



# PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS  
LOS ANGELES DISTRICT

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## APPLICATION FOR PERMIT

### U.S Navy Silver Strand Complex North Training Facilities:

U.S. Navy Silver Strand Training Complex (SSTC) North with Offshore Petrol. Disch. System (OPDS), Amph. Bulk Liquid Transfer System (ABLTS), floating causeway, pond, and beach nourishment

**Public Notice/Application No.:** SPL-2013-00038-RRS

**Project :** U.S. Navy Silver Strand Training Complex North (SSTC-N)

**Project Manager:** Robert Smith; 760-602-4831; [Robert.R.Smith@usace.army.mil](mailto:Robert.R.Smith@usace.army.mil)

**Comment Period:** January 31, 2013 through March 4, 2013

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#### Applicant

U.S. Navy, Pacific Fleet  
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#### Location

Silver Strand Beach/Boating Lanes 1-10 and Training Area Bravo – In beaches and shore areas adjacent to the Pacific Ocean within/near the city of Coronado at the Naval Amphibious Base Coronado, (NAB), and Naval Air Station North Island (NASNI), San Diego, California (at: 32.655636 N, -117.155285 W).

#### Activity

The overall activity is to conduct four training activities identified in the Silver Strand Training Complex Environmental Impact Statement (EIS) as well as to conduct periodic beach maintenance on Training Area Bravo. Proposed work also includes temporary construction and operation of the U.S. Naval Silver Strand Training Complex (SSTC-N) North with Offshore Petroleum Discharge System (OPDS), Amphibious Bulk Liquid Transfer System (ABLTS), the Elevated Causeways System (ELCAS) floating causeway and pond, near the beach for the Commander, US Pacific Fleet (COMPACFLT) in association with Silver Strand Training Complex North (see attached drawings). The proposed project is for a five year permit and approximately 0.11 acres of tidal areas would be temporarily impacted by the causeway and 0.52 acres of sand below the high tide line would be temporarily impacted by grading activities. Project would impact up to 1.13 acres of eelgrass with mitigation. For more information see page 3 of this notice.

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Interested parties are hereby notified that an application has been received for a Department of the Army permit for the activity described herein and shown on the attached drawing(s). We invite you to review today's public notice and provide views on the proposed work. By providing substantive,

site-specific comments to the Corps Regulatory Division, you provide information that support the Corps' decision-making process. All comments received during the comment period shall become part of the record and will be considered in the decision. This permit will be issued, issued with special conditions, or denied under Section 10/404.

Comments should be mailed to:

Los Angeles District, Corps of Engineers  
Regulatory Division, Carlsbad Field Office  
Attn: Robert Smith, P.E.  
6010 Hidden Valley Rd., Suite 105  
Carlsbad, CA 92011

Alternatively, comments can be sent electronically to: Robert.R.Smith@usace.army.mil

The mission of the U.S. Army Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. The Regulatory Program in the Los Angeles District is executed to protect aquatic resources by developing and implementing short- and long-term initiatives to improve regulatory products, processes, program transparency, and customer feedback considering current staffing levels and historical funding trends.

Corps permits are necessary for any work, including construction and dredging, in the Nation's navigable water and their tributary waters. The Corps balances the reasonably foreseeable benefits and detriments of proposed projects, and makes permit decisions that recognize the essential values of the Nation's aquatic ecosystems to the general public, as well as the property rights of private citizens who want to use their land. The Corps strives to make its permit decisions in a timely manner that minimizes impacts to the regulated public.

During the permit process, the Corps considers the views of other Federal, state and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the United States. The permit review process serves to first avoid and then minimize adverse effects of projects on aquatic resources to the maximum practicable extent. Any remaining unavoidable adverse impacts to the aquatic environment are offset by compensatory mitigation requirements, which may include restoration, enhancement, establishment, and/or preservation of aquatic ecosystem system functions and services.

### **Evaluation Factors**

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof. Factors that will be considered include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water

supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people. In addition, if the proposal would discharge dredged or fill material, the evaluation of the activity will include application of the EPA Guidelines (40 CFR Part 230) as required by Section 404 (b)(1) of the Clean Water Act.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

### **Preliminary Review of Selected Factors**

**EIS Determination**- The Navy issued a Final EIS in January 2011 for activities on the Silver Strand Training Complex. The Corps was not a cooperating agency on the Navy's EIS and shall be preparing its own decision document and supplemental Environmental Assessment. The EIS Record of Decision was signed on August 21, 2012. The Corps shall be preparing a Corps decision document that reviews the EIS adequacy in accordance with Corps regulations.

**Water Quality**- The applicant is required to obtain water quality certification, under Section 401 of the Clean Water Act, from the California Regional Water Quality Control Board. Section 401 requires that any applicant for an individual Section 404 permit provide proof of water quality certification to the Corps of Engineers prior to permit issuance. For any proposed activity on Tribal land that is subject to Section 404 jurisdiction, the applicant will be required to obtain water quality certification from the U.S. Environmental Protection Agency.

**Coastal Zone Management**- On May 26, 2010, Navy submitted a Coastal Zone Management Act Consistency Determination to the California Coastal Commission (CCC) in which the Navy determined that its proposed action was consistent to the maximum extent practicable with the enforceable policies of the California Coastal Management Program. The CCC issued a conditional concurrence on August 17, 2010. The Navy notified the CCC on August 20, 2010 that it did not agree with the conditions of concurrence. After attempting to resolve differences, the Navy completed the federal coastal consistency process by sending the CCC a final Consistency Determination letter (dated November 23, 2010) reaffirming its determination that the conditions of concurrence proposed by the CCC are not necessary for the proposed activities to be consistent to the maximum extent practicable with the applicable enforceable policies of the California Coastal Management Program; and that such conditions, if enacted, would severely and negatively impact the expanded training requirements, which are a fundamental need for the proposed activities. The Corps will review the Navy's CZMA determination in accordance with the Corps lead agency guidance.

**Essential Fish Habitat (EFH)**- The Corps acknowledges that the Navy is the lead agency pursuant to Corps guidance and the Navy will certify that the proposed activity would comply with and would be conducted in a manner that is consistent with EFH regulations. The Navy determined that the Offshore Petroleum Discharge System (OPSS), Amphibious Bulk Liquid Transfer System

(ABLTS), Floating Causeway Pier Insertion and Retraction , and the Elevated Causeways System (ELCAS), could result in adverse effects to Essential Fish Habitat due to minimal disturbance of in-water sandy bottom habitat and increased turbidity from amphibious landings as well as 1.13 acres of eelgrass habitat may be affected in the designated training lane within the Bravo training area. Therefore, the Navy initiated consultation with NMFS by submitting an Essential Fish Habitat Assessment on March 22, 2010. In response to comments provided by NMFS, Navy submitted a revised Essential Fish Habitat Assessment on September 27, 2010. On October 13, 2010, NMFS provided Navy with Essential Fish Habitat Conservation Recommendations. The consultation was completed on November 10, 2011 with the submission of a letter by Navy outlining its approach to implementing NMFS' conservation recommendations regarding updated benthic habitat mapping, pre-event beach survey for grunion prior to a planned intertidal beach-impacting training activity and eelgrass mitigation. The Corps shall review the Navy's EFH determination per Corps lead agency guidance.

**Cultural Resources**- The Navy has determined that the subject activities would have No Adverse Effect under Stipulation 8 of the Metropolitan San Diego Programmatic Agreement in compliance with 36 CFR 800.5(d)(1). The latest version of the National Register of Historic Places has been consulted and this site is not listed. This review constitutes the extent of cultural resources investigations by the District Engineer, and he is otherwise unaware of the presence of such resources.

**Endangered Species Act (ESA)**- The Corps acknowledges that the Navy is the lead agency pursuant to Corps guidance and the Navy has certified that the proposed activity would comply with and would be conducted in a manner that is consistent with the ESA and implementing regulations. Due to potential impacts from increased foot traffic and increased training, the Navy entered into formal ESA Section 7 consultation with the USFWS on September 22, 2008. Of concern were two species: the federally threatened western snowy plover (*Charadrius alexandrinu nivosus*) and federally endangered California least tern (*Sterna antillarum browni*). On July 7, 2010, a Biological Opinion issued by the USFWS concluded that impacts resulting from implementation of these activities is not likely to jeopardize the existence of any of the species.

