

CALIFORNIA COASTAL COMMISSION

ENERGY, OCEAN RESOURCES AND FEDERAL CONSISTENCY DIVISION
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**ENERGY, OCEAN RESOURCES AND FEDERAL
CONSISTENCY DIVISION****DEPUTY DIRECTOR'S REPORT**

For the

August Meeting of the California Coastal Commission

MEMORANDUM

Date: August 11, 2015

TO: Commissioners and Interested Parties

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

SUBJECT: *Deputy Director's Report*

Following is a listing for the waivers, emergency permits, immaterial amendments, extensions and Negative Determinations issued by the Energy, Ocean Resources and Federal Consistency Division for the August 2015 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 Energy, Ocean Resources and Federal Consistency Division.

**ENERGY, OCEAN RESOURCES AND FEDERAL CONSISTENCY DIVISION
DEPUTY DIRECTOR'S REPORT CONTINUED**

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>Applicant</i>	<i>Project Description</i>	<i>Project Location</i>
9-15-0443-W San Diego Gas & Electric Company (SDG&E), Attn: Debbie Collins	Construct a concrete foundation and metal enclosure for two synchronous condensers for voltage control within the existing switchyard at San Onofre Nuclear Generating Station (SONGS).	5000 Pacific Coast Hwy, San Clemente, Ca 92672
9-15-0979-W PG&E (Diablo Canyon Power Plant), Attn: Kris Vardas	Continue a pilot project to install and operate a passive deflection system, Salps Bubble Curtain (SBC), until December, 2018, within the Diablo Canyon Power Plant (DCPP) Intake Cove to divert salps and jellyfish away from the intake cooling system and distribute them to other portions of the Intake Cove.	7 Miles Northwest Of Avila Beach, San Luis Obispo County (APN(s):76-011-018)
9-15-0996-W Southern California Edison Company, Attn: Wendy Miller	Construct a new non-habitable 100-square foot Relay Room at the Pebbly Beach Generating Station (PBGS) ,near Avalon, Santa Catalina Island, to house new relays, servers and other computer and network equipment supporting the operation of the Generating Station. The relay room would be a free-standing exterior structure installed on a previously paved area within the PBGS grounds, on the ocean (east) side of the existing main building.	Pbgs, 1 Pebbly Beach Road, Avalon, Ca 90704
9-15-1077-W West Basin Municipal Water District, Attn: Diane Gatza	Conduct a non-invasive geophysical survey to map subsurface geologic features to depths of roughly 140 ft. within the nearshore waters offshore of the El Segundo Energy Center in El Segundo. This work would assist the West Basin Municipal Water District (MWD) in its efforts to determine the feasibility of this site for a potential subsurface intake for seawater desalination. This feasibility study includes an investigation of the presence of subsurface geologic features, the depth of soft sediment, and the location and presence of any large outcrops of rock beneath the surface.	301 Vista Del Mar Blvd. El Segundo, Ca

**ENERGY, OCEAN RESOURCES AND FEDERAL CONSISTENCY DIVISION
DEPUTY DIRECTOR'S REPORT CONTINUED**

<p>9-15-1130-W</p> <p>Venoco, Inc., Attn: Keith Wenal</p>	<p>Allow temporary trucking of crude oil from the Ellwood Onshore Facility due to the inoperable status of Line 96 caused by May 19, 2015 Plains Pipeline spill incident. This short-term trucking would allow for time-sensitive inspection and maintenance of onshore and offshore crude oil production equipment that cannot currently be completed due to pipeline transportation being shutdown. The total volume of stored crude oil to be transported by truck is approximately 5,500 barrels: an estimated 34 truckloads, at 2 trips per day, over 17 days, based on a standard tanker truck capacity of 160 barrels.</p>	<p>7979 Hollister Avenue, Goleta, Ca 93117</p>
<p>9-15-1202-W</p> <p>Lawrence Berkeley Laboratory, Attn: Marcus Lehmann</p>	<p>Install temporarily the "Wave Carpet", a submerged wave energy device that consists primarily of a steel frame approximately 10 ft. wide, 33 ft. long, and 8 ft. high, in offshore of Scripps Pier, La Jolla. The device also includes a hydraulic system containing water-based biodegradable fluid, and various sensors and monitoring equipment. The device and all anchoring equipment will be removed at the end of the two-week test period.</p>	<p>8648 Kennel Way, La Jolla, Ca 92037</p>

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>Applicant</i>	<i>Project Description</i>	<i>Project Location</i>
<p>9-15-0208-A1</p> <p>CA Ocean Protection Council, Attn: Cyndi Dawson</p>	<p>Relocate a marine protected area interpretive sign from an existing wall at a boat launch in the community of King Salmon to a new post near the shoreline adjacent to the parking lot of the Gills-by-the-Sea restaurant approximately .025 miles to the west of the boat launch.</p>	<p>King Salmon Harbor, Humboldt County Harbor, Recreation And Conservation District</p>

**ENERGY, OCEAN RESOURCES AND FEDERAL CONSISTENCY DIVISION
DEPUTY DIRECTOR'S REPORT CONTINUED**

NEGATIVE DETERMINATIONS AND NO EFFECT LETTERS

Administrative Items for Federal Consistency Matters

<i>Applicant</i>	<i>Project Description</i>	<i>Project Location</i>
ND-0016-15 U.S. Marine Corps	Repairs and upgrades to the U.S. Marine Corps San Onofre Recreation Beach Resort, Camp Pendleton, San Diego County. Action: Concur, 7/20/2015	San Onofre Recreation Beach, Camp Pendleton, San Diego County (APN(s):1015201000)
ND-0021-15 U.S. Coast Guard	Repair and replace timber pilings at the industrial wharf at the U.S. Coast Guard Station in San Pedro, Los Angeles County Action: Concur, 7/16/2015	Coast Guard Station San Pedro, Los Angeles County (APN(s):7440033903)
ND-0024-15 Department of the Navy	2015 West Coast Civilian Port Defense training, a two-week training activity at the Ports of LA/Long Beach. The purpose is to ensure strategic U.S. ports remain free of mine threats. Civilian Port Defense events employ the use of various mine detection sensors (helicopters, ships, unmanned underwater devices, using various sensors to detect (and simulate detonation) of mines and minelike objects in and around various ports. Action: Concur, 7/17/2015	Ports Of Los Angeles And Long Beach, Los Angeles County (APN(s):7440042904)
NE-0003-15 North County Transit District	Repair and improve existing slopes at the North County Transit District Solana beach Station to address existing erosion and reduce potential for future erosion. Action: Concur, 7/29/2015	Nctd Solana Beach Station, San Diego County (APN(s):2983100300)
NE-0004-15 Noyo Harbor District	Maintenance dredging of up to 35,000 cu.yds. of sediment from the mooring basin at Noyo Harbor, and disposal of dredged sediment at the permitted upland storage site adjacent to Noyo Bay. Action: Concur, 8/3/2015	Noyo Harbor, Fort Bragg, Mendocino County (APN(s):01824022)

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August 4, 2015

Coastal Development Permit De Minimis Waiver Coastal Act Section 30624.7

Based on the project plans and information provided in your permit application for the development described below, the Executive Director of the Coastal Commission hereby waives the requirement for a Coastal Development Permit pursuant to Section 13238.1, Title 14, California Code of Regulations. If, at a later date, this information is found to be incorrect or the plans revised, this decision will become invalid; and, any development occurring must cease until a coastal development permit is obtained or any discrepancy is resolved in writing.

