

CALIFORNIA COASTAL COMMISSION

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ENERGY, OCEAN RESOURCES, AND FEDERAL CONSISTENCY DIVISION REPORT

FOR THE

JUNE 11, 2010 MEETING OF THE CALIFORNIA COASTAL COMMISSION

TO: Commissioners and Interested Parties

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

DE MINIMIS WAIVER		
APPLICANT	PROJECT	LOCATION
E-10-007-W Signal Hill Petroleum, Inc.	Remove and replace three (3) existing oil/water storage tanks at the Bryant Lease of Signal Hill Petroleum.	Seal Beach Oil Field City of Long Beach

IMMATERIAL AMENDMENT		
APPLICANT	PROJECT	LOCATION
E-08-001-A3 Southern California Edison Co.	Amend CDP E-08-001 to conduct a small amount of additional dredging and change the timing and method of transporting the generators at the San Onofre Nuclear Generating Station (SONGS).	Camp Pendleton San Diego County



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**NOTICE OF COASTAL DEVELOPMENT PERMIT WAIVER – DE MINIMIS**

DATE: June 1, 2010 **PERMIT NO:** E-10-007-W

TO: Coastal Commission and Interested Parties

SUBJECT: Waiver of Coastal Development Permit Requirements

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

Applicant: Signal Hill Petroleum

Background: This waiver would allow the in-kind replacement of 3 oil/water storage tanks at the Bryant Lease of Signal Hill Petroleum. The Bryant Lease is located in the Seal Beach Oil Field in the City of Long Beach. Signal Hill Petroleum, in partnership with the Mountains Conservancy and the Coastal Conservancy, obtained the oil field property in 2006 from Chevron/Texaco and a private landowner. The land is now owned by the Los Cerritos Wetland Authority, and the mineral rights belong to Signal Hill Petroleum. Signal Hill retains an easement agreement with the landowner for continued access to the oil field. Currently, the Bryant Lease produces about 100 barrels of oil per day. These activities will not result in any change in oil production at this facility.

Project Location: Signal Hill Petroleum Bryant Lease, 6990 East 2nd Street, Long Beach, CA 90803.

Project Description: The purpose of the project is to remove and replace in-kind 3 oil/water storage tanks on the Bryant Lease property. The three existing tanks vary in size and capacity. The first tank holds 2,266 barrels, is 26.154 feet in diameter and has a sidewall height of 24.18 feet. The second tank holds 1,000 barrels, is 21.539 feet in diameter and has a sidewall height of 16.12 feet. The third storage tank holds 331 barrels, is 12.308 feet in diameter and has a sidewall height of 16.12 feet. The existing tanks are located in a 1,020.6 square feet area that is surrounded by a cinder block berm.

The tank replacement project involves the demolition and removal of the existing storage tanks and the delivery and erection of new identical storage tanks. First, the existing tanks will be washed to remove any hydrocarbon residue. The water used to wash the tanks will be stored in a temporary baker tank and then injected with the oil field's produced water. Once clean, the tanks will then be disassembled and removed on 45-foot flat bed semi-trucks. Next, the same type of

truck will be used to deliver the parts for the new tanks. It is expected that a total of 8 truck trips will be needed to remove the old tanks and deliver the material for the new tanks. The new tanks will be of identical size and capacity as the existing tanks and will be erected on the existing foundations using a 15 ton truck-mounted crane and air impact hand tools. The new tanks, similar to the existing tanks, have a flat steel bottom and are designed in accordance with API 12B specifications, and will be connected to the existing vapor recovery system as required by the South Coast Air Quality Management District. The entire tank replacement project is expected to take approximately 8-12 weeks to complete.

The project will be contained to a small area on the Bryant Lease property and will not affect vegetation or wetlands. The breakdown of the old tanks and construction of the new tanks will occur within the bermed area. The area extending approximately 100 feet north and south and 50 feet to the east of the bermed tank area will be used as a staging area for the tank replacement project. These areas are currently devoid of vegetation and are not immediately adjacent to sensitive wetland areas. Prior to beginning construction, a biologist will assist in laying out the work area to assure there are no impacts to vegetation or wetlands. The entrance road to the facility is adequately sized to handle semi-trucks.

The City of Long Beach has issued a CEQA Notice of Exemption for this project.

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

- The project will not result in any change in oil production at the facility.
- This project will not result in any significant impacts to natural or visual resources. The project takes place within an existing industrial site. Transportation of tank parts on and off-site can be done using existing roadways and staging areas and thus, the project will not require any vegetation removal or other site modifications. Although there are wetlands and ESHA located on the Bryant Lease property, these resources will not be affected by project activities. The site is not in a scenic area, and does not support any significant visual resources. Furthermore, after the relatively short construction period, the site will appear the same as it currently does, and thus, existing visual resources will not be altered.
- The project will not limit or alter coastal access or recreational opportunities. The site is a private industrial site located approximately 1.1 miles from the coast on the San Gabriel River in a relatively degraded natural resource area. The site does not currently offer public access to the coast or to the San Gabriel River. Traffic generated by this project is expected to be minimal and will not affect local traffic patterns.

Important: This waiver is not valid unless the project site has been posted and until the waiver has been reported to the Coastal Commission. This waiver will be reported to the Commission at the meeting of June 9-11, 2010 in Marina Del Rey. If four or more Commissioners object to this waiver, a coastal development permit will be required.