The Navy determined that the Elevated Causeway System (ELCAS) is the only one of these activities to affect but not adversely affect green sea turtles (*Chelonia mydas*) based on the potential of noise associated with marine vessels or pile driving. While Section 7 consultation was not required with NMFS for these species, the Navy did conduct informal consultation with NMFS for the green sea turtle. On November 17, 2010, NMFS submitted a letter of concurrence to the Navy that its proposed action may affect, but is not likely to adversely affect, the green sea turtle. As a result of the consultation, the Navy agreed to collaborate with NMFS to analyze movements of turtles equipped with sonic tags, if any are known, in the immediate area during pile driving and provide recalculations of buffer zones as they are available. The Corps shall review the comments received and the Navy's final ESA determinations during the permit process per Corps lead agency guidance.

**Public Hearing**- Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearing shall state with particularity the reasons for holding a public hearing.

### **Proposed Activity for Which a Permit is Required**

**Basic Project Purpose**- The basic project purpose comprises the fundamental, essential, or irreducible purpose of the proposed project, and is used by the Corps to determine whether the

applicant's project is water dependent (i.e., requires access or proximity to or siting within the special aquatic site to fulfill its basic purpose). Establishment of the basic project purpose is necessary only when the proposed activity would discharge dredged or fill material into a special aquatic site (e.g., wetlands, pool and riffle complex, mudflats, coral reefs). The basic project purpose for the proposed project is to perform military beach landing training. The project must be staged at a beach due to the need for construction of a floating causeway and appurtenant amphibious transport facilities with beach construction and is water dependent.

Overall Project Purpose- The overall project purpose serves as the basis for the Corps' 404(b) (1) alternatives analysis and is determined by further defining the basic project purpose in a manner that more specifically describes the applicant's goals for the project, and which allows a reasonable range of alternatives to be analyzed. The overall project purpose for the proposed project is to conduct and construct temporary onshore and near shore facilities for conducting military training on a beach in southern San Diego County, California.

### **Additional Project Information**

Baseline information and Project description- The overall activity is to conduct four training activities identified in the Silver Strand Training Complex Environmental Impact Statement as well as to conduct periodic beach maintenance on Training Area Bravo. All of these activities are temporary in nature and do not require construction of permanent facilities. The existing beach area has been used for previous training activities and is previously disturbed by unauthorized recreational activities including vehicle use, dog activities, and other beach uses. The SSTC-N Beach is approximately 277 acres and extends 2.8 miles and the Navy leases the beach from the State of California and uses it for military training. The SSTC-N beach has 45 acres of coastal dunes and the beach is disturbed from previous training activities including the operation of 10 ocean training boat lanes and beach raking. Also the SSTC-N beaches are managed for habitat for the western snowy plover and the California least tern to enhance natural sandy beach areas and plover nesting and foraging areas. Some of the eastern beach areas are infested with the non-native ice-plant (*Carpobrotus edulis*).

The Navy has identified four species of marine mammals potentially present within SSTC (gray whales (*Eschrichtius robustus*), bottlenose dolphins (*Tursiops truncatus*), California sea lions (*Zalophus californianus*), and harbor seals (*Phoca vitulina*)) that may be exposed to sound and pressure from the Elevated Causeway system training. On March 4, 2011, during an underwater detonation training exercise, a pod of long-beaked common dolphins were observed at SSTC. Long-beaked common dolphins as well as three other species not normally expected to be present in the area, but that could potentially occur (short-beaked common dolphin (*Delphinus delphis*), Pacific white-sided dolphin (*Lagenorhynchus obliquidens*) and Risso's dolphin (*Grampus griseus*)).

**SSTC EIS Activity # 38: Offshore Petroleum Discharge System (OPDS):** The activity location is all of the SSTC-N Boat/Beach Lanes 1-10 and Training Area Bravo waters outside of boat lanes. Up to 25 days are required to complete each event and there may be up to six events per year. This activity trains personnel in the transfer of petroleum (though only seawater is used during training) from ship to shore. The OPDS provides a semi-permanent, all-weather facility for bulk transfer directly from an offshore tanker to a Beach Interface Unit located immediately inland from the high watermark. Due to the fact that this is a training event, the hoses used for training will only be transferring seawater so there will be no cross-contamination with fuel. Major OPDS components are: the OPDS tanker with booster pumps and spread mooring winches, a recoverable single-anchor leg mooring (SALM) to accommodate four tankers up to 70,000 dead weight tons, ship-to-SALM hose lines, up to four miles of six-inch (internal diameter) conduit for pumping liquids to the beach, and two Beach Termination

Units (BTU) to interface with the shoreside systems. The SALM is considered a temporary structure. The Legacy OPDS system has a flexible hose system that can extend from the beach offshore up to 4 miles. It can pump liquids through a 6-inch inner diameter conduit at a rate of up to 1.2 million gallons per day. There will be no structures constructed or excavations conducted. The system includes a SALM attached to the ocean floor and used as a mooring buoy for the OPDS ship. The OPDS hose is anchored to the sea floor at various locations along the hose and poses no risk to navigation after it is sunk. The OPDS hose extends onshore to a BTU that connects it with the Inland Petroleum Discharge System that pumps the liquid farther inshore. The OPDS hose is considered a temporary structure because it is removed at the end of the exercise. OPDS Future (OPDS-F) may also be employed in future Joint training exercises. The OPDS-F is a civilian operated system capable of deploying a self-sinking hose from a distance of 8 miles offshore, but typically extends 1 to 2 miles for training. Because the hose is self-sinking, the OPDS-F does not require a SALM. The OPDS-F also extends onto the beach to interface with the Inland Petroleum Discharge System which connects at the high water mark to the BTU and provides a distribution network for the fuel/water coming ashore. Training operations will use seawater. At the end of the operation, the water will be discharged in the same way as the Legacy OPDS System. A Notice to Mariners will be issued requiring a 500-yard (yd) standoff as a safety buffer zone during certain hours of operation.

**SSTC EIS Activity # 39 Amphibious Bulk Liquid Transfer System (ABLTS):** The activity location is all of the SSTC-N Boat/Beach Lanes 1-10 and Training Area Bravo. Up to 15 days are required to complete each event and there may be up to five events per year. The ABLTS system is a floating hose system that is deployed at a distance of up to 10,000 feet (ft) from the Beach Interface Unit to the tanker ship seaward. The system includes 10,000 ft of 6-inch buoyant hose for fuel, and 10,000 ft of 4-inch buoyant hose for water. The hose floats on the surface of the water and is tethered by a series of 75 pound anchors spaced 100 ft apart and would be a temporary navigation hazard but the Corps would require notice to mariners and proper lighting. The floating hoses are marked with affixed lights. During an ABLTS activity, seawater is pumped ashore through the floating hose extending up to simulate a fuel transfer. The water is pumped into a Beach Interface Unit and then discharged mid-column into the Pacific Ocean about 600 ft beyond the surf zone using a six-inch return line connected to the discharge side of the Beach Interface Unit. White flashing navigation lights are placed every 150 feet on the hoses. ABLTS training activities result in minor topographic alterations of the SSTC beaches but disturbed areas are graded to restore the preexisting conditions at the conclusion of the training exercise.

**SSTC EIS Activity # 41. Floating Causeway Pier Insertion and Retraction:** The activity will be conducted in SSTC-N, in Boat/Beach Lanes 3 through 10 and the Bravo training area on the bayside. Up to five days are required to complete each event and there may be up to 10 events per year. Each activity will involve between 65 and 75 personnel. To create a floating Causeway Pier that would have temporary impacts to navigation (With notice to mariners and proper lighting), typically, four to five Improved Navy Lighterage Systems (INLS) Powered system and 15 non-powered sections are used during a training exercise. Additionally, the US Army employs a Modular Causeway System (MCS) of similar dimensions to INLS but has an enhanced capability on the sea-end of the system employing a pier head that can accommodate three moored craft. With respect to operating limits, INLS provides cargo throughput capacity in weather conditions up to sea state (SS) 3, whereas Army MCS provides cargo throughput capacity in weather conditions up to SS 2. INLS and MCS consist of interchangeable powered and non-powered floating platforms that are assembled together offshore. Bulldozers dig notches in the beach in order to make an anchor point for the floating pier which is beached using a barge ferry. Once the materials are assembled on-shore (within an approximate 4-acre [1.6-hectare] area), two bulldozers grade the beach (i.e., level the sand) into the surf zone to create a "duck pond" which is approximately 533 square yards (sq yd) in size (maximum depth 10

feet) and prepare it for pile driving and anchoring. Construction of this pier does not require the extraction of sand. Pier sections are added end to end out over the surf zone and can extend a distance of up to 1,200 feet from shore. Most of the causeway remains floating offshore, with anchors securing the system in the surf zone and ashore. The onshore area includes the footprint of the beach end or ramp module and an additional area that will be mechanically excavated for its landing or removed off of the beach at the conclusion of the activity. Bulk and containerized cargo, rolling stock, and tracked vehicles are transferred from the ship to the floating platforms via the ship's crane and may be moved with forklifts. The platforms containing the cargo are driven through the surf onto the beach and secured on the beach. Vehicles and cargo are driven off the floating causeway onto the beach. Vehicles include High Mobility Multipurpose Wheeled Vehicle (HMMWV), a 7-ton truck known as Medium Tactical Vehicle Replacements (MTVR), a rough terrain forklift, and bulldozers. Two Lighter, Amphibious, Resupply, Cargo-5 ton (LARC V) are used for salvage in the surf zone – these are 63 foot aluminum hulled amphibious cargo vehicles capable of transporting 5 tons.

