation plan including planting design, plant palette, source of plant material, plant installation, watering, erosion control, soil fertilization and weed abatement;

3. Final Success Criteria. The restoration will be considered successful if the overall species composition and the vegetative cover of the dominant perennial species are similar to relatively undisturbed

vegetation of the same type in nearby reference areas. The Army Corps of Engineers "50/20" rule shall be used to determine dominance. Species composition shall be considered similar if all the dominant species and at least 80% of the non-dominant species at the reference site are present at the restored site. The vegetative cover of dominant species at the restoration and reference sites will be compared with an appropriate statistical test. Random sampling of the restoration and reference sites will be done with sufficient replication to detect a 10% absolute difference in cover with 90% power with alpha=0.10. The cover of dominant species will be considered similar if there is no statistical difference (P>0.10) in the average cover of each dominant species between the two sites; or, if there is a statistically significant difference, it is no greater than 10% absolute cover;

4. The sampling design to be employed, an estimate of the sample variance, and a statistical power analysis to estimate the necessary number of samples to meet the requirements specified above. Power analysis software is available commercially and on the worldwide web (e.g, http://www.stat.uiowa.edu/~rlenth/Power/index.html).

5. Provisions assessing the initial biological and ecological status of the "as built" restoration and mitigations sites within 30 days of their establishment in accordance with the approved restoration, mitigation, and monitoring program. The assessment shall include an analysis of the attributes that will be monitored pursuant to the program, with a description of the methods for making that evaluation.

6. Provisions for monitoring and remediation of the restoration site in accordance with the approved final restoration program for a period of five years or until it has been determined that success criteria have been met or have failed to be met, whichever comes first.

7. Provisions for submission of annual reports of monitoring results to the Executive Director for the duration of the required monitoring period, beginning the first year after submission of the "as-built" assessment. Each report shall include copies of all previous reports as appendices. Each report shall be a cumulative report that summarizes all previous reports. Each report shall document the condition of the restoration with photographs taken from the same fixed points in the same directions. Each report shall also include a "Performance Evaluation" section where information and results from the monitoring program are used to evaluate the status of the restoration project in relation to the performance standards.

8. Provisions for submission of a final monitoring report to the Executive Director at the end of the reporting period. Final performance monitoring shall take place after at least three years without remediation or maintenance other than weeding. The performance monitoring period shall either be five years or three years without maintenance or remediation, whichever is longer. The final report must be prepared in conjunction with a qualified biologist. The report

must evaluate whether the restoration site conforms to the goals, objectives, and performance standards set forth in the approved final restoration program. The report must address all of the monitoring data collected over the five-year period.

B. If the final report indicates that the restoration project has been unsuccessful, in part, or in whole, based on the approved performance standards, the applicant shall submit within 90 days a revised or supplemental restoration program to compensate for those portions of the original program that were necessary to offset project impacts which did not meet the approved performance standards. The revised restoration program, if necessary, shall be processed as an amendment to this coastal development permit.

C. The permittee shall monitor and remediate the restoration site in accordance with the approved monitoring program, including any revised restoration program approved by the Commission or its staff. Any proposed changes to the approved monitoring program shall be reported to the Executive Director. No changes to the approved monitoring program shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. Revised Landscaping Plan

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit, in a form and content acceptable to the Executive Director, two (2) sets of a revised landscaping plan prepared by an appropriately licensed professional. The revised landscaping plan shall be consistent with the goals and objectives of the restoration and monitoring plan approved by the Executive Director under Special Condition 3 of this permit. In addition, the revised landscaping plan shall satisfy the following requirements:

(1) The plan shall demonstrate that:

a. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Exotic Pest Plant Council, or as may be identified from time to time by the State of California shall be utilized on the property. No plant species listed as a 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized within the property. Any existing landscaping within the limits of the proposed project that doesn't meet the above requirements in this paragraph and those requirements listed in subsection b below shall be removed;

b. Only native plant species appropriate to the habitat type shall be employed. Local native plant stock shall be used if

available. With the exception of plants used in wetlands or drainage swales or which are otherwise part of the habitat restoration plant palette, all plants employed on the site shall be drought tolerant, (low water use) plants identified by U. C. Davis and/or the Water Resources Board;

c. All planting will be completed within 60 days after completion of construction or in accordance with plant installation schedule identified in the final restoration plan approved by the Executive Director pursuant to Special Condition 3;

d. All vegetation shall be maintained in good growing condition throughout the life of the project, and whenever necessary, shall be replaced with new plant materials to ensure continued compliance with the landscaping plan.

e. Lemonade berry (*Rhus integrifolia)*, shall be added to Plant Group A-1.

f. Goldenbush (*Isocoma menziesii)* plants shall be saved wherever possible and added to the plant palette.

g. Coyote Bush (*Baccharis pilularis)* shall be reduced by half and replaced by Laurel Sumac (*Malosma laurina)* and Lemonade Berry (*Rhus integrifolia)* on the plant palette.

h. Wherever possible, all existing native coastal sage scrub species within the project area shall be saved. These plant species shall be flagged and left in place during construction activities and removal of invasive plant species.

i. California sage brush (*Artemeisa californica)* and black sage (*Salvia mellifera*) shall be removed from the Plant Group A-2.

j. Only plant species in Plant Groups A-3 and D shall be used for wetland creation plantings.

(2) The plan shall include, at a minimum, the following components:

a. A map showing the type, size, and location of all plant materials that will be on the developed site, the irrigation system, topography of the developed site, and all other landscape features;

b. A schedule for installation of plants.

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

5. Storage of Construction Materials, Mechanized Equipment, Erosion & Sediment Control, and Removal of Construction Debris

The permittee shall comply with the following construction-related requirements:

(a) No construction materials, debris, or waste shall be placed or stored where it may be subject to wave erosion and dispersion;

(b) Any and all debris resulting from construction activities shall be removed from the project site within 24 hours of completion of construction;

(c) Best Management Practices (BMPs) designed to prevent spillage and/or runoff of construction related materials, sediment or contaminants associated with construction activity, shall be implemented prior to the on-set of such activity. Selected BMPs shall be maintained in a functional condition throughout the duration of the project.

(d) Appropriate Best Management Practices (BMPs) designed to control erosion from the disturbed area and prevent silt and sediment from contaminating any downstream drainages and intact native habitat plant communities during grading and revegetation activities, shall be installed prior to or concurrent with grading and revegetation operations, and maintained throughout the development.

(e) Any temporarily stockpiled fill should be covered with geofabric or other appropriate cover.

(f) The use of protective cover such as dense mulch, geotextile or jute mats should be implemented on all exposed slopes to facilitate slope stabilization before and during the revegetation process and to minimize erosion and sediment from runoff waters during construction.

(g) Construction debris and sediment shall be removed from construction areas on a regular basis during construction to prevent the accumulation of sediment debris which may be discharged into coastal waters. Debris shall be disposed of at a debris disposal site outside the coastal zone, pursuant to Special Condition No. 7.

6. Post-Construction Drainage and Polluted Runoff Control Plan

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for the review and approval of the Executive Director, final drainage and runoff control plans, including supporting calculations. The plan shall be prepared by a licensed engineer and shall incorporate appropriate Best Management Practices (BMPs) designed to control runoff from the development in a manner that minimizes impacts on water quality in the receiving water (Anaheim Bay). The plan shall be in substantial conformance with the following requirements:

1. Runoff shall be conveyed off-site in a non-erosive manner.

2. Energy dissipating measures shall be installed at the terminus of outflow drains.

3. Other BMPs such as regular street sweeping of the bridge with a vacuum regenerative air sweeper, the installation of trash grates or screens on catch basins, and/or or stenciling of catch basins shall be implemented where feasible.

4. The plan shall include provisions for maintaining the drainage system, including structural BMPs, in a functional condition throughout the life of the approved development. Such maintenance shall include the following: (1) BMPs shall be inspected, cleaned and repaired when necessary prior to the onset of the storm season, no later than September 30th each year, and at least quarterly throughout the year (2) should any of the project's surface or subsurface drainage/filtration structures or other BMPs fail or result in increased erosion, the applicant/landowner or successor-in-interest shall be responsible for any necessary repairs to the drainage/filtration system or BMPs and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Executive Director to determine if an amendment or new coastal development permit is required to authorize such work.

7. Location of Debris Disposal Site

The applicant shall dispose of all demolition and construction debris resulting from the proposed project at an appropriate location outside the coastal zone. If the disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.

8. Regional Water Quality Control Board Approval

PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for the review and approval of the Executive Director, written evidence from the Regional Water Quality Control Board demonstrating that the Regional Water Quality Control Board has approved the proposed development. If the Regional Water Quality Control Board requires any substantial changes to the project, as approved by the Commission, the changes shall be submitted to the Executive Director for a determination as to whether the changes require an amendment to this permit. Any changes that require an amendment shall not occur without an amendment to this permit.

9. State Lands Commission Review

PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall obtain a written determination from the State Lands Commission that:

(a) No state lands are involved in the development; or

(b) State lands may be involved in the development and all permits, leases or other approvals required by the State Lands Commission have been obtained (copies of said authorizations shall be supplied to the Executive Director by the applicant); or

(c) State lands may be involved in the development, but pending a final determination of state lands involvement, an agreement has been made by the applicant with the State Lands Commission for the project to proceed without prejudice to that determination.

10. United States Army Corps of Engineers Approval

PRIOR TO COMMENCEMENT OF CONSTRUCTION, permittee shall provide to the Executive Director a copy of a permit issued by United States Army Corps of Engineers, or letter of permission, or evidence that no permit or permission is required. The applicant shall inform the Executive Director of any changes to the project required by the United States Army Corps of Engineers. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this coastal development permit, unless the Executive Director determines that no amendment is legally required.

11. Timing of Construction

To avoid adverse impacts on nesting birds, construction shall not occur from February 15th to September 1st of any year.

12. Staging Area for Construction

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the permittee shall submit a plan for the review and approval of the Executive Director, which indicates that the construction staging area(s) and construction corridor(s) will avoid impacts upon public access and habitat areas that are not specifically authorized to be impacted pursuant to this coastal development permit.

(1) The plan shall demonstrate that:

(a) Construction equipment, materials or activity shall not occur outside the staging area and construction corridor identified on the site plan required by this condition; and

(b) Construction equipment, materials, or activity shall not be placed outside of the immediate construction zone; and

(c) The construction staging area will gradually be reduced as less materials and equipment are necessary.

(d) Public access will not be diminished.

(e) Adverse impacts to wetlands and other sensitive habitat that are not specifically authorized to be impacted shall be avoided.

(2) The plan shall include, at a minimum, the following components:

(a) A site plan that depicts:

1. limits of the staging area(s);
2. construction corridor(s);
3. construction site;
4. location of construction fencing.

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

13. Assumption of Risk, Waiver of Liability and Indemnity

By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from waves, storm waves, and erosion; (ii) to

assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The project involves the fortification of bridge abutments and roadway embankments at Anaheim Bay Bridge and along Route 1, Pacific Coast Highway (PCH) in Seal Beach, Orange County (Exhibit #1). In this area, PCH passes through the Seal Beach Naval Weapons Station and the Anaheim Bay National Wildlife Refuge. The subject bridge crosses an open water channel that is used by boats from various marinas in Huntington Harbor and at the Sunset Aquatic Park to gain access to the Pacific Ocean. This is the sole access channel from those harbor areas to the ocean. The project will include the replacement of rock slope protection (RSP) in areas of the bridge abutments previously containing these structures; re-grading of roadway embankments and installation of native landscaping along the east (inland) side of PCH, just north of the bridge; the construction of energy dissipaters at the outlets of seven existing reinforced concrete pipes (RCP) drainage facilities; reconstruction of two metal beam guard rail ends; removal of existing fencing for access to construction areas and replacement of existing, approximately 7-foot high chain link fencing; and construction of a maintenance vehicle pullout. This project also requests follow-up authorization for work that was done under emergency permit No. 5-04-262-G, which included reconstruction of a failed slope, replacement of a downdrain and placement of an erosion control blanket with native seed to stabilize the slope.

