**CALIFORNIA COASTAL COMMISSION**
ENERGY, OCEAN RESOURCES AND FEDERAL CONSISTENCY DIVISION
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(415) 904-5200 FAX (415) 904-5400
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# W12

**Prepared April 09, 2018 (for the April 11, 2018 Hearing)**

**To:** Commissioners and Interested Parties
**From:** Alison Dettmer, Deputy Director
**Subject:** **Energy, Ocean Resources and Federal Consistency Division Deputy Director's Report for April 2018**

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 April 11, 2018. 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 April 11th.

With respect to the April 11th 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 April 11, 2018 (see attached)**

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**Waivers**

- 9-17-0945-W, Diablo Canyon Power Plant: Salp Bubbles Curtain Project (7 Miles Northwest Of Avila Beach, San Luis Obispo)

**Negative Determinations and No Effect Letters**

Administrative Items for Federal Consistency Matters

- **ND-0001-18, Federal Emergency Management Agency, Action: Concur, 3/6/2018**

  After-the-fact authorization to the U.S. Army Corps of Engineers and FEMA, Emergency Debris Removal, consisting of removal of debris from 10 debris basis from Montecito to Carpinteria, Santa Barbara County, which have been filled with debris resulting from the January 9, 2018 storms, with disposal at upland quarries in Santa Barbara and Ventura Counties (Granite Rock [Gardener] quarry in Buellton, S. B. Co., and Red Rock quarry in Santa Paula quarry in Ventura Co.

- **ND-0002-18, Department of the Army, Action: Concur, 3/7/2018**
  Navy Maintenance Dredging at Paleta Creek, Piers 1, 4, 5, 8, and Mole Pier, east side of San Diego Bay. 192,985 cu. yds. of dredging, w/disposal of 6,913 cu. yds. at LA-5, and disposal of 186,012 cu. yds. at upland landfill.

- **ND-0003-18, Department of the Army, Action: Concur, 4/4/2018**
  Implement the Integrated Water Sustainability Concept Plan to capture stormwater and non-potable water to offset current and future potable water demands at the Presidio of Monterey, Monterey County.

- **ND-0005-18, Department of the Navy, Action: Concur, 4/2/2018**
  Maintenance dredging of Anaheim Bay at the Naval Weapons Station Seal Beach, and disposal of dredged sediments in the nearshore off Sunset Beach and at the LA-2 ocean disposal site, Orange County.

- **ND-0006-18, Corps of Engineers, Sacramento District, Action: Concur, 3/16/2018**
  U.S. Army Corps of Engineers, Phase 1 of the Containerized Hazardous, Toxic and Radioactive Waste (CON/HTRW) investigation to remediate soil and groundwater contamination at the Former Naval Auxiliary Air Station Arcata (NAAS Arcata)

- **ND-0008-18, U.S. Coast Guard, Action: Concur, 3/7/2018**
  Minor dredging of 25 cu. yds. to restore navigability as U S Coast Guard Pier, Ballast Point, Point Loma, San Diego

- **ND-0009-18, Bureau of Land Management, Action: Concur, 3/30/2018**
  Construction of habitat improvement projects in the lower Mattole River and estuary, including wood in-channel structures and willow baffles, and connecting historic slough channels, Humboldt

- **ND-0010-18, Corps of Engineers, Los Angeles District, Action: Concur, 3/26/2018**
  Maintenance dredging of Oceanside Harbor entrance channel and disposal of approximately 500,000 cubic yards of sediment annually (2018 - 2025) with beach disposal downcoast of Oceanside Pier.

- **ND-0011-18, U.S. Marine Corps, Action: Concur, 3/28/2018**
  Installation of ADA-compliant boat Ramp for access to marina docks, Del Mar Boat Basin, Camp Pendleton Marine Corps Base, San Diego Co.

- **ND-0033-17, Department of the Navy, Action: Concur, 3/16/2018**
  Navy aircraft replacement, Naval Air Station North Island, Coronado, San Diego County. Replacement of 27 C-2A aircraft with 38 CMV-22 aircraft, increase in flight operations by the new aircraft, construction of hangars, wash racks, and other infrastructure

- **NE-0001-18, North County Transit District, Action: Concur, 3/23/2018**
  North County Transit District Maintenance upgrades to six at-grade railroad crossings in the City of San Diego, San Diego County

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March 29, 2018

# 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**: 9-17-0945-W

**Applicant**: PG&E, Diablo Canyon Power Plant

**Location**: 7 miles northwest of Avila Beach, San Luis Obispo County

**Proposed Development**: Allow periodic use, as needed, of 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 minimis 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. The Commission issued a subsequent waiver (9-15-0979-W) to PG&E on August 17, 2015 for continued use of the SBC through December 2018. PG&E now proposes to extend use of the SBC through August 26, 2025.

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 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 seven-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.

**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 DCPP 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 DCPP 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 five 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 DCPP 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 DCPP (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, 2015, 2016 or 2017.

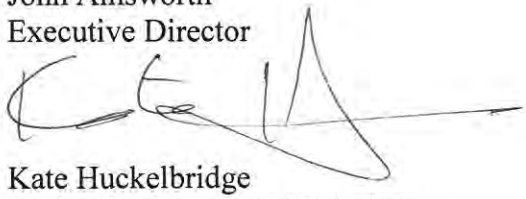
Similar to the previous waiver, PG&E will take steps to minimize any potential impacts to coastal resources resulting from the installation and use of the SBC system. For example, divers will place (and remove) temporary anchors in soft bottom habitat, thus minimizing impacts by avoiding hard bottom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

This waiver will not become effective until reported to the Commission at its April 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.

Sincerely,

John Ainsworth
Executive Director



Kate Huckelbridge
Senior Environmental Scientist

**Coastal Development Permit De Minimis Waiver**
9-17-0945-W

cc: File

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March 6, 2018

Cynthia Fowler
Environmental Planning A
U.S. Army Corps of Engineers
1455 Market St., 17th Floor
San Francisco, CA 94103

Re: **ND-0001-18**, Federal Emergency Management Agency, After-the-fact negative determination regarding emergency debris basin clearing, Santa Barbara and Ventura Counties

Dear Ms. Fowler:

The Coastal Commission staff has reviewed the above-referenced negative determination submitted by the U.S. Army Corps of Engineers (Corps), on behalf of the Federal Emergency Management Agency (FEMA). This determination is an after-the-fact Coastal Zone Management Act (CZMA) coordination for the federal government's assumption of responsibilities and funding for emergency debris basin clearance necessitated by the federally-declared disaster resulting from the combination of the largest wildfire in California history in December 2017 (the Thomas Fire), and extremely heavy rainfall events on January 9, 2018. The rains caused massive debris flows, with catastrophic disruption to the surrounding communities and resources from Montecito to Carpinteria. While the County had anticipated post-fire mudslides and removed sediment from the debris basin, the heavy rains overwhelmed its efforts.