Waiver: 9-15-0443-W

Applicant: San Diego Gas & Electric Company (SDG&E)

Location: 5000 PACIFIC COAST, HWY, SAN CLEMENTE.

Proposed Development: Install two synchronous condensers for voltage control within the existing switchyard at San Onofre Nuclear Generating Station (SONGS). Necessary site preparation includes 22,500 cubic yards of grading, construction of four retaining walls, and a concrete foundation and metal enclosure to support and house the synchronous condensers. Staging of construction equipment, vehicles, and materials would occur on paved areas at the SONGS site.

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 Chapter 3 policies of the Coastal Act:

- **Environmentally Sensitive Habitat Areas and Sensitive Species:** The proposed project would occur entirely within the previously graded, developed and paved SONGS switchyard area, and would have no direct or indirect impacts on sensitive habitats or species.
- **Marine Resources & Water Quality:** Construction activities will be governed by SDG&E's Storm Water Pollution Prevention Plan and Water Quality Construction BMP Manual, which require the implementation of best management practices to prevent and reduce erosion, sediment runoff, storm water pollution, spills and water quality impacts in coastal waters. BMPs will be implemented to prevent sediment runoff from any excavated material being stored on site for reuse.
- **Geologic Stability:** Based on the geotechnical analysis and project plans submitted by SDG&E, the Commission's senior coastal engineer has determined that the proposed enclosure building, foundation, and soldier pile, segmental block and soil-nail retaining walls have been designed to assure stability and structural integrity and minimize risks to life and property from geologic hazards. The proposed retaining walls would replace and stabilize previously-graded, artificial slopes, and would not substantially alter natural landforms.

Coastal Development Permit De Minimis Waiver

9-15-0443-W

- Visual Resources: Visibility of the proposed structures from public roads would be limited due to the elevation of the project site below the grade of adjacent roadways and the screening provided by an existing SONGS perimeter wall. The new structures would be compatible with the industrial character of the SONGS site and would not significantly alter views to and along the coast.
- Public Access: Work will take place within the power plant site in an area not subject to public access.

Important: This waiver will not become effective until reported to the Commission at their meeting and the site of the proposed development has been appropriately noticed, pursuant to 13054(b) of the California Code of Regulations. The Notice of Pending Permit shall remain posted at the site until the waiver has been validated and no less than seven days prior to the Commission hearing. This waiver will be reported to the Commission at its meeting of August 12-14, 2015. If four (4) Commissioners object to this waiver of permit requirements, a coastal development permit will be required.

Charles Lester,
Executive Director



Joseph Street
Environmental Scientist

cc: San Diego District Office
File

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July 31, 2015

Coastal Development Permit De Minimis Waiver Coastal Act Section 30624.7

Based on the project plans and information provided in your permit application for the development described below, the Executive Director of the Coastal Commission hereby waives the requirement for a Coastal Development Permit pursuant to Section 13238.1, Title 14, California Code of Regulations. If, at a later date, this information is found to be incorrect or the plans revised, this decision will become invalid; and, any development occurring must cease until a coastal development permit is obtained or any discrepancy is resolved in writing.

Waiver: 9-15-0979-W

Applicant: Pacific Gas & Electric Company (Diablo Canyon Power Plant)

Location: 7 MILES NORTHWEST OF AVILA BEACH, SAN LUIS OBISPO COUNTY

Proposed Development: Continue a pilot project to install and operate a passive deflection system, Salps Bubble Curtain (SBC), within the Diablo Canyon Power Plant (DCPP) Intake Cove to divert salps and jellyfish away from the intake cooling system and distribute them to other portions of the Intake Cove. In 2013, PG&E applied for a de minimus waiver to investigate the efficacy of this method by installing a temporary bubble curtain system in the DCPP Intake Cove for two years. The Commission approved the waiver on May 9, 2013. PG&E now proposes to extend the pilot project until December 2018, consistent with approvals from the U.S. Army Corps of Engineers and the California State Lands Commission.

The SBC consists of an aeration system where compressed air is delivered from a portable air compressor located onshore to a perforated piping system that is anchored to the ocean floor. As air enters the piping system, bubbles are released through the perforations, creating an active curtain of bubbles that induces a counter current away from the intake structure and physically lifts salps and other organisms to the surface. PG&E will also install a 700 foot boom at the surface to redirect the salps away from the intake structure.

The SBC piping system consists of four rows of perforated pipes that are connected to a total of 145 concrete anchors placed on the ocean floor at 6- to 7-foot intervals. The anchors will be installed and removed by divers on sandy bottom habitat, avoiding any hard-bottom habitat and/or kelp stands that may be present in the Intake Cove. If PG&E decides to deploy the SBC in a given year, the anchors will be installed in spring and will be removed before the end of the year. All other equipment will be deployed only during periods when prolonged favorable oceanographic conditions for salps (i.e., low ocean swells and/or onshore currents, slack or northeasterly wind conditions, and evidence of increased planktonic activity) are present. It is anticipated that the SBC will be

Coastal Development Permit De Minimis Waiver

9-15-0979-W

deployed for one week periods, 6-12 times per year. Once the salp threat has passed, all equipment, with the exception of the anchors, will be removed from the Cove.

During the three-year duration of this project, PG&E will monitor several aspects of the project to determine the efficacy and potential impacts associated with using SBC technology to control salp populations. First, PG&E will collect data that will allow it to evaluate the engineering efficacy of the SBC system. This will include collecting information on ocean and weather conditions during employment, estimates of salp size and population, effectiveness of the bubble curtain and boom, and wear and corrosion of the SBC system. In addition, PG&E will augment the current biological monitoring for marine mammals and sea turtles at the intake to ensure observations are made before, during and after deployment of the SBC. PG&E will also monitor for any unanticipated biological impacts to vegetation, fish, birds or any other species in the Cove, including the fate of the salps that are redirected from the intake structure. All monitoring data will be provided to Commission staff. These data will inform the development of a permanent solution to address salps at the DCP.

Rationale: The PG&E Diablo Canyon Power Plant (DCPP) consists of 2 nuclear reactors each generating over 17,000 gigawatt-hours per year. The power generated at the DCP accounts for approximately 10 percent of the total annual electricity generated in California. Each unit has a pressurized water reactor coupled with steam generators, feed water systems and cooling water systems. The seawater intake for the DCP is located within a Cove that was built as part of the original plant construction. The seawater enters the intake structure, passes through a series of bar racks and screens, and enters the plant where it is used to condense steam from the reactors.