**SSTC EIS Activity # 42. Elevated Causeway System:** The activity will be conducted at SSTC-N in the Boat/Beach Lanes 1 through 10 as well as Training Area Bravo on the bayside. Up to 10 days are required to complete each event along with an additional 10 days of staging time and there may be up to four events per year. Each activity involves between 75 and 125 personnel. Elevated Causeway Modular (ELCAS-M) is a temporary pier constructed from the beach out into the water past the surf zone. It allows deeper draft vessels (that are unable to land on the beach) to dock up against it and offload their cargo and equipment. Using a diesel impact hammer, personnel drive 24-inch (60-centimeter) diameter steel piles into the sand. Then, using a crane, the causeway platform pieces are hoisted into place where they are secured with hydraulic jacks. The ELCAS system has a maximum length of 3,300 ft that can be employed in the littorals. The length of pier installed depends on the gradient of the near shore, soil characteristics, as well as the Mean Lower Low Water Height. Piles will be driven every 40 ft with the exception of the last causeway sections that have additional support piles. The pier is three pontoons wide with the exception of the last section which is nine pontoons wide with fenders. An ELCAS would most likely consist of 58 pier piles (29 per side, 29 pier head piles), and 16 pier head fender piles. Piles would be driven into the sand for a maximum depth of 75 ft. The length of time to build the ELCAS depends on the length of pier constructed and environmental conditions of the area (i.e., sea state, temperature, and proficiency of crews, for example). For planning purposes, 10 – 20 days is realistic to construct an ELCAS. Typically, one pile is driven every 2 hours. Pile driving includes a form of semi-soft start as part of the normal construction process. The pile driver increases impact strength as resistance goes up. At first, the pile driver piston drops a few inches. As resistance goes up, the pile driver piston will drop from a higher distance providing more impact due to gravity. Pile driving is done 24 hours per day and floodlights are used at night, which illuminates the surrounding area. In an exercise scenario, the pier may be employed for a period of up to one week in order to provide training for the crews and develop a level of proficiency moving vehicles and cargo from ship to shore. Once constructed, off-loading operations are similar to those of a conventional pier. Two cranes and a vehicle turnstile (at the end of the ELCAS) are used for container off-loading. At the end of the training, a vibratory extractor attached to the pile head is used to remove piles. The vibratory hammer removes piles by applying a rapidly alternating force to the pile by rotating eccentric weights about shafts, resulting in an upward vibratory force on the pile. The vertical vibration in the pile disturbs or “liquefies” the sediment next to the pile causing the sediment particles to lose their frictional grip on the pile. This also allows sediment to fill back into the hole that is left after the pile is removed. Once the ELCAS is disassembled, all components and assemblies are staged for re-embarkation. The assemblies are floated in stream to the strategic sealift vessel and loaded via crane to the ship, stowed and subsequently redeployed to homeport.

**Periodic Beach Maintenance of Training Area Bravo:** Bayside Training Area (TA) Bravo is used for amphibious landings, floating causeway pier insertion and retraction, ELCAS and ABLTS training. These activities create beach and shallow water holes and ruts. The beaches, if required, are re-conditioned and returned to their original state before subsequent operation. Navy Beach Group 1 would use a bulldozer to smooth out ruts on the San Diego Bay training lane designated on TA Bravo and this would take place 2 – 3 times per year. The holes would be filled in during low tide and the maintenance will take approximately 1 day to complete. The intent is to smooth the holes from the high water mark to as far offshore as the earthmoving equipment can safely operate, which can be roughly 2 – 3 ft of water depending on equipment and bottom conditions. It will not involve any modification to the berms or back beach areas. There will also be no beach maintenance needed on the exposed ocean side (Boat Lanes 1 - 10) because the currents and waves naturally smooth out the sand. The beach maintenance area below the high tide line is roughly 150 ft X 150 ft in size (22,500 sq ft or 0.52 acre). Typically, the maximum depth of beach maintenance is approximately 2 ft.

**Mitigation Measures:**

**Avoidance:** As discussed in the SSTC EIS, The Navy will establish a safety zone within 50 yds from ELCAS pile driving and pile removal events. Monitoring will be conducted within the safety zone for the presence of marine mammals or sea turtles before, during, and after pile driving and removal events. If marine mammals are found within the safety zone, pile removal events will be halted until the marine mammals or sea turtles have voluntarily left the mitigation zone. Monitoring for marine mammals or sea turtles will take place concurrent with pile removal events and 30 minutes prior to pile driving and removal. A minimum of one trained observer will be placed on shore, on the ELCAS, or in a boat at the best vantage point(s) practicable to monitor for marine mammals. Monitoring observer(s) will implement shut-down/delay procedures when applicable by calling for shut-down to the hammer operator when marine mammals (or sea turtles) are sighted within the safety zone (Incidental Harassment Authorization signed 18 July 12, ESA Consultation signed 17 Nov 10, 210/05530:CF). Using predicted grunion spawning periods to anticipate times to survey, the Navy will also conduct April to May pre-event surveys for grunion 10- 14 days prior to ELCAS and Causeway Pier training that could disturb intertidal beach areas. If a significant (4 or 5 on scale) spawning run is observed coincidental with and at same location as beach-impacting event, the Navy shall attempt to delay event or move to a training area of lower density or no spawning. If shift cannot be done, inform NMFS Southwest Region (Essential Fish Habitat Consultation concurrence 13 Oct 10).

**Minimization:** As discussed in Chapter 5 of the SSTC EIS, tide conditions will be considered when developing training schedules, and schedule training activities that could be conducted on the hard pack during low tides to minimize impacts to birds. The Navy will also ensure that biological monitors look for and document the location of least tern or snowy plover nests, eggs, and chicks prior to and after all military training and exercises (Biological Opinion [FWS-SDG-08B0503-09F0517]). For minimization of effects on Marine Mammals and sea turtles, the pile driving for ELCAS events has a "soft-start" which means the pile driver increases impact strength as resistance goes up. At first, the pile driver piston drops a few inches. As resistance goes up, the pile driver piston will drop from a higher distance providing more impact due to gravity. This allows marine mammals or sea turtles to have a chance to leave the area. If turtles are known to be equipped with sonic tags in the area of and during any ELCAS pile driving operations within San Diego Bay, the Navy will collaborate with NMFS to analyze movements of these turtles in the immediate area during pile driving. Following any monitoring of sound attenuation associated with pile driving, the Navy will share the results with NMFS and provide recalculations of buffer zones (ESA Consultation signed 17 Nov 10, 210/0553:CF). Additionally, a Notice to Mariners will be issued requiring a 500-yd standoff as a safety buffer zone during certain hours of operation during activities. The Navy will continue to collect spent training

materials at conclusion of training activities to reduce amount of debris transported into adjacent waters. Finally, as part of the public involvement plan during the EIS process, notification letters were sent to the Captain of the Port of San Diego, the Director for Environmental Services for the Unified Port District, the Land Use planning division of the San Diego Unified Port District, and the San Diego Port Tenants. The Navy also coordinated with the US Coast Guard Port Operations. In these notification letters, the Navy solicited their input during the public scoping process, as well as their review and comment on both the Draft EIS and Final EIS.