At this point the County requested disaster relief from the federal government, and FEMA subsequently assumed responsibility for removing large quantities of debris from debris basins that had filled to capacity, and transporting that material to quarries inland of the coastal zone (in Buellton and Santa Paula, Santa Barbara and Ventura Counties, respectively).

The quantity of material being removed from the debris basins is approximately 413,000 cu. yds. The affected debris basins, and the quantity of material to be removed from each basis, are shown on Attachment 1. Attachment 2 shows the two disposal locations for the debris from the basins: Granite Rock Quarry, in Buellton, and Santa Paula Materials Inc., in Santa Paula.

The Corps has submitted the request for this CZMA review on behalf of FEMA. The Commission staff and the Corps agreed that reviewing the FEMA activities "after-the-fact" was appropriate under 15 CFR Section 930.32 (b) of the federal consistency regulations, which provides:

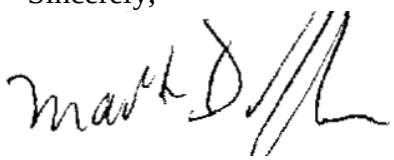
> *"A Federal agency may deviate from full consistency with an approved management program when such deviation is justified because of an emergency or other similar unforeseen circumstance ("exigent circumstance"), which presents the Federal agency with a substantial obstacle that prevents complete adherence to the approved program.*

> *Any deviation shall be the minimum necessary to address the exigent circumstance. Federal agencies shall carry out their activities consistent to the maximum extent practicable with the enforceable policies of a management program, to the extent that the exigent circumstance allows. Federal agencies shall consult with State agencies to the extent that an exigent circumstance allows and shall attempt to seek State agency concurrence prior to addressing the exigent circumstance. Once the exigent circumstances have passed, and if the Federal agency is still carrying out an activity with coastal effects, Federal agencies shall comply with all applicable provisions of this subpart to ensure that the activity is consistent to the maximum extent practicable with the enforceable policies of management programs. Once the Federal agency has addressed the exigent circumstance or completed its emergency response activities, it shall provide the State agency with a description of its actions and their coastal effects."*

The Corps is also issuing its own permits (emergency Section 404 permits) for the non-federal aspects of the debris cleanup and management, and the Commission's Ventura office is reviewing any necessary coastal development permits and/or appeals for those non-federal components of the project being carried out by the County.

The Coastal Commission staff **agrees** with the Corps' and FEMA's conclusion that the proposed activity falls within the parameters of 15 CFR Section 930.32(b) and that this component of the emergency work would not adversely affect coastal zone resources. Please note that this agreement does not authorize any beach disposal, or any actions being carried out by non-federal agencies (including but not limited to Santa Barbara County and Caltrans) concerning movement or disposal of debris resulting from the mudslides. Those authorizations will occur through review of emergency and regular coastal development permits/appeals being reviewed by the County and the Commission. With this understanding, we **concur** with your negative determination made pursuant for 15 CFR Sections 930.32(b) and 930.35 of the NOAA implementing regulations. Please contact Mark Delaplaine at (415) 904-5289, if you have any questions regarding this matter.

Sincerely,



(for) JOHN AINSWORTH
Executive Director

Attachments

cc: South Central Coast District
Caltrans District 5
Santa Barbara County Planning Dept.
Santa Barbara County Flood Control District

Santa Barbara County Planning Dept.
123 E Anapamu St.,
Santa Barbara, CA 93101
jewilson@co.santa-barbara.ca.us

Santa Barbara Flood Control
123 E Anapamu St.,
Santa Barbara, CA 93101
pwweb@co.santa-barbara.ca.us

Caltrans District 5
Tim Campbell
50 Higuera St.
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Tim.Campbell@dot.ca.gov

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March 7, 2018

Mr. J.J. Gamez
Department of the Navy
Naval Facilities Engineering Command Southwest
ATTN: Deb McKay
1220 Pacific Highway
San Diego, CA 92132-5190

**Re: Negative Determination ND-0002-18 (Maintenance Dredging at Paleta Creek, Piers 1, 4, 5, 8, and the North Side of Mole Pier at Naval Base San Diego)**

Dear Mr. Gamez:

The Coastal Commission staff has received the above-referenced negative determination submitted by the United States Department of the Navy (Navy) for maintenance dredging at Paleta Creek, Piers 1, 4, 5, 8, and the north side of Mole Pier at Naval Base San Diego (NBSD). Specifically, the Navy proposes to conduct dredging that will remove 192,985 cubic yards (cy) of sediment in order to maintain safe and adequate navigation and berthing areas for Navy assets at NBSD. Dredged sediment will be disposed of at the EPA-approved offshore dredge disposal site LA-5 located 5.4 miles southwest of Point Loma and at an approved upland landfill.

The Navy's sediment analysis was approved by the Army Corps of Engineers (ACOE) and the Environmental Protection Agency. The analysis showed that of the 192,985 cy of proposed dredged sediment, 6,913 cy were deemed suitable for ocean disposal at LA-5 while the remaining 186,702 cy of sediment will be disposed at an approved upland landfill. The analysis states that the Navy will coordinate with the Naval Ordnance Safety and Security Activity (NOSSA) and the Navy's Radiological Affair Support Office (RASO) to screen the upland material for munitions and explosives of concern (MEC) and radiological commodities (RAD). The Navy does not anticipate finding MEC or RAD in the Paleta Creek dredge material. However, procedures are in place to appropriately handle and dispose and MEC or RAD should they be discovered during dredging operations.

The project is located at an industrial area of NBSD and will not affect public access. The Navy will implement standard construction Best Management Practices and spill prevention and clean-up plans to minimize any adverse effects from accidental releases of fuels, oils, debris or other construction materials. Water quality impacts from dredging would be localized and temporary, and dredging operations will be adjusted as necessary to minimize turbidity impacts on water quality and marine resources. The Navy will visually scan the project area to assure that marine mammals and sea turtles are not affected and operations will be modified to avoid affecting those species. However, the project will generate temporary and localized noise and turbidity within the dredging footprints and proposed disposal location but will cause no long-term adverse effects to marine resources. The project will occur outside California Least Tern foraging areas

and will not affect that species. Water depths associated with this project do not generally support the growth of eelgrass, but the Navy will nonetheless conduct eelgrass surveys in areas shallower than -15 feet mean lower low water and mitigate any project-related impacts to eelgrass according to the provisions of the California Eelgrass Mitigation Policy.