The proposed project would involve approximately 0.003 acres of permanent impacts to wetlands and 0.08 acres of temporary impacts to wetlands. As part of the project, Caltrans proposes restoring and enhancing 1.9 acres of ruderal coastal sage scrub habitat. The coastal sage scrub restoration and enhancement is compensation for new rock slope protection at the bridge that impacts ruderal coastal sage scrub, impacts due to the abutment and slope repair activities, and removal of ruderal coastal sage scrub for wetland creation. Wetland creation is required of Caltrans for the proposed project because new rock slope protection and drainage inlet and outlet reconstruction impact wetland habitat. Caltrans is mitigating for wetland impacts by creating 0.08 acres of new wetland on a 3:1 basis (there is not enough suitable area in the immediate vicinity for 4:1 mitigation).

The work is necessary to restore the bridge to as-built conditions and to protect it from erosion damage and collapse; the work does not expand or allow for future expanded highway capacity. Caltrans evaluated several alternatives that would accomplish rehabilitation of the bridge for safety purposes and avoidance/minimization of wetlands impacts. These alternatives include 1) rock slope protection (preferred alternative); 2) retaining wall; 3) retrieving existing riprap in the bay to restore the rock slope protection; 4) complete reconstruction of the bridge and abutments; and 5) no build. All of these alternatives are described in greater detail in the following section (Marine Resources). In addition to analyzing several alternatives, Caltrans has chosen to implement avoidance and minimization measures to limit the impacts to sensitive natural resources, which include the following:

- Construction work window of September 30 through March 1 to avoid impacts to migratory birds.

- Exotic weed control measures are incorporated into the project to ensure that exotic species would not propagate at the project area.

- Trash and debris shall be controlled and removed by hand.

- Erosion control measures would include utilizing native plants for slope stabilization, which would also contribute to restoring the area to a more natural state.

- Best Management Practices would be implemented to protect water quality throughout the project area.

- Work below the mean-high tide line would only occur during low tide to assure minimal impacts to water quality.

- Temporary fencing would be placed to protect adjacent sensitive habitat.

Construction is anticipated to take approximately 120 days to complete and would include up to 30 days of work at night to take advantage of the low tides to install the rock slope protection adjacent to the bridge abutments.

B. Biological Resources

The proposed project is located adjacent to and within the waters of Anaheim Bay and the Anaheim Bay National Wildlife Refuge (also known as the Seal Beach National Wildlife Refuge). The wildlife refuge includes approximately 911 acres of remnant saltwater marsh in the Anaheim Bay estuary. The refuge provides essential habitat for three endangered species, including the light-footed clapper rail, the California least tern, and the Belding's savanna sparrow.

At the subject site, there is some limited upland habitat (coastal sage scrub as well as non-native plant species) along the roadway embankment and wetlands and open water habitat at the base of the road embankment and existing bridge abutments. The proposed project will impact a limited quantity of this existing habitat during construction and will cause a small amount of permanent wetland fill, all of which the applicant is proposing to mitigate. Sections 30230, 30231 and 30233 of the Coastal Act address the protection and management of marine resources. Section 30240(b) addresses development adjacent to habitat and recreation areas.

Section 30230 of the Coastal Act states:

> *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes*.

Section 30231 of the Coastal Act states:

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Section 30233 of the Coastal Act states:

(a) *The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:*

(l) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the

Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

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

Section 30240 (b) of the Coastal Act states:

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

As mentioned previously, the proposed project would involve approximately 0.003 acres of permanent impacts to wetlands (associated with the placement of rock slope protection) and 0.08 acres of temporary construction-related impacts to wetlands (see Exhibit #3). As part of the project, Caltrans proposes restoring and enhancing 1.9 acres of ruderal coastal sage scrub habitat. The coastal sage scrub restoration and enhancement is compensation for new rock slope protection at the bridge that impacts ruderal coastal sage scrub, impacts due to the abutment and slope repair activities, and removal of ruderal coastal sage scrub for wetland creation. Wetland creation is required of Caltrans for the proposed project because new rock slope protection and drainage inlet and outlet reconstruction

impact wetland habitat. Caltrans is mitigating for wetland impacts by creating 0.08 acres of new wetland on a 3:1 basis (there is not enough suitable area in the immediate vicinity for 4:1 mitigation).

Caltrans has submitted a landscaping plan, which was reviewed by Commission staff ecologist, Dr. Jonna Engel. In her review, Dr. Engel determined that several changes needed to be made. Plant group A-1 includes seven native plants slated for ruderal coastal sage scrub restoration and enhancement. Lemonade berry, *Rhus integrifolia*, should be added to this list. In addition, Goldenbush, *Isocoma menziesii*, which is presently the most abundant native plant present in the ruderal coastal sage scrub, should be saved where possible and added to the plant palette. Caltrans will be required to save as many existing native coastal sage scrub species as possible by flagging them and leaving them in place while working and removing invasive plant species. Saving existing native plant species will preserve genetic stock which has persisted in this area and is presumably well adapted to the existing physical and biological conditions. The planting plan for the ruderal coastal sage scrub area shows a large number of Coyote Bush, *Baccharis pilularis*, plants. This number should be reduced by half and replaced by Laurel Sumac, *Malosma laurina* and Lemonade Berry, *Rhus integrifolia*. California sage brush, *Artemeisa californica*, and black sage, *Salvia mellifera*, are not transitional salt-marsh-upland species, but are considered dominant coastal sage scrub community members. These species shall be removed from the transitional, A-2 list. The other plants in this list are appropriate coastal salt marsh/upland transition species. To incorporate these changes, the Commission has imposed Special Condition No. 4, which requires Caltrans to submit a revised landscaping plan.

Caltrans has not yet provided the Commission with a complete restoration and monitoring plan for their proposed mitigation. Therefore, the Commission has imposed Special Condition No. 3, which requires Caltrans to submit a restoration and monitoring plan. This plan requires five years of monitoring with yearly reports including a comprehensive report the final year. Reference sites are sampled using the same methodology as employed in the restoration and mitigation areas and the results guide the restoration and mitigation project goals. Potential project benchmarks or goals for percent cover of restored and enhanced coastal sage scrub would be 25-35% or greater one year following restoration and 70-85% or greater at the end of year five. The coastal sage scrub should show increasing cover each year between year one and year five. 15-25% or greater percent cover of native wetland species one year after wetland creation and 85-95% or greater at the end of year five with increasing wetland percent cover each year between year one and year five. The Caltrans restoration/mitigation and monitoring plan must contain a section that details the quantitative plant sampling methodology that will be employed. The plan must also describe maintenance activities such as invasive plant removal and supplemental native plant planting (if necessary). Finally, the plan must provide a contingency plan should the restoration and/or mitigation fail to meet the project goals.
The project will adopt all necessary steps to protect biological resources and sensitive species known to inhabit the area. The Anaheim Bay National Wildlife Refuge is located immediately adjacent to the project site to the east. To avoid adverse impacts on nesting

birds, the Commission has imposed Special Condition No. 11, which states that construction shall not occur from February 15th to September 1st of any year.

Section 30231 of the Coastal Act requires maintenance and restoration of the biological productivity of coastal waters. The project site is located adjacent to coastal waters. Storage or placement of construction materials, debris, or waste in a location subject to wave erosion and dispersion would result in adverse impacts upon the marine environment that would reduce the biological productivity of coastal waters. For instance, construction debris entering coastal waters may cover and displace soft bottom habitat. In addition, the use of machinery in coastal waters not designed for such use may result in the release of lubricants or oils that are toxic to marine life. Sediment discharged to coastal waters may cause turbidity, which can shade and reduce the productivity of the area and foraging avian and marine species ability to see food in the water column.

In order to avoid adverse construction-related impacts upon marine resources, Special Condition No. 5 outlines construction-related requirements to provide for the safe storage of construction materials and the safe disposal of construction debris. Special Condition No. 7 requires that the applicant dispose of all demolition and construction debris at an appropriate location outside of the coastal zone and informs the applicant that use of a disposal site within the coastal zone will require an amendment or new coastal development permit. Special Condition No. 1 requires that the applicant minimize the effects from any future material displacement by either repositioning the material within the as-built footprint or disposing of it in at an approved disposal site. In order to avoid post-construction impacts upon marine resources, Special Condition No. 6 requires the applicant to submit a final drainage and runoff control plan, which incorporates appropriate Best Management Practices (BMPs) designed to control runoff from the development in a manner that minimizes impacts on water quality in Anaheim Bay.

Section 30233 allows the dredging and filling of coastal waters, including estuaries, for only eight enumerated uses. For this project to be found consistent with Section 30233 of the Coastal Act by the Commission it must be found to be an allowable use, to be the least environmentally damaging feasible alternative, and that the adverse environmental impacts will be minimized through mitigation. The proposed project raises a potential concern with Section 30233 of the Coastal Act due to the placement of rock slope protection at drainage outlets, which results in 0.003 acres of permanent impacts to wetlands.

Under the allowable use test, a project must qualify as one of the eight stated uses allowed under Section 30233(a) of the Coastal Act. Since the other allowable uses do not apply, the Commission must determine whether the proposed project can be permitted under Section 30233(a)(5) of the Coastal Act. Section 30233(a)(5) applies since the new repairs require rock slope protection at drainage outlets along the base of the roadway embankments. Rock slope protection placed in water qualifies as "fill" which is defined by Section 30108.2 of the Coastal Act. Section 30108.2 of the Coastal Act states: *"'Fill' means earth or any other substance or material, including pilings placed for the purposes*

of erecting structures thereon, placed in a submerged area". PCH is a public facility. Therefore, based on past Commission decisions for similar public work projects, the Commission finds that PCH serves a public access function and is necessary to maintain the existing road capacity and therefore qualifies as an allowable use under Section 30233(a)(5) of the Coastal Act.

The alternatives test requires that the Commission determine whether the proposed project is the least environmentally damaging feasible alternative. Section 30108 of the Coastal Act states: *""Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors."* To examine if the proposed development submitted under this coastal development permit application constituted the least environmentally damaging feasible alternative, the applicant looked at the following alternatives:

Alternative 1 – Rock Slope Protection: Restore and repair the eroded abutments, roadway abutments and roadway embankments to the original 1:1.5 slope in order to protect the Anaheim Bay Bridge from further erosion and degradation. This is the preferred and proposed alternative because it both ensures structural integrity of the bridge and reduces the impacts to natural resources.

Alternative 2 – Retaining Wall: Construct a retaining wall to protect the bridge abutments. In comparison to Alternative 1, the construction of the retaining wall would be subject to the potential of settlement and being undermined by wave action, could have increased costs and would create a significant increase in the level of environmental impacts to the existing habitat. This alternative is not recommended due to high impacts to sensitive habitat and natural resources.

Alternative 3 – Retrieving Existing Riprap in the Bay to Restore the Rock Slope Protection: Remove the original riprap that has washed in the bay and use this as reinforcement to the abutments. The removal of this material from the channel beneath the bridge, however, has the potential to create negative impacts to the aquatic life in the channel. Caltrans biology staff has determined that the fallen riprap has created a high quality habitat area for aquatic life. At the project location, Anaheim Bay serves as a narrow passage from the inland bay area to the ocean. The channel at this location is subject to very strong tidal flows on a daily basis. The riprap has created a shelter from these high strength tidal flows and without it marine organisms would find it difficult, if not impossible, to establish themselves in this area. Kelp and other marine algae use the riprap to serve as a substrate for attachment. Therefore, the addition of riprap has created a hospitable environment for a variety of marine life in a previously unsuitable location. Since the short term structural advantages do not outweigh the ecological disadvantages of the long term impacts to aquatic life in the bay, this alternative is not recommended.

Alternative 4 – Complete Reconstruction of the Bridge and Abutments: Construct a completely new structure and abutments to the bridge. This alternative would have the highest cost and be the most invasive to the surrounding environment. In

addition, traffic delays would be harmful to local residents and businesses and the traveling public. This alternative is not recommended.

