

CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
 SAN FRANCISCO, CA 94105-2219
 VOICE AND TDD (415) 904-5200
 FAX (415) 904-5400

**Th 9****ENERGY, OCEAN RESOURCES, AND FEDERAL CONSISTENCY DIVISION REPORT**

FOR THE

MARCH 13, 2014 MEETING OF THE CALIFORNIA COASTAL COMMISSION

TO: Commissioners and Interested Parties

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

NEGATIVE DETERMINATION

APPLICANT	PROJECT	LOCATION
ND-0003-14 Coast Guard	Security Fence Action: Concur, 2/10/2014	Crescent City Del Norte County

NO EFFECTS DETERMINATION

APPLICANT	PROJECT	LOCATION
NE-0003-14 SANDAG	Bridge Footing Replacement Action: No effect, 3/1/2014	San Onofre Creek Marine Corps Base Camp Pendleton, San Diego County



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DATE: March 3, 2014

TO: Coastal Commissioners and Interested Parties

FROM: Charles Lester, Executive Director
Alison Dettmer, Deputy Director
Mark Delaplaine, Manager, Energy, Ocean Resources and Federal
Consistency Division

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

PROJECT #:	ND-0003-14
APPLICANT:	Coast Guard
LOCATION:	Crescent City, Del Norte Co.
PROJECT:	Security Fence
ACTION:	Concur
ACTION DATE:	2/10/2014

PROJECT #:	NE-0003-14
APPLICANT:	SANDAG
LOCATION:	San Onofre Creek, Marine Corps Base Camp Pendleton, San Diego Co.
PROJECT:	Bridge footing replacement
ACTION:	No Effect
ACTION DATE:	3/1/2014

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February 10, 2014

Dave Stalters
Chief, Environmental Management Branch
Civil Engineering Unit Oakland
U.S. Coast Guard
ATTN: Roy Clark
1301 Clay Street, Suite 700N
Oakland, CA 94612-5203

Subject: Negative Determination ND-0003-14 (Security Fence at Crescent City Mooring,
Crescent City, Del Norte County)

Dear Mr. Stalters:

The Coastal Commission staff has reviewed the above-referenced negative determination. The Coast Guard proposes to replace and upgrade the security fence located at the Crescent City Mooring in Crescent City Harbor. An existing 315-foot-long segment of fencing at the northwest corner of the Coast Guard facility would be removed and replaced with 1,000 feet of PVC-coated chain-link fabric fence, essentially surrounding the facility save for that area where the vessel pier is located. The fence would be eight feet high, including one foot of barbwire along the top of the fence, and an automatic security gate would provide controlled vehicle and pedestrian access to the facility.

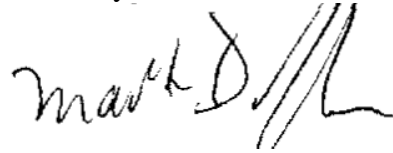
The Crescent City Mooring supports the USCGC DORADO and Coast Guard Auxiliary vessels. The Coast Guard states that the existing fence does not prevent unannounced access or provide adequate security, and does not meet the Coast Guard's Physical Security Requirements for such a facility. When the DORADO is in port, the Mooring is manned by Coast Guard personnel 24 hours/day, 7 days/week. However, the DORADO is typically underway 10-15 days each month with 30-day deployments one to two times a year and during those time periods the Mooring is unmanned. The Coast Guard states that equipment valued over \$100,000 is stored outside the main building in storage sheds, and that vandalism of government and private vehicles parked at this location occurs when the Mooring is unmanned, hence the requirement for improved security fencing at this facility.

The proposed fencing would not block an existing pathway along the ocean side of the breakwater that extends into the harbor to the northwest of Whaler's Island, the location of the Coast Guard facility. Fence removal and installation is expected to last three weeks and will be undertaken in a manner that will protect marine habitat and water quality. In conclusion, the

ND-0003-14 (U.S. Coast Guard)

Commission staff **agrees** that the proposed project will not adversely affect coastal resources. We therefore **concur** with your negative determination made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. Please contact Larry Simon at (415) 904-5288 should you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles Lester", with a stylized flourish at the end.