In conclusion, the Coastal Commission staff **agrees** that the proposed maintenance dredging and disposal would not adversely affect coastal zone resources. We therefore **concur** with your negative determination made pursuant to 15 CFR Section 930.35 of the NOAA implementing regulations. Please contact Erik Martinez at (415) 904-5502 if you have any questions regarding this matter.

Sincerely,

(for) JOHN AINSWORTH
Executive Director

cc: San Diego Coast District
Army Corps, L.A. District

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April 4, 2018

Mr. James M. Willison
Department of the Army
US Army Installation Management Command Headquarters
US Army Garrison, Presidio of Monterey
ATTN: Joelle Lobo
1759 Lewis Road, Suite 210
Monterey California 93944-3223

**Re: Negative Determination ND-0003-18 (U.S. Army, Water Sustainability Plan for Presidio of Monterey)**

Dear Mr. Willison:

The Coastal Commission staff has received the above-referenced negative determination submitted by the United States Department of the Army (Army) for implementation of two projects under the Integrated Water Sustainability Concept Plan (IWSCP) at the Presidio of Monterey (POM). Specifically, the Army proposes two short-range projects: (1) the Non-Potable (NP) Storage Tank Retrofit, intended to capture and reuse non-potable water supplies; and (2) the Building 622 Parking Lot Bioswale, which includes storm water management measures designed to manage base-wide runoff at the POM. The NP Storage Tank Retrofit includes improvements to an existing 200,000 gallon concrete tank and pipes located in a vegetated area between Building 630 and Hilltop Field, while the Building 622 Parking Lot Bioswale consists of modifications to an existing parking lot and landscaped area with low impact development features and a biorentention swale along the southern edge of the installation. The purpose of the proposed projects is to reduce both indoor and outdoor potable water use throughout the POM, reduce the amount of both onsite and offsite storm water runoff, and improve quality of the remaining storm water runoff that is not captured or retained.

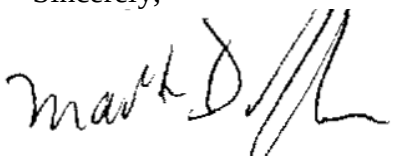
The Army has evaluated the potential environmental effects of the two projects under a programmatic environmental assessment developed in accordance with the National Environmental Policy Act (NEPA) of 1969. Both projects will generate ground disturbance and exposure of soil that could increase the potential for subsequent erosion by wind and water and create negative water quality impacts downstream. To minimize short-term erosion, soil stability and water quality impacts, appropriate erosion control and storm water best management practices will be incorporated. A spill contingency and containment plan will be in place to reduce impacts from potential spill of hazardous materials during construction. Impacts to the endangered Yadon's piperia would be avoided or minimized by incorporating measures from the USFWS Biological Opinion which include surveying, flagging and relocation, biological

monitoring, and a worker awareness program. Measures are also included to avoid impacts to Monterey pine forest to limit tree removal, bark beetle prevention practices recommended by a certified arborist and in accordance with the POM Integrated Natural Resource Management Plan, and invasive weed prevention practices. Avoidance and minimization measures for impacts to other special status species, such as nesting birds, include seasonal restrictions, surveys and buffer zones.

Activities associated with both the NP Storage Tank Retrofit and the Building 622 Parking Lot Bioswale occur outside the boundaries of known archeological sites and in areas previously disturbed by construction. Therefore, no direct effects to cultural resources are anticipated. Unanticipated discoveries would be treated in accordance with the POM Integrated Cultural Resources Management Plan, which would include a halting of construction near the find, notification to the POM Cultural Resources Manager, and consultation with the California State Historic Preservation Officer, appropriate Native Americans representatives, and the Alliance of Monterey Preservationists.

In conclusion, the Coastal Commission staff **agrees** that the proposed NP Storage Tank Retrofit and Building 622 Parking Lot Bioswale would not adversely affect coastal zone resources. We therefore **concur** with your negative determination made pursuant to 15 CFR Section 930.35 of the NOAA implementing regulations. Please contact Erik Martinez at (415) 904-5502 if you have any questions regarding this matter.

Sincerely,



(for) JOHN AINSWORTH
Executive Director

cc: CCC – Central Coast District

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April 2, 2018

David Baillie
Director, Installation Env. Programs
Naval Weapons Station Seal Beach
800 Seal Beach Blvd.
Seal Beach, CA 90740-5000

Subject: Negative Determination ND-0005-18 (Maintenance Dredging at Naval Weapons Station Seal Beach, Orange County)

Dear Mr. Baillie:

The Coastal Commission staff has reviewed the above-referenced negative determination. The Navy proposes maintenance dredging of 343,600 cubic yards (cu.yds.) of sediment from the approach channel, entrance channel, and outer harbor of Anaheim Bay at Naval Weapons Station Seal Beach. Maintenance dredging is necessary for navigational safety for naval vessels entering and leaving the weapons station and for recreational boats that transit the navigation channels and Anaheim Bay to and from the Huntington Harbor marinas. The proposed project includes placing approximately 197,700 cu.yds. of clean sands in a 55-acre nearshore disposal site off Sunset Beach. The remaining 145,900 cu.yds. of clean fine-grained sediments unsuitable for beach nourishment would be placed at the LA-2 ocean disposal site. The proposed dredging and disposal is scheduled to occur between May and November 2018. The Executive Director previously concurred with negative determinations ND-037-08 and ND-020-09 for similar maintenance dredging and disposal projects by the Navy at Naval Weapons Station Seal Beach.

The Southern California Dredged Material Management Team (which includes Commission staff) reviewed the sediment sampling plan and sediment test results, and concurred with the determination made by the Navy for sediment disposal in the nearshore zone and at LA-2. Pre- and post-project mapping of nearby eelgrass beds would be performed in accordance with the California Eelgrass Mitigation Policy, and mitigation will be implemented should the project result in adverse impacts to and/or loss of eelgrass beds. While the project would occur during the California least tern nesting season, the Navy states that turbidity will be monitored during dredging operations and that silt curtains will be deployed as necessary to minimize impacts from turbidity on least tern foraging. The Navy has initiated informal consultation with the U.S. Fish and Wildlife Service regarding the least tern and will inform the Commission if additional protection measures are recommended by the Service. Nearshore disposal of clean sands would improve public recreation by nourishing beaches along the historically eroding shoreline south of the Anaheim Bay entrance channel breakwaters. The proposed nearshore disposal area has long been used by the Navy and the U.S. Army Corps of Engineers for disposal of clean sandy sediments dredged from the Naval Weapons Station.

