

## CALIFORNIA COASTAL COMMISSION

NORTH COAST DISTRICT OFFICE  
710 E STREET, SUITE 200  
EUREKA, CA 95501  
(707) 445-7833 FAX (707) 445-7877

[www.coastal.ca.gov](http://www.coastal.ca.gov)

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# NORTH COAST DISTRICT DEPUTY DIRECTOR'S REPORT

*For the  
August Meeting of the California Coastal Commission*

MEMORANDUM

Date: August 8, 2008

TO: Commissioners and Interested Parties  
FROM: Peter Douglas, North Coast District Deputy Director  
SUBJECT: *Deputy Director's Report*

Following is a listing for the waivers, emergency permits, immaterial amendments and extensions issued by the North Coast District Office for the August 8, 2008 Coastal Commission hearing. Copies of the applicable items are attached for your review. Each item includes a listing of the applicants involved, a description of the proposed development, and a project location.

Pursuant to the Commission's direction and adopted procedures, appropriate notice materials were sent to all applicants for posting at the project site. Additionally, these items have been posted at the District office and are available for public review and comment.

This report may also contain additional correspondence and/or any additional staff memorandum concerning the items to be heard on today's agenda for the North Coast District.

***DE MINIMIS WAIVERS***

1. 1-08-028-W California Department Of Transportation, Attn: Stephanie Coleman ( Del Norte County)

***IMMATERIAL AMENDMENTS***

1. 1-82-139-A5 City Of Eureka, Attn: Lisa D. Shikany (Eureka, Humboldt County)
2. 1-07-013-A1 California Department Of Transportation (Caltrans), Attn: Gary Berrigan; Pacific Gas & Electric Company, Attn: Tom de Age (McKinleyville, Humboldt County)

**TOTAL OF 3 ITEMS**

## **DETAIL OF ATTACHED MATERIALS**

### **REPORT OF DE MINIMIS WAIVERS**

The Executive Director has determined that the following developments do not require a coastal development permit pursuant to Section 30624.7 of the California Coastal Act of 1976.

<i><b>Applicant</b></i>	<i><b>Project Description</b></i>	<i><b>Project Location</b></i>
<b>1-08-028-W</b> California Department Of Transportation, Attn: Stephanie Coleman	Conduct geotechnical investigations preliminary to the design of a replacement bridge, including extraction of approximately eleven 4-inch diameter test borings, including 4 borings within the river channel staged from the bridge deck and conduct seismic refraction surveys on land parallel to the river.	Smith River and adjoining areas, in the vicinity of the Smith River Bridge (also known as the Dr. Fine Bridge), Highway 101, Del Norte County

### **REPORT OF IMMATERIAL AMENDMENTS**

The Executive Director has determined that there are no changes in circumstances affecting the conformity of the subject development with the California Coastal Act of 1976. No objections to this determination have been received at this office. Therefore, the Executive Director grants the requested Immaterial Amendment, subject to the same conditions, if any, approved by the Commission.

<i><b>Applicant</b></i>	<i><b>Project Description</b></i>	<i><b>Project Location</b></i>
<b>1-82-139-A5</b> City Of Eureka, Attn: Lisa D. Shikany	Develop a biosolids dewatering facility within the fenced grounds of the existing waste water treatment plant to more efficiently process biosolids produced by the sewage treatment plant by (1) excavating 380 cubic yards of material from the proposed building site and spreading the spoils to an average depth of 10 inches on vacant land adjacent to the proposed building, (2) constructing a 7,742-square-foot, 24-foot-tall biosolids dewatering/storage building, (3) installing an approximately 1,500-square-foot concrete slab to support a concrete access ramp and a lime silo and lime mix tank along the west side of the proposed building; and (4) installing an approximately 400-square-foot concrete VAC truck dump slab on the north side of the existing harvest biosolids holding tanks. The biosolids dewatering facility would be constructed in two phases and initially will utilize a dewatering process employing Geotubes to be replaced in phase 2 by a screw press dewatering process.	Elk River Wastewater Treatment Plant on Hilfiker Lane, south of Eureka

**1-07-013-A1**

California Department Of  
Transportation (Caltrans),  
Attn: Gary Berrigan  
Pacific Gas & Electric

Relocate an existing buried 8-inch diameter natural gas pipeline on the northern and southern ends of the Mad River Bridge to accommodate reconstruction of the bridge. The project includes trenching and installing approximately 2,300 feet of buried 8-inch steel pipe for distribution of gas. Trenches would be approximately 48 inches deep, 2 feet wide, with 16 inches of sand followed by backfill of native soil. In addition, the project includes excavating 4-foot by 8-foot holes to horizontal directional drill (HDD) and installing 6-inch steel casings across the highway at two locations, with insertion of 2-inch plastic pipes for distribution of gas. Existing gas lines to be deactivated would remain in place. PG&E would utilize Caltrans laydown area for storage of pipes, gravel and equipment. The job is estimated to be completed in three months.

