

CALIFORNIA COASTAL COMMISSION

ENERGY, OCEAN RESOURCES AND FEDERAL CONSISTENCY DIVISION
45 FREMONT STREET
SUITE 2000
SAN FRANCISCO, CALIFORNIA 94105-2219
(415) 904-5200 FAX (415) 904-5400
WWW.COASTAL.CA.GOV



Th9

Prepared July 05, 2017 (for the July 13, 2017 Hearing)

To: Commissioners and Interested Parties
From: Alison Dettmer, Deputy Director
Subject: **Energy, Ocean Resources and Federal Consistency Division Deputy Director's Report for July 2017**

The following coastal development permit (CDP) waivers, immaterial CDP amendments, CDP extensions, emergency CDPs, and negative determinations for the Energy, Ocean Resources and Federal Consistency Division are being reported to the Commission on July 13, 2017. Pursuant to the Commission's procedures, each item has been appropriately noticed as required, and each item is also available for review at the Commission's office in San Francisco. Staff is asking for the Commission's concurrence on the items in the Energy, Ocean Resources and Federal Consistency Division Deputy Director's report, and will report any objections received and any other relevant information on these items to the Commission when it considers the report on July 13th.

With respect to the July 13th hearing, interested persons may sign up to address the Commission on items contained in this report prior to the Commission's consideration of this report. The Commission can overturn staff's noticed determinations for some categories of items subject to certain criteria in each case (see individual notices for specific requirements).

Items being reported on July 13, 2017 (see attached)

Waivers

- 9-17-0176-W, Air Sparge Rehabilitation Project (Eureka)
- 9-17-0468-W, Monterey Bay Aquarium- Removal of Loose Concrete Sacks from Pipeline Support (Monterey)

Negative Determinations and No Effect Letters

Administrative Items for Federal Consistency Matters

- **ND-0017-17, Department of Justice, Action: Concur, 6/29/2017**
Yurok Tribe Justice Center expansion, Klamath, Del Norte Co., expansion of existing 3500 sq. ft. previously authorized Justice Center, by an additional 2700 sq. ft., funded by, and submitted on behalf of, the US Dept. of Justice

- **NE-0001-17, North County Transit District, Attn: Christine Chung, Action: Concur, 6/27/2017**
Placement of 670 cu.yds. of rock riprap and sluiced sand for approximately 240 linear feet along the western railroad embankment on the edge of San Dieguito Lagoon to repair storm damage and prevent erosion of railroad tracks, at MP 243, City of Del Mar, San Diego County.
- **NE-0003-17, North County Transit District, Attn: Tim Morehead, Action: Concur, 6/27/2017**
Installation of a #24 Equilateral railroad switch at Milepost 209.2 near Control Point SONGS, San Diego County.
- **NE-0004-17, National Oceanic and Atmospheric Administration, Action: Concur, 6/23/2017**
State Lands Commission authorization of Tomales Bay Moorings

Permit Exemption

- **9-17-0165-X**, Pacific Gas & Electric Company, Permit exemption request from PG&E to perform vegetation maintenance (tree and brush removal) along high-pressure natural gas transmission pipeline segments, within PG&E's rights-of-way (ROW).

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July 5, 2017

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: 9-17-0176-W

Applicant: Chevron USA, Inc.

Location: Chevron Marine Fuel Terminal 1001093, 3400 Christie St., Eureka (Humboldt County)
(APN: 007-071-008)

Proposed Development: Repair eight existing remediation air-sparge wells and add a rust-proof coating to the casings of eight other air-sparge wells and five groundwater monitoring wells to minimize and reduce further corrosion of the existing standpipes.

As part of an on-going effort to remediate past hydrocarbon contamination of soils and groundwater at the Eureka Marine Fuel Terminal site, Chevron operates an air-sparge remediation system consisting of a network of multiple sparge wells and groundwater monitoring wells. The continued operation of the remediation system is mandated under a Cleanup and Abatement Order (CAO) issued by the North Coast Regional Water Quality Control Board in 1995 (CAO #95-15, updated in 2002). However, the system is now over 20 years old and in need of repair in order to continue functioning. In particular, the standpipes of a number of wells have become corroded and must be replaced, while others need to be treated with a rust-proof coating to prevent future corrosion. The wells to be repaired or coated are located either on the western perimeter of the Fuel Terminal site, along the Humboldt Bay shoreline (15 wells), or along the northern site boundary (6 wells). The shoreline wells are located on a rocky beach immediately seaward of the site fence line and are at times subject to tidal inundation.