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

Sincerely,

Mark Da

(for) JOHN AINSWORTH
Executive Director

cc: CCC – South Coast District
Deb McKay, Navy Region Southwest
Erin Jones, U.S. Army Corps of Engineers

**CALIFORNIA COASTAL COMMISSION**
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March 16, 2018

Mark Ziminske, Chief
Environmental Resources Branch
U.S. Army Corps of Engineers
1325 J St.
Sacramento, CA 95814-2922

Attn: Keleigh Dietsch, Teresa Rodgers

Re: **ND-0006-18,** Negative Determination, Corps of Engineers, Phase 1 of Containerized Hazardous, Toxic and Radioactive Waste (CON/HTRW) investigation at the former Naval Auxiliary Air Station Arcata (NAAS Arcata) in McKinleyville, Humboldt Co.

Dear Mr. Ziminske:

The Coastal Commission has reviewed the above-referenced negative determination submitted by the U.S. Army Corps of Engineers (Corps) for the above-referenced Dept. of Defense restoration of the Formerly Used Defense Site (FUDS). The site was contaminated by a number of Dept. of Defense activities during and after World War II (1943-1945) when it was used by the Air Force, Navy, and Civil Aeronautics Administration for experimental fog dispersal operations (using burning, piped in fuels), underground fuel storage, aircraft and rocket training activities, and other defense missions. The site is currently owned by Humboldt County and is the Arcata-Eureka Airport. The site is bisected by the coastal zone boundary.

Phase 1 of the restoration consists of soil investigation to characterize the extent of contamination to assist subsequent remediation efforts. Phase 1 activities include: (1) geophysical and utility surveys; (2) Ultra-Violet Optical Screening Tool (UVOST) investigations to identify hydrocarbons; (3) installation and abandonment of soil borings; and (4) installation and abandonment of temporary groundwater wells and subsurface water samples.

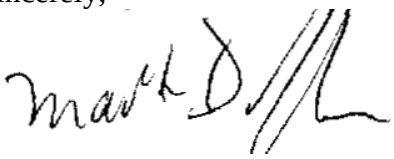
The site contains the largest remnant of Dow's prarie, which supports coast checkerbloom (*Sidalcea oregana ssp. Eximia),* a California Native Plant Society (CNPS)-ranked (1B.2) rare native plant (considered "fairly endangered" in California and elsewhere according to the CDFW and CNPS). The Corps has been coordinating with the Commission staff, the Regional Water Quality Control Board, the Dept. of Toxic Substances Control, the California Dept. of Fish and Wildlife, the Coast Guard, and the County, to assure the activities will not adversely affect the coast checkerbloom. The attachment lists the avoidance, minimization, monitoring, and, if necessary, habitat remediation measures that will be implemented.

The restoration activities will not affect public access and recreation. It is part of a more long-term effort to improve water quality. The Corps is consulting with relevant tribes (as well as the State Historic Preservation Office (SHPO) for effects on cultural resources.

We **agree** with your conclusion that the activities being conducted under Phase I of this restoration activity would avoid adverse effects on coastal zone resources. Future phases of the site restoration will similarly be coordinated with the Commission staff and analyzed for effects and Coastal Act (CCMP) consistency. With these measures and procedure for review of future phases, we therefore **concur** with your negative determination for Phase I activities made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. If you have any questions, please feel free to contact Mark Delaplaine of the Commission staff at (415) 904-5289.

Please contact Mark Delaplaine at (415) 904-5289 if you have any questions regarding this matter.

Sincerely,



(for) JOHN AINSWORTH
Executive Director

Attachment

cc: North Coast District

# 3.0 Avoidance and Minimization Measures

Checkerbloom (*Sidalcea oregano* ssp. *Eximia*) is a perennial herb that is native and endemic to California. It is included in the California Native Plant Society's Inventory of Rare and Endangered Plants list. The following discussion outlines potential avoidance and minimization measures to reduce impacts to the checkerbloom.

## 3.1 Avoidance and Minimization Measures

### 3.1.1 Avoidance

The UVOST soil boring and groundwater well locations are based upon the location of FIDO system components and other subsurface features identified during the geophysical investigation. The locations will be modified to avoid known areas of checkerbloom to the extent feasible. Based on the preliminary drilling locations (determined by historical construction maps), there are areas where work will be performed within previously identified checkerbloom habitat.

Prior to moving equipment to an investigation location (or group of locations), the Biological Monitor will inspect the area for checkerbloom. Findings will be compared to the recent biological surveys, and with the approval of the Airport; chalk paint, pin flags, or other acceptable marking methods will be used to mark areas that should be avoided and protected, to the extent practicable.

The drilling team will inspect the areas marked by the Biological Monitor and, as much as possible, set up their workstations (i.e., rigs, support trucks, decontamination areas) to avoid movement of equipment through of these sensitive areas.

### 3.1.2 Minimization

Minimization tactics will be employed while working in proximity to the checkerbloom plant and if no feasible and prudent avoidance alternative exists. Tactics include:

- Plan work by zone to minimize the frequency of equipment moves through the checkerbloom habitat.
- If possible, locate temporary groundwater wells and soil borings in areas where the plant has not been encountered in previous biological surveys or by the Biological Monitor.
- Reduce the number of pieces of equipment brought into the work area.
- Establish the support zone outside of the checkerbloom habitat and designate a path to and from the work area.
- Use high-density polyethylene sand mats for heavy equipment to drive over where necessary to protect vegetation and prevent damage to the ground surface (if approved by the Airport and FAA).