In the past few years, there has been an increase in the population of salps, gelatinous ocean dwellers resembling small jellyfish, along the California Coast and in the vicinity of the DCP Intake Cove. Although individually innocuous, a large mass of many individuals can be problematic, clogging seawater intakes and damaging fishing nets. In April of 2012, PG&E was forced to shut down one of the nuclear reactors at the DCP (the other had been previously shut down for scheduled maintenance) for several days when a massive salp population boom clogged the intake pipe. These salp population booms generally occur when there is little to no wind, a weak current near the Cove and a high density of plankton, typically between April and November.

In 2013, after receiving the appropriate approvals, PG&E successfully deployed the SBC. Anchors were installed in June (successfully avoiding hard bottom habitat) and the piping system was deployed in July and again in August in response to the detection of near-shore populations of salps. The SBC was observed to successfully break-up and disperse aggregations of salps. PG&E monitored impacts on marine wildlife and determined that the SBC did not significantly change the population or behaviors of marine mammals, sea turtles or fish that frequent the Cove. Seabirds, including sea gulls and brown pelicans, were observed feeding at increased levels on marine invertebrates, especially squid, which were brought to the surface by the SBC. Given the short duration and infrequent occurrence of SBC operation, this is not likely to have a significant impact on squid populations in the area. The SBC was not deployed in 2014.

Similar to the previous waiver, PG&E will take steps to minimize any potential impacts to coastal resources resulting from the installation and use of the SBC system. For example, divers will place (and remove) temporary anchors in soft bottom habitat, thus minimizing impacts by avoiding hard bottom habitat and sensitive biological resources such as kelp or eel grass beds. In addition, onshore

Coastal Development Permit De Minimis Waiver

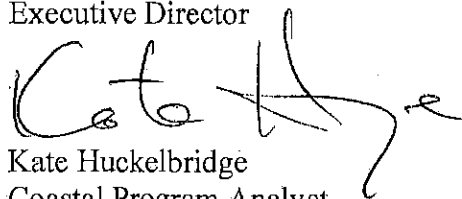
9-15-0979-W

air compressors will be housed in a secondary containment unit to avoid impacts associated with fuel leaks. Further, the SBC is not likely to adversely impact marine mammals, turtles or other coastal species. In fact, NMFS recommends the use of bubble curtain technology to protect aquatic organisms from other types of impacts. However, biological monitors will observe the incidence and behavior of these species during SBC deployments to validate or refute this assumption. All biological observations will provide critical information as PG&E, the Commission and other state and federal agencies evaluate long-term solutions for salp control at the DCP. Finally, the DCP intake Cove is currently inaccessible to the public, both from land and water. Thus, the proposed project will not impact coastal access or recreation.

The proposed development will not adversely impact coastal resources, public access, or public recreation opportunities, and is consistent with past Commission actions in the area and the Chapter Three policies of the Coastal Act.

This waiver will not become effective until reported to the Commission at its August 2015 meeting, and the site of the proposed development has been appropriately noticed, pursuant to 13054(d) of the California Code of Regulations. The Notice of Pending Permit shall remain posted in a publicly accessible location as close to the site as possible until the waiver has been validated and no less than seven days prior to the Commission hearing. If four (4) Commissioners object to this waiver of permit requirements, a coastal development permit will be required.

Charles Lester,
Executive Director



Kate Huckelbridge
Coastal Program Analyst

cc: File

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July 20, 2015

Coastal Development Permit De Minimis Waiver Coastal Act Section 30624.7

Based on the project plans and information provided in your permit application for the development described below, the Executive Director of the Coastal Commission hereby waives the requirement for a Coastal Development Permit pursuant to Section 13238.1, Title 14, California Code of Regulations. If, at a later date, this information is found to be incorrect or the plans revised, this decision will become invalid; and, any development occurring must cease until a coastal development permit is obtained or any discrepancy is resolved in writing.

Waiver: 9-15-0996-W

Applicant: Southern California Edison Company

Location: 1 PEBBLY BEACH ROAD, AVALON, CA 90704

Proposed Development: Construction of a new 100 square foot relay room at the Pebbly Beach Generating Station (PBGS), near Avalon, Santa Catalina Island. The relay room would be a free-standing, exterior structure installed on a previously-paved area within the PBGS grounds, on the ocean (east) side of the existing main building. The room would be non-habitable and used only to house new relays, servers and other computer and network equipment supporting the operation of the generating station.

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 Chapter 3 policies of the Coastal Act:

- **Marine Resources & Water Quality:** Operation of the new structure would not result in new discharges to the ocean or otherwise affect marine organisms. No grading would be required during construction, and construction activities would follow existing procedures to minimize the risk of contaminant discharges or spills.
- **Sensitive Habitats and Species:** The proposed project would occur entirely within the developed areas of the PBGS site, distant from any sensitive habitats or species.
- **Public Access & Visual Resources:** No loss of public access would occur as a result of the project. The project would not block views to or along the coast, and the minor visual modifications would be in keeping with the industrial character of the PBGS site.

Coastal Development Permit De Minimis Waiver

9-15-0996-W

This waiver will not become effective until reported to the Commission at the August 2015 meeting in Chula Vista, and the site of the proposed development has been appropriately noticed, pursuant to 13054(b) of the California Code of Regulations. The Notice of Pending Permit shall remain posted at the site until the waiver has been validated and no less than seven days prior to the Commission hearing. If four (4) Commissioners object to this waiver of permit requirements, a coastal development permit will be required.

Charles Lester,
Executive Director



Joseph Street
Environmental Scientist
Energy, Ocean Resources & Federal
Consistency Division

cc: South Coast District Office
File

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July 24, 2015

Coastal Development Permit De Minimis Waiver Coastal Act Section 30624.7

Based on the project plans and information provided in your permit application for the development described below, the Executive Director of the Coastal Commission hereby waives the requirement for a Coastal Development Permit pursuant to Section 13238.1, Title 14, California Code of Regulations. If, at a later date, this information is found to be incorrect or the plans revised, this decision will become invalid; and, any development occurring must cease until a coastal development permit is obtained or any discrepancy is resolved in writing.

Waiver: 9-15-1077-W

Applicant: West Basin Municipal Water District

Location: 301 VISTA DEL MAR, EL SEGUNDO (LOS ANGELES COUNTY)

Proposed Development: The proposed project involves the use of non-invasive geophysical survey techniques to map subsurface geologic features to depths of roughly 140 feet within the nearshore waters offshore of the El Segundo Energy Center in El Segundo. This work would assist the West Basin Municipal Water District (MWD) in its efforts to determine the feasibility of this site for a potential subsurface intake for seawater desalination. This feasibility study includes an investigation of the presence of subsurface geologic features, the depth of soft sediment, and the location and presence of any large outcrops of rock beneath the surface.