**Compensation:** Mitigation for impacts to 1.13 acres of eelgrass will be subtracted from the Navy's Eelgrass Mitigation Bank as approved by the Corps. The mitigation bank is to provide functional eelgrass habitat qualifying as special aquatic sties as defined at 40 CFR 230.40-45 within San Diego Bay. These 5 sites serve as eelgrass mitigation for various past projects and provide an eelgrass mitigation bank for the Navy with the excess eelgrass habitat created and the sites continue to be monitored annually to track the status of each site. Since there are no other impacts to wetlands or vegetated waters of the U.S. only sandy intertidal beach areas the Navy is not proposing any mitigation for impacts from securing the pier to the beach or for beach grooming in the intertidal zone.

### **Proposed Special Conditions**

No special conditions are proposed at this time.

For additional information please call Robert Smith of my staff at 760-602-4831 or via e-mail at Robert.R.Smith@usace.army.mil. This public notice is issued by the Chief, Regulatory Division.



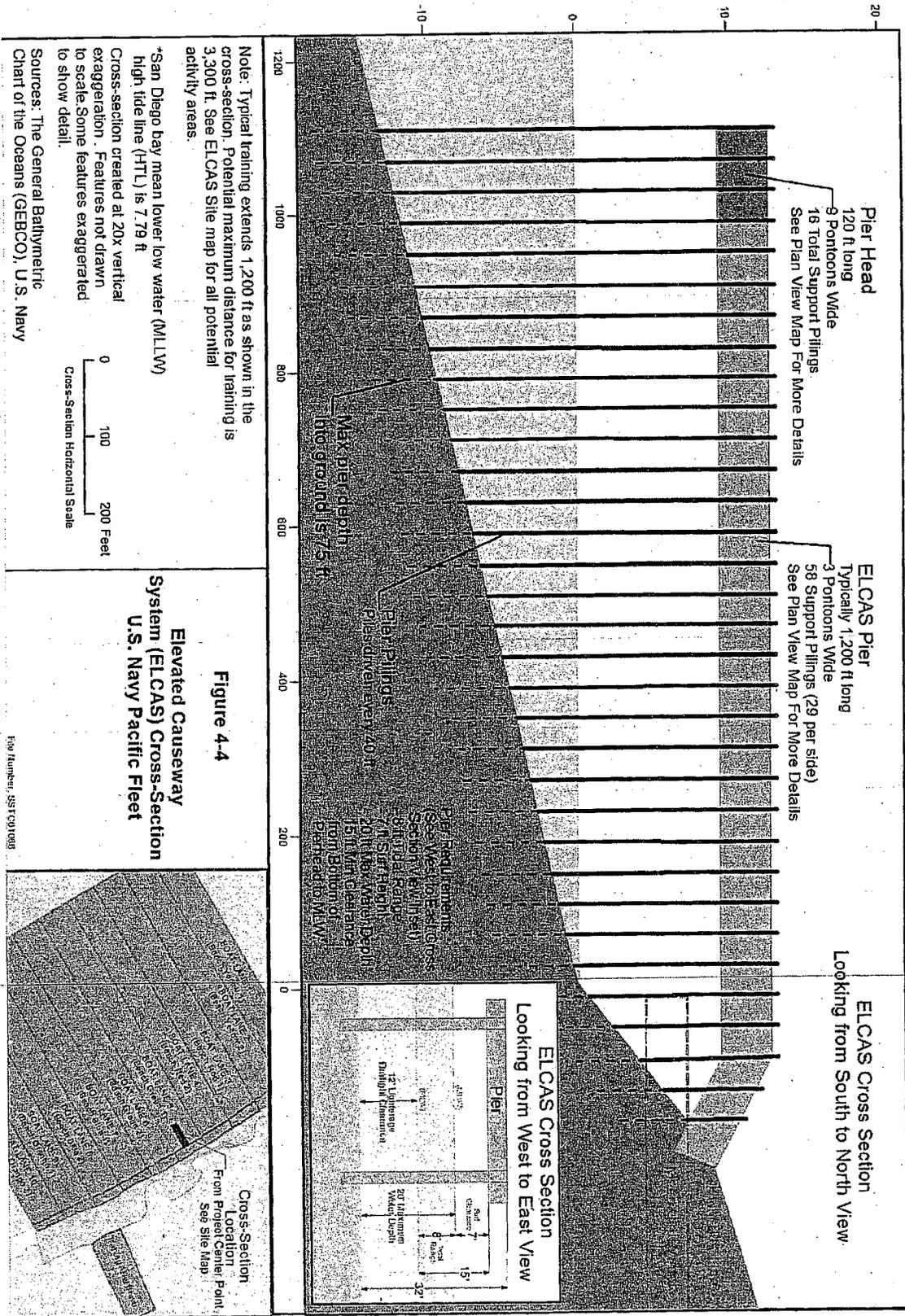
#### *Regulatory Program Goals:*

- To provide strong protection of the nation's aquatic environment, including wetlands.
- To ensure the Corps provides the regulated public with fair and reasonable decisions.
- To enhance the efficiency of the Corps' administration of its regulatory program.

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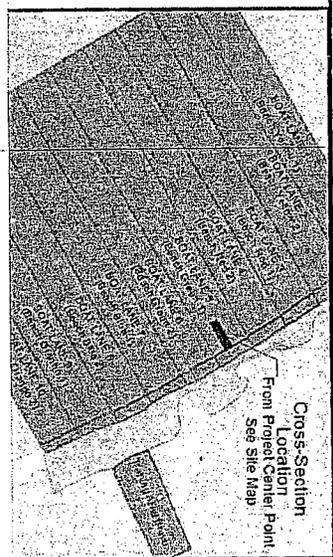
### **U.S. ARMY CORPS OF ENGINEERS – LOS ANGELES DISTRICT**

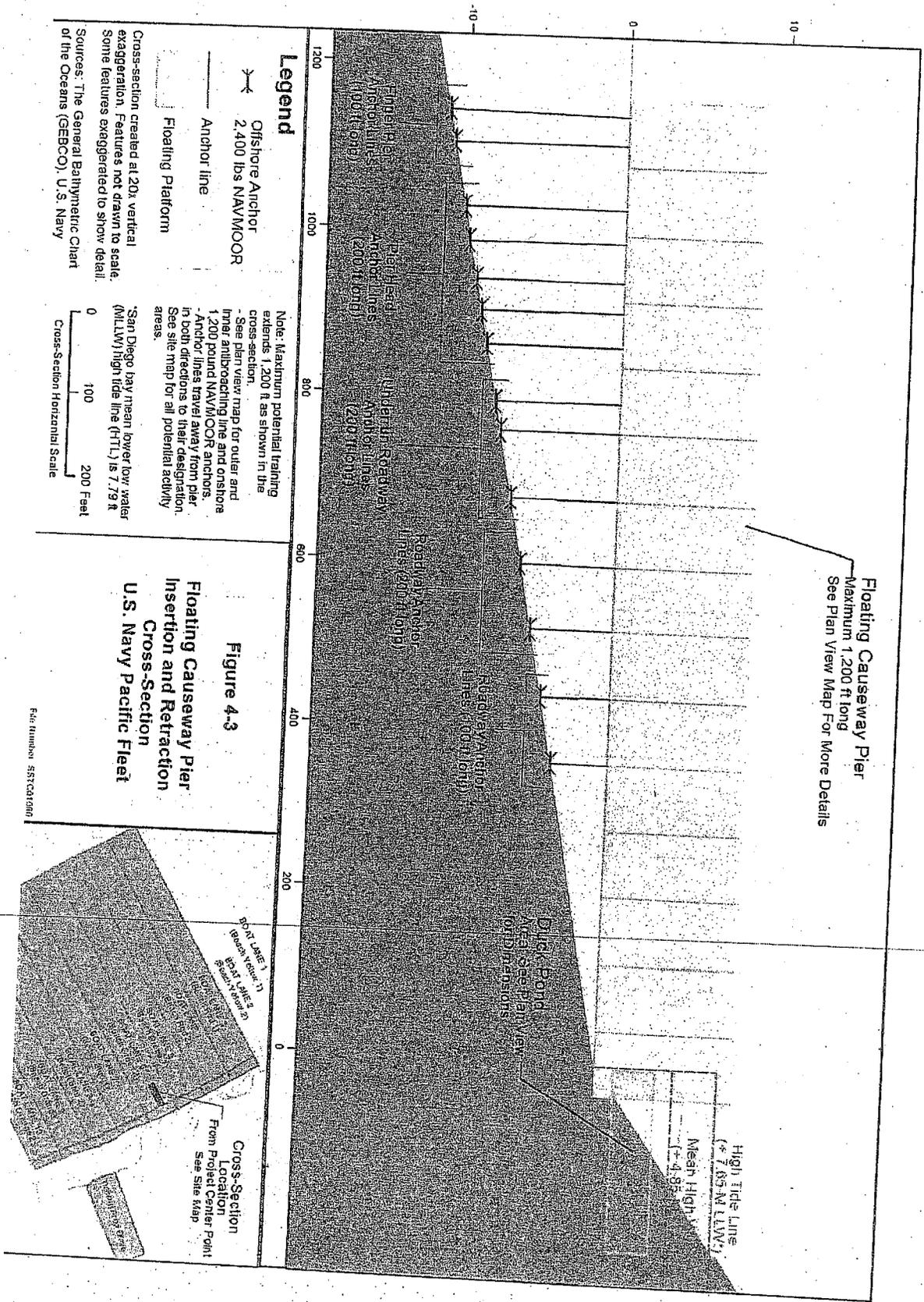
Los Angeles District, Corps of Engineers  
Regulatory Division, Carlsbad Field Office  
6010 Hidden Valley Rd., Suite 105  
Carlsbad, CA 92011  
WWW.SPL.USACE.ARMY.MIL