When drilling in an area that has an identified checkerbloom population, the investigation team will follow the following replanting procedure:

- Where possible, initial drilling locations in areas of checkerbloom presence will be completed by approximately mid-April, before the dry season begins. If it is necessary to work in checkerbloom areas during the dry season, appropriate avoidance/minimization measures will be coordinated closely with California Department of Fish and Wildlife (CDFW), California Coastal Commission, and Humboldt County.
- As practicable, drilling locations within identified checkerbloom areas will be completed first (before all other drilling locations) to allow for replanting, monitoring, and documentation of successful replanting during the initial mobilization.
- The USACE biologist will give checkerbloom environmental awareness training to USACE/Contractors on site the first day of work. Training consists of checkerbloom field identification and avoidance and minimization measures.
- A biological monitor (from the USACE environmental team) will pre-mark checkerbloom locations in drill areas approximately the day before or day of borehole clearance.
- A CDFW approved biological monitor will be onsite during work in checkerbloom areas.
- Approximately one cubic foot section of checkerbloom, including the plant and soil, will be dug up prior to borehole clearance. During the same work shift, the plant and soil will be replanted in an area immediately adjacent to the boring locations. The biological monitor will place a flag noting the GPS surveyed location of relocated checkerbloom plant and soil.
- Once drilling is complete, the borehole will be backfilled with grout to one (1) foot bgs. The top foot will be filled with soil to match original conditions.
- The biological monitor will complete follow-up qualitative monitoring as necessary to document the effectiveness of the replanting.
- The biological monitor will produce a report documenting all replanted checkerbloom areas. The completed report will be sent to stakeholders when the draft investigation report is submitted. The post-study assessment will include:
    - Visual estimate of the number of plants in drilling area footprint that were replanted
    - Identify a % survival (quantitative but overall approach is qualitative)

## 3.2 Expected Impacts

### 3.2.1 Soil

For all drilling methods, the impact to soil is small. The largest diameter boring will be no greater than 12-inches in diameter. The deepest boring will be drilled to approximately 150 feet bgs (based on prior experience).

STATE OF CALIFORNIA -- NATURAL RESOURCES AGENCY EDMUND G. BROWN, *Governor*

**CALIFORNIA COASTAL COMMISSION**
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VOICE AND TDD (415) 904-5200

March 7, 2018

Dave Stalters, Chief
Environmental Branch Chief
U.S. Coast Guard
Civil Engineering Unit Oakland
1301 Clay St., Suite 700N
Oakland, California 94612-5204

Attn: Gilda Barboza

**Re:** **ND-0008-18**, Negative Determination, U.S. Coast Guard, emergency dredging, Ballast Point, San Diego

Dear Mr. Stalters:

The Coastal Commission has reviewed the above-referenced negative determination submitted by the U.S. Coast Guard for a small emergency dredging activity at the Coast Guard Mooring Ballast Point, on the east side of the Point Loma peninsula in San Diego. The project consists of dredging 25 cu. yds. of material, which was deposited by King Tide weather conditions, causing shoaling and navigation problems at low tide. The material is sandy and will be stockpiled nearby, and either used beneficially, or if unsuitable, will be disposed at an approved upland disposal site. Grain size and chemistry studies are currently ongoing. Dredging will take place over one day and would occur before March 30, 2018. The project will restore navigation and Coast Guard missions, and will not affect public access or sensitive habitat.

We **agree** with your conclusion that the proposed project would avoid adverse effects on coastal zone resources. We therefore **concur** with your negative determination made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. If you have any questions, please feel free to contact Mark Delaplaine of the Commission staff at (415) 904-5289.

Sincerely,

(for) JACK AINSWORTH
Executive Director

cc: San Diego District
Corps of Engineers, L.A. District

STATE OF CALIFORNIA – NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., GOVERNOR

**CALIFORNIA COASTAL COMMISSION**

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March 30, 2018

Molly Brown
Field Manager
Arcata Field Office
Bureau of Land Management
ATTN: Zane Ruddy
1695 Heindon Road
Arcata, CA 95521

Subject: Negative Determination ND-0009-18 (Lower Mattole River and Estuary Five-Year Habitat Improvement Program, Humboldt County)

Dear Ms. Brown:

The Coastal Commission staff has reviewed the above-referenced negative determination. The Bureau of Land Management (BLM) proposes to construct aquatic habitat improvement projects in the lower Mattole River and estuary over a five-year period between June 2018 and October 2022. The BLM states that the purpose of the program is to "improve and create fish habitat by implementing a multi-year restoration effort that mimics natural physical processes." The proposed five-year program is similar to and builds on the success and lessons learned from the previous BLM five-year restoration effort (ND-002-13) and from other fishery habitat projects undertaken at this location and concurred with by the Commission and its Executive Director (CD-014-07, ND-033-09, and ND-021-11). The previous and proposed habitat improvement projects are consistent with the BLM's *King Range National Conservation Area Resource Management Plan*, concurred with by the Commission in January 2005 in CD-085-04. The BLM states that monitoring of previous projects at this location indicates that the constructed fish habitat improvement structures are successful and effective in creating suitable habitat conditions within areas immediately adjacent to the structures in the lower Mattole River and estuary.

During the five-year program period, the BLM, in cooperation with its project partners, proposes to build up to 40 large in-channel wood structures, install willow baffles along river terrace margins and mid-channel islands, and connect up to 4,800 linear-feet of historic slough channels in the lower Mattole River and estuary. The BLM states that the program's biological objectives are to improve juvenile salmonid survival during summer, low-flow periods, and to increase availability of suitable winter habitat, with emphasis on juvenile coho salmon winter refuge habitat. The corresponding physical objectives of the program are to increase channel stability in the lower Mattole River; increase instream habitat complexity; promote riparian vegetation colonization and growth; create a mosaic of varying streambed sediment sizes; promote

topographic diversity; increase connectivity to existing sloughs, alcoves, and other off-channel habitat; and increase food resources available to native species.

As with the previous projects, the proposed five-year program is intended to be adaptive due to the dynamic setting of the lower river. To achieve the above objectives, four specific types of projects are proposed: (1) installing wood structures on islands; (2) installing wood structures at the apex of river bars; (3) treating the margins of river terraces with vegetation plantings; and (4) expanding a network of slough channels. Exact treatment locations over the five-year period would be determined based on site conditions at the time of construction. As with the previous five-year program, many of the proposed projects will also incorporate willow and cottonwood plantings, to be provided by establishment of a nursery area in stands of willow and cottonwood adjacent to the estuary. Approximately 50 plants throughout the 15-acre nursery area would be thinned to develop a source of young willow and cottonwood shoots for subsequent planting at project sites. Less than one acre of the nursery area would be directly affected by thinning, and upon completion of the program the nursery area would return to natural growing conditions.

Staging areas for equipment and materials would be located on previously disturbed areas near each construction site. Access to these sites would be from Lighthouse Road and, to the extent possible, existing roads along the river bank. Access to some locations would require temporary access routes constructed in a manner to minimize soil and vegetation disturbance, and located in such a way as to minimize water crossings. In addition to ground access, a portion of the large wood pieces may be placed in the channel using a large helicopter.