The work would include the temporary placement of a 1700 foot long line of narrow-gauge weighted cable perpendicular to shore, beginning outside of the surf zone and extending further offshore. Interspersed at intervals of 10 feet along the cable will be four square inch geophones placed on the seafloor by divers. In addition, the cable would also be maintained in place with groups of four square foot sandbags placed at intervals of approximately 50 feet. The survey work would require approximately five days to complete and the line would be fully removed at the end of each work day (although marker buoys may remain in place). Once the line and geophones have been deployed, ground penetrating sound waves would be generated by using divers to drop a 50-pound weight on four square foot metal plates temporarily placed on the seafloor at intervals of 60-feet along the length of the cable. Cable installation, survey, and removal work would be carried out by divers using surface supplied air with support from a shallow-draft survey vessel and small support boat.

Rationale:

- The proposed offshore survey line would be located outside of all areas of hard substrate reef and submerged aquatic vegetation such as kelp, surfgrass, and eelgrass.
- All survey operations would be carried out during daylight hours.

Coastal Development Permit De Minimis Waiver

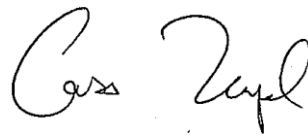
9-15-1077-W

- With the exception of several small marker buoys, all materials (including geophones, survey cables, strike plates and tools) would be recovered and removed from the project site at the conclusion of each work day.
- All offshore survey operations would be carried out in compliance with a project specific Marine Wildlife Contingency Plan including by maintaining a NOAA Fisheries-approved marine wildlife monitor onboard the diver support vessel throughout the survey period and transit to and from the project site.
- The marine wildlife monitor would ensure that during transit: the survey vessel remains at least 330 feet from marine mammals and reptiles; does not cross directly in front of or across the path of marine mammals or reptiles; operates at a constant speed and remains slower than whales traveling in a parallel path; does not herd or drive whales; and does not separate female whales from calves.
- The marine wildlife monitor would ensure that during survey operations: no survey activities involving sound generation occur if a marine mammal or reptile is within 330 ft. of the survey site (monitoring zone); no survey activities occur in oceanic or atmospheric conditions limit the monitor's ability to observe the entire monitoring zone; and survey activities immediately cease if any marine wildlife is observed reacting to the survey activities (either within or outside the monitoring zone).
- No vessel or equipment fueling or refueling would occur at the project site and all project work would be carried out consistent with the project specific Oil Spill Response Plan.

The proposed development will not adversely impact coastal resources, public access, or public recreation opportunities, and is consistent with past Commission actions in the area and Chapter Three policies of the Coastal Act.

This waiver will not become effective until reported to the Commission at its August 2015 meeting and the site of the proposed development has been appropriately noticed, pursuant to 13054(b) of the California Code of Regulations. The enclosed Notice Card shall remain posted at the site until the waiver has been validated and no less than seven days prior to the Commission hearing. If four (4) Commissioners object to this waiver of permit requirements, a coastal development permit will be required.

Charles Lester,
Executive Director



Cassidy Teufel
Senior Environmental Scientist

cc: File

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July 31, 2015

Coastal Development Permit De Minimis Waiver Coastal Act Section 30624.7

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Waiver: 9-15-1130-W

Applicant: Venoco, Inc.

Location: 7979 HOLLISTER AVENUE, GOLETA, CA 93117

Proposed Development: Allow temporary trucking of crude oil from the Ellwood Onshore Facility (EOF) due to the inoperable status of Venoco's Line 96 caused by the May 19, 2015 Plains Pipeline spill incident. This one-time short-term trucking event would allow for time-sensitive inspection and maintenance of onshore and offshore crude oil production equipment that cannot currently be completed due to the shutdown of pipeline transportation. The proposed project would transport approximately 5,500 barrels of crude oil currently in storage at the EOF to one of two inland locations, the Phillips 66 Santa Maria Pump Station in Santa Maria, CA or the Crimson, LP Santa Paula Crimson Truck Rack in Santa Paula, CA. This would involve one truck making two round trips per day for a total of 34 trips over the 17 day period, based on a standard tanker truck capacity of 160 barrels. The total distance of one round trip would range between 118 and 124 miles, depending on the final location. The proposed project will not alter the existing stoppage of production at Platform Holly.

Rationale: Venoco's EOF processes oil extracted from Platform Holly, located in state waters off shore of the City of Goleta, Santa Barbara County. Once the oil is processed, it is shipped through Line 96 to the Plains All American Pipeline Line 901. On May 19, 2015, line 901 ruptured near Refugio State Beach in Santa Barbara County, releasing approximately 101,000 gallons of crude oil onto area beaches and the into the Pacific Ocean. With Line 901 out of service for the foreseeable future, and no alternative pipeline to export crude oil, Venoco was forced to shut in production at Platform Holly with Venoco's platform vessels, offshore pipeline and onshore storage tanks filled to capacity.

Under normal conditions, the oil/water mixture produced at Platform Holly is transported to the EOF where the water content is significantly reduced before it is shipped to the refinery. However, under

Coastal Development Permit De Minimis Waiver

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shut down conditions, the water in the oil/water mixture is allowed to settle to the bottom of the tank or pipeline, increasing the risk of corrosion. Venoco has identified external corrosion features on Shipping Tank T-203, located at the EOF, that require further evaluation. In addition, four vessels, two on Platform Holly and two at the EOF, are due for internal inspection and the offshore emulsion pipeline is scheduled to be internally inspected using a smart pig in August. However, these facilities cannot be adequately inspected and if necessary, repaired, without first removing the oil. Furthermore, smart pigs are in high demand, and rescheduling an inspection date would significantly extend the time period between inspections, further increasing the risk of corrosion buildup or other problem that could lead to an accidental release. In a letter to the City of Goleta dated July 24, 2015, the Executive Officer of the CA State Lands Commission confirmed that “Without knowing how long the pipeline will be shut-in, SLC staff believes that the evacuation of the remaining oil is necessary to reduce the corrosive effects of the oil emulsion on the EOF, associated pipeline and storage vessels.” SLC staff also intends to inspect various facilities on site once the oil is evacuated.

To allow for inspection of its facilities, Venoco first proposes to drain the oil that is stored in its onshore and offshore facilities by using one dedicated truck operator to transport the oil from the EOF to one of two receiving stations. Oil will be loaded onto the truck within the existing paved and curbed roadway within the EOF using existing equipment, including a Lease Automatic Custody Transfer (LACT) unit, temporary hose connections and associated pipelines and electrical connections. No new construction or equipment will be required to facilitate this project. This trucking proposal can be distinguished from other oil industry proposals to continuously truck oil to maintain regular production after the Line 901 closure because it is a one-time, short-term event and the purpose of the project is not to continue regular production (Platform Holly will remain shut-in) but to allow for inspections and repairs necessary to maintain the integrity of existing facilities.