Alternative 5 – No Build: No work would be performed and the facility would remain as it stands currently. This alternative is not recommended due to the inevitable further damaging and weakening of the structure, which would most likely lead to its failure. A failed bridge would generate significant wetlands fill and significant adverse public access impacts as well as significant safety issues.

Based on the review of the available alternatives, the proposed project is preferred based on the minimal wetland impacts and disturbance to marine habitat compared with the other alternatives; the Commission finds that the proposed bridge fortification is the least environmentally damaging feasible alternative.

The final test under Section 30233 of the Coastal Act requires that the Commission find that the proposed project includes mitigation, such that all remaining unavoidable impacts are reduced to the maximum extent feasible. According to Caltrans, the proposed project would permanently impact approximately 0.003 acres of wetlands through the installation of rock slope protection at drainage outlets along the base of the roadway embankments. To mitigate the anticipated permanent impacts of the proposed development, Caltrans proposes to mitigate direct wetland impacts at a 3:1 ratio.

Temporary impacts, resulting from construction activities would impact approximately 0.08 acres of wetlands. A detailed chart of these impacts is attached as Exhibit #3. The proposed mitigation site is shown in Exhibit #3. Caltrans will be required to restore those areas back to pre-existing or improved conditions through their restoration and monitoring plan.

Section 30233 of the Coastal Act requires that a proposed project, which has been found to be an allowable use and, which has been found to be the least environmentally damaging feasible alternative, provides adequate mitigation. For the proposed development to provide adequate mitigation the Commission has found it necessary to impose special conditions, which are described throughout this section of the staff report.

Caltrans has not yet determined whether or not any portions of this project are located on a State Tidelands lease. In order to ensure that Caltrans has permission from State Lands for the repair and reinforcement of the groin, the Commission has imposed Special Condition No. 9, which requires that the applicant obtain a written determination from the State Lands Commission that either no State lands are involved in the development or that all permits, leases or other approvals have been obtained or that an agreement has been made by the applicant with the State Lands Commission for the project to proceed without prejudice to that determination.

Since the proposed project has the potential to affect water quality, the development requires approval by the Regional Water Quality Control Board (RWQCB). The applicant

has applied for a permit from the RWQCB. Consequently, the proposed project has yet to be found in conformance with current water quality standards by the RWQCB. To ensure that the project will not adversely affect water quality, Special Condition No. 8 requires that the applicant provide written evidence of RWQCB approval for the groin repair work prior to issuance of a coastal development permit. If the RWQCB approval results in changes to the currently proposed project, the applicant may be required to obtain an amendment to the CDP. In addition, Special Condition No. 10 requires the applicant to obtain evidence of approval by the United States Army Corps.

Only as conditioned does the Commission find that the proposed development is consistent with Sections 30230, 30231 and 30233 and 30240(b) of the Coastal Act.

C. Public Access

The project site is underneath Anaheim Bay Bridge and on either side of PCH (the first public road). Therefore, a finding must be made that the development is consistent with the public access and recreation policies of Chapter 3 of the Coastal Act.

Section 30210 of the Coastal Act states, in pertinent part:

> *…maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs…*

Section 30213 of the Coastal Act states, in pertinent part:

> *Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.*

As mentioned previously, the project includes replacement of an existing approximately 7-foot high chain link fence that runs along PCH and the northeastern and southeastern limits of the project. The fence will need to be removed to provide construction access to the project site and then is proposed to be re-installed upon completion of the project. The existing fence was installed by the U.S. Navy for security purposes without the knowledge of Caltrans. However, Caltrans does not own the property where the proposed project is located and is only the holder of an easement from the Navy for PCH in the vicinity of the project (PCH runs through the Seal Beach Naval Weapons Station in this area). Before this fence was installed, the public was able to drive their vehicles off the paved travel lanes and down the PCH roadway embankment to the water's edge to fish. This mode of access was not explicitly authorized or intended by the property owner or Caltrans and vehicles driven off pavement have generated impacts to habitat. With the fence being installed, vehicular access has been eliminated, but the public can still access the water's edge by foot for fishing and other recreational purposes. The nearest coastal access with public parking would be at Anderson Street, which is approximately 1 mile south of the

project and at Seal Beach Blvd., which is approximately 1 mile to the north. The U.S. Naval Weapons Depot, where public parking is not allowed, occupies the majority of the area between these two points. Parking along the highway in the vicinity of the bridge is marked as prohibited with 'no parking' signs.

The proposed project will not change existing public access conditions and recreational opportunities in the area. In fact, it will preserve a public highway that is a major mode of access to various beaches and recreation areas in the coastal zone. Therefore, the project as proposed is consistent with Sections 30210 and 30213 of the Coastal Act.

D. Hazards

Section 30235 of the Coastal Act states:

> *Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.*

Section 30253 of the Coastal Act states in part:

> *New development shall:*
>
> *(l) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
>
> *(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*

Section 30235 of the Coastal Act allows revetments to be permitted to protect existing structures in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Analyses carried out by Caltrans engineers indicates that the rock slope protection at both abutment ends has been scoured away by tidal waves and erosion caused by overland runoff. The northerly embankment at the east end is the most severely scoured. Even though the structural integrity of the abutments does not appear to be affected yet due to the fact that they are on piles, the restoration of the RSP at both abutment ends needs to be expedited in order to ensure their preservation. The Commission's coastal engineer has reviewed this analysis and concurs with it. The Commission concurs as well.

Section 30253 of the Coastal Act states in part that new development shall minimize risks to life and property and shall assure stability and structural integrity. According to Caltrans Engineers, the proposed project is being designed for the 100-year flood event. Since scour has caused the earlier revetment rock to drop into the main channel, the rock is armoring the channel and will prevent or greatly reduce future scour and undercutting of the rebuilt/repaired revetment.

Since the proposed development is located next to the channel, it will be exposed to several hazards in the area, such as tidal action, scour and erosion. The project repairs have been designed to consider the range of wave and current conditions that can be expected to occur at this location. However, due to the inherently variable nature of coastal processes there remains the possibility that the structural integrity of the structure can be threatened. Although the project is designed to be stable to reduce adverse impacts due from wave damage, there will continue to be the threat. Special Condition No. 1 requires the applicant to maintain the rock slope protection to insure that it remains in good condition and continues to provide protection for the adjacent bridge abutments. If any debris, rock, or material becomes dislodged after completion of the repairs, the permittee shall either redeposit this material within the as-built footprint or remove and dispose of this material at an approved disposal site as soon as possible after such displacement occurs. The permittee shall contact the Commission immediately to determine whether such activities require a coastal development permit.

To ensure that the applicant, and any future property owner is aware of the hazards, the applicant shall be required to indemnify and hold harmless the Coastal Commission from any claims related to the proposed development.

Only as conditioned does the Commission find that the proposed development is consistent with Sections 30235 and 30253 of the Coastal Act.

E. Visual Impacts

Section 30251 of the Coastal Act states:

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

The Coastal Act protects public views. In this case the public views are the views from the public streets and PCH to the Pacific Ocean to the west and the Anaheim Bay National Wildlife Refuge to the east. The majority of the project will be below Pacific Coast

Highway and below the existing bridge and not visible to the traveling public on PCH and therefore would not create a visual impact. However, the project includes replacement of an existing approximately 7-foot high chain link fence, which was installed by the U.S. Navy that runs along PCH and the northeastern and southeastern limits of the project. The U.S. Navy received permission from the Commission (See Exhibit #4) to construct a portion of this fence; that which runs along PCH and the southeastern limits of the project. However, based on information available, they did not receive permission to construct the portion of this fence which runs along PCH and the northeastern limits of the project. This entire fence currently impacts views towards Anaheim Bay from PCH.

The Commission recognizes that security for the U.S. Naval Weapons Depot is important to the U.S. Navy. However visual resources also need to be protected. The fact that this fence was installed, but now needs to be removed during construction, there is an opportunity to modify this fence to reduce the visual impact and be more consistent with the Coastal Act. Therefore, the Commission imposes Special Condition No. 2, which requires that the design and location of the replacement fencing shall be revised in order to minimize impacts to public views from Pacific Coast Highway of the Anaheim Bay National Wildlife Refuge and to and along the bay and ocean, while at the same time achieving required habitat protection and Naval Base security objectives. In lieu of fencing, the use of alternative methods to prevent the unauthorized entry of vehicles onto Federal land and into sensitive habitat areas and that achieve view protection shall be considered, including but not limited to, use of bollards, vehicle rails, and other traffic control devices wherever feasible. Wherever alternative methods are not feasible in lieu of fencing, alternative fence heights, location/alignments, and materials shall be considered that minimize view impacts and achieve habitat protection and Naval Base security objectives. Only as conditioned does the Commission find that the proposed project is consistent with Section 30251 of the Coastal Act.

F. Local Coastal Program

Section 30604 (a) of the Coastal Act states:

> *Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a local coastal program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200).*

On July 28, 1983, the Commission denied the City of Seal Beach Land Use Plan (LUP) as submitted and certified it with suggested modifications. The City did not act on the suggested modifications within six months from the date of Commission action. Therefore, pursuant to Section 13537(b) of the California Code of Regulations, the Commission's

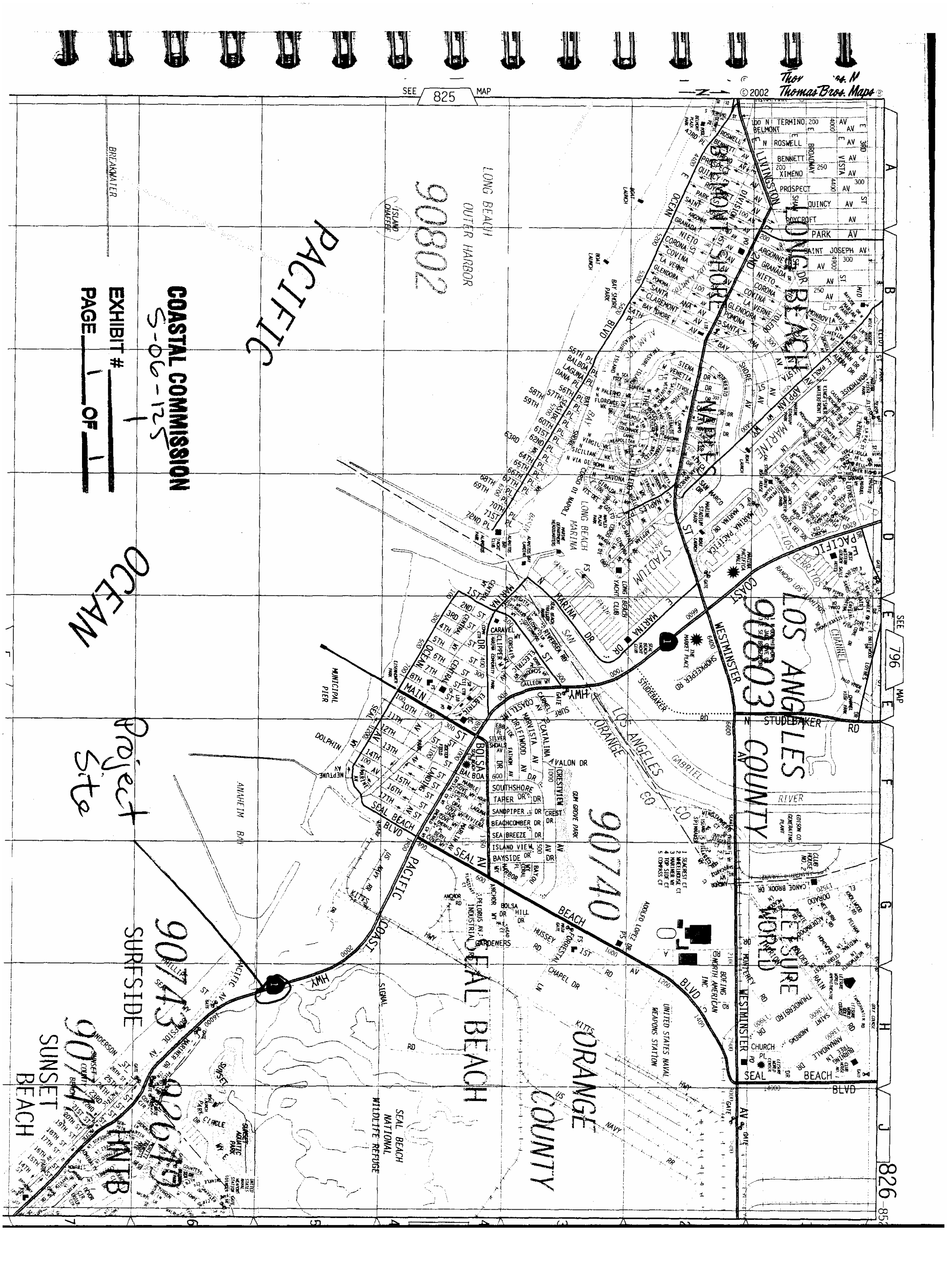
certification of the land use plan with suggested modifications expired. The LUP has not been resubmitted for certification since that time.