Construction activities would generally take place between June 15 and October 15 to coincide with minimum water levels in the estuary. Excavation in and near the river channel and historic slough locations could create turbidity impacts, which will be avoided or minimized by isolating the work areas from the river with the use of sandbags, waterbags, relief channels, and turbidity curtains. Silt fences and other sediment control best management practices will be implemented to control erosion from upland work areas. Boaters and swimmers would be notified about construction activities and the placement of the habitat improvement structures. The BLM also states that wood structures would not be placed across the entire river channel and that the main part of the active channel, where boaters are most likely to travel, would be kept free of log jams (to the extent feasible given dynamic river processes). The BLM will continue to monitor and assess the effectiveness of the various treatment types installed, and as a result the exact location and size of the proposed habitat improvement structures will vary over the five-year program time period to reflect monitoring results.

Under the federal consistency regulations (15 CFR 930.35), a negative determination can be submitted for an activity "which is the same as or is similar to activities for which consistency determinations have been prepared in the past." The proposed in-channel wood structures, willow baffles, and connection of historic slough channels in the lower Mattole River and estuary are similar to the BLM's previous and successful habitat improvement projects at this location, thereby qualifying it for review under the negative determination process.

In conclusion, the Commission staff **agrees** that the proposed five-year aquatic habitat improvement program in the lower Mattole River and estuary will not adversely affect coastal

resources. We therefore **concur** with your negative determination made pursuant to 15 CFR 930.35 of the NOAA implementing regulations. Please contact Larry Simon at (415) 904-5288 should you have any questions regarding this matter.

Sincerely,

(for) JOHN AINSWORTH
Executive Director

cc: CCC – North Coast District

**CALIFORNIA COASTAL COMMISSION**
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March 26, 2018

Eduardo T. De Mesa
Chief, Planning Division
Los Angeles District
U.S. Army Corps of Engineers
ATTN: Larry Smith
915 Wilshire Blvd., Suite 930
Los Angeles, CA 90017

Subject: Negative Determination ND-010-18 (Oceanside Harbor Maintenance Dredging, Oceanside, San Diego County)

Dear Mr. De Mesa:

The Coastal Commission staff has reviewed the above-referenced negative determination for an eight-year maintenance dredging program (2018 – 2025), involving dredging up to 500,000 cubic yards of sandy material annually from the entrance channel in Oceanside Harbor. Dredged material disposal would occur on Oceanside Beach or in the nearshore area south of the harbor. Dredging would be by a cutterhead, hopper, or clamshell dredge. The project is needed to maintain Federally-authorized channel configurations and ensure safe navigation within the harbor, and is scheduled to take place over a three-week period in April and May of each year.

This project is similar to projects previously authorized by the Commission and the Executive Director. In 1990, the Commission concurred with a consistency determination for a six-year dredging program for Oceanside Harbor (CD-008-90) that included beach disposal. In 1994, the Commission concurred with another consistency determination for a similar six-year maintenance dredging program (CD-053-94). Beginning in 2000, the Commission staff concurred with series of annual negative determinations for one-year maintenance dredging and beach disposal programs at Oceanside Harbor (ND-075-00, ND-016-01, ND-008-02, and ND-009-03, ND-020-04, ND-033-05, ND-026-06, ND-020-07, ND-015-08, ND-034-09). In May 2012 the Commission's Executive Director concurred with negative determination ND-013-12 for a seven-year maintenance dredging program.

In its previous reviews, the Commission or the Executive Director determined that proposed maintenance dredging projects at Oceanside Harbor would not adversely affect water quality, sand supply, beach recreation, or habitat resources of the coastal zone. The Corps' 2017 sediment analysis again concluded that the proposed dredged material consists primarily of clean sand that is suitable for beach replenishment, either by direct placement on receiving beaches or by placement in the nearshore zone. Sediment test results are typically valid for a three-year period and therefore additional sediment testing will occur during the proposed eight-year

maintenance dredging program. Future test results and suitability determinations for sediment disposal will be reviewed by the Southern California Dredged Material Management Team (which includes Commission staff) prior to maintenance dredging to ensure that only clean sandy sediments will be placed on the beach or in nearshore water. Dredging will not adversely affect water quality because the sediments are not contaminated and these sands will only generate short-term and localized increases in turbidity. The project will improve beach recreational opportunities and will not adversely affect regional sand supply. Dredging and disposal will not adversely affect California least tern foraging or benthic and sandy beach habitats due to the short-term nature of the project. The beaches selected for nourishment are too narrow to support grunion spawning. If these beaches do not erode as expected and do become wide enough for grunion spawning, we will expect the Corps to implement standard grunion monitoring and avoidance measures in future years' dredging. Dredging and disposal would not occur between Memorial Day and Labor Day weekends in order to avoid the peak recreational time period.

Under the federal consistency regulations (Section 15 CFR 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 above-mentioned consistency and negative determinations with which we concurred. 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,

(for) JOHN AINSWORTH
Executive Director

cc: CCC – San Diego Coast District

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March 28, 2018

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

Attn: Matthew Lorne

Re: **ND-0011-18**, U.S. Marine Corps Negative Determination, Installation of ADA Compliant Ramp, Del Mar Boat Basin, Marine Corps Base Camp Pendleton, San Diego Co.

Dear Mr. Levi:

The Coastal Commission staff has reviewed the above-referenced negative determination for the installation of a ramp to allow military personnel with disabilities to gain access to the Marine Corps marina at the Del Mar Boat Basin on Marine Corps Base Camp Pendleton. The installation would include placing 2 one ft. by one ft. concrete piles on the seafloor. The ramp would be attached to an existing floating dock. The project would not affect eelgrass, is off limits to the public due to military security needs, and would not otherwise affect coastal resources. Best Management Practices will be implemented during construction to protect water quality.

In conclusion, the Commission staff **agrees** that the proposed project would not adversely affect coastal zone resources. We therefore **concur** with 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,

(for) JOHN AINSWORTH
Executive Director

cc: San Diego District

**CALIFORNIA COASTAL COMMISSION**
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March 16, 2018

S.T. Mulvehill, Captain
U.S. Navy
Commanding Officer
Attn: Deb McKay, Wes Bomyea
Naval Base Coronado
P.O.Box 357033
San Dieco, CA 92135-7033

Re: **ND-0033-17** U.S Navy, Negative Determination, NASNI Fleet Logistics Center, Aircraft Replacement - Transition from C2A to CMV-22B, Coronado, San Diego Co.

