PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT

BUILDING STRONG®

APPLICATION FOR PERMIT
Port Hueneme Berth Deepening and Wharf Improvement Project

Public Notice/Application No.: SPL-2017-00502-AJS
Project: Port Hueneme Berth Deepening and Wharf Improvement Project
Comment Period: September 21, 2017 through October 21, 2017
Project Manager: Crystal L.M. Huerta; (805) 585-2143; Crystal.Huerta@usace.army.mil

Applicant
Christina Birdsey
Oxnard Harbor District
333 Ponoma Street
Port Hueneme, California 93041

Contact
Jack Malone
Anchor QEA, LLC
27201 Puerta Real, Suite 350
Mission Viejo, CA 92691

Location
Pacific Ocean waters within and adjacent to the Port of Hueneme Harbor in the city of Port Hueneme, Ventura County, CA (at: 34.1479, -119.2061). See attached map.

Activity
The proposed project includes deepening Oxnard Harbor District (OHD) Berths 1 and 2 along Wharf 1 from -35 mean lower low water (MLLW) to -40 feet MLLW plus 2 feet of overdepth allowance. The total volume of material proposed for dredging from the OHD berths is estimated to be 30,000 cubic yards (cy), consisting of approximately 20,000 cy above project depth and 10,000 cy of allowable overdepth volume. The proposed Hueneme Beach placement area is in the nearshore zone between East Jetty and Surfside Drive (Figure 1). This nearshore placement area has been used by the Corps in the past for dredging of the Federal channel in Port Hueneme and is sited to provide a source of sand for the beach through natural littoral processes.

Wharf improvements include installing a sheetpile toe wall along the base of the wharf to allow deepening of the berths while still maintaining stability of the slope under the wharf. The existing fender pile system would be removed to install the toe wall, and a new fender pile system would be installed alongside the toe wall. Composite fender piles would be used in the new fender pile system. Other fender pile system components would be replaced with more robust timber walers and rubber fenders along the wharf face. The existing fender piles, timber walers, rubber fenders, and other components would be removed and properly disposed of off-site. The ship's stations would be outfitted with snubbing bars to preclude snagging or damaging ship's lines. Construction debris resulting from removing the existing fender pile system would be removed and disposed of at an appropriate disposal site. For more information see Additional Information section below.

Interested parties are hereby notified 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 supports the Corps' decision-making process. All comments received during the comment period 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 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. Comments should be mailed to:

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
ATTN: Crystal L.M. Huerta
Ventura Field Office
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Alternatively, comments can be sent electronically to: Crystal.Huerta@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 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- A preliminary determination has been made an environmental impact statement is not required for the proposed work.

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 any applicant for an individual Section 404 permit provide proof of water quality certification to the Corps of Engineers prior to permit issuance.

Coastal Zone Management- The applicant has certified the proposed activity would comply with and would be conducted in a manner consistent with the approved State Coastal Zone Management Program. For those projects in or affecting the coastal zone, the Federal Coastal Zone Management Act requires that prior to issuing the Corps authorization for the project, the applicant must obtain concurrence from the California Coastal Commission the project is consistent with the State's Coastal Zone Management Plan. The District Engineer hereby requests the California Coastal Commission's concurrence or non-concurrence.

Essential Fish Habitat- The Corps of Engineers preliminary determination indicates the proposed activity may adversely affect EFH. Pursuant to Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA), the Los Angeles District hereby requests initiation of EFH consultation for the proposed project. This notice initiates the EFH consultation requirements of the Act (via abbreviated consultation). In order to comply with the Magnuson-Stevens Fishery Conservation and Management Act (MSA), pursuant to 50 CFR 600.920(e)(3), I am providing, enclosing, or otherwise identifying the following information:

1. Description of the proposed action: see project description beginning on page 5 of this public notice.

2. On-site inspection information: No EFH-specific surveys of the project site have been conducted. Port Hueneme Harbor has not been identified as an important nursery or breeding habitat for federally

managed fish species, but does support foraging habitat. See baseline information on page 5 of this public notice.

3. Analysis of the potential adverse effects on EFH: Fish species under the Pacific Coast Groundfish and the Coastal Pelagic Fisheries Management Plans are likely to be present in the project site, including locations of proposed dredging, nearshore placement and wharf improvements. Because the project is bottom disturbing in nature, the project would likely have adverse impacts to EFH. Increased turbidity could occur in Port Hueneme due to dredging activities within the port as well as construction-related noise disturbance during in-water work associated with wharf improvements. In addition, nearshore placement adjacent to Hueneme Beach could result in increased turbidity and smothering of existing infaunal communities. These impacts to EFH would be temporary and localized. No activity resulting in permanent habitat loss is proposed.

4. Proposed minimization, conservation, or mitigation measures: Turbidity increases would be minimal and temporary as a result of best management practices (BMPs).