U.S. Highway 101, Postmile 89.1 to R90, at the bridge over the Mad River, McKinleyville (Humboldt County)

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**NOTICE OF COASTAL DEVELOPMENT PERMIT WAIVER**

DATE: August 4, 2008

TO: California Department of Transportation  
Attn: Melinda Molnar and Stephanie Coleman

FROM: Peter M. Douglas, Executive Director

SUBJECT: Waiver of Coastal Development Permit  
**Waiver De Minimis Number 1-08-028-W**

Based on project plans and information submitted by the applicant(s) named below regarding the development described below, the Executive Director of the Coastal Commission hereby waives the requirement for a Coastal Development Permit, pursuant to Title 14, Section 13238 of the California Code of Regulations.

APPLICANT: California Department of Transportation, Attn: Melinda Molnar, Stephanie Coleman

LOCATION: Smith River and adjoining areas, in the vicinity of the Smith River Bridge (also known as the Dr. Fine Bridge), Highway 101, Del Norte County.

DESCRIPTION: Conduct geotechnical investigations preliminary to the design of a replacement bridge, including extraction of approximately eleven 4-inch diameter test borings, including 4 borings within the river channel staged from the bridge deck and conduct seismic refraction surveys on land parallel to the river.

RATIONALE: The preliminary geologic investigations that would be conducted are necessary to further the engineering design of the proposed bridge and to thus facilitate planning for the future Dr. Fine Bridge replacement. Caltrans proposes to undertake more extensive field testing in 2009 and will submit a separate CDP application for that work. The proposed Phase I geologic investigations include extraction of approximately eleven 4-inch diameter test borings, including 4 borings within the river channel staged from the bridge deck (no barging). Drilling through the existing bridge deck may require a pilot car and the closure of one traffic lane during summer travel season, but traffic delays would be limited to a maximum wait of 15 minutes, Monday through Friday, thus limiting impacts to coastal access & recreation. Caltrans has submitted plans for drilling procedures that ensure that drilling fluids are fully contained and re-circulated through a closed system and that soil cuttings and drilling wastes are fully contained and stored offsite for removal to an appropriate disposal site with all necessary permits. Land-based drilling locations would be backfilled with cement slurry or bentonite chips; in-stream drilling locations would slowly cave in after drilling is complete and thus no artificial materials would be introduced into the water column. Seismic refraction surveys would be conducted parallel to the riverbanks but at least 30 feet away from the wetted channel in all locations. Access would be taken via existing roads, with minimal disturbance of vegetation. Minor trimming of adjacent trees and shrubs, and smoothing of existing dirt road surfaces to allow access by technical services equipment, would be performed. Caltrans has provided erosion control plans to protect the river corridor from post-investigation sediment discharges from re-graded roadbeds pending further investigations proposed in 2009. All proposed work would be undertaken during the summer dry season only, all vehicles

and materials would be staged or stored on existing roadways, and all work would be undertaken with implementation of all applicable Best Management Practices necessary to prevent sediment infiltration of the nearby river during (and after) the proposed activities. The proposed geologic investigations would be undertaken in a manner that would not result in any significant adverse impacts to coastal resources and is consistent with all applicable Chapter 3 policies of the Coastal Act.

**IMPORTANT:** This waiver is not valid unless the site has been posted AND until the waiver has been reported to the Coastal Commission. This waiver is proposed to be reported to the Commission at the meeting of Friday, August 8, 2008, in Oceanside. If four Commissioners object to this waiver, a coastal development permit will be required.

Persons wishing to object to or having questions regarding the issuance of a coastal permit waiver for this project should contact the Commission office at the above address or phone number prior to the Commission meeting date.

Sincerely,

PETER M. DOUGLAS  
Executive Director

By: MELANIE FAUST   
Senior Staff Analyst

cc: Local Planning Dept.

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## NOTICE OF PROPOSED PERMIT AMENDMENT

TO: All Interested Parties  
FROM: Peter Douglas, Executive Director  
DATE: August 4, 2008  
SUBJECT: **Permit No: 1-82-139-A5**  
Granted to: City Of Eureka, Attn: Lisa D. Shikany

Original Description:

for **Construction of a sewage treatment plant, support facilities habitat restoration area and outfall.**

at **Elk River Wastewater Treatment Plant on Hilfiker Lane, south of Eureka**

The Executive Director of the Coastal Commission has reviewed a proposed amendment to the above referenced permit, which would result in the following changes:

**Develop a biosolids dewatering facility within the fenced grounds of the existing waste water treatment plant to more efficiently process biosolids produced by the sewage treatment plant by (1) excavating 380 cubic yards of material from the proposed building site and spreading the spoils to an average depth of 10 inches on vacant land adjacent to the proposed building, (2) constructing a 7,742-square-foot, 24-foot-tall biosolids dewatering/storage building, (3) installing an approximately 1,500-square-foot concrete slab to support a concrete access ramp and a lime silo and lime mix tank along the west side of the proposed building; and (4) installing an approximately 400-square-foot concrete VAC truck dump slab on the north side of the existing harvest biosolids holding tanks. The biosolids dewatering facility would be constructed in two phases and initially will utilize a dewatering process employing Geotubes to be replaced in phase 2 by a screw press dewatering process.**

