

- **ND-0022-17, Department of the Navy, Action: Concur, 8/30/2017**
Repair eroded section of Laguna Road embankment adjacent to Mugu Lagoon, Naval Base Ventura County, Point Mugu, Ventura County
- **ND-0023-17, Department of the Navy, Action: Concur, 9/5/2017**
Repair, replace, and upgrade storm drain pipelines and catch basins, and repair eroded slopes along Cabrillo Memorial Drive near Building A44 at Naval Base Point Loma, San Diego County.
- **NE-0007-17, Corps of Engineers, San Francisco District, Action: Concur, 8/10/2017**
City of San Francisco Recreation and Park Dept., disposal offshore of San Francisco at the SF Channel Bar dredge disposal site SF-8 of 7019 cu. yds. of material dredged from the S.F. Marina West Basin (in BCDC's jurisdiction). Disposal site is in the eastern portion of SF-8 (just inside the 3 mile limit of state waters)
- **NE-0008-17, Corps of Engineers, San Francisco District, Action: Concur, 8/29/2017**
Phillips66, Disposal of 3561 cu. yds. of material dredged at the San Francisco Bay Area Refinery at offshore disposal site SF-8, San Francisco

CALIFORNIA COASTAL COMMISSION

ENERGY, OCEAN RESOURCES AND FEDERAL CONSISTENCY DIVISION
45 FREMONT STREET
SUITE 2000
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September 6, 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: 9-17-0464-W

Applicant: Southern California Edison

Location: 1 Pebbly Beach Rd., Avalon (Los Angeles County) (APN: 7480-045-801)

Proposed Development: Construction of a new 100 foot tall, three-legged, self-supporting lattice tower at Pebbly Beach Generation Station (PBGS), on the southeastern shore of Santa Catalina Island.

Southern California Edison (SCE) proposes to install the tower in order to support microwave (MW) communications equipment that would allow the PBGS to connect directly to the SCE backbone network on the mainland. The new MW communications system would support the basic operation of the PBGS, providing additional bandwidth needed to accommodate technological upgrades, increased automation, and migration to cloud-based services, which have saturated the existing bandwidth of existing, leased communications services provided by AT&T. The tower and associated MW communications system would also address existing reliability problems, including the loss of communications services during emergencies, which could affect the safe and reliable operation of the plant.

The tower would be installed on a concrete slab foundation (23-ft x 23-ft x 4-ft deep) within the grounds of the PBGS, immediately adjacent to and inland of the existing main operations building. Construction of the foundation would require asphalt removal and excavation within a previously-paved area. The equipment to be installed on the tower includes six parabolic microwave antennae from eight to twelve feet in diameter. The 100-foot tower height is necessary in order to provide clearance above the existing buildings and to provide sufficient spacing for the efficient operation of the antennae (e.g., need at least 30-ft spacing between the upper and lower dishes to allow MW transmission over water). SCE anticipates beginning construction in May 2018, and continuing for approximately three months.

Coastal Development Permit De Minimis Waiver

9-17-0464-W

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:

- **Biological Resources & Water Quality:** The proposed tower would be installed in a paved area on the power plant site, avoiding all existing habitats and vegetation. The lattice tower could introduce new perching locations for raptors, but no sensitive species are known to occur in the surrounding area that could be adversely affected by increased predation. Standard erosion control and spill prevention BMPs would be employed during construction to minimize the potential for stormwater runoff and impacts to water quality.
- **Visual Resources:** The proposed tower would be set back approximately 215 feet from the shoreline, and would not be visible from the commercial district of Avalon or other frequently-visited portions of Catalina Island. The tower would be visible from a scenic overlook located along Wrigley Road (upland route connecting Pebbly Beach with Avalon), approximately 250 feet above Pebbly Beach, but would not obstruct views of the ocean and would match the industrial character of the PBGS site. The metal frame of the tower would be galvanized to minimize glare.
- **Public Access:** The tower would be installed within the PBGS grounds and would not cause road closures or any other restrictions on public access in the area.
- **Hazards:** The tower is designed to meet California Building Codes standards for resistance to ground-shaking during an earthquake, and would be located in an area of low liquefaction risk. Due to the project site elevation (+17 to 19 feet above mean sea level) and position (215 feet inland), the tower would not be at risk of coastal erosion and is unlikely to be subject to flooding or wave run-up during its 60-year design life, and would not require the construction of shoreline protective devices to ensure its stability and structural integrity.