The proposed trucking operation will not change the type or frequency of industrial activity at this facility. Truck loading will occur within the paved boundary of an existing industrial site. The EOF regularly receives and dispatches various trucks for typical industrial activities. Thus, the addition of one tanker truck two times a day will not significantly alter existing truck trips to and from the facility and is not expected to impact existing traffic in the vicinity of the EOF or the receiving stations or interfere with the public’s ability to get to the coast. Loading and transporting the oil will result in a temporary increase in air emissions. However, Venoco estimated a worse-case emissions scenario for both stationary and mobile sources and determined that the emission levels associated with the proposed project are significantly below the City of Goleta’s significance thresholds for both criteria pollutants and greenhouse gases. To further reduce emissions, Venoco will process truck exhaust through the vapor recovery system during truck loading operations.

The proposed project could result in an increased risk of an accidental release of oil into the environment. However, this increase is not likely to be significant when the following factors are considered: (1) the short duration of the project (17 days), (2) all loading and off-loading activities will take place in existing paved and contained areas, (3) safety measures, including overflow protection and automatic shutoff systems will be implemented, (4) if needed, Venoco will install additional containment under connection points, and (5) existing plans, including EOF Spill Contingency and Countermeasure Plan and Emergency Response Plan, ensure that proper procedures and equipment are in place to prevent, contain and cleanup a spill. With these measures in place, the risk of a spill is minimized and impacts to nearby biological or recreational resources are not likely. Finally, by implementing the proposed project, Venoco will significantly decrease the

Coastal Development Permit De Minimis Waiver

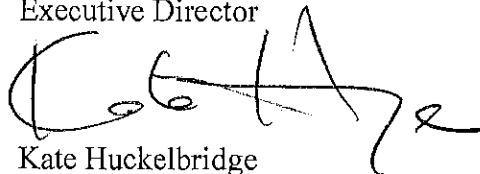
9-15-1130-W

risk of an accidental release by draining oil that has been stagnant in its facilities since May, thus allowing Venoco to properly inspect and repair any damage to its storage facilities and pipelines.

The proposed development will not adversely impact coastal resources, public access, or public recreation opportunities, and is consistent with past Commission actions in the area and the Chapter Three policies of the Coastal Act.

This waiver will not become effective until reported to the Commission at its August 2015 meeting, and the site of the proposed development has been appropriately noticed, pursuant to 13054(b) of the California Code of Regulations. The Notice of Pending Permit shall remain posted at the site until the waiver has been validated and no less than seven days prior to the Commission hearing. If four (4) Commissioners object to this waiver of permit requirements, a coastal development permit will be required.

Charles Lester,
Executive Director

A handwritten signature in black ink, appearing to read 'Kate Huckelbridge', is written over the printed name.

Kate Huckelbridge
Coastal Program Analyst

cc: File

CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE (415) 904-5200
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**NOTICE OF COASTAL DEVELOPMENT PERMIT WAIVER – DE MINIMIS**

DATE: August 7, 2015 **PERMIT NO:** 9-15-1202-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: Marcus Lehmann

Project Location: In Pacific Ocean waters offshore of Scripps Pier, La Jolla, San Diego County.

Background: The applicant has developed the "Wave Carpet," a submerged wave energy device that consists primarily of a steel frame anchored to the seafloor and a flexible rubber membrane attached to the frame and suspended several feet above the seafloor. The membrane is designed to undulate similar to the overlying waves. The device has been tested in a laboratory setting, and the applicant now wishes to conduct a short-term pilot-scale test of the device in ocean waters during relatively calm sea conditions.

Project Description: The proposed work includes the following:

- Device Preparation: The device will largely be constructed onshore. It will consist of a steel frame approximately 10 feet wide, 33 feet long, and eight feet high with the rubber membrane attached to both ends of the top of the frame. It also includes a hydraulic system containing a water-based biodegradable fluid, and various sensors and monitoring equipment.
- Installation and Operation: The device will be deployed from an existing crane on the Scripps pier, towed about 100 feet from the pier, and sunk to the seafloor. Divers will attach the device to anchors at each corner of the frame, with each corner being additionally secured with two anchor chains moored under tension using a total of 16 sand screws installed into the seafloor. For further safety and security, the device will be chained to the pier and a navigational buoy will be attached. Installation is expected to take one to two days. The device is to remain in place for up to two weeks and will be monitored throughout the test period.
- Removal: The device and all anchoring equipment will be removed at the end of the two-week test period.

Waiver Rationale: For the following reasons, the proposed project will not have a significant adverse effect, either individually or cumulatively, on coastal resources, and it will not conflict with the policies of Chapter Three of the Coastal Act:

- Marine Biological Resources and Water Quality: The project would result in minor, temporary disturbance to an area of sandy bottom seafloor with no marine vegetation present. The project components provide for little, if any, opportunity for marine life entanglement and its short-term deployment is not expected to result in effects from fouling or decay. Materials used will be marine grade and/or biodegradable.

To protect against damage or release of the structure from its approved location, the device is attached by three separate anchoring/connecting systems. To further reduce potential risks, the two-week deployment will be scheduled during a period of predicted calm sea conditions and will occur before October 31, 2015 and the beginning of the winter storm season.


The project site is adjacent to the Scripps Pier within the San Diego-Scripps Coastal Marine Conservation Area (SMCA) and will be subject to a Scientific Collecting Permit from the California Department of Fish and Wildlife.

- Public Access and Recreation: The work will take place a few hundred feet offshore near the end of the Scripps Pier. The device will include a buoy to warn boaters away from the site and the applicant will file a Notice to Mariners with the U.S. Coast Guard. Any effects on recreational or commercial fishing are expected to be temporary and minor due to the short time frame and relatively small project footprint.

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 August 12-14 in Chula Vista, San Diego County. If four or more Commissioners object to this waiver, a coastal development permit will be required.

Sincerely,

CHARLES LESTER
Executive Director

By: 

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

CALIFORNIA COASTAL COMMISSION

ENERGY, OCEAN RESOURCES AND FEDERAL CONSISTENCY DIVISION
45 FREMONT STREET
SUITE 2000
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NOTICE OF PROPOSED IMMATERIAL PERMIT AMENDMENT

Coastal Development Permit Amendment No. **9-15-0208-A1**

July 31, 2015

To: All Interested Parties

From: Charles Lester, Executive Director

Subject: Coastal Development Permit No. **9-15-0208** granted to the **Ocean Protection Council** for: installation of 115 interpretive and regulatory signs at coastal access points near state designated marine protected areas in Del Norte, Humboldt, Mendocino, Sonoma, Marin, San Mateo, Santa Cruz, Monterey, and San Luis Obispo Counties.

Project Site: 115 sites within Del Norte, Humboldt, Mendocino, Sonoma, Marin, San Mateo, Santa Cruz, Monterey, and San Luis Obispo Counties.

The Executive Director of the California Coastal Commission has reviewed a proposed amendment to the above referenced permit, which would result in the following change(s):

Relocation of a marine protected area interpretive sign from an existing wall at a boat launch in the community of King Salmon to a new post near the shoreline adjacent to the parking lot of the Gills-by-the-Sea restaurant approximately 0.25 miles to the west of the boat launch.