At each well location, the proposed work would include either:

- (a) Removing the existing, degraded standpipe at the top of an existing concrete well apron using an electric hand saw, and replacing it with a new, pre-treated standpipe, to be secured by creating a new apron of quick-drying concrete on top of the existing platform (8 wells);
- (b) Re-coating the existing standpipe with a rust-proof marine paint by hand using either a spray can or paint brush (13 wells).

Workers would access the sites on foot, and no vehicles or heavy equipment would be required. Electric saws would be powered by a portable diesel generator. Project activities would occur during daylight

Coastal Development Permit De Minimis Waiver

9-17-0176-W

hours and would be scheduled for low tides in order to avoid in-water repair work. Work would occur during the summer of 2017 and is expected to be completed within five days.

Rationale: For the following reasons, 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:

- Sensitive Habitats & Species: Project activities would occur on a rocky beach and/or within an upland area dominated by non-native grasses. No vehicle or heavy equipment use would occur on the beach or in the intertidal zone, minimizing the potential for significant disturbance of or damage to beach and hard substrate habitats or offshore eelgrass beds. Work at the upland wells would completely avoid a seasonal emergent wetland located to the north of the Marine Fuel Terminal site. No special-status or sensitive species are known to occur at or adjacent to the project sites. Project activities during the bird nesting season (March 15 to August 15) would be preceded by nesting bird surveys and, if necessary, the establishment of species-specific buffers.
- Water Quality and Spill Prevention: The proposed work would not involve excavation or the use of vehicles or heavy equipment, and thus is not expected to result in significant ground disturbance. Nonetheless, Chevron would implement standard erosion control BMPs to minimize the potential for impacts to the adjacent wetland and tidal areas. Protective sheeting would be placed around the base of each well undergoing replacement or repair to ensure that any debris or paint waste generated during the proposed work is captured and does not enter the environment. The diesel generator used on-site would be placed within secondary containment in order to prevent accidental discharge of fuel or motor oil.
- Public Access & Visual Resources: The proposed project is of short duration (about five days) and would not occur within a recreation area or along a scenic portion of the shoreline, and would thus avoid any significant impacts to public access or coastal views.

This waiver will not become effective until reported to the Commission at its July 13, 2017 meeting in Seaside, 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.

Sincerely,

John Ainsworth
Executive Director



Joseph Street
Senior Environmental Scientist

cc: Cristin Kenyon, North Coast District Office
File

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June 22, 2017

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: 9-17-0468-W

Applicant: Monterey Bay Aquarium - Julie Packard

Location: 886 Cannery Row Monterey (Monterey County)

Proposed Development: Removal of loose concrete sacks from around the Monterey Bay Aquarium's underwater intake pipeline support structure in nearshore waters. The sacks would be removed during regularly scheduled maintenance dives when the pipeline is checked and intake screens are replaced. Removal activities would be carried out for two years during quarterly maintenance dives between the summer of 2017 and summer of 2019.

Rationale:

- All removal activities will be carried out by hand without the use of power tools or underwater excavation equipment.
- Removed concrete sacks would be transferred to a support vessel for transport to shore and disposal at an appropriately certified facility or landfill.
- Removal activities will be carried out in a manner that does not result in the damage or disturbance of sensitive marine habitat and wildlife.

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.

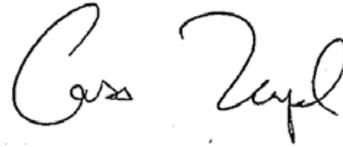
This waiver will not become effective until reported to the Commission at its meeting and the site of the proposed development has been appropriately noticed, pursuant to 13054(b) of the California Code of Regulations. The Notice of Pending Permit shall remain posted at the site until the waiver has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

Coastal Development Permit De Minimis Waiver
9-17-0468-W

Commissioners object to this waiver of permit requirements, a coastal development permit will be required.

Sincerely,

John Ainsworth
Executive Director

A handwritten signature in black ink, appearing to read "Cassidy Teufel". The signature is written in a cursive style with a large initial "C" and a long, sweeping tail.