This waiver will not become effective until reported to the Commission at its September 13, 2017 meeting in Cambria, 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: File

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August 23, 2017

D. F. Levi, Head
Environmental Conservation
Marine Corps Installations West
Marine Corps Base
Box 555008
Camp Pendleton, CA 92055-5010

Attn: Matthew Lorne

Re: **ND-0016-17**, U.S. Marine Corps Negative Determination, Installation of Two Billboards on Marine Corps Base Camp Pendleton, San Diego Co.

Dear D. F. Levi:

The Coastal Commission staff has reviewed the above-referenced negative determination for the installation of two 48 ft. high billboard signs east of I-5 on Marine Corps Base Camp Pendleton. While the billboard signs would be located on federal land, they would be highly visible from the heavily accessed and scenically important I-5 public transportation corridor and would result in a significant visual intrusion on public views from the corridor. The Commission has historically considered effects on scenic public views from I-5, both on the east and west sides of the freeway, to constitute an “effect on a coastal resource.” The Commission has also historically raised concerns over large freestanding freeway signs in other segments of I-5 throughout San Diego County, and has expended considerable planning efforts County-wide in an effort to minimize visual blight from freeway advertising signs. Attached to this letter you will find excerpts from the Commission’s findings on a Local Coastal Program (LCP) amendment in Carlsbad, which specifically addressed freeway advertising signs in Carlsbad. The full text of those findings can be found at this link from the Commission’s website:

<https://documents.coastal.ca.gov/reports/2015/1/W27b-1-2015.pdf>

The essence of that action was that the Commission was concerned over proliferation of signs along the I-5 corridor. Moreover, given that the views from I-5 on Camp Pendleton are generally *more* scenic and natural than views from I-5 elsewhere in the County, such concerns can be considered relevant to the subject billboard signs proposed for Camp Pendleton.

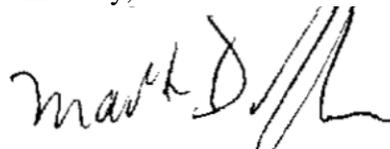
We do not disagree with the remainder of the Marine Corps' conclusions in the negative determination concerning the lack of adverse effects of the proposed signs on land use, air quality, environmentally sensitive habitat, and water quality. However we would take issue with the statement that the visual effects of the signs "will be consistent with existing conditions since they are in or adjacent to developed portions of..." Camp Pendleton.

We have requested visual simulations from your staff, which have been provided. These simulations reinforce our initial concerns, which were that, given the height of the signs, their locations, and their freestanding nature, they are not consistent with the character of the surrounding areas in which they are proposed, and cannot be considered to "not affect" significant scenic coastal resources. We are therefore requesting that the Marine Corps submit a consistency determination for this activity, which analyzes the activity's consistency to the maximum extent practicable with Section 30251 of the Coastal Act. Section 30251 provides, in relevant part:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

In conclusion, the Commission staff **disagrees** that the proposed billboard signs would not adversely affect coastal zone resources. We therefore **object** to your negative determination made pursuant to 15 CFR Section 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. Delaplaine". The signature is written in a cursive, somewhat stylized font.

(for) JOHN AINSWORTH
Executive Director

Attachment

cc: San Diego District

**Attachment – Excerpts, CCC findings, Carlsbad LCP Amendment
LCP-6-CII-14-0597-1 (Car Country Initiatives 2 and 4)**

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The I-5 freeway in San Diego County is a major coastal access link and scenic corridor with dramatic ocean views; it has been listed by Caltrans as an eligible state scenic highway and it is bounded by significantly less freeway-oriented signage than is evident in other neighboring counties. Although there are no ocean views immediately visible adjacent to Car Country, Agua Hedionda Lagoon is located less than one mile north of the northern boundary (Cannon Road) of Car Country and is soon visible from the I-5 freeway when driving northbound past Car Country. Additionally, Cannon Road is a major coastal access route and provides for views of Agua Hedionda Lagoon around the intersection of Car Country Drive. The proposed Sign Standards have the potential to: increase the number of tall freestanding franchise (dealership) signs, add up to six entry monument signs around the Car Country perimeter entrances, add four wayfinding signs within the Car Country Specific Plan area, add onsite directional signs for each franchise, and increase the height of the freeway-facing regional commercial sign from 35 feet to 50 feet.

...