As conditioned, to address wetlands/habitat protection, shoreline erosion, water quality, and public views, approval of the proposed development, as conditioned, will not prejudice the City's ability to prepare a Local Coastal Program in conformity with Chapter 3 of the Coastal Act. The Commission, therefore, finds that the proposed project, as conditioned, is consistent with the provisions of Section 30604 (a) of the Coastal Act.

G. California Environmental Quality Act

Section 13096 of the California Code of Regulations requires Commission approval of a CDP application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect that the activity may have on the environment. The California Department of Transportation is the lead agency for purposes of CEQA and they prepared a Categorical Exemption, dated March 28, 2005.

The Coastal Commission adopts additional mitigation measures to ensure that the proposed project will conform with the requirements of the Coastal Act. Mitigation measures, in the form of special conditions, require rock slope protection maintenance, submittal of final plans that conform with preliminary plans but which modify plans related to the fencing, submittal of a final restoration and monitoring plan, submittal of a revised landscaping plan, use of construction best management practices (BMPs), submittal of a post-construction drainage and polluted runoff control plan, identification of debris disposal site location, evidence of approval by the Regional Water Quality Control Board (RWQCB), a determination by the State Lands Commission prior to permit issuance, evidence of approval by the United States Army Corps, timing of construction to avoid impacting nesting birds, submittal of a construction staging area plan, and an assumption of risk due to hazards. No further alternatives, or mitigation measures, beyond those imposed by this permit, would substantially lessen any significant adverse impacts which the development would have on the environment. Therefore, the Commission finds that the proposed project, as conditioned, can be found consistent with the requirements of the Coastal Act to conform to CEQA.


COASTAL COMMISSION
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PACIFIC
OCEAN
Project Site
SEE 825 MAP
SEE 796 MAP
© 2002 Thomas Bros. Maps
LONG BEACH
LOS ANGELES COUNTY
ORANGE COUNTY
SEAL BEACH
SURFSIDE
SUNSET BEACH
LEISURE WORLD
90802
90803
90740
90743
LONG BEACH OUTER HARBOR
SEAL BEACH NATIONAL WILDLIFE REFUGE
UNITED STATES NAVAL WEAPONS STATION
PACIFIC COAST HWY
826

INDEX OF SHEETS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

IN ORANGE COUNTY
IN SEAL BEACH
AT THE ANAHEIM BAY BRIDGE

To be supplemented by Standard Plans dated July, 2004

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
12	Ora	1	50.7/51.8		

LOCATION MAP

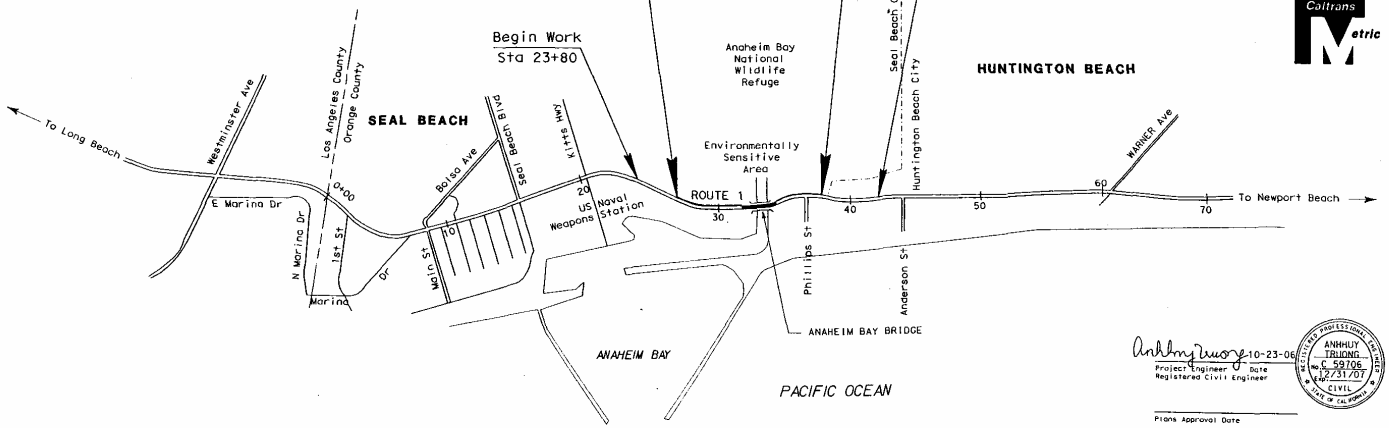
To get to the Caltrans web site, go to: http://www.dot.ca.gov

BEGIN CONSTRUCTION
Sta 26+80 KP 51.8
PM 32.2

END CONSTRUCTION
Sta 38+04 KP 50.7
PM 31.5

Begin Work
Sta 23+80

End Work
Sta 41+04



Anhhuy Truong 10-23-06
Project Engineer Date
Registered Civil Engineer

ANHHUY TRUONG
No. C 59706
Exp. 12/31/07
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

Plans Approval Date

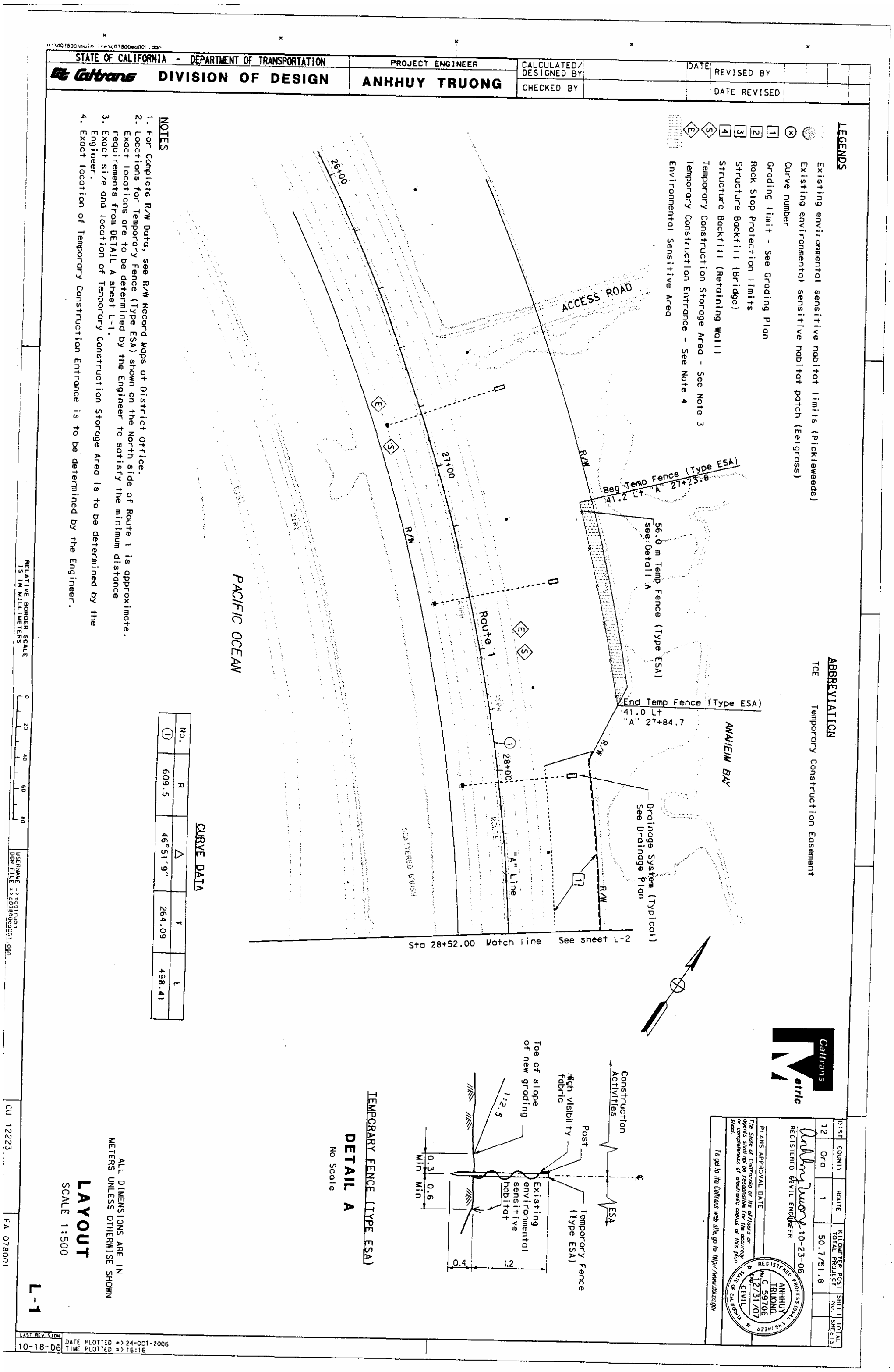
The Contractor shall possess the class (or classes) of license as specified in the "Notice to Contractors."