(for) CHARLES LESTER
Executive Director

cc: CCC – North Coast District Office

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March 3, 2014

Rob Rundle
Principal Regional Planner
SANDAG
ATTN: Cheryle Hodge
401 B Street, Suite 800
San Diego, CA 92101-4231

Subject: No-Effects Determination NE-0003-14 (Green Beach North (Bridge 208.6)
Replacement Project, San Onofre Creek, Camp Pendleton, San Diego County)

Dear Mr. Rundle:

The Coastal Commission staff has reviewed the above-referenced no-effects determination. SANDAG proposes to replace a 32-foot-long section of aging timber trestle with a concrete embankment at the north approach to Bridge 208.6 across San Onofre Creek along the Los Angeles – San Diego (LOSSAN) railroad corridor at the northern end of Marine Corps Base Camp Pendleton. The original timber trestle bridge constructed in the 1920s was largely replaced in the 1980s with a 519-foot-long mixed-structure bridge with timber bent trusses and concrete piers supporting a steel and wooden deck for the single railroad track across San Onofre Creek. In September 2009 the Executive Director concurred with a negative determination (ND-040-09) from the U.S. Navy for replacing the wooden trestle at the far southern end of the bridge where it crosses Beach Club Road with a steel girder structure. The proposed concrete embankment at the extreme northern end of the bridge will replace the last remaining section of the 1920s timber trestle bridge, and is necessary in order to support increasing passenger and freight rail operations in the LOSSAN corridor.

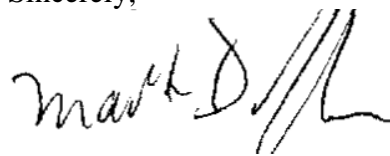
Construction of the proposed embankment will occur entirely within the existing railroad right-of-way; access and a construction staging area will use an existing dirt road maintained by the California Department of Parks and Recreation under a lease arrangement with Camp Pendleton. SANDAG will comply with the applicable Conservation Measures outlined in the U.S. Fish and Wildlife Service's 2005 *Final Programmatic Biological Opinion for the Rail Corridor from the Orange County Border to Southern Oceanside for Operations and Maintenance, and Six Double-Track Projects in San Diego County, California [Final PBO]*. All construction will occur outside of the February 15 to September 1 breeding season of the California gnatcatcher and will last approximately two months. Permanent impacts to 871 square-feet of coastal sage scrub habitat due to the placement of the concrete embankment will be mitigated through offsite preservation of 871 sq.ft. of coastal sage scrub habitat at the Stacco-Timeout mitigation site east

of Oceanside. This mitigation program is consistent with the provisions of the *Final PBO* and previous Commission concurrences with SANDAG railroad projects which included unavoidable permanent impacts to coastal sage scrub habitat. (In addition, in February 2014 the USFWS concurred that the proposed project is consistent with the structure replacement work authorized under the *Final PBO*.) The project will not create temporary or permanent impacts to wetlands or other coastal waters as all construction will occur outside of San Onofre Creek and its riparian corridor.

SANDAG and the construction contractor will ensure that public access to the beach along Old Highway 101, the State Park access road, and the dirt road underneath the railroad bridge will be maintained throughout the construction period. Construction is scheduled outside the summer recreation season and after the annual Pro Am Surfing Competition at nearby Trestles Beach, which typically occurs in mid-September. SANDAG will require the construction contractor to prepare and implement a stormwater pollution prevention plan in order to minimize and avoid direct and indirect impacts to water quality. No historical or archaeological resources listed or eligible for listing on the national register of Historic Places are located within the project footprint or the larger area of potential effect.

In conclusion, the Commission staff **agrees** with SANDAG's no-effects determination that the proposed concrete embankment at the northern end of railroad Bridge 208.6 will not adversely affect coastal resources. Please contact Larry Simon at (415) 904-5288 should you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "mark D L", written over a set of three parallel diagonal lines.

(for) CHARLES LESTER
Executive Director

cc: CCC – San Diego Coast District
Patrick O'Neill, HDR Engineering, Inc.