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LUP Policies 8-1 and 8-5 set forth that existing views should be maintained and that tall freestanding signs shall not be allowed within the Mello II segment of the City. Additionally, north San Diego County has a distinct absence of tall freestanding signs or billboards, particularly along the I-5 freeway. The existing freeway-oriented, Car Country freestanding sign is a rare exception; although the current sign (at 35 feet in height) is at least below the height of adjacent trees and consistent with the height of the surrounding buildings. Furthermore, all the existing LCPs in San Diego County contain policies that either prohibit, or limit in height (to less than the existing 35 foot tall Car Country freestanding sign) tall freestanding, freeway-oriented signs, which has been highly effective in maintaining the I-5's scenic qualities. There are a number of hotels and other commercial uses adjacent to the I-5 freeway that currently rely on large wall signs for visibility from the freeway, but if an even higher (i.e. 50 foot) freeway oriented, freestanding sign is approved for Car Country, it would establish an adverse precedent leading to future proposals for tall freestanding, freeway-oriented, signs for other hotels/commercial uses. Finally, the City's and proponents' rationale for the proposed increase in height of the freeway-oriented, freestanding sign for Car Country is that its visibility to southbound traffic is sometimes obscured by the central median vegetation. However, based on multiple trips along this corridor and staff's site visit analysis, the sign is easily visible to both southbound and northbound freeway traffic. As such, Suggested Modification No. 3 includes language that maintains the regional commercial freestanding sign facing I-5 at the existing height limit of 35 feet, as established within the current Car Country Sign Program.

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As is the case with revisions to other sign programs or sign ordinances, the Commission is typically concerned with the potential for the proposed revisions to result in impacts to coastal views, scenic resources, and community character. Car Country is bounded by the Interstate 5 (I-5) freeway to the west and Cannon Road to the north, while signage located along Paseo del Norte is also sporadically visible to predominantly northbound, but also southbound, traffic on the I-5. The I-5 freeway in San Diego County is a major coastal access linkage and scenic corridor with dramatic ocean views; it has been listed by Caltrans as an eligible state scenic highway, with significantly less freeway-oriented signage than is evident in other neighboring counties. Although there are no ocean views immediately visible adjacent to Car Country, Agua Hedionda Lagoon is located less than one mile north of the northern boundary (Cannon Road) of Car Country and is soon visible from the I-5 freeway when driving northbound past Car Country. Given the scenic value of the Agua Hedionda Lagoon, adding additional signage that is visible from the I-5, or increasing the height of the freeway-oriented sign, in such close proximity would provide a stark contrast to the natural beauty of the lagoon. Additionally, Cannon Road is a major coastal access route and provides for views of Agua Hedionda Lagoon around the intersection of Car Country Drive.

When first approved, the certified Car Country Sign Program allowed for greater flexibility and deviation from the citywide Sign Ordinance and the coastal sign standards established under Policy 8-5 of the Mello II LUP. This is due to the uniqueness of Car Country, in that it is the only location within the City of Carlsbad where multiple car dealerships are concentrated into an auto mall. Two of the major deviations from Policy 8-5 already incorporated into the Specific Plan are the allowance for tall freestanding signs and off-premise signs. The existing Car Country Sign Program permits one freestanding sign per lot of up to 35 feet in height, including one freestanding sign which may be oriented to I-5. However, the proposed revisions to the sign program would involve allowing either an additional freestanding sign (of up to 35 feet in height), monument sign (of up to 8 feet in height) or wall sign per lot when more than one dealership (franchise) is located on the same lot. Therefore, for lots with more than one dealership located thereon, up to two 35 foot high freestanding signs could be located on those lots and be visible from the I-5 – adding to visual clutter of signage when viewed from both sides of the freeway. This provision would also further the sign program's deviation from LUP Policy 8-5's sign standards, in that the number of tall freestanding signs could potentially double at certain locations.

... North San Diego County has a distinct absence of tall freestanding signs or billboards, particularly along the I-5 freeway. The existing freeway-oriented, Car Country freestanding sign is a rare exception; although the current sign (at 35 feet in height) is at least below the height of adjacent trees and consistent with the height of the surrounding buildings. The overwhelming majority of LCPs in San Diego County contain policies that either prohibit, or limit in height (to less than the existing 35 foot tall Car Country freestanding sign) tall

freestanding, freeway-oriented signs, which has been highly effective in maintaining the I-5's scenic qualities. Notably, there are a number of hotels and other commercial uses adjacent to the I-5 freeway that currently rely on large wall signs for visibility from the freeway. However, if an even higher (i.e. 50 foot) freeway-oriented, freestanding sign is approved for Car Country, it would establish an adverse precedent leading to future proposals for tall freestanding, freeway-oriented, signs for other hotels/commercial uses. ...