Dear Captain Mulvehill:

The U. S. Navy has submitted the above-referenced negative determination for the transition of C2A to CMV-22B aircraft at the Fleet Logistics Center and Naval Air Station North Island (NASNI) in Coronado. The activity includes replacing the 10 C2A existing aircraft with 23 CMV22B aircraft, as well as modifications to support infrastructure serving the new aircraft (e.g., hangars, wash racks, parking aprons, and runways). Twenty six existing buildings would be demolished, and 118,293 sq. ft. of new or renovated facilities would be constructed. Additional Navy personnel (including dependents) would increase from 341 (existing) to 731 (proposed). The transition would occur over a 10 year period, commencing in 2018.

The Navy has prepared an Environmental Assessment (EA) for the activity, and the negative determination and EA indicate that aircraft operations "would generally be similar to those of the C-2A with few exceptions." The Navy indicates the number of operations would increase by approximately 14% over recent years, but compared to historic operations "the annual total would be well within historical averages (NBC, 2011)" and "… well below the levels that have been executed over the last 20 years…"

The flight paths would not change and all operations would be conducted in accordance with FAA and Navy policy. The Navy states:

> *With the transition to the Navy V-22, the Navy is not proposing any changes to airspace usage or noise environment. It should be noted that US Air Force (USAF) and US Marine Corps (USMC) variants of the V-22 have been flying in and out of NAS North Island for several years; and that the Fleet Readiness Center located at NAS North Island already performs routine maintenance on these aircraft.*

With respect to noise, the Navy's EA examined the area and numbers of persons potentially affected (see Attached Excerpts), but maintains that the changes in noise levels would be "imperceptible."

The Navy received approximately 15 comments on its EA from area residents, as well as a more extensive comment letter from the City of Coronado. The residents' letters raised concerns over noise, flight paths, biological resources and public safety. The City's letter summarized and referenced similar concerns, as well as concerns about land use compatibility and traffic. The City also expressed concerns over potential effects on burrowing owls, which do not currently nest at NASNI, but have been historically.

The City's letter asks the Navy to consider whether the improved maneuverability of the new aircraft (compared to the aircraft being replaced) could allow the Navy to use alternative flight paths that could reduce noise in non-Navy areas, thereby reducing noise to residents. Because of the popularity of Coronado's beaches, parks, and other visitor-serving amenities for public recreation, there is some degree of overlap between the City's expressed concerns and Coastal Act concerns. The Navy will be responding to the comments it received on the EA, including but not limited to expressing commitments to continue to work with the City on traffic improvements of mutual interest, and will continue to examine ways it may be able to to reduce its effects on the community, with the understanding that mission constraints may limit its ability to reduce noise effects on residents and recreation.

After further discussions between the Commission staff and the Navy, the Navy states:

> *The Navy follows governing FAA rules and regulations when establishing and flying arrival and departure procedures. Arrival and departure procedures into and out of NAS North Island have been developed in conjunction with the FAA over decades with an emphasis on de-conflicting military, commercial, and general aviation aircraft while avoiding more densely populated areas when and where feasible.*
>
> *Within documents such as the CMV-22 EA and Air Installation Compatible Use Zone (AICUZ) studies, flight tracks are provided for general information and depict how aircraft fly in relationship to the ground when executing an arrival or departure procedure. However, the path on which an aircraft travels is not as precise as a fixed, single lane of road traffic. Instead the actual path flown will vary due to factors such as weather conditions and avoidance of other aircraft. Depending upon the document, flight tracks may or may not be included for all arrival and departure procedures. The inclusion of flight track information is not intended to direct or restrict how a pilot will fly in particular procedure.*

The Commission staff expects the Navy to maintain its commitments to work in good faith with the City and, if feasible and practicable, and consistent with mission needs, in ways that could reduce conflicts with residents and recreationists.

In response to the issue raised by the City concerning burrowing owls (also a coastal resource issue), the Navy has also committed that, in the event burrowing owl nesting recurs at NASNI, it will monitor the species and the burrows for effects from the aircraft (as well as other activities at NASNI). The Navy states:

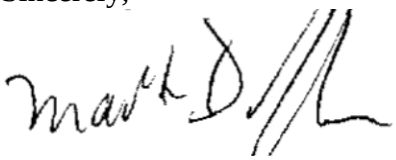
> *The Burrowing Owl is a species of concern that continues to be monitored and managed through the Naval Base Coronado INRMP with specific management objectives. Regular surveys by the Navy confirm that Burrowing Owls continue to occur regularly on NASNI during the winter/migration period. If owls begin nesting again on NASNI, the Navy will continue to monitor them with a careful eye to any effects that may inhibit their continued existence.*

Concerning potential visual impacts from hangar construction, the Navy states:

> *A contract to design and construct the hangar is expected to be awarded in fiscal year 2020 with actual construction expected to take 18-24 months to complete. The hangar will be located along the flight line and will visually blend in with the aesthetics of other aviation and industrial land-uses on NAS North Island. The design of the hangar will employ BASH measure like a slanted roof and other measures to discourage bird perching and loafing that may attract other birds and their predators. From a distance, there will be no discernable difference in building heights.*

With the understandings discussed above, the Commission staff **agrees** with the Navy that the proposed activity would not significantly adversely affect public access and recreation, sensitive habitats, or other coastal zone resources. We therefore **concur** with your negative determination made pursuant for 15 CFR Section 930.35 of the NOAA implementing regulations. Please contact Mark Delaplaine at (415) 904-5289, if you have any questions regarding this matter.