Cassidy Teufel
Senior Environmental Scientist

cc: File

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TDD (415) 597-5885



June 29, 2017

Peggy O'Neill
Planning Department Director
Yurok Tribe
190 Klamath Blvd., P.O. Box 1027
Klamath CA 95548

Attn: Sophia Lay

Re: **ND-0017-17**, Yurok Tribe and Department of Justice, Negative Determination,
Tribal Justice Center Addition, Klamath, Del Norte Co.

Dear Ms. O'Neill:

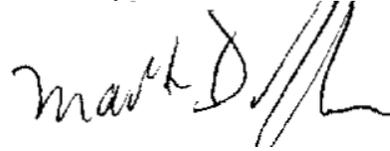
On May 23, 2013, we concurred with a negative determination submitted by the Yurok Tribe (on behalf of the U.S. Department of Justice) for the construction of a 3,500 sq. ft. Tribal Justice Center in the town of Klamath, on land held in trust by the U.S. Government (ND-0205-13). On March 31, 2016, the Yurok Tribe submitted this subsequent negative determination for a second phase of the Justice Center, adjacent to and directly southeast of the existing (now constructed) Justice Center. Phase 2 would be a 2,700 sq. ft addition, which has been designed to have a similar visual appearance, and which would otherwise result in similar impacts, to those of the initial phase we previously concurred with. Upon receipt of this submittal, we requested to see the final plans before responding, which we have now received as of June 28, 2017.

The project would be located adjacent to existing development in the town of Klamath. The project would concentrate development within an existing developed area and would be visually compatible with the surrounding development. Adequate public services and infrastructure are available to serve the development, and the project would not result in adverse effects to wetlands, environmentally sensitive habitat, water quality, or other coastal zone resources.

Under the federal consistency regulations (15 CFR 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 previously concurred with the similar Phase 1 of this project cited above (ND-0205-13). We **agree** with your determination that the proposed Phase 2 is similar to the previously concurred with activity and would not adversely affect coastal zone resources, and we therefore **concur** with your negative

determination made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. Please contact Mark Delaplaine of the Commission staff 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.", with a stylized flourish at the end.

(for) JOHN AINSWORTH
Executive Director

cc: Arcata District Office

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June 27, 2017

Christine Chung
Civil Engineer, LEED AP
North County Transit District
810 Mission Avenue
Oceanside, CA 92054

Subject: No-Effects Determination NE-0001-17 (Emergency Railroad Embankment Erosion Repair at Milepost 243, San Dieguito Lagoon, City of Del Mar, San Diego County)

Dear Ms. Chung:

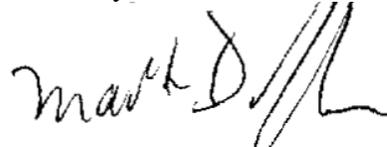
The Coastal Commission staff has reviewed the above-referenced No-Effects Determination. Between March 1 and March 27, 2017, the North County Transit District undertook emergency repairs to the western side of the railroad embankment at Milepost 243 north of the San Dieguito Lagoon railroad bridge. Winter storms, and in particular heavy surf events in late January and February 2017, caused extensive erosion of the embankment, exposed underground fiber optic utilities supporting the Positive Train Control system, and threatened the stability of the trackway and railroad operations. This section of the embankment is particularly susceptible to wave-induced erosion due to its location directly east of the mouth of the San Dieguito River. NCTD informed Commission staff in mid-February that emergency repairs to the railroad embankment were necessary, described the anticipated scope of work, noted that the emergency repairs would commence in early March, and committed to submitting an after-the-fact consistency certification or no-effects determination after completion of the project.

NCTD stated in its April 13, 2017, No-Effects Determination that the emergency work undertaken in March 2017 stabilized and protected the eroded portion of the railroad embankment against further tidal scour and erosion. The project placed approximately 670 cubic yards of ¼ ton riprap (lined with filter fabric) in the eroded voids, and sluiced sand was placed across the riprap slope for approximately 240 linear feet along the western railroad embankment. A turbidity curtain was installed and maintained along the lagoon shoreline to protect water quality during construction. No sensitive vegetation was present in the work area and no work took place during high tides. Access to the project site from the Del Mar Fairgrounds staging area was via a temporary riprap crossing of Stevens Creek, which continued to flow through and across the riprap. The emergency work was completed and the temporary access riprap removed by March 27. Before and after site photographs submitted with the No-Effects Determination documented that the embankment was repaired to pre-erosion conditions. Work was conducted in accordance with the U.S. Army Corps of Engineers Regional General Permit No. 63 (Repair

and Protection Activities in Emergency Situations), and a final work report was submitted to the Corps and the San Diego Regional Water Quality Control Board.