Over proliferation of signage within the Coastal Zone portion of Carlsbad is minimal, but Car Country's existing sign program currently allows for less restrictive sign controls than for other commercial uses. Therefore, the proposed revisions to the sign program represent a potential for coastal resource impacts in the Coastal Zone, through direct view blockage or general visual blight associated with the construction of more freestanding signs, off-site signage, and a taller freeway-oriented, freestanding sign which is inconsistent with the City's LCP.

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August 7, 2017

Patrick J. Rутten
Southwest Region Supervisor
NOAA Restoration Center
777 Sonoma Avenue, Room 219-A
Santa Rosa, CA 95404-6528

Subject: Negative Determination ND-0018-17 (Temporary Sandbag Weir in Butano Channel and Manual Breaching of Pescadero Creek Lagoon Sandbar, Pescadero Marsh Natural Preserve, San Mateo County)

Dear Mr. Rутten:

The Coastal Commission staff has reviewed the above-referenced negative determination for two habitat conservation projects in Pescadero Marsh Natural Preserve. NOAA-RC proposes to install a temporary sand bag weir in the Butano Channel and manually breach the Pescadero Creek Lagoon sandbar to assist in maintaining water quality and reducing the likelihood of fish kills in the lagoon.

The first project is the hand-construction of a temporary and permeable sand bag weir in the Butano Channel (an artificially constructed channel draining Butano Marsh), adjacent to the existing footbridge over the channel. The weir is designed to slow the release of anoxic water from Butano Marsh that contributes to and/or causes fish kills in downstream Pescadero Lagoon when the lagoon sandbar is breached and water rapidly drains out of Butano Marsh. The weir is designed for a maximum height of 6.5 feet with its crest elevation set at 7.1 feet average high tide. The width of the weir is 15 feet at the base and two feet at the crest. It will span the 60-foot-wide channel and rest on a 900 square-foot geotextile fabric foundation. Sand bags will be delivered to the site using wheelbarrows on existing trails. One or two 2-inch diameter pipes will extend through the lower end of the weir to allow constant, slow transfer of water from Butano Marsh to Pescadero Lagoon. In addition, water will spill over the weir crest when the water surface of the lagoon reaches 7.1 feet elevation. This spill event is expected to increase aeration of water flowing out of Butano Marsh and into Pescadero Lagoon.

The weir is designed to be easily modified depending on how it operates and its effectiveness in controlling the outflow and slow the entry of low quality anoxic water from Butano Marsh into Pescadero Lagoon. NOAA-RC will monitor the hydraulic performance of the weir and drain pipes as well as water quality in the marsh, channel, and lagoon. If adverse effects from the weir are detected, adjustments to or removal of the weir will be undertaken. Short-term construction-related impacts on vegetation and water quality are expected to be minimal and less than significant, and a qualified biologist will be on-site during sandbag placement. Installation of the proposed weir would occur over two days in either early or late August 2017 during a negative

tide and before the sandbar closes off Pescadero Lagoon to tidal flows. The weir will be removed from Butano Channel after the lagoon sandbar is breached.

The second project will closely mimic previously proposed sandbar breaching projects at Pescadero Lagoon concurred with by the Executive Director in four negative determinations submitted by NOAA-RC (ND-0029-15, ND-0046-14, ND-0221-13, and ND-037-12). As a result of the October 2012 manual breaching project, no fish kills were observed in the lagoon for the first time since 2000. However, proposed manual breachings of the sandbar in the latter months of years 2013 through 2016 were not implemented due to conditions in the estuary not conducive to manual breaching of the sandbar. Fish kills were then observed in the lagoon after natural breaching of the sandbar took place in February and December 2014, December 2015, and November 2016. Therefore, based on the absence of a fish kill in the lagoon after the successful manual breaching of the sandbar in 2012, NOAA-RC proposes to again make preparations for up to two manual breaches of the sandbar between late August and early December 2017. If implemented, this action, in combination with the temporary weir described above, would help to maintain water quality in the lagoon and reduce the likelihood of a fish kill.

NOAA-RC states that the sandbar has historically formed anywhere from 200 feet west to 100 feet east of the Highway 1 bridge across the mouth of the lagoon, but that in recent years the sandbar formed west of the bridge. In order to breach the lagoon sandbar this year, NOAA-RC will again use an excavator and hand labor to cut a pilot channel in the shape of a “V” and angled to the northwest across the sandbar to minimize the potential for surf and/or wave run-up to collapse the channel. Excavated sand would be spread and smoothed adjacent to the channel to minimize visual impacts. Based on current conditions at the sandbar, NOAA-RC anticipates that the pilot channel will be approximately 75 feet long, three feet wide, and one foot below the lagoon water surface elevation, and the channel will extend from the edge of the lagoon to the ocean. NOAA-RC expects to excavate the pilot channel and open the sandbar between late August and early December. The actual breaching of the sandbar would occur when a sand plug at the lagoon end of the channel is removed during an incoming mean high-high tide. In addition and to the extent feasible, the proposed breach will be timed to occur with a forecasted rain event in order to decrease salinity, reduce stratification, and provide oxygenated water to the lagoon. Should the sandbar reform, one additional breaching could possibly be implemented (if water quality monitoring supports that action), it would follow the same procedures as the first breaching, and would likely occur within 30 days after lagoon closure.