FINDINGS

Pursuant to 14 Cal. Admin. Code Section 13166(b) 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 Commission hearing. This amendment has been considered "immaterial" for the following reason(s):

The proposed sign would be installed using hand tools in a disturbed gravel area at the edge of an existing parking lot. The proposed site does not support vegetation or other biological resources and the installation and presence of the sign would not block coastal access, views of the coast, or otherwise have an adverse impact on coastal resources.

If you have any questions about the proposal or wish to register an objection, please contact Cassidy Teufel at the phone number provided above.

cc: Commissioners/File

CALIFORNIA COASTAL COMMISSION

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July 20, 2015

W.J. Christensen
Head, Environmental Planning
MCIWest MCB
ATTN: Matthew Lorne
Box 555008
Camp Pendleton, CA 92055-5008

Subject: Negative Determination ND-0016-15 (Upgrades and repairs at San Onofre Recreation Beach Resort, Marine Corps Base Camp Pendleton, San Diego County)

Dear Mr. Christensen:

The Coastal Commission staff has reviewed the above-referenced project. The U.S. Marine Corps proposes to undertake numerous upgrades and repairs to structures at the San Onofre Recreation Beach Resort, which is located between the northern and southern San Onofre State Beach lease areas on Marine Corps Base Camp Pendleton. The proposed project includes the following components:

- Replace 26 existing rental cottages located on the bluff-top area of the resort with Americans with Disabilities Act/Architectural Barriers Act-compliant, 825 square-foot cottages on improved foundations.
- Improve recreational vehicle sites 1-72 (located at beach level) and sites 73-91 and 101-118 (located on the bluff-top), including demolition and replacement of parking pads and utility pedestals, light grading to level the sites and placement/compaction of decomposed granite for parking spaces, trimming and removal of ornamental vegetation, and installation of wood trestle shade covers, built-in bar-b-ques, and privacy landscaping.
- Install chain-link fencing to establish a maintenance and vehicle storage yard on an existing graded site at the resort adjacent to the railroad tracks, including placement and compaction of decomposed granite as a driving surface.
- Install decorative columns at the north and south entry gates to the resort.

- Replace the existing office trailer with a pre-engineered building in the same location adjacent to the railroad tracks; replace vinyl/metal rail fencing at several locations; repair existing concrete stairs and handrails between the bluff-top and beach level areas of the resort; replace and relocate existing shade structures and safety lighting fixtures located on the beach to locations above the high-tide line; repair the existing ballfield, perimeter fence, and turf irrigation system; and remove several eucalyptus trees which are adversely affecting water and sewer lines.

All construction activities will take place within the existing developed footprint at the recreation complex. Water, sewer, telephone, and cable utilities currently exist at the resort complex and are adequate to serve the proposed upgrades. A Storm Water Pollution Prevention Plan will be in place during all construction phases, and post-construction best management practices will be implemented to ensure that all storm water runoff will be properly treated under State Water Resources Control Board Order No. 2009-0009-DWQ (NPDES No. CAS 000002).

The proposed upgrades and repairs will not affect public access or recreation as the San Onofre Recreation Beach Resort is within an area of Marine Corps Base Camp Pendleton that is closed to the public for military security reasons. The Beach Resort site is located between the northern ("Trestles Beach") and southern ("Surf Beach") San Onofre State Beach lease areas on Camp Pendleton. The proposed project will not affect or interfere with existing lateral public access and recreation along the shoreline between the two lease areas currently open to the public along the Camp Pendleton shoreline.

In January 2006 the Commission's Executive Director concurred with negative determination ND-109-05 for the construction of new rental cottages to replace deteriorating rental trailers and to upgrade recreational vehicle camping sites on the bluff-top area of the resort complex. However, the currently proposed project includes upgrades and repairs to existing recreational facilities at the beach-level area of the resort, albeit at locations above the mean high tide line and within the existing developed area footprint. The Commission staff notes that potential impacts associated with sea level rise to existing and proposed development at the beach resort could lead to future proposals by the Marine Corps to construct shoreline protection structures (e.g., revetments, seawall, sand berms) at this location. These types of structures, even if situated entirely on federal land at Camp Pendleton, hold the potential to adversely affect coastal zone resources outside of Camp Pendleton, including but not limited to shoreline processes, marine habitat and resources, sand supply, visual resources, and public access and recreation.

The Marine Corps stated in its negative determination that should it propose a shoreline protection project at this location at some point in the future, it commits to considering all reasonable alternatives for accomplishing such a project. The Marine Corps also stated that it would be required to prepare at least an Environmental Analysis document under the National Environmental Policy Act (NEPA) for such a project, and that any NEPA document and any analysis required by the federal Coastal Zone Management Act (CZMA) prepared by the Marine Corps would consider an range of reasonable alternatives. The Commission staff notes that any future proposals to construct shoreline protection structures at the beach resort will require the U.S. Marine Corps to prepare and submit a consistency determination to the Commission and document how such structures are consistent to the maximum extent practicable with the

resource protection policies of the California Coastal Management Program (i.e., the Chapter 3 policies of the Coastal Act).

In conclusion, the Commission staff **agrees** that the proposed upgrades and repairs at the San Onofre Recreation Beach Resort on Marine Corps Base Camp Pendleton will not adversely affect coastal zone 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 "Mark D. Lester", written in a cursive style.

(for)

CHARLES LESTER
Executive Director

cc: CCC – San Diego Coast District

CALIFORNIA COASTAL COMMISSION

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July 16, 2015

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

Subject: Negative Determination ND-0021-15 (Industrial Wharf Rehabilitation, Base Los Angeles-Long Beach, San Pedro, Los Angeles County)

Dear Mr. Stalters:

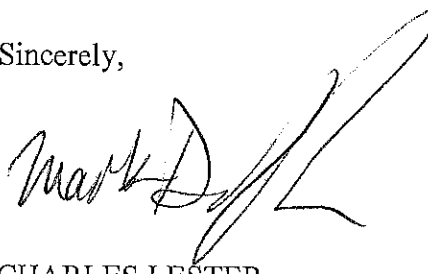
The Coastal Commission staff has reviewed the above-referenced project. The Coast Guard proposes to rehabilitate the industrial wharf located at the Coast Guard base in San Pedro. The 80-year-old timber wharf has undergone numerous repairs over the years, the most recent of which was completed in 2007 (ND-022-06) to install replacement piles, pile posts, and pile wraps, and to repair pile caps. A September 2014 inspection of the wharf revealed widespread marine borer deterioration in the timber piles. Based on the inspected sample set of piles, the Coast Guard determined that at least 41 piles must be replaced and at least 66 piles will require protective repairs to limit additional structural damage to the piles and the wharf. However, the Coast Guard states that additional piles may need to be replaced and/or repaired, and that a final accurate count will not be calculated until after the rehabilitation work has commenced and improved access to all the piles is available. The Coast Guard will inform the Commission of the final count of piles replaced and repaired.