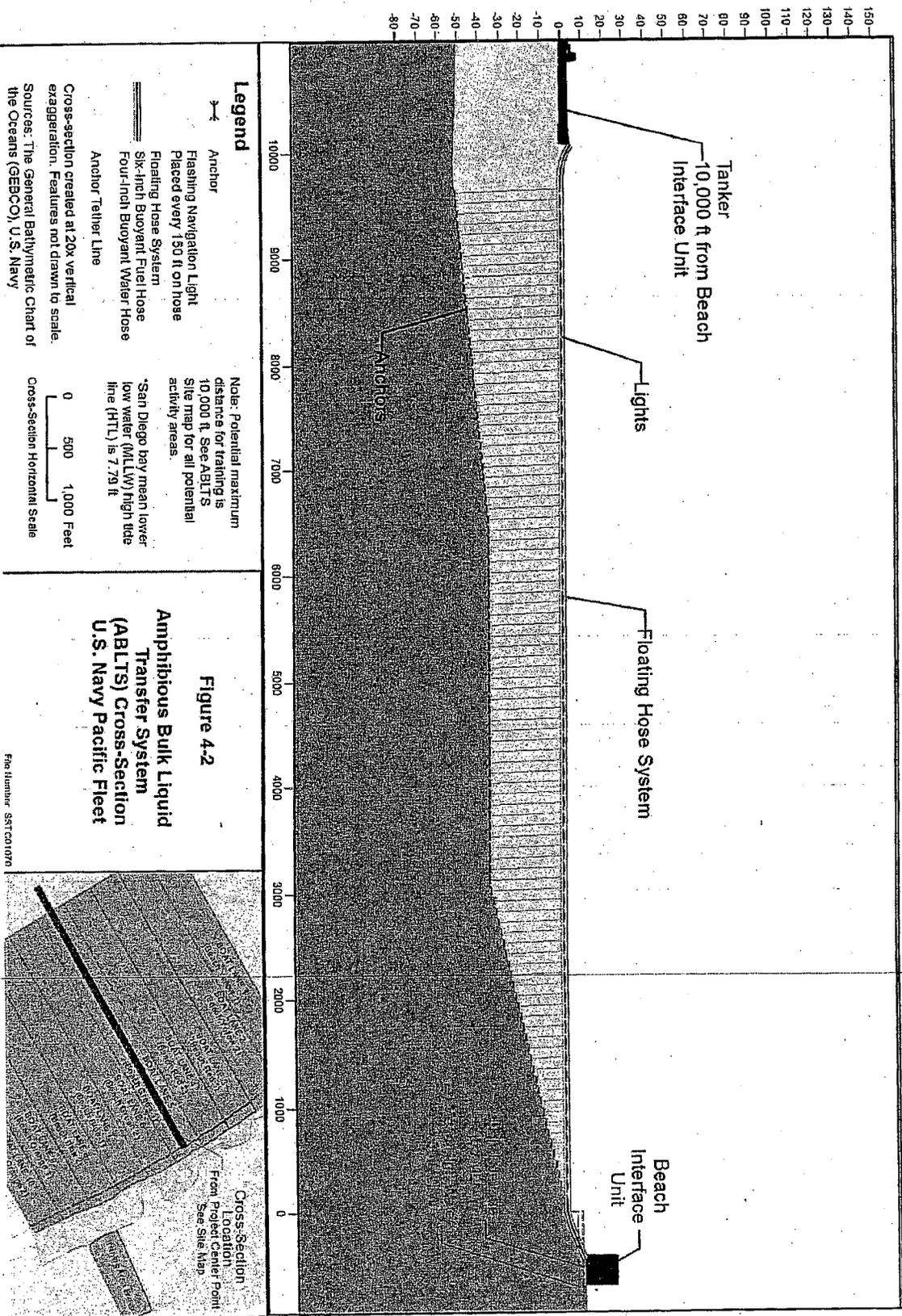


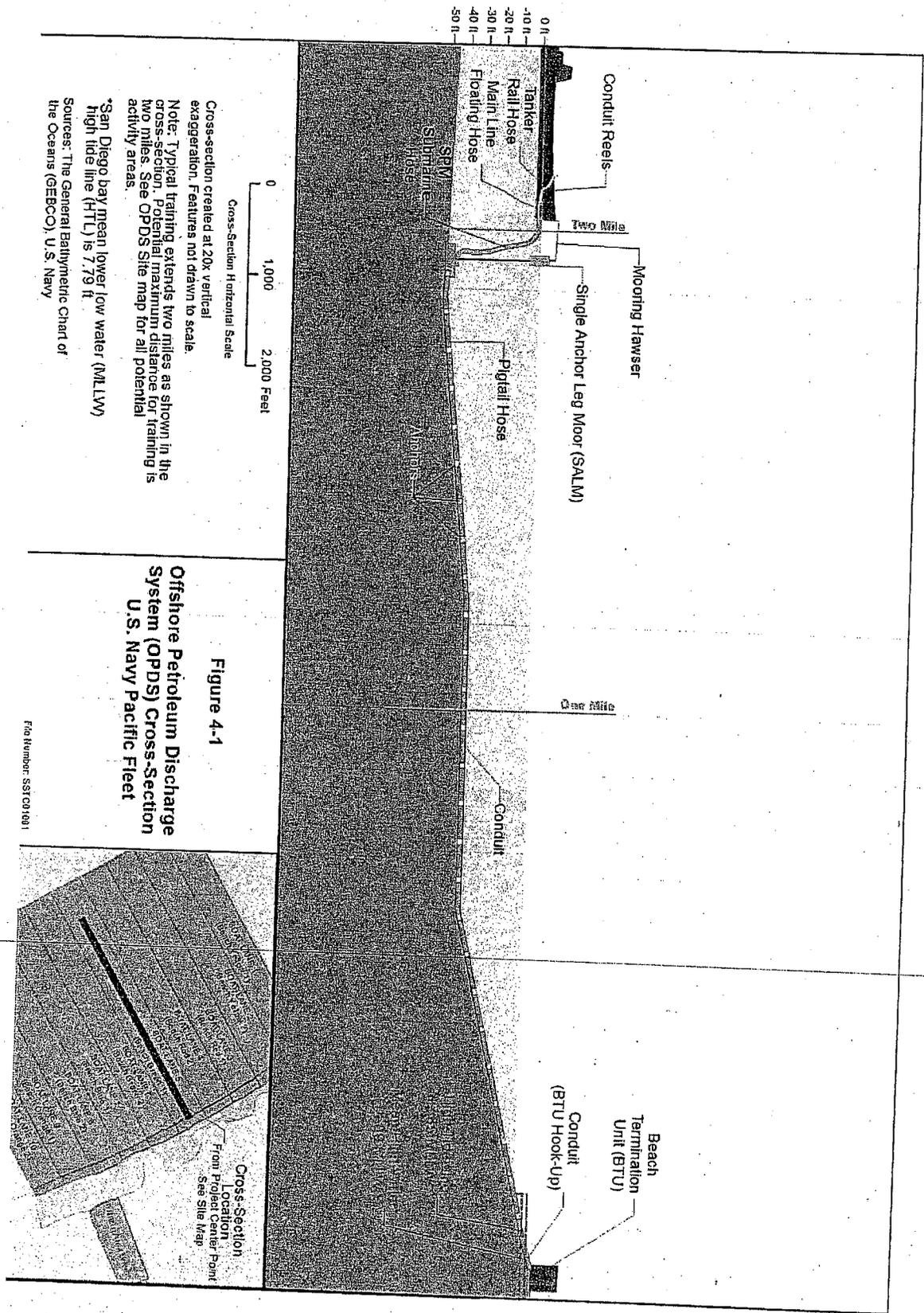
**Figure 4-4**  
**Elevated Causeway System (ELCAS) Cross-Section**  
**U.S. Navy Pacific Fleet**

Fig Number: 451101010









Cross-section created at 20x vertical exaggeration. Features not drawn to scale.