The Commission staff **concurs** with NCTD's No-Effects Determination that the March 2017 emergency repairs to the eroded western side of the railroad embankment north of the San Dieguito River railroad bridge did 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 "John Ainsworth", with a stylized flourish at the end.

(for) JOHN AINSWORTH
Executive Director

cc: CCC – San Diego Coast District
Erich Lathers, BRG Consulting, Inc.

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June 27, 2017

Tim Morehead
Manager of Right-of-Way
North County Transit District
810 Mission Avenue
Oceanside, CA 92054

Subject: No-Effects Determination NE-0003-17 (Installation of #24 Equilateral at Milepost 209.2 at Control Point SONGS, San Diego County)

Dear Mr. Morehead:

The Coastal Commission staff has reviewed the above-referenced No-Effects Determination. The North County Transit District proposes to remove an existing turnout switch at Milepost 209.2, where the single railroad track merges into a double-track just north of the San Onofre Nuclear Generating Station, and replace it with an equilateral switch. This upgrade and the resulting reduced track angles at the switch would allow for passenger railroad speeds at this location to increase from 60 miles per hour to 75 mph. The project also includes improvements to track signals and positive train control systems. All proposed work would occur within the railroad right-of-way which is disturbed by existing transportation uses and ongoing track maintenance. Access to the project site would occur via an existing dirt road and construction equipment and material staging would occur on existing disturbed land on the east side of the railroad ROW. The U.S. Fish and Wildlife Service determined that the project is consistent with the *Programmatic Biological Opinion* (1-6-05-P-4123.3) for railroad operation and maintenance activities on the LOSSAN rail corridor in San Diego County. NCTD will implement *Biological Opinion* conservation measures applicable to the project area in order to protect water quality and sensitive habitat adjacent to the project area, and construction work will occur between September 15 and February 14, outside of the avian breeding season.

In conclusion, the Commission staff **concurs** with NCTD's no-effects determination that the proposed equilateral installation at MP 209.2 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 "John Ainsworth".

(for) JOHN AINSWORTH
Executive Director

cc: CCC – San Diego Coast District

CALIFORNIA COASTAL COMMISSION

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June 23, 2017

Maria Brown, Superintendent
 Greater Farallones
 National Marine Sanctuary
 The Presidio
 991 Marine Drive
 San Francisco, CA 94129

Dobri Tutov
 State Lands Commission
 100 Howe Ave., Suite 100-South
 Sacramento, 95825-8202

Re: **NE-0004-17**, No Effects Determination, Private Moorings approved by the State Lands Commission under the NOAA Sanctuaries/SLC Tomales Bay Mooring Program, Marin County

Dear Superintendent Brown and Mr. Tutov:

The Commission staff is reviewing "no effects" determinations for two private moorings in Tomales Bay under ten-year leases being issued by the California State Lands Commission (CSLC) to the applicants listed below:

Applicant Name	LAT	LONG
Michael Reppy	38.151323	122.889451
Thomas and Julie Feldstein	38.186539	122.914325

NOAA's Greater Farallones National Marine Sanctuary (GFNMS) staff, in partnership with California State Lands Commission (CSLC) staff, developed the Tomales Bay Mooring Program, as part of the Tomales Bay Vessel Management Plan.¹ Since 1981, when the GFNMS was designated, Sanctuary regulations have prohibited the discharge of materials into GFNMS and disturbance to the seabed; these regulations thus prohibited placement of moorings. However, the establishment of the Vessel Management Plan in April 2013 and subsequent Mooring Program provided a mechanism to permit moorings. The program includes specific criteria for where moorings may be located on the bay, provides overall limits to the number of moorings, introduces mandatory specifications for mooring tackle,

¹ The Commission staff concurred with NOAA's negative determination for the Tomales Bay Vessel Management Plan on June 13, 2013 (ND-0203-13).

and requires inspection and maintenance of the moorings. These program requirements are contained in Attachment B. Under this program (and pursuant to the National Marine Sanctuaries Act, 16 USC §1431 et seq., and regulations thereunder (15 CFR Part 922) and California Code of Regulations (Title 2, Division 3, Chapter 1)), all private mooring holders must obtain a CSLC lease.