Existing damaged creosote piles will be removed using a barge-mounted crane. Pile replacement will consist of 41 new 12-inch diameter, non-creosote Douglas fir piles installed using vibratory driving equipment. Two methods will be used to repair piles. The first consists of removing a deteriorated section of pile and replacing it with a new section of similar diameter. The connection would occur at or near the mudline using steel plates to connect the two pile sections; cement grout is then installed in the space between the plates and the timber pile to further secure the connection. This repair method was used in the aforementioned 2007 repair project. The second method installs a fiberglass jacket around the existing pile from the underside of the pile cap to approximately two feet below the mudline. The space between the jacket and the pile will be filled with an epoxy grout which seals the timber pile and prevents intrusion by marine borers.

Water depth at the project site is approximately 7.5 feet at mean higher high water. Minor increases in turbidity will be isolated to the immediate area around the piles and therefore water quality impacts are expected to be temporary and less than significant. The Coast Guard will perform a pre-construction survey for eelgrass in accordance with the California Eelgrass Mitigation Policy as well as a Caulerpa survey in accordance with the Caulerpa Control Protocol. The Coast Guard initiated informal consultation pursuant to Section 7 of the Endangered Species Act with the U.S. Fish and Wildlife Service regarding potential impacts to the endangered California least tern. The project construction window extends from September 14, 2015 to March 31, 2016, which is outside the least tern nesting and foraging season, and as a result project construction will not adversely affect least tern foraging in San Pedro Bay. The Coast Guard also consulted informally with the National Marine Fisheries Service (NMFS) regarding potential impacts on essential fish habitat for various federally managed fish species. The NMFS recommended that the Coast Guard use silt curtains to minimize the potential spread of contaminated sediments outside the project area, and concluded that with this and other measures included in the project, impacts to fisheries habitat would be temporary and minimal. The project includes construction best management practices regarding spill prevention, debris containment, stormwater and erosion control, and equipment staging. In addition, the Coast Guard will incorporate into the project all conditions attached to its U.S. Army Corps of Engineers and Regional Water Quality Control Board permits.

In conclusion, the Commission staff **agrees** that the proposed wharf rehabilitation project at Coast Guard Base Los Angeles-Long Beach in San Pedro will not adversely affect coastal resources. The project is similar to other pier repair and maintenance project previously reviewed by the Commission at this and other locations. 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,


(for) CHARLES LESTER
Executive Director

cc: CCC – South Coast District Office

CALIFORNIA COASTAL COMMISSION

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



July 17, 2015

L.M. Foster
Department of the Navy
Commander
United States Pacific Fleet
250 Makalapa Drive
Pearl Harbor, HI 96860-3131

Attn: John Van Name

Re: **ND-0024-15**, Department of the Navy, Negative Determination, 2015 West Coast Civilian Port Defense Training, Ports of Los Angeles and Long Beach, Los Angeles Co.

Dear L.M. Foster:

The Navy has submitted a negative determination for a two-week Civilian Port Defense Training event for training its west coast personnel on the skills needed to keep civilian ports free of mine threats. These training events alternate annually between the east and west coasts of the U.S. The training involves air, surface, and subsurface vehicles and other assets that transport various acoustic, laser, and video sensors which seek out and neutralize mines and mine-shaped objects deployed. The activities would occur inside and outside the breakwater in the two ports, out to the 300 ft. depth contour. The Navy summarizes the training as follows:

Naval forces provide mine warfare capabilities to defend the homeland per the Maritime Operational Threat Response Plan. These activities are conducted in conjunction with other federal agencies, principally the Department of Homeland Security. The three pillars of Mine Warfare include airborne (helicopter), surface (ship and unmanned vehicles), and undersea (divers, marine mammal systems, and unmanned vehicles), all of which may be used in order to ensure that strategic U.S. ports are cleared of mine threats.

Assets used during Civilian Port Defense training include up to four unmanned underwater vehicles, marine mammal systems, up to two helicopters, Explosive Ordnance Disposal platoons, and AVENGER class ships (225 ft [69 m]). The AVENGER is a surface mine countermeasure vessel specifically outfitted for mine countermeasure capability. The Proposed Action also includes the placement, use, and recovery of up to 20 bottom placed non-explosive mine training shapes, mine detection (identifying objects), and mine neutralization (disrupting, disabling or detonating [not part of the Proposed Action]).

As noted in the above passage, no actual detonations would occur during the training. All equipment would be removed from the seafloor at the end of the training. Vessel speeds would be less than 10 knots during training, to minimize the potential for collisions with marine mammals, sea turtles and other vessels. Underwater unmanned vehicles are slow-moving and would be closely monitored. Recreational and commercial boating activities would not be restricted, and the Navy will coordinate with the Coast Guard to provide Notices to Mariners (and develop safety zones, if warranted). The Navy will also coordinate with the two Ports.

The two types of activities raising potential marine resource concerns are sonar use and helicopter tows, and the Navy is also coordinating with the National Marine Fisheries Service (NMFS) concerning these potential effects. Only one of the four types of sonar sources has the potential to affect or disturb marine resources: AN/SQQ-32, a high frequency (10-200 kHz) source. Helicopter-towed devices would move rapidly through the water, at speeds of up to 40 knots (46 mph). To protect marine resources from these activities, the Navy has included the following monitoring, avoidance, and minimization measures:

5.2.1.1 High-Frequency Active Sonar

The Navy will have one Lookout on ships or aircraft conducting high-frequency active sonar activities associated with mine warfare activities at sea.

Mitigation will include visual observation from a vessel or aircraft (with the exception of platforms operating at high altitudes) immediately before and during active transmission within a mitigation zone of 200 yards (yd, 183 m) from the active sonar source. If the source can be turned off during the activity, active transmission will cease if a marine mammal is sighted within the mitigation zone. Active transmission will recommence if any one of the following conditions is met: (1) the animal is observed exiting the mitigation zone, (2) the animal is thought to have exited the mitigation zone based on a determination of its course and speed and the relative motion between the animal and the source, (3) the mitigation zone has been clear from any additional sightings for a period of 10 minutes for an aircraft-deployed source, (4) the mitigation zone has been clear from any additional sightings for a period of 30 minutes for a vessel-deployed source, (5) the vessel or aircraft has repositioned itself more than 400 yd (366 m) away from the location of the last sighting, or (6) the vessel concludes that dolphins are deliberately closing in to ride the vessel's bow wave (and there are no other marine mammal sightings within the mitigation zone).

5.2.2.1 Vessels

While underway, vessels will have a minimum of one Lookout.

Vessels will avoid approaching marine mammals head on and will maneuver to maintain a mitigation zone of 500 yd (457 m) around observed whales, and 200 yd (183 m) around all other marine mammals (except bow riding dolphins), providing it is safe to do so.

5.2.2.2 Towed In-Water Devices

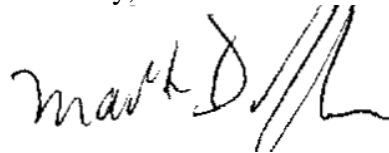
The Navy will have one Lookout during activities using towed in-water devices when towed from a manned platform.