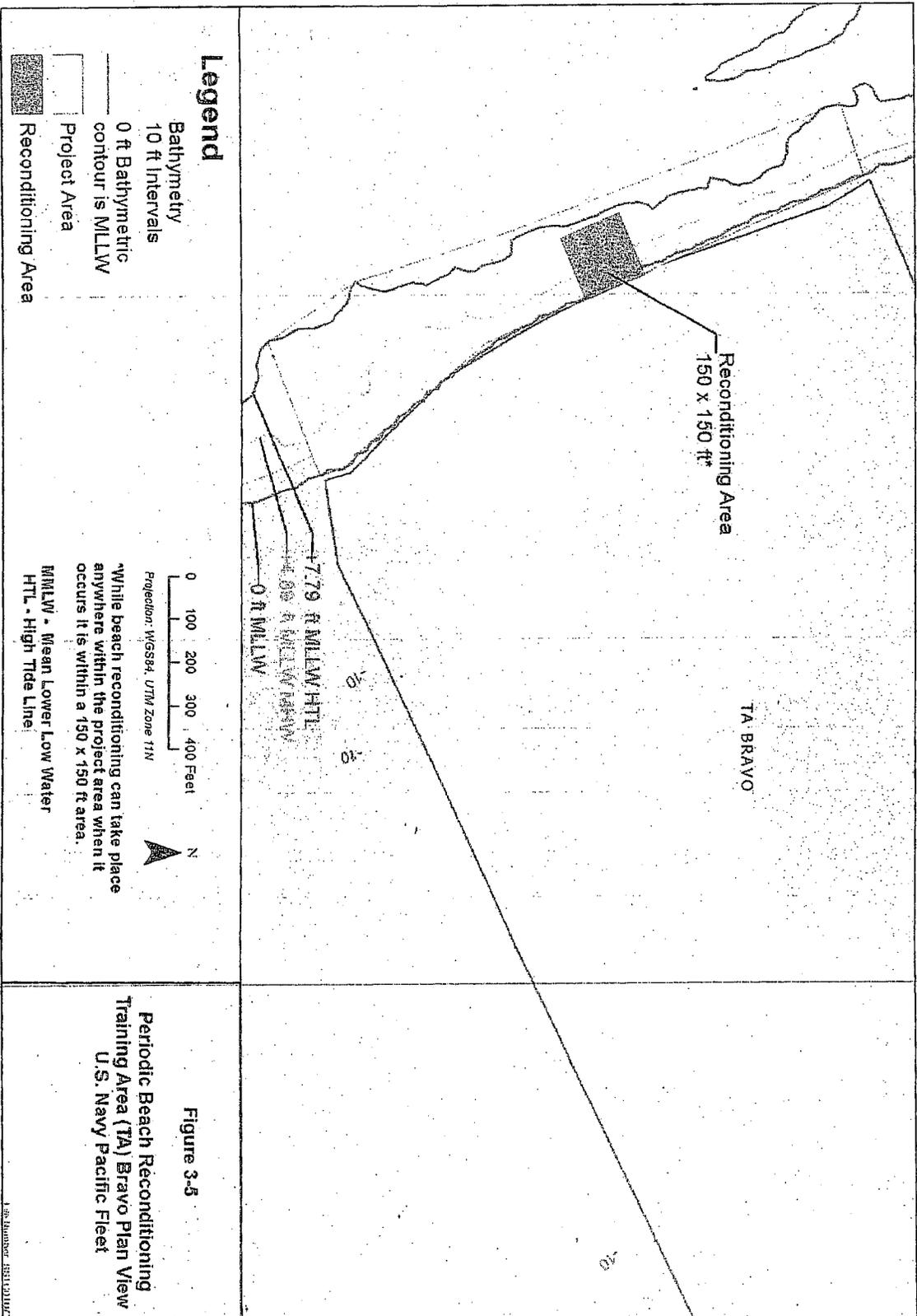
Note: Typical training extends two miles as shown in the cross-section. Potential maximum distance for training is two miles. See OPDS Site map for all potential activity areas.

\*San Diego bay mean lower low water (MLLW) High tide line (HTL) is 7.79 ft

Sources: The General Bathymetric Chart of the Oceans (GEBCO), U.S. Navy

**Figure 4-1**  
**Offshore Petroleum Discharge System (OPDS) Cross-Section**  
**U.S. Navy Pacific Fleet**

File Number: SST 001001



**Legend**

- Bathymetry  
10 ft Intervals
- 0 ft Bathymetric  
contour is MLLW
- Project Area
- Reconditioning Area

0 100 200 300 400 Feet

Projection: WGS84, UTM Zone 11N

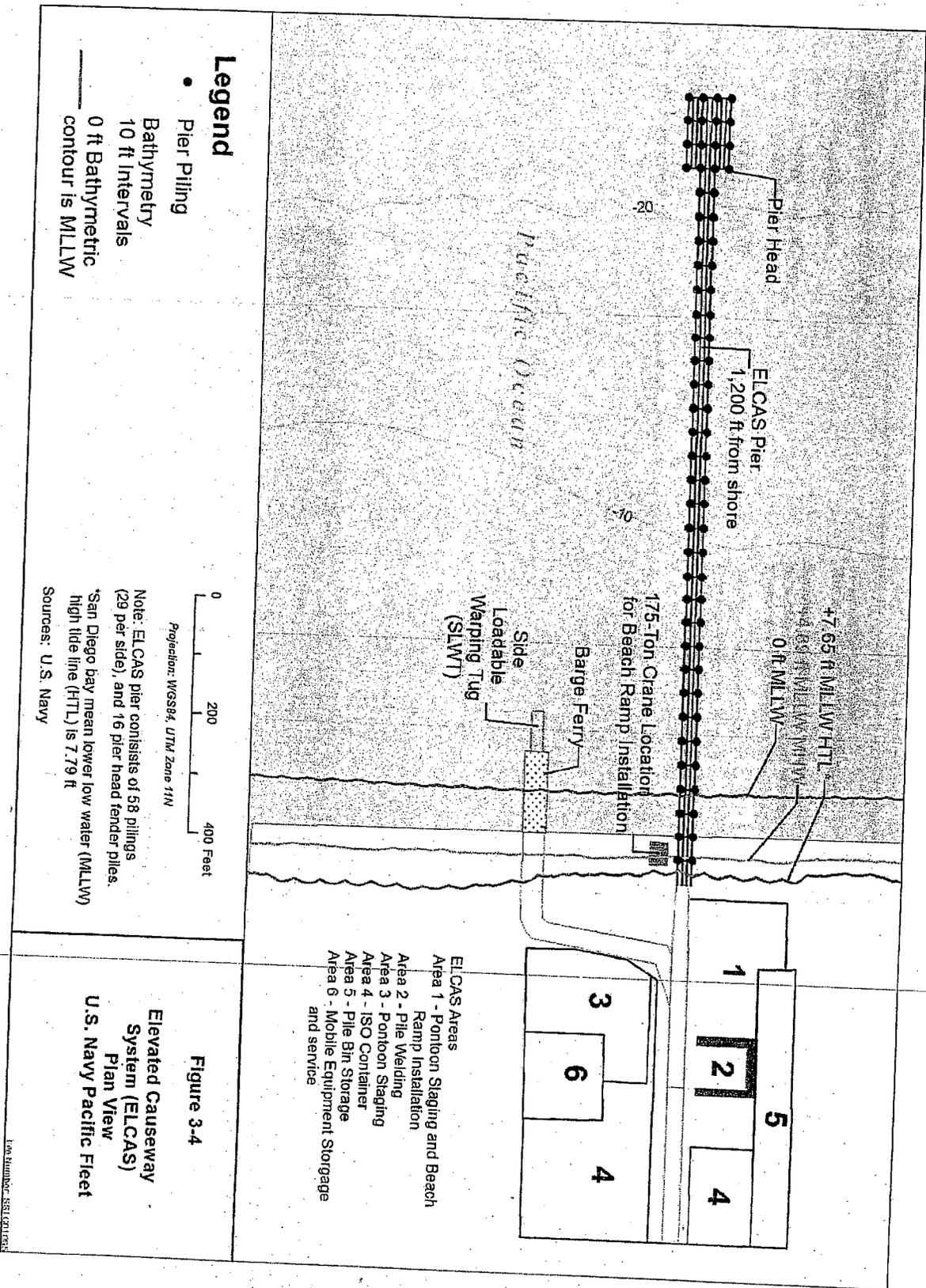
N

\*While beach reconditioning can take place anywhere within the project area when it occurs it is within a 150 x 150 ft area.