NOAA-RC believes that absent the proposed weir placement and manual breaching project, the sandbar will breach naturally due to the existing volume and elevation of the lagoon, and that the subsequent degradation in lagoon water quality will result in a fish kill. NOAA-RC states that rapid, mixing-induced hypoxia upon breaching of the sandbar is the main cause of the historic fish kills in this lagoon. During late summer and fall, water quality is degraded in the lagoon due to the sandbar closing off tidal flow and reduced freshwater inflow to the lagoon. In addition, a relatively high level of hydraulic head pressure exists between the perched lagoon behind the sandbar and the lower ocean surface. Once the sandbar is naturally breached, the outgoing water velocity and resulting scouring of the lagoon floor is maximized, which facilitates the resuspension of sediments in the lagoon. The rapidly increasing biological oxygen demand of

those sediments on dissolved oxygen levels in the lagoon quickly leads to the death of steelhead and other fish and marine invertebrates in the lagoon.

NOAA-RC does not expect the proposed project to create direct adverse effects on marine resources or habitat, and in particular does not expect juvenile steelhead residing in the lagoon to be flushed out to the ocean because the velocity of the outflow during the breach is expected to be below the swimming threshold of juvenile steelhead in the lagoon. The project will slightly reduce lagoon volume and the lagoon will drain slowly to an equilibrium level. The main factor in lagoon scouring from outflow is hydraulic head; during the proposed breach, head pressure will be minimized as the breach will occur during an incoming high tide. As a result, there will be reductions in velocity, scour, resuspension of sediment, and biological oxygen demand. The project includes numerous avoidance and minimization measures and best management practices to protect sensitive habitat and species. Pre- and post-project water quality data collection (dissolved oxygen, salinity, temperature, and pH) at multiple locations and times (beginning when the sandbar forms and extending through the time the sandbar reforms and is breached naturally) is a key element of the proposed project. NOAA-RC will submit a water quality monitoring report to the Commission staff upon the conclusion of the breaching event(s). Water surface elevations will be measured before and after breaching at several of the water quality monitoring sites. Aquatic species will be monitored by the CDFW via beach seining effort pre- and post-breach to determine change in species composition and relative abundance and size/age classes of fish present.

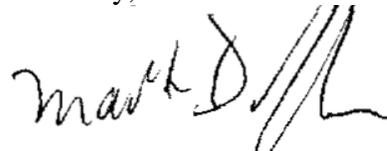
The proposed project will be authorized by the U.S. Army Corps of Engineers, and consultations with the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) pursuant to Section 7 of the federal Endangered Species Act will be completed prior to project implementation. NOAA-RC will also obtain a Clean Water Act Section 401 certification from the San Francisco Bay Regional Water Quality Control Board, and a Right-of-Entry permit from the California Department of Parks and Recreation (CDPR) prior to the start of construction. NOAA-RC states in its negative determination that an additional goal of this project is to obtain information that may be useful in working towards the conservation and recovery of listed species and other aquatic biota dependent on a healthy aquatic ecosystem in the Pescadero Marsh Preserve. The proposed project has been coordinated with the California Department of Fish and Wildlife (CDFW) and the CDPR in an effort to help evaluate, guide, and determine a long-term solution for improving the function of the lagoon ecosystem. The proposed project is designed to help shape a long-term study currently under development by the NMFS, USFWS, CDFW, and CDPR for management of all species dependent upon a functioning lagoon.

NOAA-RC has again concluded that a targeted, science-based manual breach, along with placement of the temporary weir, will protect and conserve steelhead and are necessary activities until a lagoon-wide restoration plan is developed and receives support from all of the aforementioned agencies. NOAA-RC reports in the subject negative determination that the San Mateo County Resource Conservation District is applying for a State Coastal Conservancy Proposition 1 grant and a USFWS grant to complete a restoration plan for the Pescadero Marsh Preserve. However, until such a restoration plan is developed and implemented, the Commission staff recommends that NOAA-RC, after completion of the proposed manual breaching events

between August and December 2017, prepare and submit to the Commission staff a report which evaluates any potential impacts to the tidewater goby, California red-legged frog, and San Francisco garter snake (all of which are found in Pescadero Lagoon) which may have occurred from the proposed manual breach of the sandbar in 2017. NOAA-RC has agreed to prepare and submit this report to the Commission staff, along with the aforementioned post-project water quality monitoring report.