NO SCALE

RELATIVE BORDER SCALE IS IN MILLIMETERS 0 20 40 60 80

Contract No.	12-078004
CU 12223	EA 078001

PROJECT ENGINEER: ANHHUY TRUONG 10-06
PROJECT MANAGER: HOOSHYAR YOUSEFI 10-06
DATE REVISION: 10-23-06



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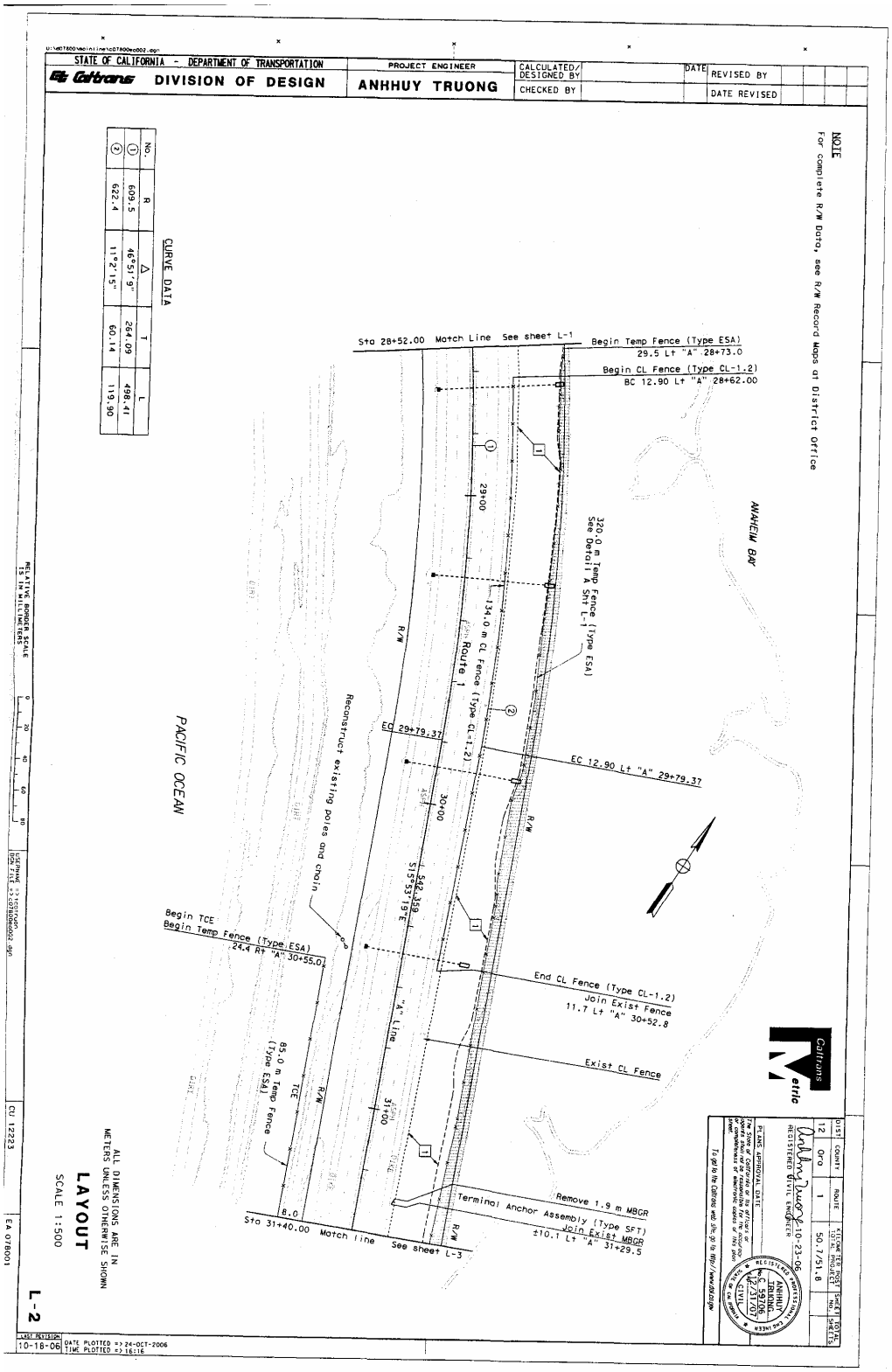

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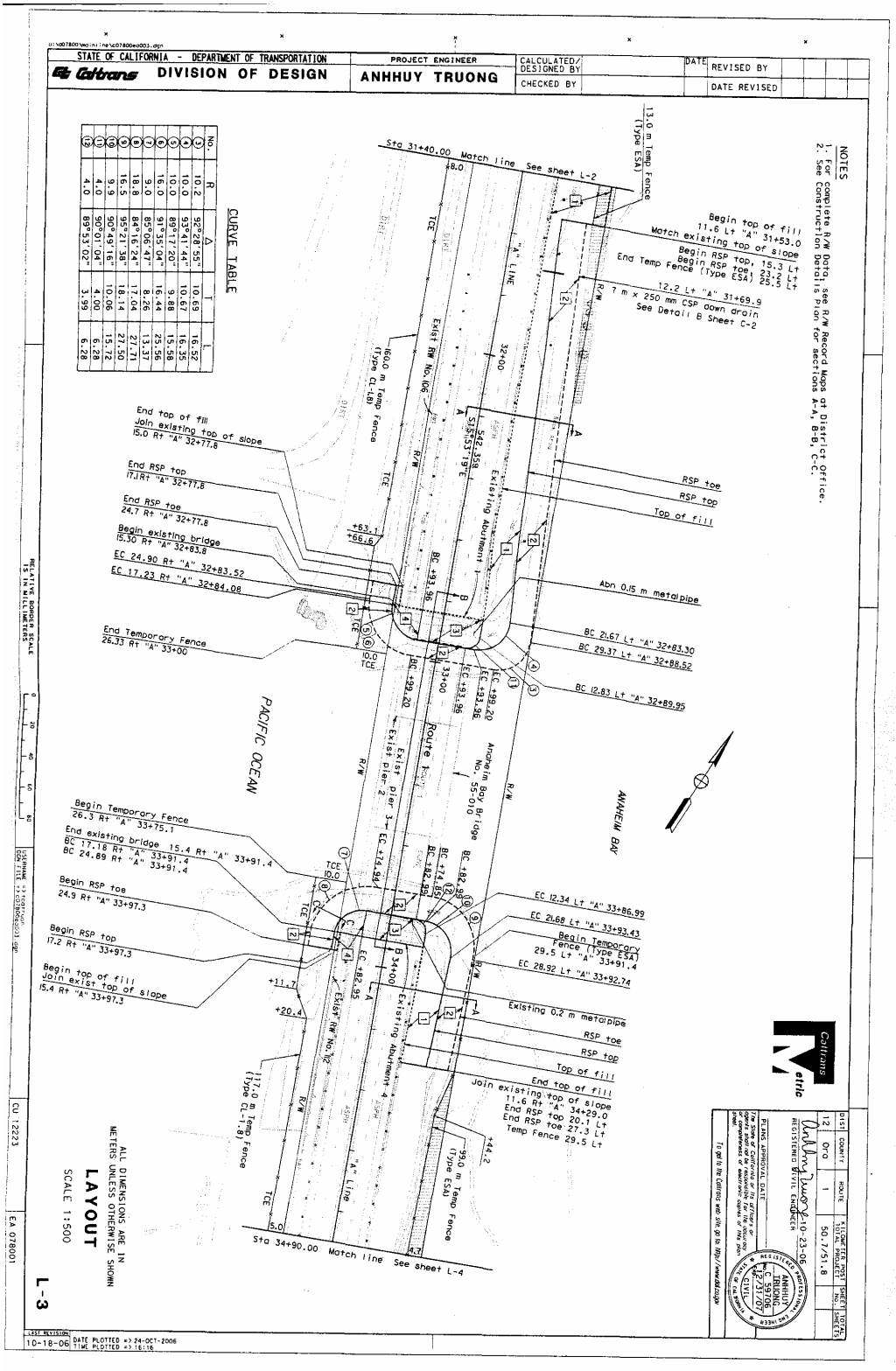

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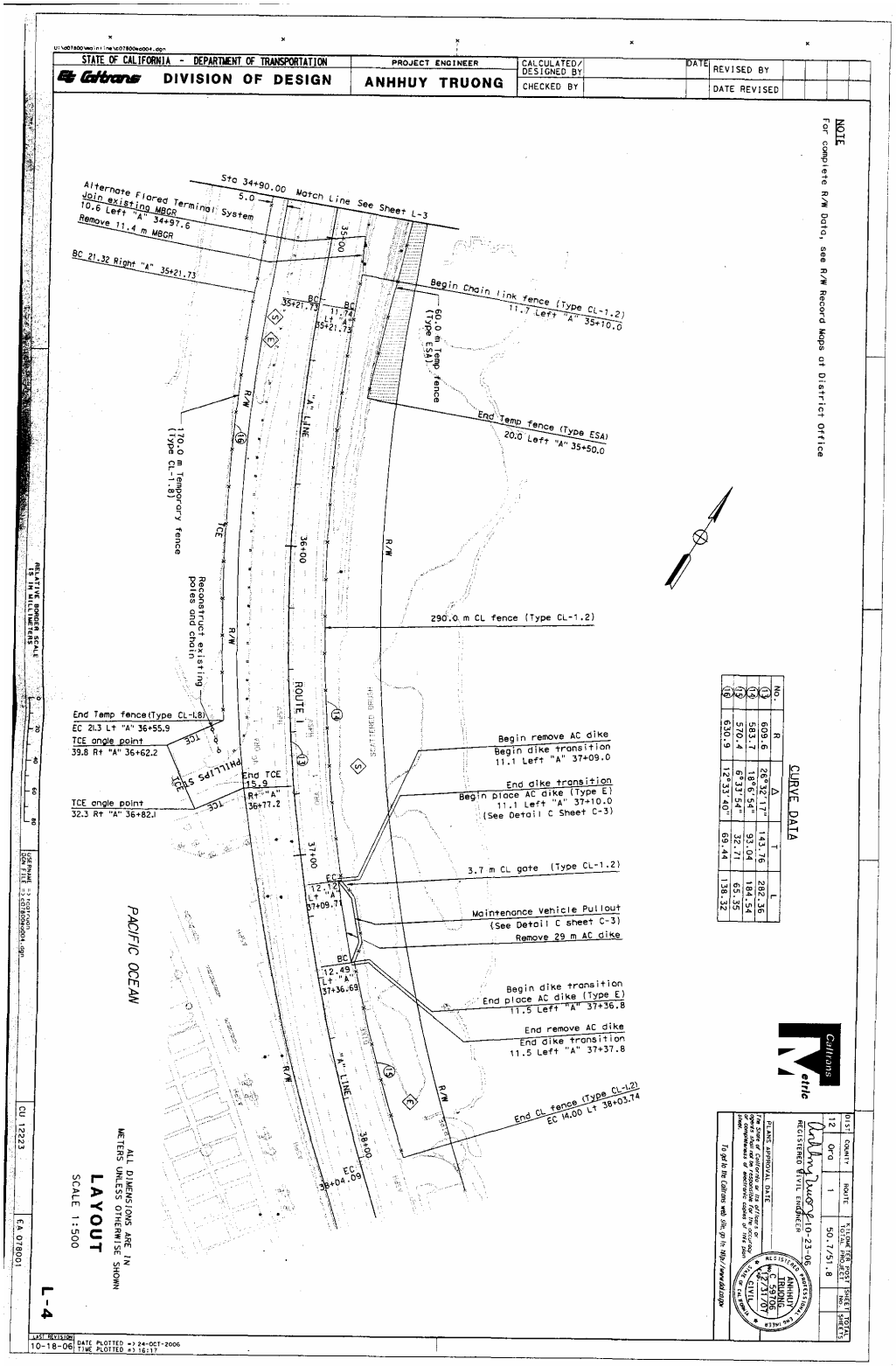