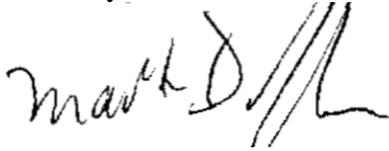
GFNMS and CSLC are administering the Mooring Program together because regulations of both agencies apply in Tomales Bay. GFNMS is issuing a permit to CSLC that makes it possible for CSLC to lease areas of state sovereign lands in the bay for moorings that comply with federal and state laws. The GFNMS permit to CSLC requires, for example, that leases not be located in seagrass beds, and that mooring anchors must be appropriate for the specific conditions at each mooring lease location. CSLC incorporates the necessary GFNMS conditions into the lease agreements, along with its own and those of several other agencies, such as required distances from swimming beaches, State Parks, and aquaculture areas. The conditions that will apply to mooring leases in Tomales Bay will thus reflect CSLC and GFNMS requirements that were developed collaboratively (and with input from numerous agencies and stakeholders, including the Commission staff). On June 22, 2017, the CSLC authorized the two leases that are the subject of this letter. These authorizations follow the CSLC's previous authorizations of 28 private leases, which we subsequently concurred with under No Effects Determinations NE-0007-16, NE-0008-16, NE-0011-16, and NE-0002-17.

The primary Mooring Program goals are to: protect habitat; decrease threats to and disturbance of wildlife; and ensure safe and enjoyable water-related recreation, by allowing moorings and removing and preventing illegally and improperly placed moorings and mooring materials. The Mooring Program incorporates an adaptive management approach for decisions regarding various mooring technologies (such as anchors and other equipment) in Tomales Bay, with the goal of selecting and locating those that are the least damaging to the environment and most appropriate for Tomales Bay's hydrodynamic conditions. As new information is acquired and analyzed, requirements and specifications may be amended by GFNMS and CSLC, in collaboration with the Tomales Bay Interagency Committee (TBIC).

Because the moorings as authorized by CSLC will enhance a number of coastal zone resources, the Commission's federal consistency staff is reviewing them through the federal consistency review category typically used for federally-permitted projects that do not generate adverse effects on coastal resources (i.e., through "No Effects" determinations). The Commission staff believes that, with the requirements and monitoring provided under the CSLC leases, the moorings will be sited in a manner that will improve protection of seagrass beds and other marine resources, coastal water quality, coastal recreation and public health.

In conclusion, we **agree** that, as conditioned in conformance with the CSLC leases, the moorings listed on page 1 of this letter would concentrate moorings outside environmentally sensitive areas, and would avoid adverse effects on marine resources, water quality, and other coastal zone resources. We therefore **concur** with "no effects" determinations for these moorings. Please contact Mark Delaplaine at (415) 904-5289 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark D. Delaplaine". The signature is stylized and written in a cursive-like font.

(for) JOHN AINSWORTH
Executive Director

cc: North Central District (Nancy Cave)
Army Corps, S.F. District (Regulatory – Aaron Allen, Holly Costa)
NOAA Sanctuaries (Karen Reyna, Max Delaney)
Mooring Program Lessees

Attachment - A – Mooring Location Maps

Mooring Program Lessees

Michael Reppy
361 South Morning Sun Ave.
Mill Valley, CA 94941

Thomas and Julie Feldstein
139 25th Ave.
San Francisco, CA 94121

NO SCALE

SITE

TOMALES BAY

APPROX SHORELINE

APN 106-050-11

STATE HWY 1



EXISTING BUOY
38.151323, -122.889451

19225 STATE HWY 1, NEAR MARSHALL

NO SCALE

LOCATION



PETALUMA

SITE

MAP SOURCE: USGS QUAD

Exhibit B

W 27055
REPPY
GENERAL LEASE -
RECREATIONAL
MARIN COUNTY



SITE

This Exhibit is solely for purposes of generally defining the lease premises, is based on unverified information provided by the Lessee or other parties and is not intended to be, nor shall it be construed as, a waiver or limitation of any State interest in the subject or any other property.

NO SCALE

SITE

TOMALES BAY

PROPOSED BUOY
38.186539, -122.914325



22295 STATE ROUTE 1 NEAR MARSHALL

NO SCALE

LOCATION



MAP SOURCE: USGS QUAD

Exhibit B

W 27062

FELDSTEIN

APN 104-190-37

GENERAL LEASE -
RECREATIONAL USE
MARIN COUNTY



This Exhibit is solely for purposes of generally defining the lease premises, is based on unverified information provided by the Lessee or other parties and is not intended to be, nor shall it be construed as, a waiver or limitation of any State interest in the subject or any other property.