### FINDINGS

Pursuant to Title 14, Section 13166(b) of the California Code of Regulations this amendment is considered to be IMMATERIAL and the permit will be amended accordingly if no written objections are received within ten working days of the date of this notice. If an objection is received, the amendment must be reported to the Commission at the next regularly scheduled meeting. This amendment has been considered IMMATERIAL for the following reason(s):

**The proposed facility would allow for more efficient processing of biosolids, reduce the nitrogen content of biosolids from the treatment plant, and simplify and reduce the cost of permitted land application of biosolids. All of the proposed development would occur on previously disturbed land within the fenced grounds of the existing treatment plant. The new facilities will be positioned between existing tanks and other treatment plant facilities in**

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locations farther from the existing riparian environmentally sensitive habitat (ESHA) that adjoins the treatment plant than the adjoining facilities on either side. Storm water and erosion control measures will be implemented to prevent sediment and other pollutants from entering any watercourse or Humboldt Bay. The broadcast excavated and graded soil will be planted with seed from native grass species from local genetic stock that does not include invasive, problematic, or noxious plant species. Proposed lighting will be shielded so as not to shine into the ESHA. The proposed development would not adversely affect views of Humboldt Bay as existing vegetation and development block all views of the Bay through the site from nearby public vantage points and the proposed building would be shorter than existing structures at the plant. The development will not result in significant adverse impacts on coastal resources and is consistent with all applicable Chapter 3 policies of the Coastal Act.

If you have any questions about the proposal or wish to register an objection, please contact Robert Merrill at the North Coast District office.

cc: Local Planning Dept.

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## NOTICE OF PROPOSED PERMIT AMENDMENT

TO: All Interested Parties  
FROM: Peter Douglas, Executive Director  
DATE: August 5, 2008  
SUBJECT: **Permit No: 1-07-013-A1**  
Granted to: California Department Of Transportation (Caltrans), Attn: Gary Berrig

Original Description:

for **Replace the northbound and southbound bridges crossing the Mad River on U.S. Route 101 between Arcata and McKinleyville in Humboldt County. The new structures would consist of 12 ft. lanes, 10 ft. outside shoulders, 5 ft. inside shoulders, and barrier rails. In addition, the northbound structure would also support an 8 ft. multipurpose accessway for non-motorized traffic. The Central Avenue on- and off-ramps will be realigned to connect to the new structures, and the northbound Central Avenue off-ramp/Route 200 intersection would be reconstructed. The existing bridges would support traffic until traffic is diverted onto the new structures, then be demolished. Seven culverts would be improved or replaced. One existing residence and existing utilities would need to be relocated.**

at **U.S. Highway 101, Postmile 89.1 to R90, at the bridge over the Mad River, McKinleyville (Humboldt County)**

The Executive Director of the Coastal Commission has reviewed a proposed amendment to the above referenced permit, which would result in the following changes:

**Relocate an existing buried 8-inch diameter natural gas pipeline on the northern and southern ends of the Mad River Bridge to accommodate reconstruction of the bridge. The project includes trenching and installing approximately 2,300 feet of buried 8-inch steel pipe for distribution of gas. Trenches would be approximately 48 inches deep, 2 feet wide, with 16 inches of sand followed by backfill of native soil. In addition, the project includes excavating 4-foot by 8-foot holes to horizontal directional drill (HDD) and installing 6-inch steel casings across the highway at two locations, with insertion of 2-inch plastic pipes for distribution of gas. Existing gas lines to be deactivated would remain in place. PG&E would utilize Caltrans laydown area for storage of pipes, gravel and equipment. The job is estimated to be completed in three months.**

### FINDINGS

Pursuant to Title 14, Section 13166(b) of the California Code of Regulations this amendment is considered to be IMMATERIAL and the permit will be amended accordingly if no written objections are received within ten working days of the date of this notice. If an objection is received, the amendment must be reported to the Commission at the next regularly scheduled

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meeting. This amendment has been considered IMMATERIAL for the following reason(s):

**The proposed relocation of the gas line would not adversely affect coastal resources. The HDD borings will follow alignments that are parallel to and at least 300 feet away from the river and all existing wetlands and will be performed in accordance with a submitted HDD contingency plan that addresses potential inadvertent releases (frac-outs) of drilling fluids into the environment through such measures as on-site monitoring of drilling operations, keeping containment and cleanup equipment on site, installing sediment control devices, and utilizing containment and control measures, and notifying agencies in the event of a frac-out. Sediment control devices would also be installed adjacent to all trenches, bore pits, and staging areas, and all staging areas would be underlain by geotextile fabric and crushed rock. Stockpiles would be managed to reduce sedimentation and fuel spill cleanup kits would be kept on site. All revegetation would be conducted with regionally appropriate native grasses and wildflowers free from invasive non-native species. Therefore, the proposed modifications of the project would not adversely affect coastal resources and are consistent with the Coastal Act.**

If you have any questions about the proposal or wish to register an objection, please contact Robert Merrill at the North Coast District office.

cc: Local Planning Dept.