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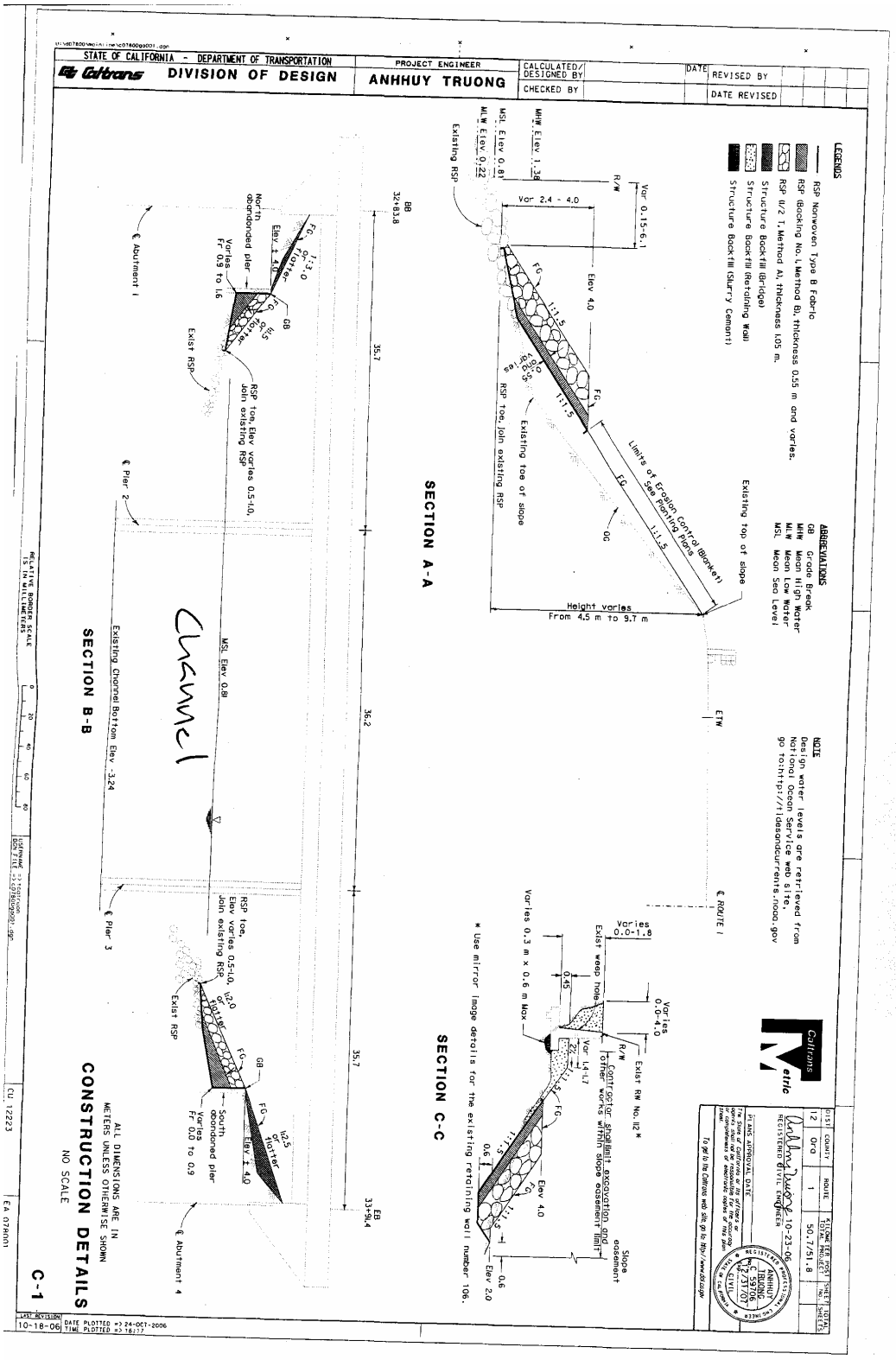

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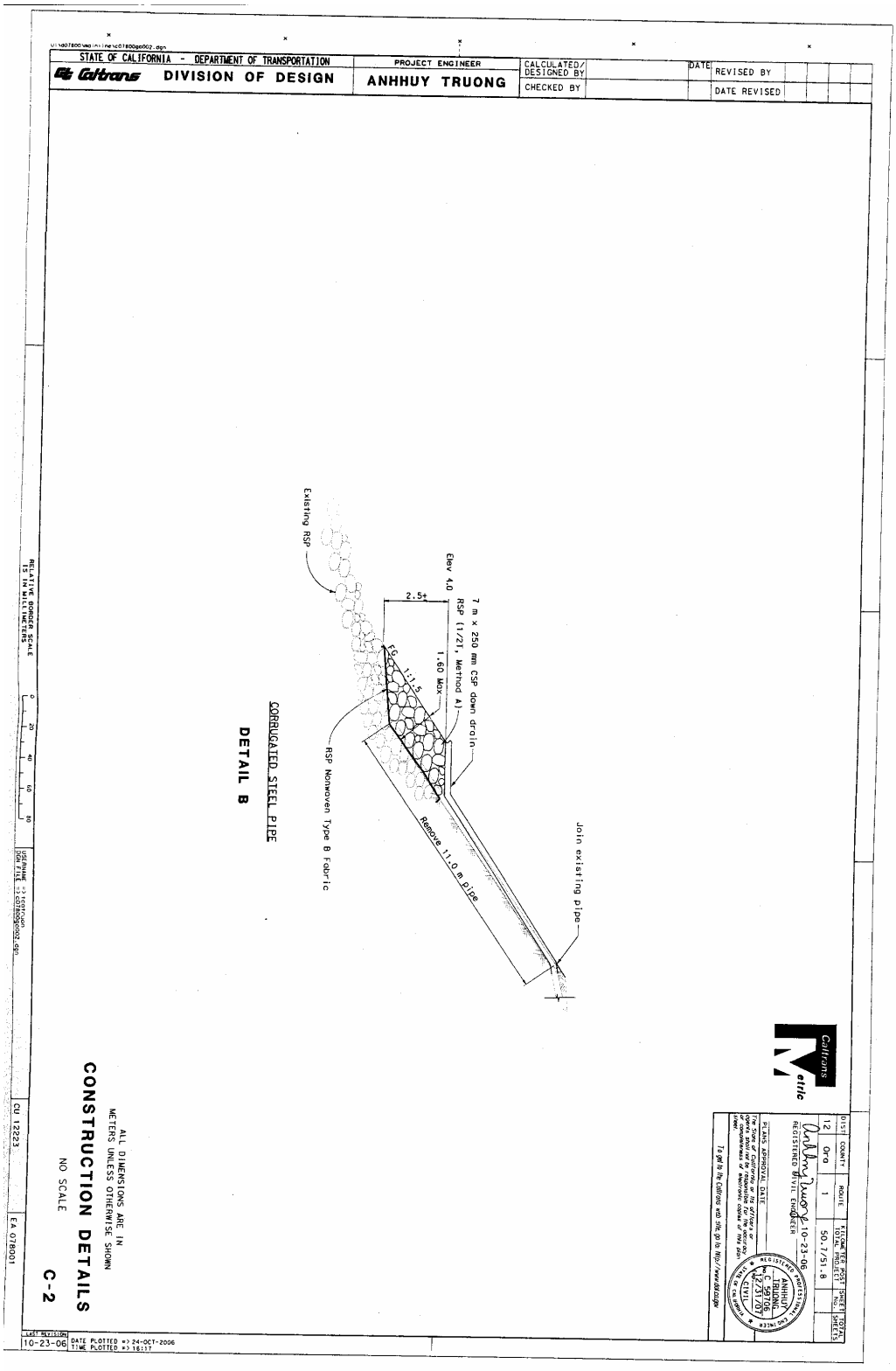

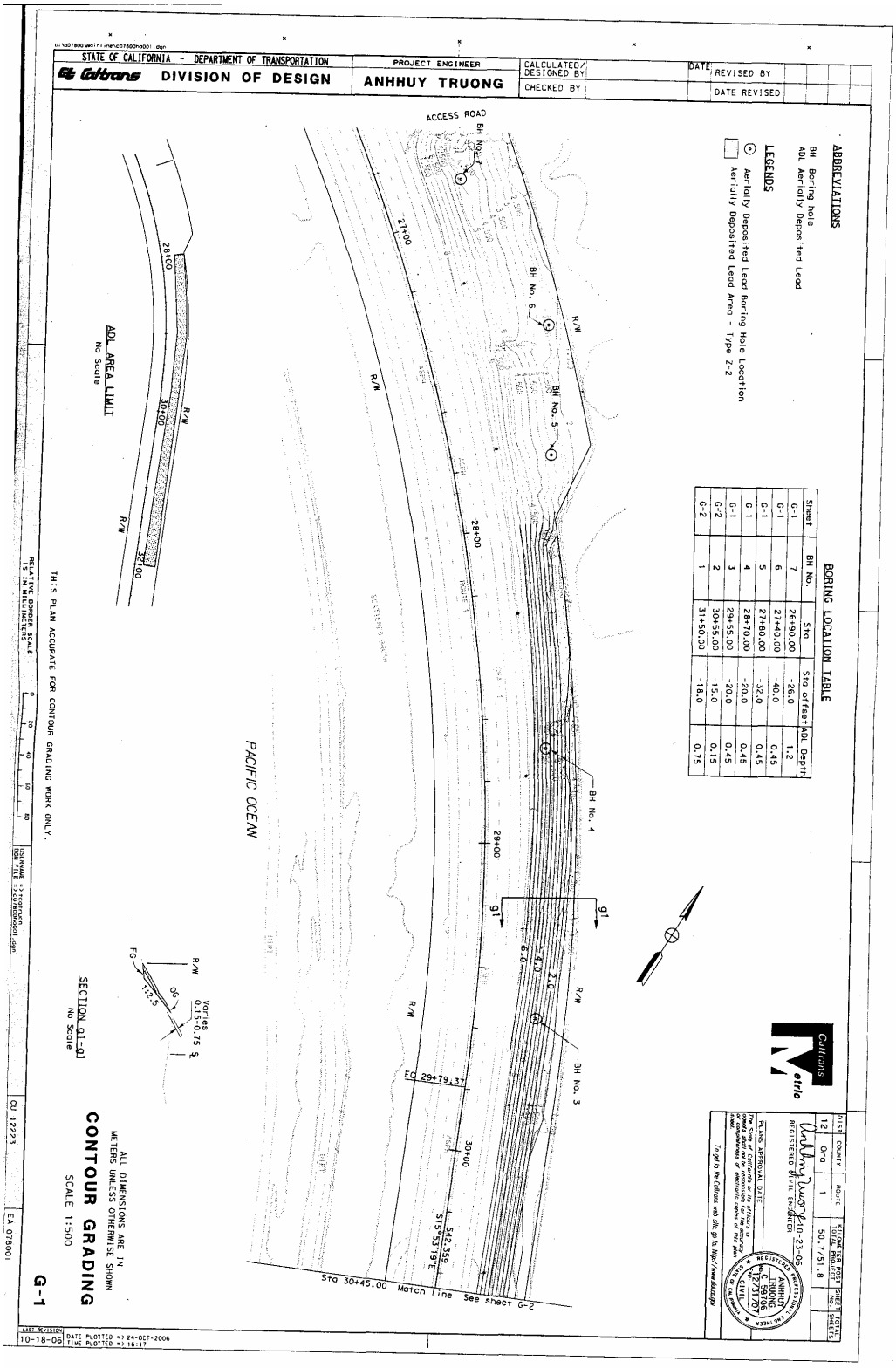

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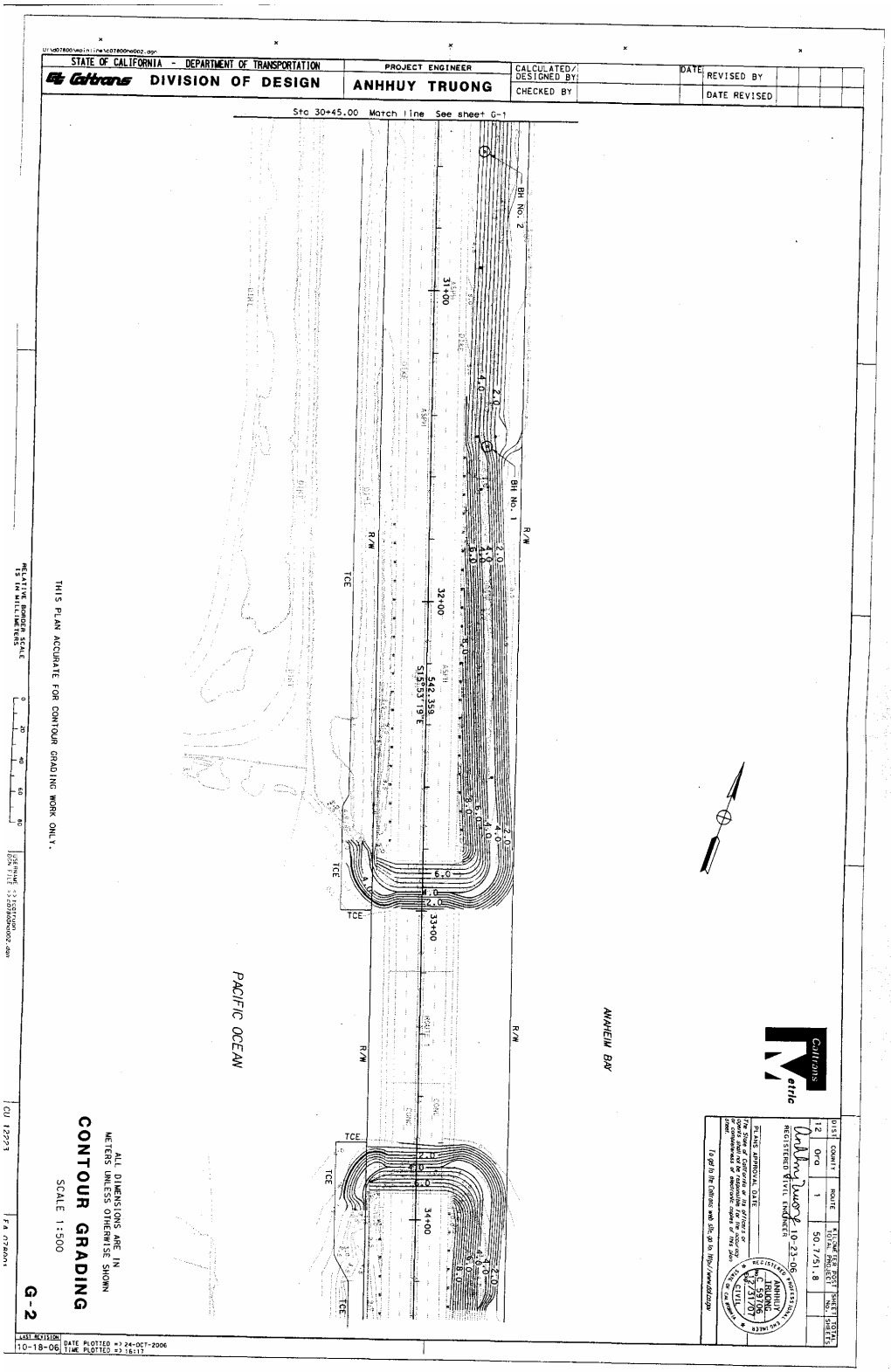