Sincerely,



(for) JOHN AINSWORTH
Executive Director

Attachments: EA Excerpts, Noise Contours, and Acreage/Persons Affected

cc: San Diego District
City of Coronado

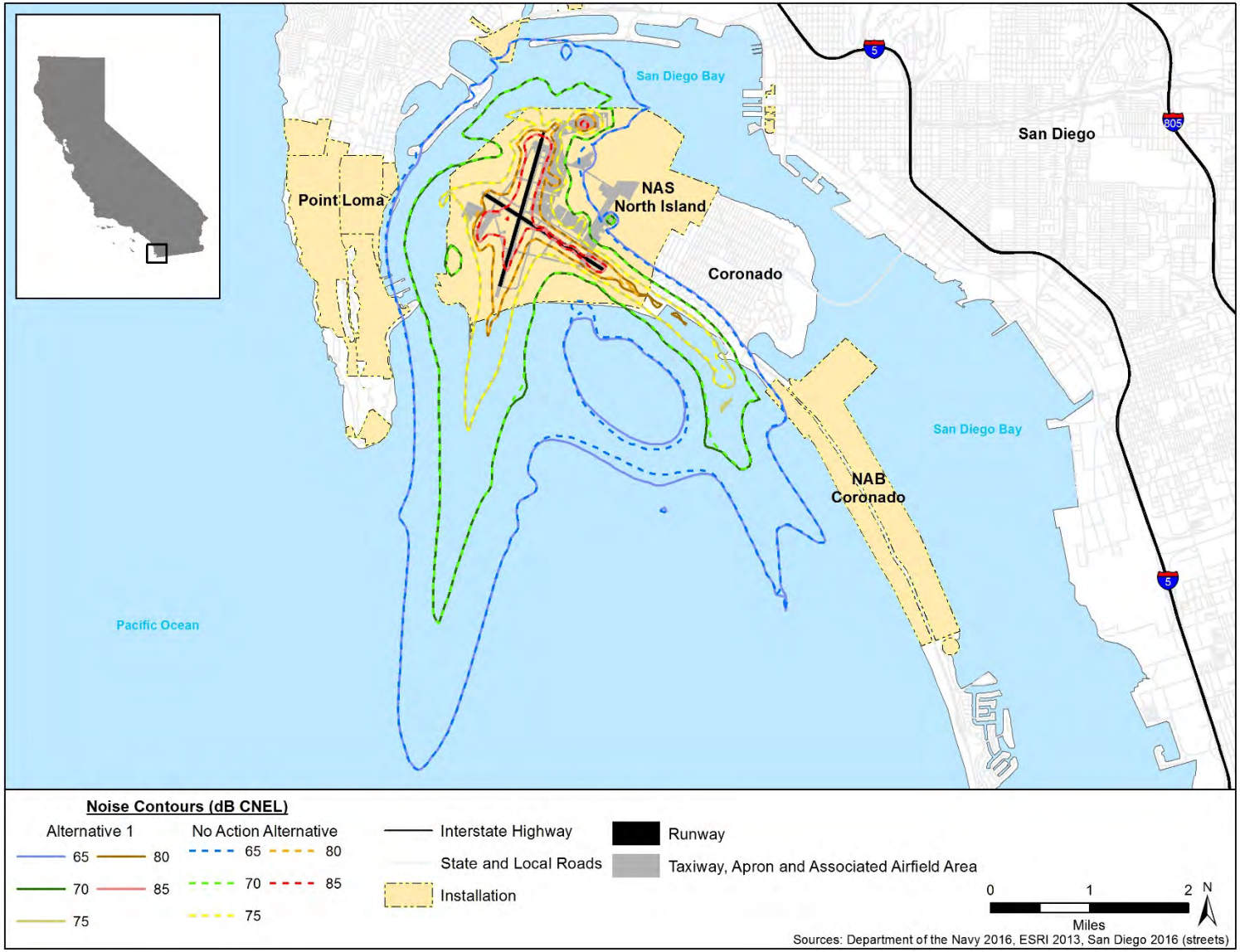



**Figure 4.2-2: Alternative 1 CNEL Contours Compared to No Action Alternative**

**Table 4.2-7: Acreage and Estimated Population Impacts under Alternative 1 Compared to the No Action Alternative**

| *CNEL (dBA)* | *Total Acres[1]* | *Off-Base Acres* | *Estimated Population* | *Change in Acres* | *Change in Off-Base Acres[2]* | *Change in Off-Base Population[2,3]* |
|---|---|---|---|---|---|---|
| 85 or greater | 244 | 0 | 0 | -2 | 0 | 0 |
| 80 or greater | 562 | 4 | 30 | +7 | +4 | 0 |
| 75 or greater | 1,040 | 65 | 434 | +6 | +6 | +38 |
| 70 or greater | 1,562 | 129 | 844 | +8 | +3 | +38 |
| 65 or greater | 2,093 | 326 | 2,304 | +34 | +5 | +71 |

***Source***: USCB, 2017
***Notes***:
[1] Acres exclusive of water bodies.
[2] Total acres and population estimated to be within the given dBA level or greater. For example, "65 CNEL or greater" means all acreage and population exposed to CNEL at or greater than 65 dBA and includes the acres/population in the rows above.
[3] Population is based on assumed even distribution of 2015 census block population.

As **Table 4.2-7** shows, there would be a small general increase (approximately 0.2 percent) in the number of acres impacted off-base, and the estimated population that would be impacted. Under Alternative 1, there would continue to be no population impacted from noise levels equal to or greater than 80 dB CNEL. It is estimated that under Alternative 1, a total 2,304 people would be exposed to noise levels greater than 65 dB CNEL, which represents an increase of 71 people when compared to the No Action Alternative. While these numbers appear to be increases in population impacted, the actual noise increase would be less than 1 dBA and would be imperceptible in the area affected.

Given the minimal change, there would effectively be no perceptible difference between Alternative 1 and No Action Alternative.

Alternative 1 would not alter baseline noise contours to the extent that there would be any impacts to the AICUZ Program land use recommendations. Jet aircraft that routinely use NAS North Island are the primary drivers of the noise contours. As such, Alternative 1 would have no impact to the AICUZ Program.

#### 4.2.2.4 Supplemental Noise Analysis

**Table 4.2-8** shows the calculated CNEL for Alternative 1, as compared to the No Action Alternative for the 13 POIs surrounding NAS North Island. As shown, of the 13 POI locations, nine would show no change from the No Action Alternative. Of the remaining four locations, two would increase by 1 dB CNEL, and two would decrease by 1 dB CNEL. Under Alternative 1, the greatest change in CNEL at any of the POIs is 1 dB CNEL. These minor differences would be indistinguishable to the human ear in comparison to the No Action Alternative.

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March 23, 2018

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

Subject: No-Effects Determination NE-0001-18 (At-Grade Crossing Maintenance Projects, City of San Diego)

Dear Mr. Morehead:

The Coastal Commission staff has reviewed the above-referenced no-effects determination. The North County Transit District is proposing improvements to six existing at-grade railroad crossings within the City of San Diego (Beech, Hawthorn, Palm, Sassafras, Noell, and Taylor Streets). The Beech, Hawthorn, Palm, and Sassafras crossings and the Beech and Hawthorn staging areas are located within the coastal zone. Improvements include replacement of crossing panels, track and ballast replacement, drainage and utility improvements, and roadway and sidewalk replacement. Construction is scheduled to occur between October 2018 and March 2019, and would last for two months at each at-grade crossing. Construction activity would occur within existing developed areas.

In conclusion, the Commission staff **concurs** with NCTD's no-effects determination that the proposed at-grade crossing improvements will not adversely affect coastal resources. 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