MLLW - Mean Lower Low Water  
HTL - High Tide Line

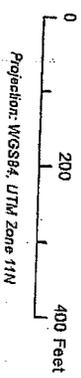
**Figure 3-5**

**Periodic Beach Reconditioning  
Training Area (TA) Bravo Plan View  
U.S. Navy Pacific Fleet**



**Legend**

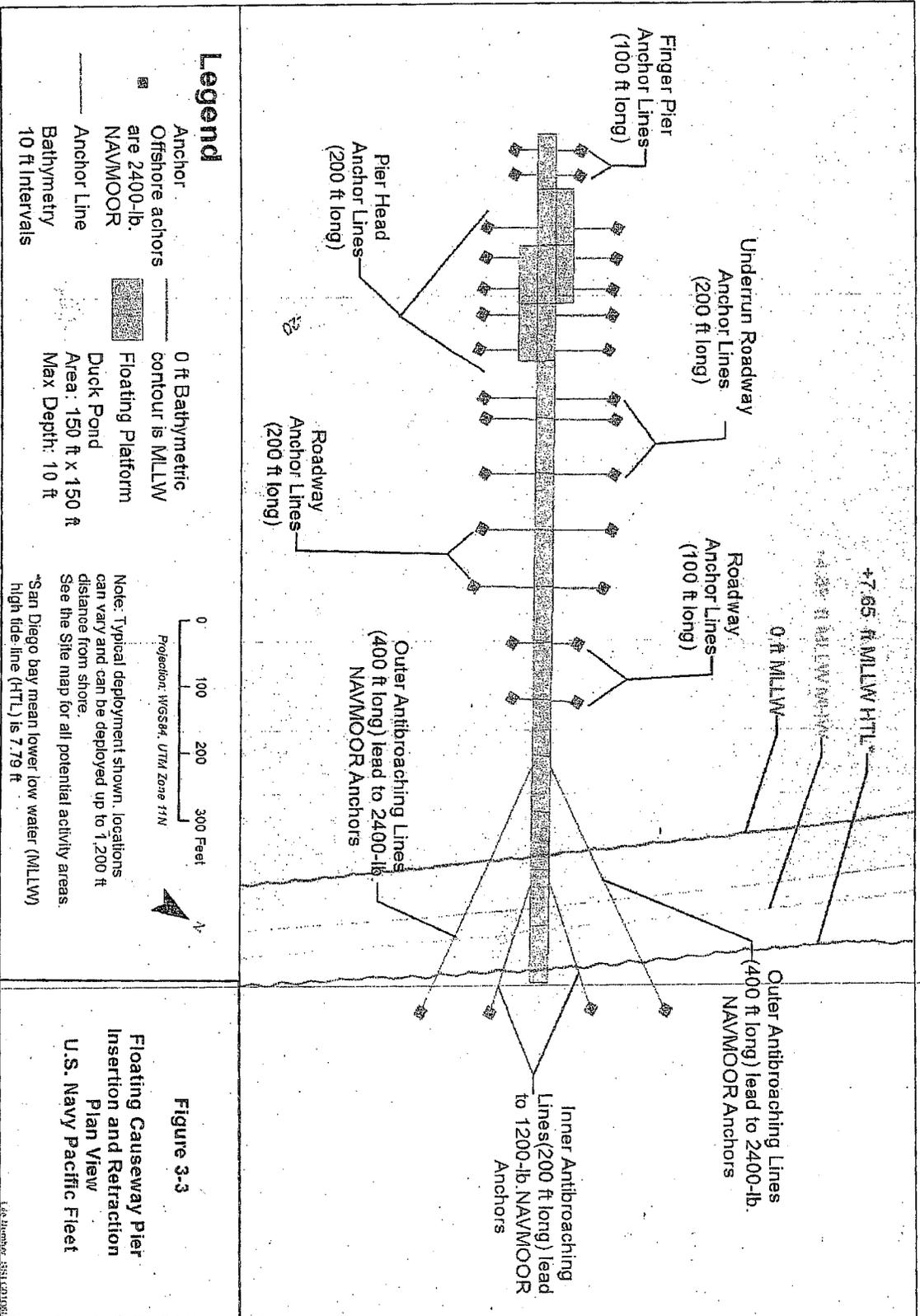
- Pier Piling
- Bathymetry
- 10 ft Intervals
- 0 ft Bathymetric contour is MLLW



Note: ELCAS pier consists of 58 pilings (29 per side), and 16 pier head tender piles. San Diego bay mean lower low water (MLLW) high tide line (HTL) is 7.79 ft  
Sources: U.S. Navy

- ELCAS Areas**
- Area 1 - Pontoon Staging and Beach Ramp Installation
  - Area 2 - Pile Welding
  - Area 3 - Pontoon Staging
  - Area 4 - ISO Container
  - Area 5 - Pile Bin Storage
  - Area 6 - Mobile Equipment Storage and service