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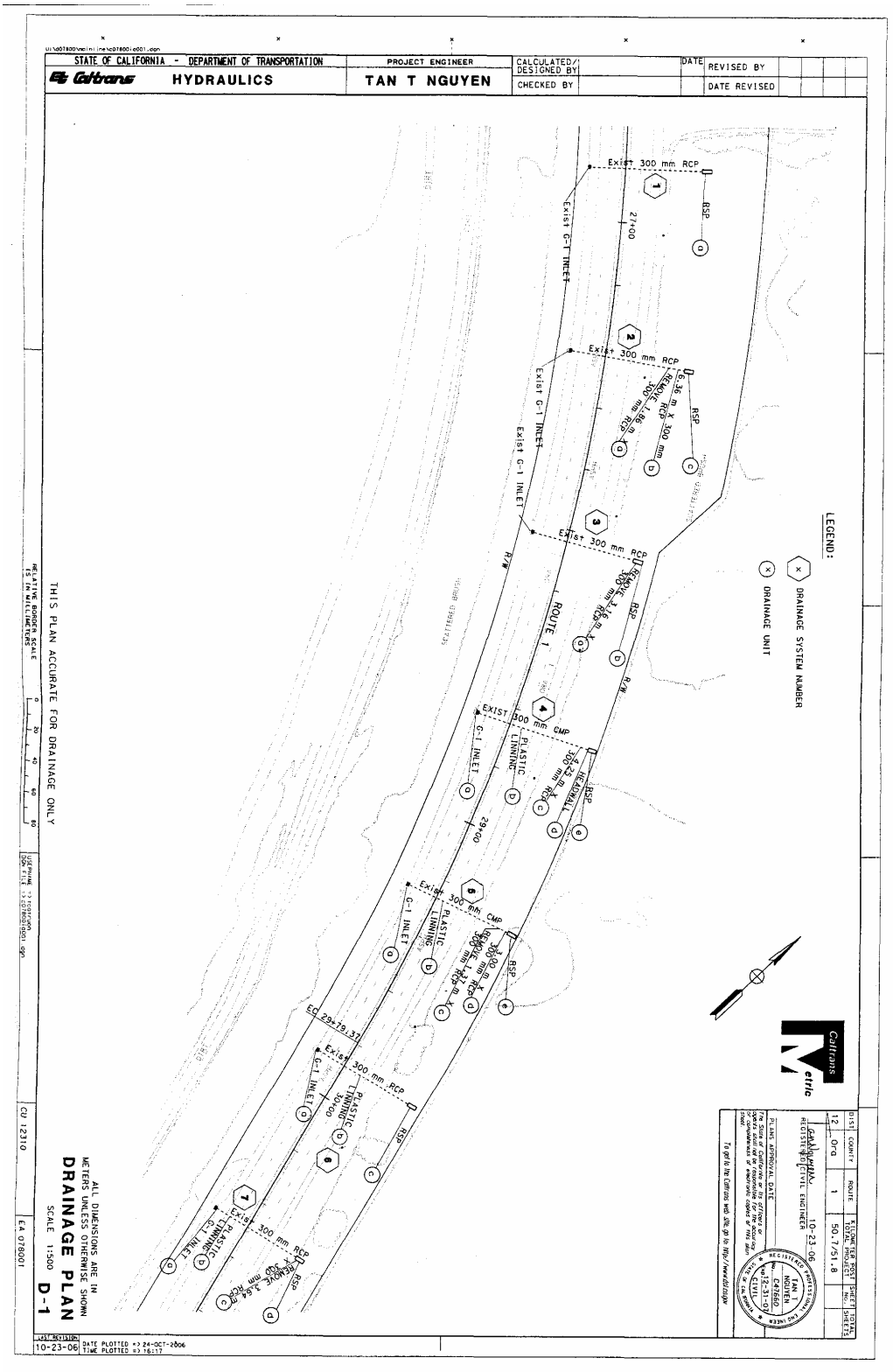

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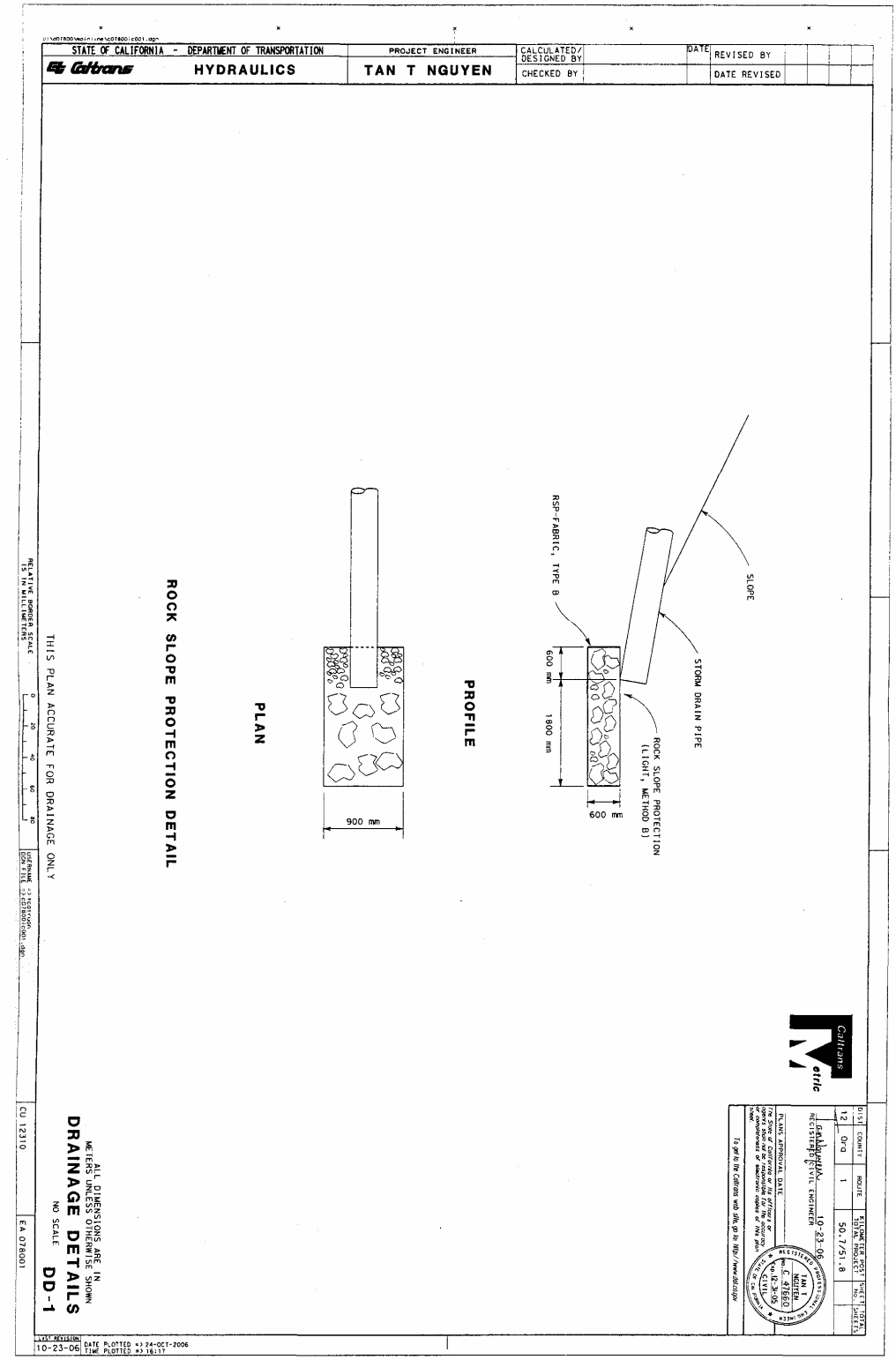

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12-078001 ENVIRONMENTAL IMPACT AREAS (m^2)

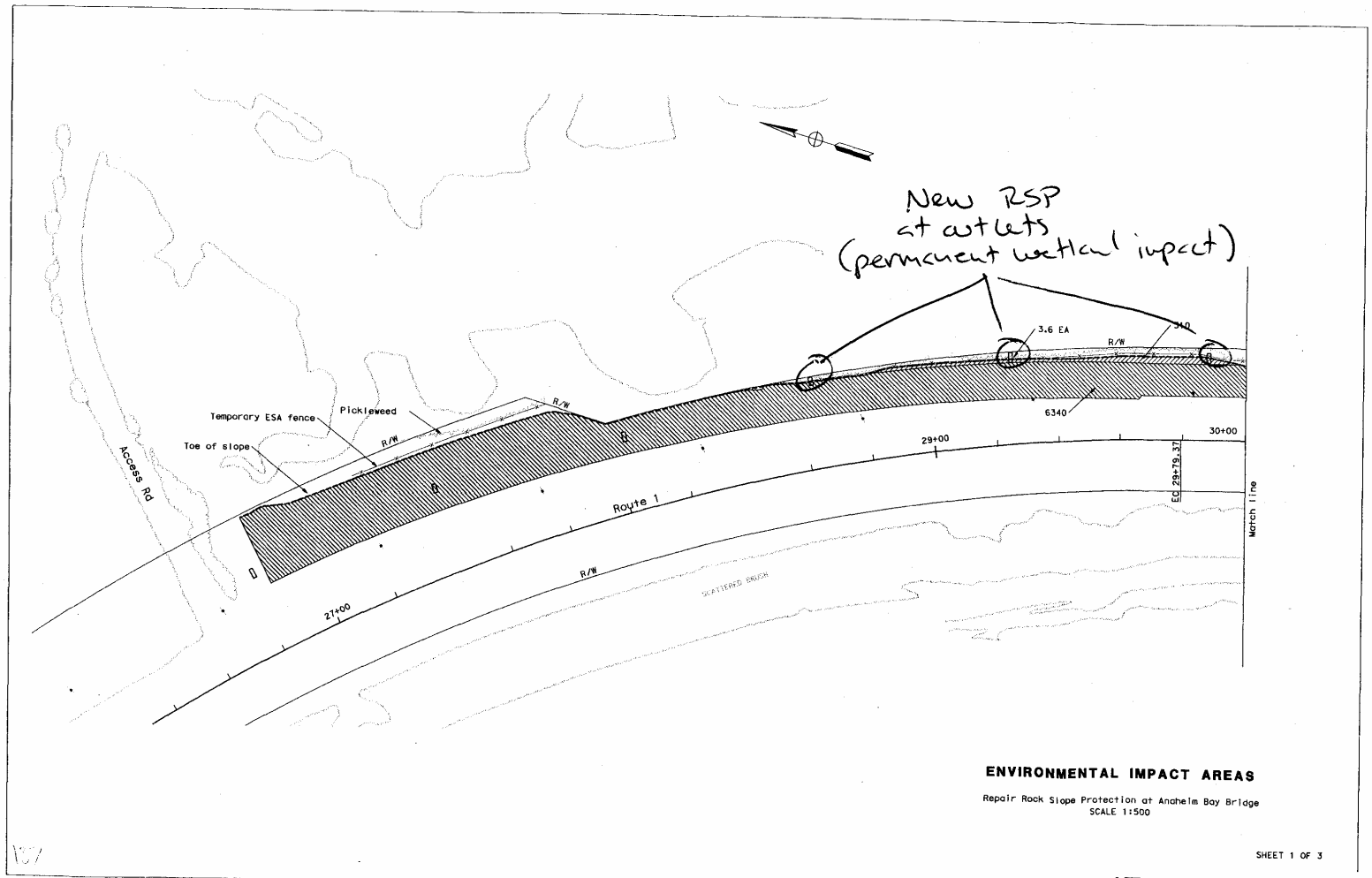
Design Water Levels using NAVD88 (Metric) and Tidal Jan83-Dec01: MLLW=-0.06, MLW=0.22, MSL=0.81, MHW=1.38, MHHW=1.61
Note: EL4.00 is top of new RSP, EL3.09 is top of existing RSP