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PERMIT EXEMPTION / NO PERMIT REQUIRED

June 15, 2017

Commission Reference Number: 9-17-0165-X

Applicant Name: Pacific Gas & Electric Company

Project Location: Within coastal areas of Humboldt County (see below):

Project Description: Perform vegetation maintenance (tree and brush removal) along high-pressure natural gas transmission pipeline segments, within PG&E's existing rights-of-way (ROW), in order to improve emergency access and address safety concerns. Work will include the manual removal (e.g., chainsaws, loggers) of all woody vegetation within 5 feet of the outer edge of the pipeline and trees out to 14 feet. Vegetation will then be hauled to a designated location to be chipped.

The following project sites, and the indicated vegetation removal work, would occur within the Coastal Commission's retained jurisdiction:

- RW_V_2734_15 (APNs 501-091-013, 501-091-014, Highway 101 at Bayside Cutoff, Arcata): Removal of Himalayan blackberry brush and one small willow tree.
- RW_V_9598_15 (franchise area, Myrtle Ave. at Ole Hansen Rd.): Removal of one redwood tree.
- RW_V_2559_15 (east segment; APN 017-152-008, Myrtle town): Removal of eight Monterey pine trees.
- RW_V_1149_16 (APNs 017-121-006-000, 017-131-003, Myrtle town): Removal of five Monterey cypress trees and Himalayan blackberry brush.
- RW_V_9649 (APN 305-021-006, Elk River Rd., Pine Hills): Removal of two Monterey cypress trees.
- RW_V_11462_14 (APN 305-131-003, Highway 101, King Salmon): Removal of coyote brush, Himalayan blackberry and pampas grass brush.

The additional project sites referenced in the May 1, 2017 letter submitted by PG&E occur outside the Commission's permitting jurisdiction, and thus are not addressed in this exemption confirmation.

This is to certify that these locations and/or proposed projects have been reviewed by the staff of the Coastal Commission. A Coastal Development Permit is NOT necessary for the reasons checked below:

- The site is not located within the Coastal Zone as established by the California Coastal Act of 1976, as amended.
- The proposed development is included in categorical Exclusion Number ____ adopted by the California Coastal Commission.

PERMIT EXEMPTION / NO PERMIT REQUIRED

- The proposed development is judged to be repair or maintenance activity not resulting in an addition to or enlargement or expansion of the object of such activities and not involving any risk of substantial adverse environmental impact (Coastal Act Section 30610(d)).
- The proposed development is an improvement to an existing single family residence (Coastal Act Section 30610(a)) and not located in the area between the sea and the first public road or within 300 feet of the inland extent of any beach (whichever is greater) (Section 13250(b)(4) of 14 Cal. Admin. Code).
- The proposed development is an improvement to an existing single family residence and is located in the area between the sea and the first public road or within 300 feet of the inland extent of any beach (whichever is greater), but is not (a) an increase of 10% or more of internal floor area; (b) an increase in height over 10%; or (c) a significant non-attached structure (Coastal Act Section 30610(a) and Section 13250(b)(4) of the Administrative Regulations).
- The proposed development is an interior modification to an existing use with no change in the density or intensity of use (Coastal Act Section 30106).
- The proposed development involves the installation, testing, and placement in service of a necessary utility connection between an existing service facility and development approved in accordance with coastal development permit requirements, pursuant to Coastal Act Section 30610(f).
- The proposed development is the rebuilding of a structure, other than a public works facility, destroyed by natural disaster. The replacement conforms to all of the requirements of Coastal Act Section 30610(g).
- Other: _____

Please be advised that only the project described above is exempt from the permit requirements of the Coastal Act. Any change in the project may cause it to lose its exempt status. Future work at the sites listed in excess of that described in PG&E's June 1, 2017 submittal may require further Commission authorization. This certification is based on information provided by the recipient of this letter. If, at a later date, this information is found to be incorrect or incomplete, this letter will become invalid, and any development occurring at that time must cease until a Coastal Development Permit is obtained.

Sincerely,

John Ainsworth
Executive Director



Joseph Street
Environmental Scientist

cc: File