**Figure 3-4**  
**Elevated Causeway System (ELCAS) Plan View**  
**U.S. Navy Pacific Fleet**



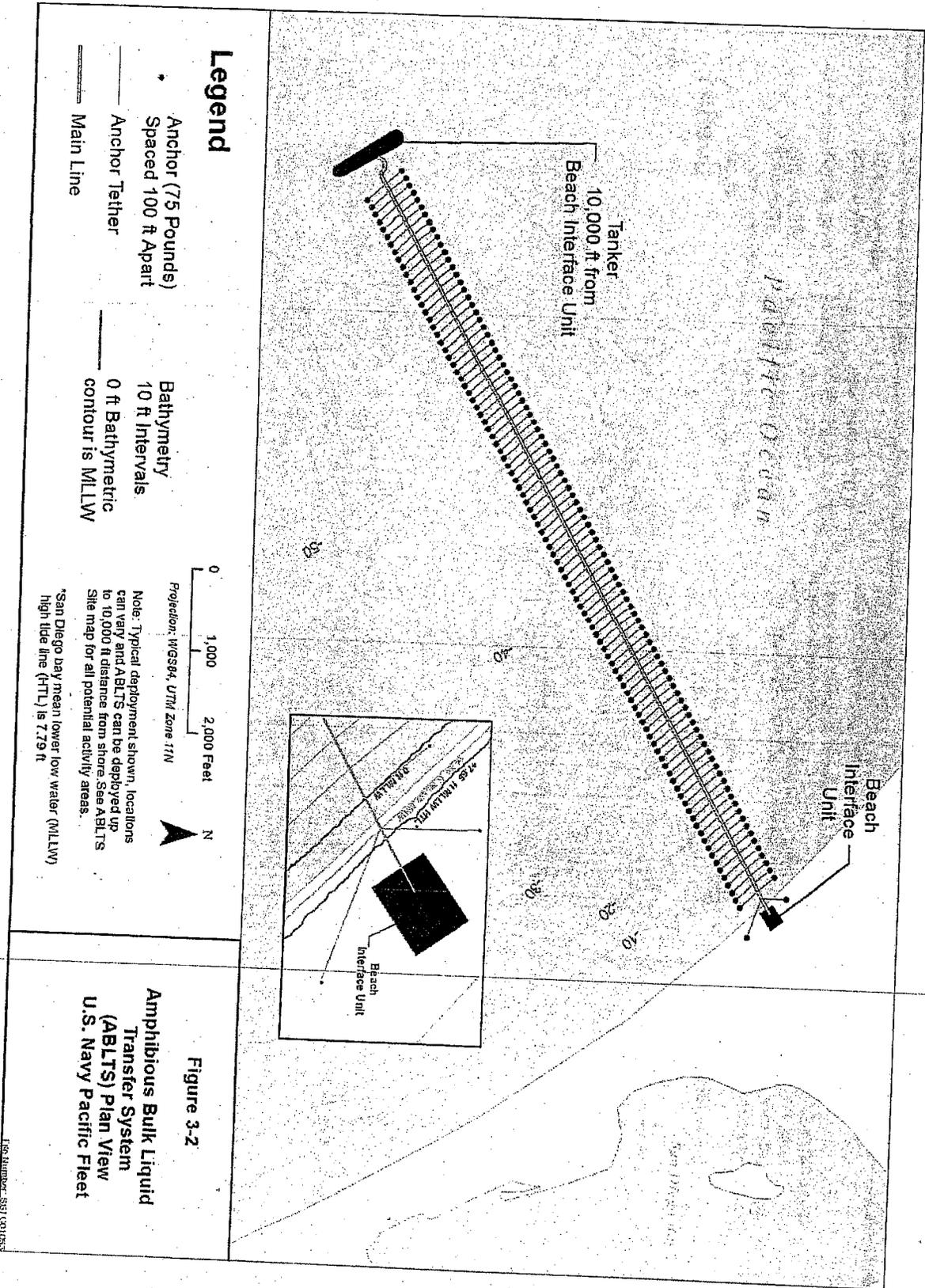
**Legend**

- Anchor Offshore anchors are 2400-lb. NAVMOOR
- Anchor Line
- Bathymetry 10 ft Intervals
- 0 ft Bathymetric contour is MLLW
- Floating Platform
- Duck Pond Area: 150 ft x 150 ft Max Depth: 10 ft

Note: Typical deployment shown. Locations can vary and can be deployed up to 1,200 ft distance from shore. See the Site map for all potential activity areas.

\*San Diego bay mean lower low water (MLLW) high tide line (HTL) is 7.79 ft

**Figure 3-3**  
**Floating Causeway Pier Insertion and Retraction Plan View**  
**U.S. Navy Pacific Fleet**



**Legend**

- Anchor (75 Pounds) Spaced 100 ft Apart
- Anchor Tether
- Main Line
- Bathymetry 10 ft Intervals
- 0 ft Bathymetric contour is MLLW

0 1,000 2,000 Feet

Projection: WGS84, UTM Zone 11N

N

Note: Typical deployment shown, locations can vary and ABLTS can be deployed up to 10,000 ft distance from shore. See ABLTS Site map for all potential activity areas.

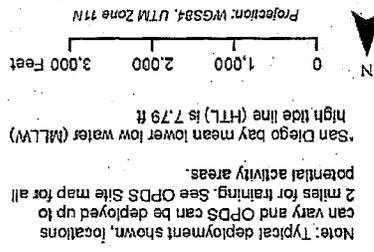
\*San Diego Bay mean low water (MLLW) high tide line (HTL) is 7.79 ft

**Figure 3-2**  
**Amphibious Bulk Liquid Transfer System (ABLTS) Plan View**  
 U.S. Navy Pacific Fleet

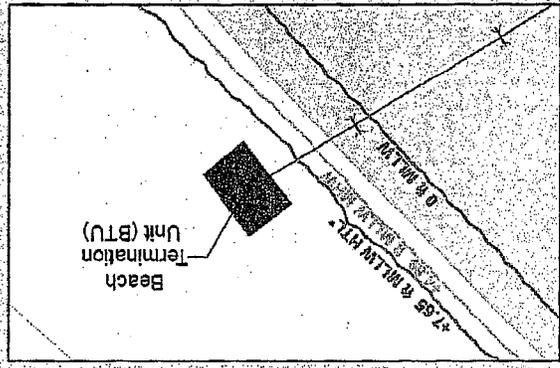
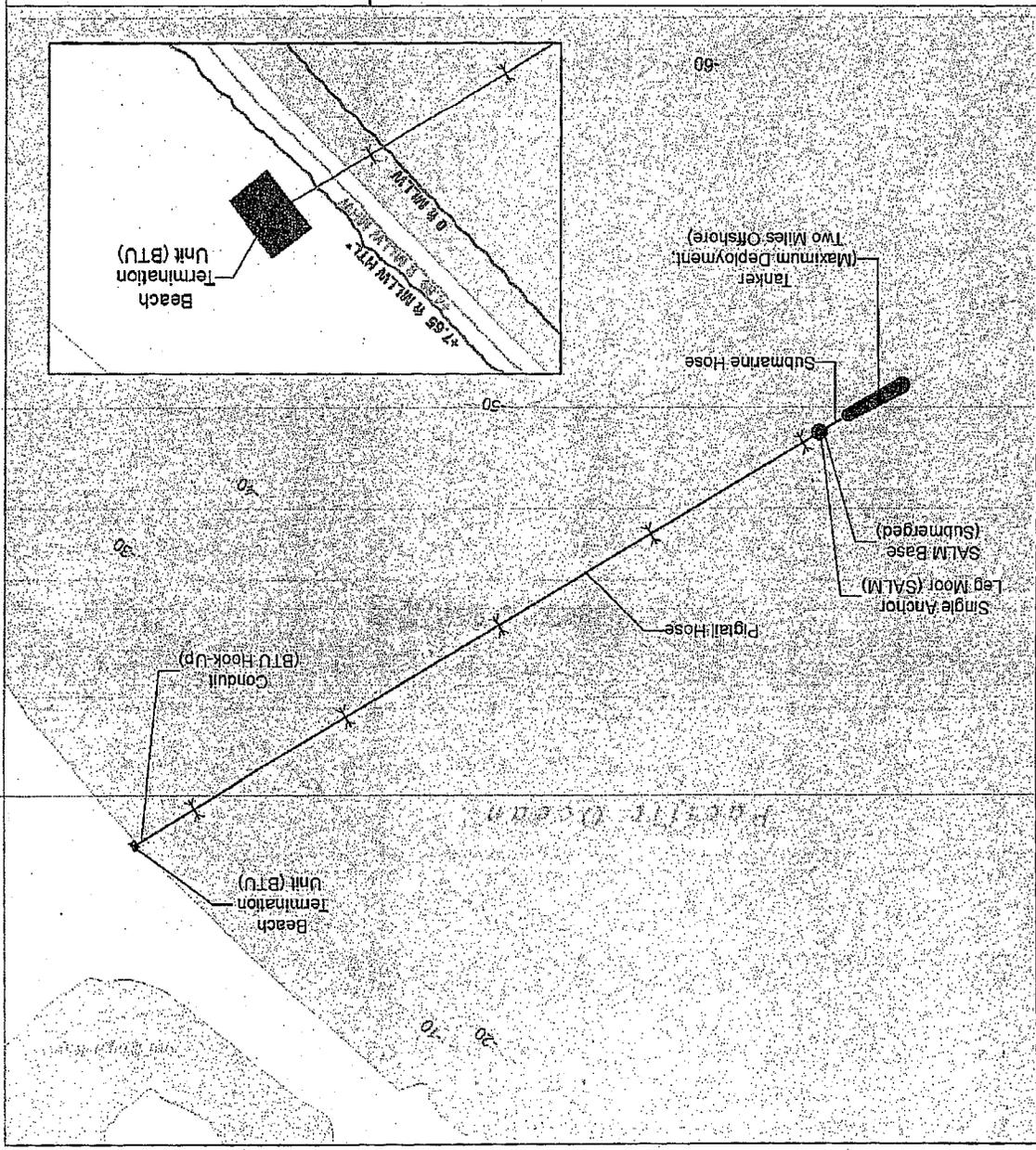
13c-100000-000-0000

**Offshore Petroleum Discharge System (OPDS) Plan View**  
**U.S. Navy Pacific Fleet**

**Figure 3-1**

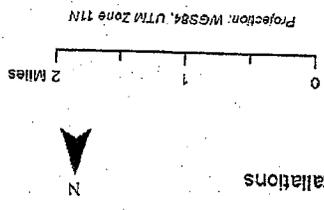


- LEGEND**
- Anchor at Various Points
  - Along Conduit (Total anchors vary based on the total length of deployment)
  - Submerged Conduit
  - Bathymetry 10 ft Intervals
  - 0 ft Bathymetric contour is MLLW



# Silver Strand Training Complex (SSTC) Vicinity Map U.S. Navy Pacific Fleet

Figure 1



- Legend**
- Olay Watershed
  - Potential Site
  - Naval Base Coronado Installations