The Navy will ensure that towed in-water devices being towed from manned platforms avoid coming within a mitigation zone of 250 yd (229 m) around any observed marine mammal, providing it is safe to do so.

Under the federal consistency regulations (Section 930.35), a negative determination can be submitted for an activity “which is the same as or similar to activities for which consistency determinations have been prepared in the past.” The Commission staff has concurred with negative determinations submitted by the Navy for similar training activities in various locations in coastal waters off San Diego County (ND-032-02, ND-015-01, ND-024-99). The Navy has agreed, as it did during these past reviews, to provide the Commission staff with copies of any post-monitoring reports provided to NMFS. In reviewing the past monitoring reports prepared for NMFS (and copied to us), the Commission staff notes that the monitoring reports did not document any adverse effects on marine mammals or sea turtles. Moreover, it appears fairly clear that, based on the information provided in the Navy’s Draft Environmental Assessment for the proposed training, the marine mammals potentially affected - dolphins, seals and sea lions - are frequently-surfacing species, and thus easily spotted and avoided.

In conclusion, with the commitments described above, and given the short term nature of the training and past monitoring results from similar activities conducted in the various San Diego County offshore areas (and which involved use of similar equipment), we agree that the proposed training at POLA/POLB would be similar to these previously-concurred-with San Diego County Navy mine threat training events, and would not adversely affect coastal zone resources. We therefore concur with your negative determination made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. Please contact Mark Delaplaine at (415) 904-5289 if you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "mark D/L", is written over the printed name.

(for) CHARLES LESTER
Executive Director

cc: Long Beach District
Port of Long Beach
Port of Los Angeles
NMFS

CALIFORNIA COASTAL COMMISSION

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July 29, 2015

Ziad Malhas, PE
Deputy Chief Development Officer
North County Transit District
810 Mission Avenue
Oceanside, CA 92054

Subject: No Effects Determination NE-0003-15 (Solana Beach Station Slope Repair Project,
Solana Beach, San Diego County)

Dear Mr. Malhas:

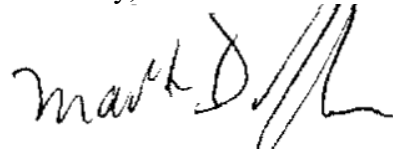
The Coastal Commission staff has reviewed the above-referenced project. The North County Transit District (NCTD) proposes to repair and improve steep, severely eroded, west-and east-facing slopes at the Solana Beach Station. The slopes range in height from 15 to 25 feet above the station passenger platforms, and erosional gullies up to four feet deep have formed and continue to deepen and expand. Previous attempts to control slope erosion included planting ornamental vegetation, installation of drip irrigation systems, and placement of geotextile fabric across the slope surface. These features are currently in varying states of failure and need repair and replacement in order to control erosion and improve the visual quality of the station.

NCTD proposes to regrade and smooth approximately 2.2 acres of existing slopes (including the export of 2,700 cu.yds. of a mixture of soil, vegetation and roots, fabric matting, plastic planting pots, and degraded irrigation materials); install gabions to fill deep crevices; install erosion control geotextile fabric matting; landscape with native plant species (ground covers, grasses, and shrubs); repair the existing irrigation system; and re-grade the northernmost parking lot on the east side of the station in order to redirect storm water flow away from the west-facing slope and into the city storm drain system. The composition of the exported soil includes materials other than clean sand which disqualifies it for beach replenishment use.

NCTD states that the proposed combination of native plant types, the interdependence of native species, and the mycorrhizal root structures of southern California natives will provide long-term erosion control, slope stabilization, and aesthetic appeal. All staging and construction work will occur within the existing railroad right-of-way. NCTD will ensure preparation of a Storm Water Pollution Prevention Plan and the project will include best management practices to control soil erosion and protect water quality. Construction would occur between April and September 2016.

In conclusion, the Commission staff **agrees** that the proposed slope repair project at the Solana Beach Station will not affect coastal zone resources. We therefore **concur** with your “no effects” determination. 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.", with a stylized flourish at the end.

(for) CHARLES LESTER
Executive Director

cc: CCC – San Diego Coast District

CALIFORNIA COASTAL COMMISSION

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August 3, 2015

Jere Kleinbach
Harbor Manager
Noyo Harbor District
19101 S. Harbor Drive
Fort Bragg, CA 95437

Subject: No Effects Determination NE-0004-15 (Maintenance Dredging of Noyo Harbor
Mooring Basin, Mendocino County)

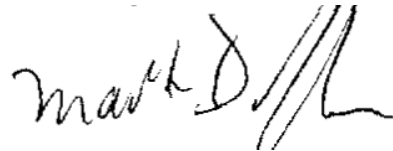
Dear Mr. Kleinbach:

The Coastal Commission staff has reviewed the above-referenced project. The Noyo Harbor District proposes to maintenance dredge the Noyo Harbor Mooring Basin to ensure safe vessel mooring and navigation and to return the basin to its authorized depth of -12 feet mean lower low water. Up to 35,500 cubic yards of sediment would be removed using a barge-mounted suction dredge and transported via hydraulic pipeline to the historically used upland disposal site west of Highway 1 above Noyo Bay. The mooring basin was last dredged in 2002 and the proposed four-week-long dredging project will occur in September and October 2015. The maintenance dredging project is exempt from coastal development permitting requirements and received a categorical exemption under CEQA from the County in May 2015. Pre- and post-project eelgrass surveys within the project area will be conducted by the harbor district and while eelgrass impacts are not anticipated, any impacts that are documented will be mitigated in accordance with the California Eelgrass Mitigation Policy. The North Coast Regional Water Quality Control Board will require that runoff water from the upland disposal site be monitored prior to discharge in Noyo Bay to ensure water quality protection during disposal operations.

As the Commission has determined for past Noyo Harbor maintenance dredging projects, while the dredged material is predominately sand, beach replenishment is not required because this portion of the coast is not eroding and contains a predominance of coastal bluffs rather than sandy beaches. However, dredged sediments from Noyo Harbor previously placed at the upland disposal site are periodically excavated and beneficially reused. Most recently, sediments were removed from the disposal site in 2013 and 2014 and used as buffer materials to protect sensitive cultural resources along a newly-opened segment of the Coastal Trail on the former Georgia Pacific mill site in the City of Fort Bragg.

The proposed maintenance dredging and upland disposal project is similar to Corps of Engineers maintenance dredging projects at Noyo Harbor previously concurred with by the Commission and the Executive Director (CD-004-85, CD-013-88, ND-018-93, ND-037-95, ND-027-00, and ND-026-09) and raises no new coastal resource issues. In conclusion, the Commission staff **agrees** that the proposed project will not affect coastal zone resources. We therefore **concur** with your “no effects” determination. 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
U.S. Army Corps of Engineers, San Francisco District
SHN Engineering