In conclusion, the Commission staff **agrees** that the proposed temporary sandbag weir in Butano Channel and the manual breaching of the sandbar at Pescadero Lagoon up to two times between late August and December 2017 will not adversely affect coastal resources. The proposed weir is expected to reduce the potential for adverse water quality impacts and fish kills in Pescadero Lagoon arising from the rapid release of anoxic water in Butano Marsh upon the breaching of the Pescadero Lagoon sandbar. The proposed manual breaching is similar to one successfully implemented at this location in late 2012 (ND-037-12) and to breachings proposed but not implemented in 2013 (ND-0221-13), 2014 (ND-0046-14), and 2015 and 2016 (ND-0029-15). The proposed breaching and sandbag weir projects are designed to maintain sufficient water quality in the lagoon to reduce the likelihood of fish kills, an annual event which occurred immediately after the natural breaching of the sandbar in the 11 years prior to the 2012 project and again in early years 2014-2016. The proposed project includes avoidance and minimization measures to protect sensitive habitat and species, and pre- and post-project water quality data collection and analysis. The information obtained from this project will further assist NOAA-RC and other federal and state agencies in developing a long-term program to eliminate fish kills while protecting other sensitive species and habitats at the Pescadero Marsh Preserve. 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,



JOHN AINSWORTH
Executive Director

cc: CCC – North Central Coast District
California Department of Parks and Recreation
California Department of Fish and Wildlife
San Francisco Bay RWQCB
National Marine Fisheries Service
U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers
San Mateo County Resource Conservation District
Committee for Green Foothills

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August 30, 2017

Captain C.D. Janke
Commanding Officer
Naval Base Ventura County
311 Main Road, Suite 1
Point Mugu, CA 93042-5033

Subject: Negative Determination ND-0022-17 (Laguna Road Bank Erosion Repair, Naval Base Ventura County, Point Mugu, Ventura County)

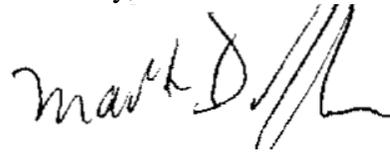
Dear Captain Janke:

The Coastal Commission staff has reviewed the above-referenced negative determination. The Navy proposes to repair an eroding embankment alongside Laguna Road where it crosses Mugu Lagoon. Tidal erosion has exposed a segment of buried water pipeline and threatens to undercut the roadway, which is critical for operations and vehicle access at Naval Base Ventura County (NBVC). The project includes rebuilding the 75-foot-long stretch of eroded shoreline, reburying the water pipeline, and protecting the rebuilt embankment from further erosion. The eroded area will be backfilled and compacted with 88 cubic yards of imported soil from existing and approved stockpiles on NBVC. Filter fabric will be placed across the new slope and then covered to a depth of 1.5 feet with approximately 57 cubic yards of cobblestone riprap. Construction activity is expected to take 21 days and will occur during low tides to minimize potential impacts to water quality. There is no proposed in-water construction activity. The upper portion of the project site is covered with iceplant and the eroded embankment face is bare soil. The lowest part of the face is inundated only during high tides. Approximately 1/3 of the work area is located below the high tide line, which is needed in order to reconstruct a stable base for the existing roadway embankment. As a result the project will temporarily affect 0.02 acres of unvegetated intertidal mudflat during the short construction period. Best management practices will be implemented to minimize impacts to water quality during construction. Potential impacts to federally-listed species present in Mugu Lagoon will be avoided by implementing the environmental protective measures required within the *Programmatic Biological Opinion for NBVC Point Mugu* (PBO 1-8-99-F-24).

In April 1997 the Commission concurred with consistency determination CD-021-97 for installation of two sections of riprap on both sides of Laguna Road immediately north of the subject project site. The length of riprap was 75 feet on the east side and 105 feet on the west side, and involved placing 567 cubic yards of rock over a total area of 0.06 acres. The Commission found that the 1997 project was an allowable use, was the least damaging feasible alternative to protect the existing roadway, and included measures to minimize adverse impacts on water quality and sensitive habitat. Under the federal consistency regulations (15 CFR Section 930.35(a)), a negative determination can be submitted for an activity “which is the same or

similar to activities for which consistency determinations have been prepared in the past.” The proposed project is similar to the previous Laguna Road erosion protection project previously concurred with by the Commission. We therefore **concur** with your negative determination made pursuant to 15 CFR Section 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. Ainsworth". The signature is written in a cursive style with a large, stylized "M" and "A".