LOCATION	Temp Access Area Above MHW	New RSP Below MHW	New RSP Between MHW & EL4.00	Repaired RSP Below MHW	Repaired RSP Between MHW & EL3.09	New (Added) RSP Between EL3.09 & EL4.00	Revegetation Area above MHW	Temp Const Area Below MHW	Temp Const Area Below MHW	New RSP at Drainage Outlets Below MHW	New RSP At Drainage Outlets Between MHW & EL4.00	Newly Created Wetland (Below MHW)
						F			I	G	K	
NE	0	64	257	0	0	0	6340	0	370	12	16	310
NE to NW	0	0	0	218	389	203	957	0	0	0	0	0
NW	2030	0	0	0	0	0	0	88	0	0	0	0
SE	610	30	244	0	0	0	0	0	0	0	0	0
SW to SE	0	0	0	116	198	78	396	0	0	0	0	0
SW	1500	0	0	0	0		0	87	0	0	0	0
Total (m^2)	4140	94	501	334	587	281	7693	175	370	12	16	310
Total (acre)	1.02	0.02	0.12	0.08	0.15	0.07	1.90	0.04	0.091	0.003	0.004	0.08

Length of RSP = 311m
Length of grading below MHW = 273m

temporary impacts to wetlands

Permanent impacts to wetlands

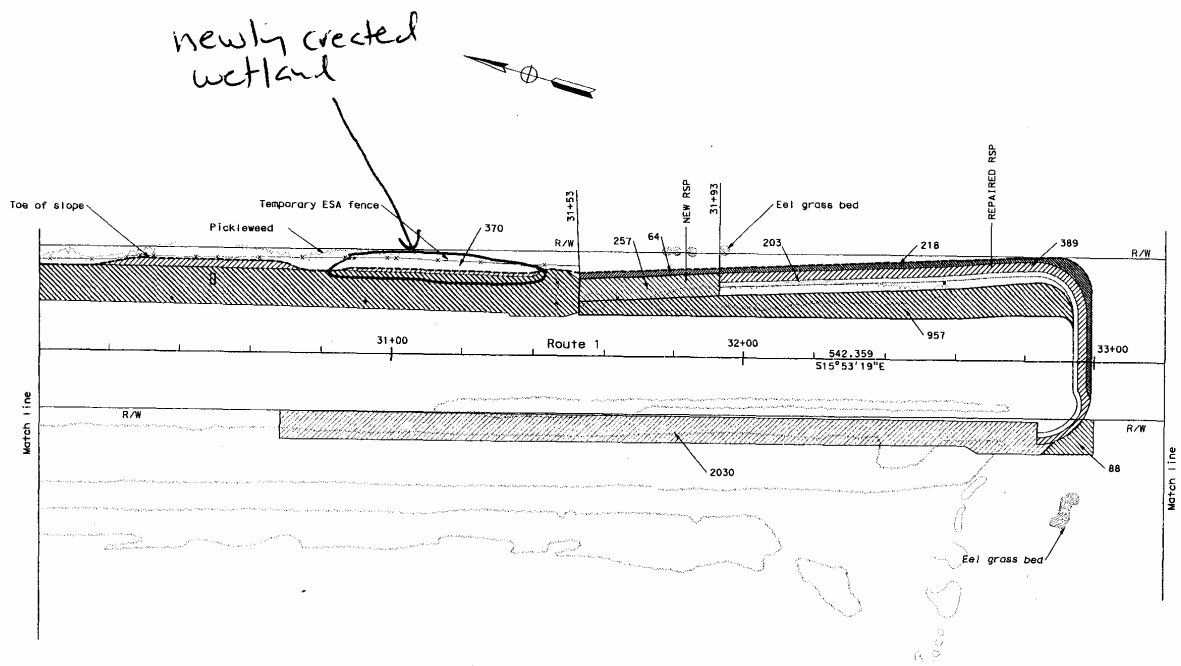


ENVIRONMENTAL IMPACT AREAS

Repair Rock Slope Protection at Anaheim Bay Bridge
SCALE 1:500

SHEET 1 OF 3

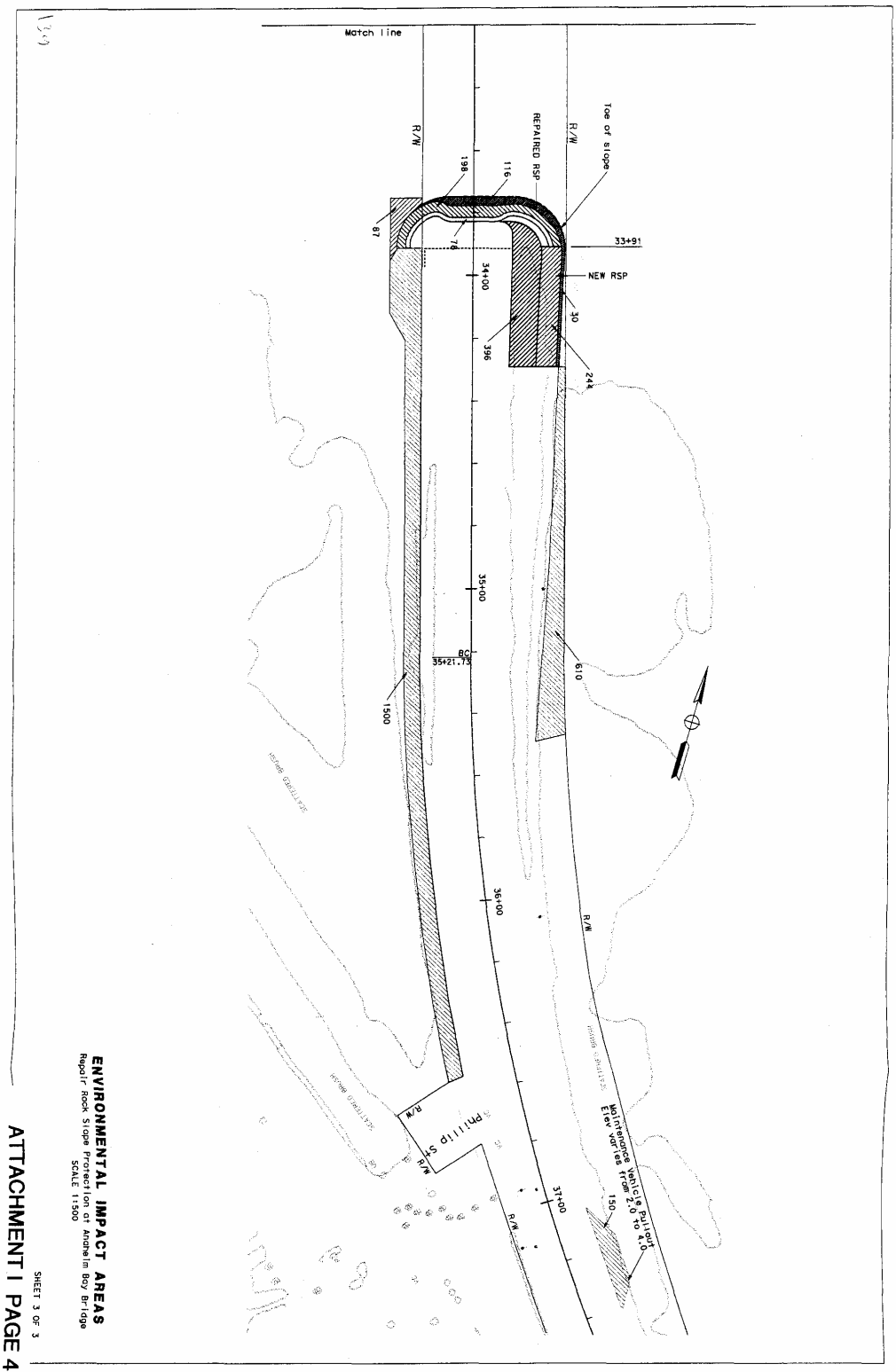
ATTACHMENT I PAGE 2



ENVIRONMENTAL IMPACT AREAS

Repair Rock Slope Protection at Anaheim Bay Bridge
SCALE 1:500

SHEET 2 OF 3



ENVIRONMENTAL IMPACT AREAS
Rapid Rock Slope Protection at Anaheim Bay Bridge
SCALE 1:500

SHEET 3 OF 3

ATTACHMENT I PAGE 4

COASTAL COMMISSION
5-06-125
EXHIBIT # 3
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STATE OF CALIFORNIA – THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, *Governor*

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

December 7, 2006

David Baillie
Environmental Director
Department of the Navy
Naval Weapons Station, Seal Beach
800 Seal Beach Boulevard
Seal Beach, CA 90740-5000

Attn: Margaret Wallerstein

RE: **ND-090-06** Negative Determination, Navy, Wildlife Refuge Security Fencing, Naval Weapons Station, Seal Beach, Orange Co.

Dear Mr. Baillie:

The Coastal Commission staff has received the above-referenced negative determination for the installation of 1600 linear ft. of security fencing to protect the Seal Beach Wildlife Refuge, at the Naval Weapons Station in Seal Beach. The fencing would be placed adjacent to Pacific Coast Highway (PCH), south of the Anaheim Bridge and northeast of Surfside Colony. Existing "no trespassing" signs have not stopped unauthorized entry and damage to the resources of the refuge. The project is supported by the U.S. Fish and Wildlife Service, as well as the City of Seal Beach and the County Sheriff's Department.

The fence would be similar to a number of existing fences along PCH that protect other portions of the refuge, would be 7 ft. high, chain link, and topped with barbed wire. The fence will benefit, among other species, the light-footed clapper rail, the California least tern, and ghost shrimp. The fence will not block legal public access and recreation and will keep debris and erosion from unauthorized public out of sensitive areas. Views will be available through the fence, and, due to its similarity to adjacent fencing, the project is similar to nearby fencing and will not appreciably adversely affect scenic coastal public views. The project will also benefit public safety and traffic flow.

In conclusion, we **agree** with your that the activity would not adversely affect any coastal zone resources, and we hereby **concur** with your negative determination for this project made pursuant to Section 15 CFR 930.35 of the NOAA implementing regulations. Please contact Mark Delaplaine at (415) 904-5289 if you have any questions.

Sincerely,

PETER M. DOUGLAS
Executive Director

cc: Long Beach District Office