5. Conclusions regarding effects of the proposed project on EFH: Based on the project description, the Corps has made a preliminary determination that the proposed activities would have adverse impacts to EFH, however these impacts would be localized and short-term in nature. No long-term permanent adverse impacts to EFH are anticipated.

Therefore, it is my initial determination the proposed activity may adversely affect but **would not** have a substantial adverse impact on EFH or federally managed fisheries in California waters. My final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the NOAA Fisheries. If I do not receive written comments (regular mail or e-mail) within the 30-day notification period, I will assume concurrence by NOAA Fisheries **that no mitigation measures are necessary**.

Cultural Resources- 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. The proposed project would not have the potential to directly affect any known or suspected onshore or offshore archeological resources. Therefore the Corps has preliminarily determined that the proposed project would not have the potential to and/or have a low likelihood to impact Historic Properties.

Endangered Species- Preliminary determinations indicate the proposed activity would not affect federally-listed endangered or threatened species, or their critical habitat. Therefore, formal consultation under Section 7 of the Endangered Species Act does not appear to be required at this time.

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). Because no fills are proposed within special aquatic sites, identification of the basic project purpose is not necessary.

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 improve navigational access and associated wharves to safely accommodate deeper draft vessels within Port Hueneme.

Additional Project Information

Baseline information- Located approximately 60 miles northwest of Los Angeles, the Port of Hueneme is the only deepwater port between Los Angeles and the San Francisco Bay Area and is the United States' Port of Entry for California's central coast region (Figure 1). The Port of Hueneme contains berths owned by the Oxnard Harbor District (OHD) and U.S. Navy (USN) and includes Federal Channels maintained by the Corps. All three entities are responsible for maintaining authorized navigation depths of their respective portions of the harbor. The USN is not proposing to deepen its berths. The Corps is preparing its own environmental analysis for the federal portion of the project.

Currently, vessels calling on the Port of Hueneme are required to light load and work around tide cycles due to insufficient water depths making current operations inefficient. Deepening of the harbor is proposed to accommodate larger deep-draft vessels, increase cargo efficiency, reduce transit costs, and minimize vessel safety concerns.

Sediment sampling and testing of the proposed dredge area has been completed. Phase 1 testing included physical and chemical analyses and solid phase and suspended particulate phase toxicity testing. Results were reviewed by the Dredged Materials Management Team and a consensus determination was made that the material is suitable for beach and nearshore placement based on low contaminant levels and grain size compatibility. The beach and nearshore placement areas have been used by the Corps in the past and are sited to provide a source of sand for the beach through direct placement and natural littoral processes.

Project description- The OHD is proceeding in cooperation with the Corps to implement the deepening project, which entails dredging the Federal Approach and Entrance Channels, Turning Basin, Channel A, and OHD berths. To accommodate the deeper berths, the OHD must improve its existing wharves. Wharf improvements include installing a sheetpile toe wall and new fender pi le system at the wharf as well as improving the bollards and mooring hardware on the wharf.

The current design depth of OHD berths is -35 feet mean lower low water (MLLW). The project includes deepening the berths to -40 feet MLLW plus 2 feet of overdepth allowance. The total volume of material proposed for dredging from the OHD berths is estimated to be 30,000 cubic yards (cy), consisting of approximately 20,000 cy above project depth and 10,000 cy of allowable overdepth volume. Sediment would be placed in the nearshore zone at Hueneme Beach (Exhibit A). Hueneme Beach experiences high rates of erosion and needs regular nourishment; therefore, beneficial use of the dredged material would benefit the community and environment by nourishing the beach. The proposed Hueneme Beach placement area is in the nearshore zone between East Jetty and Surfside Drive (Figure 1). If OHD and the Corps' construction schedules align, the berth

dredging may be coordinated with the federal dredging to place berth sediment directly on Hueneme Beach.

The project would not involve a change in use of the project site; rather, the project would modernize the wharf to increase efficiency at the harbor. Overall throughput would not increase as part of the project. Wharf improvements would include Berths 1, 2, and 3, though the improvements may only include a portion of Berth 3. Wharf improvements to Berth 3 would occur, as necessary, to provide a structurally sound transition from the improved Berths 1 and 2 to the existing Berth 3. The total length of wharf improvements would total approximately 1,800 linear feet.

Wharf improvements include installing a sheetpile toe wall along the base of the wharf to allow deepening of the berths while still maintaining stability of the slope under the wharf. The existing fender pile system would be removed to install the toe wall, and a new fender pile system would be installed alongside the toe wall. Composite fender piles would be used in the new fender pile system. Other fender pile system components would be replaced with more robust timber walers and rubber fenders along the wharf face. The existing fender piles, timber walers, rubber fenders, and other components would be removed and properly disposed of off-site. Upland concrete deck improvements are required along the wharf and would include repairing soffit, fascia, and curb repairs; installing bollard foundations; resurfacing the deck from the bulkhead face to the buildings; and sealing the deck with a protective coating. The ship's stations would be outfitted with snubbing bars to preclude snagging or damaging ship's lines. Construction debris resulting from removing the existing fender pile system would be removed and disposed of at an appropriate disposal site. The project is proposed to begin in the first quarter of 2018 and is expected to last approximately 9 months. Berth dredging would likely occur after removing the existing fender pile system and installing the new sheetpile toe wall. However, the new fender pile system and concrete deck improvements could be installed and implemented before dredging, depending on overall project schedule and operational needs.