(for) JOHN AINSWORTH
Executive Director

cc: CCC – South Central Coast District

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September 5, 2017

Deb McKay
NEPA and Coastal Coordinator
Navy Region Southwest
937 N. Harbor Drive, Box 81
San Diego, CA 92132

Subject: Negative Determination ND-0023-17 (Replace and upgrade the stormwater conveyance system adjacent to Buildings 90 and A44, Naval Base Point Loma, San Diego)

Dear Ms. McKay:

The Coastal Commission staff has reviewed the above-referenced negative determination. The Navy proposes to replace and upgrade the existing stormwater pipeline conveyance system located west of and across Cabrillo Memorial Drive adjacent to Buildings 90 and A44 at Naval Base Point Loma. The project includes: (1) replacing the existing and separate northern and southern stormwater pipelines and connecting them together at the toe of the slope just west of Cabrillo Memorial Drive; (2) replacing three existing and installing two new catch basins along the pipeline routes; (3) constructing a new headwall and riprap energy dissipater at the western downslope terminus of the stormwater conveyance system; (4) installing concrete poured-in-place retaining walls at four pipeline segments on steep slopes to ensure stability of repaired slopes; and (5) repairing erosion and filling sinkholes caused by the existing deteriorated stormwater conveyance system by filling, grading, and revegetating to match adjacent slopes.

Construction best management practices will be implemented to minimize impacts to water quality, maintain slope stability, and minimize soil erosion on the steep slopes of the project area. While construction is scheduled to occur outside the California gnatcatcher nesting season, should construction extend into the nesting season the Navy will informally consult with the U.S. Fish and Wildlife Service to determine whether protective measures are required to protect the gnatcatcher and its habitat. While Cabrillo Memorial Road through Naval Base Point Loma is the primary public access route to Cabrillo National Monument, there is no planned closure or impact to vehicle traffic on the roadway during the six-month construction period scheduled to begin in September 2017.

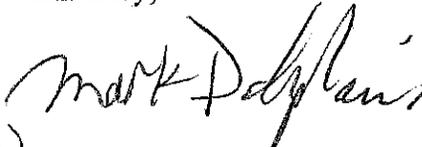
In conclusion, the Commission staff **agrees** that the proposed upgrades to the stormwater conveyance system and repairs to eroded areas adjacent to the system will not adversely affect coastal resources, but rather will reduce ongoing soil erosion and associated impacts to water quality. We therefore **concur** with your negative determination made pursuant to 15 CFR 930.35

ND-0023-17 (Navy)

Page 2

of the NOAA implementing regulations. Please contact Larry Simon at (415) 904-5288 should you have any questions regarding this matter.

Sincerely,


(for)

JOHN AINSWORTH
Executive Director

cc: CCC – San Diego Coast District

CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE (415) 904-5200
FAX (415) 904-5400
TDD (415) 597-5885



August 10, 2017

Christine Boudreau
Boudreau Associates LLC
327 Jersey Street
San Francisco, CA 94114

Re: **NE-0007-17**, No Effects Determination, San Francisco Recreation and Parks Dept.,
disposal at SF-8 of material dredged from San Francisco Bay

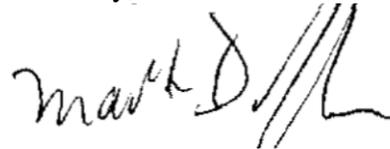
Dear Ms. Boudreau:

The City of San Francisco, Recreation and Parks Department has submitted a “no effects” determination for SF-8 disposal of approximately 7,019 cubic yards of material being dredged from the San Francisco Marina West Basin Entrance Channel. SF-8 is an EPA-authorized dredged material disposal site, located approximately 3 miles offshore of Ocean Beach, San Francisco. The material has been tested and is suitable for aquatic and beach disposal. The Commission is not reviewing the dredging itself, nor the disposal of any remaining sediments; those aspects of the project come under the CZMA purview of the San Francisco Bay Conservation and Development Commission (BCDC).