Sincerely,

Peter M. Douglas
Executive Director

By: Alison Dettmer

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

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**NOTICE OF PROPOSED IMMATERIAL PERMIT AMENDMENT****E-08-001-A3**

TO: All Interested Parties

FROM: Peter M. Douglas, Executive Director

DATE: May 27, 2010

SUBJECT: Application to amend coastal development permit No. E-08-001 granted to Southern California Edison Company (Edison) for the transport and replacement of steam generators at the San Onofre Nuclear Generating Station (SONGS) at Camp Pendleton, San Diego County.

The Executive Director has determined that the requested project change described herein may be approved as an immaterial amendment to the above-referenced coastal development permit (CDP). The amendment would allow Edison to change the timing and method for transporting new steam generators to SONGS and would also allow additional minor dredging needed for barge delivery of the generators.

Background and Project Description: On May 8, 2008, the Commission approved CDP No. E-08-001 allowing Edison to transport and install new steam generators at SONGS. The approved project included barge delivery of the new steam generators to the Del Mar Boat Basin at Marine Base Camp Pendleton, transport of those generators along the beach and several roads to SONGS, and installation of the generators. Edison would conduct the transport using large Goldhofer vehicles, which are self-propelled, six-axled, rubber-wheeled vehicles used to transport heavy loads such as these 600-ton generators.

The Commission's original approval also allowed Edison to dredge up to about 4800 cubic yards of material from the Boat Basin to provide a berthing area for the barges. Later, in September 2008 and February 2009, the Commission approval two immaterial amendments that modified the disposal method for the dredged material.

Requested Amendment: Edison has requested two main project modifications:

- **Conduct additional dredging:** Edison originally conducted dredging in 2008 to allow for the first barge deliveries. Since that time, about 100 cubic yards of sediment has settled within the original dredging footprint and needs to be removed to allow the barges to dock. Edison proposes to dredge this material using the same methods and subject to the same survey and testing requirements that the Commission previously approved. These include conducting an eelgrass survey and then transplanting, monitoring, and mitigating any eelgrass affected by the dredging as described in the project's previously approved eelgrass mitigation plan.

- **Change the timing and method of transporting the generators:** The project as previously approved had anticipated transporting the last set of generators during November-December 2009. The Commission approved transport during this time of year because it would be after nesting and breeding season and would therefore minimize impacts to sensitive species and to the beach and coastal dune habitat near the transport route. However, due to a manufacturing delay, Edison will not be receiving these last two generators until August 2010, and it must deliver them to SONGS by October 4, 2010 for installation during a scheduled Unit 3 outage and refueling. As a result, Edison has proposed two main changes to the generator transport: first, to start the transport earlier in the season – on or after August 28, 2010; and second, to transport the two generators in tandem instead of conducting separate trips.

Timing change: By starting the transport in late August, the project could result in impacts to sensitive species that may be nearby – in particular, western snowy plovers (*Charadrius alexandrius nivosus*), California least terns (*Sternula antillarum browni*), and coastal California gnatcatchers (*Polioptera californica californica*), all of which have nesting seasons that may extend to September 15th of each year. As proposed, Edison would not start transport before September 15th unless the U.S. Fish and Wildlife Service determines through its ongoing nesting bird surveys that these species have completed nesting for the season. Edison would also not start the transport until after the last predicted grunion run of the season along this stretch of beach, which is August 26th. The transport would also be subject to conditions of the Commission's original project approval, which require biological monitors to accompany the generators, require additional pre-transport surveys and approval of the selected route to ensure impacts to biological resources are avoided or minimized, personnel training, and other similar conditions meant to avoid and reduce adverse effects to coastal resources.

This earlier transport could also affect public access and recreation, as the transport route would be along the road used for access to the San Onofre State Beach and campground. The park is open for day use year-round, though the campground is only open from March through September. The Commission's original project approval recognized that transport during November-December would result in temporary and minor disruptions for day users – about two periods of approximately four hours each when traffic would be halted or rerouted to allow the generators to use the road. Edison expects this proposed earlier transport period to result in about the same amount of disruption, and while it would occur during camping season, potential impacts to campers would be limited by Edison timing the transport so that any disruptions would occur only during daylight hours and during weekdays rather than weekends. Additionally, to avoid causing disruptions during the peak summer season, Edison would not conduct transport along the road until after Labor Day.

Change in transport method: The second change would allow Edison to transport the two generators together rather than separately. This would reduce some expected impacts, but could increase others. It would reduce the number of trips from three – one delivery trip, one return trip, and then a second delivery trip – to just one delivery trip. It would also reduce the overall time the crawlers are on the beach from about seven days to three, and would result in just one set of staging activities, one set of tracks, and one river crossing event. However, it would require somewhat larger staging areas and some additional night lighting

and operations on areas of the beach. Regarding the need for larger areas, the transport would still be subject to the Commission's previous requirement that layover areas not include coastal dune habitat or any sensitive plant species. With regards to the lighting, and as noted above, any impacts are expected to be temporary and minor, as the transport would occur only after the U.S. Fish and Wildlife Service determines nesting of sensitive bird species is concluded for the season, and after the season's last grunion run.

Findings: The proposed amendment has been deemed "immaterial" for the following reasons:

- The project changes are generally expected to stay within the level and duration of impacts the Commission previously reviewed and conditioned as part of its original project approval. Potential increased impacts to biological resources would be avoided through timing restrictions that may later be imposed by the U.S. Fish and Wildlife Service.
- Allowing joint, rather than separate, transport of generators would reduce some impacts – i.e., there would be fewer trips overall, less time transport activities would occur along the beach and near dune habitat, and fewer staging and support activities.

Immaterial Permit Amendment

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

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

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

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

If you wish to register an objection to this notice, please send the objection in writing to Tom Luster at the above address. If you have any questions, you may contact him at (415) 904-5248 or via email at tluster@coastal.ca.gov.