The suitability of the material for aquatic and littoral disposal was reviewed by BCDC and the other agencies comprising the interagency Dredge Materials Management Office (DMMO), which was set up to review San Francisco Bay dredging activities. The DMMO recommended beneficial reuse, and disposal at SF-8 has historically been considered beneficial reuse by the DMMO, and by the Commission as consistent with the Coastal Act, because sand disposed at SF-8 nourishes the littoral system at Ocean Beach in San Francisco. The Commission staff has concurred with numerous disposals of clean sandy material at SF-8 in its review of previous San Francisco Bay dredging/disposal cases, including NE-0015-16, NE-0008-15, NE-005-14, NE-027-11, NE-044-10, NE-45-09, NE-025-08, and NE-024-07, ND-020-06, NE-075-05, NE-070-05, ND-062-05, ND-012-04, ND-005-03, ND-004-02, ND-43-01, ND-009-01, ND-105-00, ND-018-00, and ND-010-98, NE-97-96, ND-99-95, and ND-82-94.

In conclusion, the Commission staff agrees that the proposed disposal would not adversely affect coastal zone resources. Accordingly, and consistent with the above-described past reviews, we **concur** with your "no effects" determination. 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'Avignon". The signature is stylized and written in a cursive-like font.

(for) JOHN AINSWORTH
Executive Director

cc (electronic copies only):

North Central Coast Office (Nancy Cave, electronic copy only)

EPA (Brian Ross, Allan Ota)

U.S. Army Corps of Engineers, S.F. District (Mark D'Avignon, James Mazza)

City of San Francisco (Scott Grindy, Toks Ajike)

BCDC (Brenda Goeden, Anniken Lydon)

RWQCB, S.F. Bay Region (Elizabeth Christian)

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August 29, 2017

Don Bristol
Don Landeck
Phillips 66
San Francisco Refinery
1380 San Pablo Ave.
Rodeo, CA 94572-1354

Re: **NE-0008-17**, No Effects Determination, Phillips 66, disposal at SF-8 of material dredged from Rodeo Refinery, San Francisco Bay Area

Dear Mr. Bristol and Mr. Landeck:

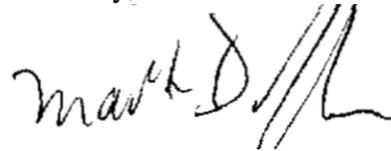
The Coastal Commission staff has received the above-referenced "no effects" determination for SF-8 disposal of approximately 3,561 cubic yards of material being dredged at the Phillips 66 Refinery in the San Francisco Bay area in Rodeo (San Pablo Bay). SF-8 is an EPA-authorized dredged material disposal site, located approximately 3 miles offshore of Ocean Beach, San Francisco. The material has been tested and is suitable for aquatic and beach disposal. The Commission is not reviewing the dredging itself, nor the disposal of any remaining sediments; those aspects of the project come under the purview of the San Francisco Bay Conservation and Development Commission (BCDC).

The suitability of the material for aquatic and littoral disposal was reviewed by BCDC and the other agencies comprising the interagency Dredge Materials Management Office (DMMO), which was set up to review San Francisco Bay dredging activities. The DMMO recommended beneficial reuse, and disposal at SF-8 has historically been considered beneficial reuse by the DMMO, and by the Commission as consistent with the Coastal Act, because sand disposed at SF-8 nourishes the littoral system at Ocean Beach in San Francisco. The Commission staff has concurred with numerous disposals of sandy material at SF-8 in its review of previous dredging from the Rodeo Refinery dredging/disposal in the following cases: NE-0009-16, NE-0008-15, NE-005-14, NE-027-11 NE-044-10, NE-45-09, NE-025-08, and NE-024-07.

The Commission staff has also concurred with SF-8 disposal in Corps of Engineers proposals for maintenance dredging of the San Francisco Main Ship Channel (ND-020-06, ND-062-05, ND-012-04, ND-005-03, ND-004-02, ND-009-01, ND-018-00, and ND-010-98), as well as in other Corps of Engineers and individual San Francisco Bay Ports' dredging activities (NE-070-05, NE-075-05, ND-43-01, ND-105-00, NE-97-96, ND-99-95, and ND-82-94).

In conclusion, the Commission staff agrees that the proposed disposal would not adversely affect coastal zone resources. Accordingly, and consistent with the above-described past reviews, we **concur** with your "no effects" determination. 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 written in a cursive, somewhat stylized font.

(for) JOHN AINSWORTH
Executive Director

cc: North Central Coast Office
EPA (Brian Ross, Allan Ota, Melissa Scianii)
U.S. Army Corps of Engineers, S.F. District (Rob Lawrence, Debra O'Leary)
BCDC (Brenda Goeden)
RWQCB, S.F. Bay Region (Elizabeth Christian)