Proposed Mitigation– The project is not expected to result in any permanent impacts to waters of the U.S. and thus no compensatory mitigation is proposed. Various measures to minimize adverse effects from dredging, wharf improvements and nearshore placement of dredged material would be implemented during construction. The following measure are currently proposed:

Proposed Special Conditions

The following list is comprised of proposed Permit Special Conditions, which are required of similar types of projects:

Dredging Conditions:

1. The Permittee is prohibited from conducting dredging operations and disposing material in navigable waters of the United States that has not been tested and determined by the Corps Regulatory Division, in consultation with the U.S. Environmental Protection Agency (EPA), to be suitable for disposal in ocean waters. Sampling and testing of previously tested sediment or previously dredged areas is required after three years from the date of initial sediment sampling and testing unless the Corps deems that conditions warrant another testing duration be formulated with EPA consultation. This time limit is subject to change at the discretion of the Corps Regulatory Division if any event causes previously determined suitable material to become potentially unsuitable. The applicant must demonstrate the proposed dredged materials are chemically and physically suitable for disposal in ocean waters according to the provisions of the Inland Testing Manual (ITM) or

Ocean Disposal Manual (ODM) and the Corps Regional Guidance Letter (RGL) 06-02, as appropriate. If the material does not meet the physical and chemical criteria for unconfined disposal in ocean waters, the dredged material shall be disposed at a Corps approved upland disposal location. The applicant shall submit to the Corps Regulatory Division and EPA a draft Sampling and Analysis Plan (SAP). Sampling may not commence until the final SAP is approved, in writing, by the Corps Regulatory Division, in consultation with EPA. Further the SAP Results (SAPR) must also be reviewed and approved and the Permittee must receive a written authorization to proceed.

2. At least 15 calendar days before initiation of any dredging operations authorized by this permit, the Permittee shall submit a dredging and disposal Operations Plan to the Corps Regulatory Division and EPA, with the following information:

A) A list of the names, addresses and telephone numbers of the Permittee's project manager, the contractor's project manager, the dredging operations inspector, the disposal operations inspector and the captain of each tug boat, hopper dredge or other form of vehicle used to transport dredged material to the designated disposal site.

B) A list of all vessels, dredging equipment and electronic positioning systems or navigation equipment to be used for dredging and disposal operations, including: the capacity, load level and acceptable operating sea conditions for each hopper dredge or disposal barge or scow.

C) A schedule describing when the dredging project is planned to begin and end.

D) A pre-construction dredging bathymetric survey (presented as a large format plan view drawing), taken within thirty (30) days before the dredging begins, accurate to 0.5-foot with the exact location of all soundings clearly defined on the survey chart. The pre-dredge survey chart shall be prepared showing the following information:

i) The entire dredging area, including the toe and top of all side-slopes, and typical cross sections of the dredging areas. To ensure that the entire area is surveyed, the pre-dredge condition survey should cover an area at least 50 feet outside the top of the side-slope or the boundary of the dredging area.

ii) Areas shallower than the dredging design depth shall be shaded green, areas between the dredging design depth and overdredge depth shall be shaded yellow, and areas below overdredge depth that will not be dredged shall be shaded blue.

iii) The pre-dredging survey chart shall be signed by the Permittee to certify that the data are accurate and that the survey was completed within thirty (30) days before the proposed dredging start date.

E) A debris management plan to prevent unauthorized disposal of large debris or other unsuitable materials. The debris management plan shall include: sources and expected types of debris if known, debris separation and retrieval methods and equipment to be used, debris disposal location(s), and debris disposal methods (e.g., recycling, landfill, hazardous/toxic/radioactive materials/munitions disposal sites, etc.).

F) Beach Nourishment:

i) A schedule describing when the beach nourishment project would begin and end.

ii) A debris management plan to prevent disposal of debris at beach nourishment location(s). The debris management plan shall include: sources and expected types of debris, debris separation and retrieval methods, and debris disposal methods.

iii) The Permittee shall delineate the perimeter of the beach nourishment area during beach nourishment operations, and monitor the area to protect the public from construction hazards and equipment.

iv) Grunion monitoring: A pre-construction biological survey should be conducted to evaluate presence of, and beach suitability for, California grunion (Leuresthes tenuis). In the event beach nourishment operations could affect California grunion, and/or would occur between March 1 and August 31 (the grunion spawning season), the Permittee shall not begin operations, or suspend operations, and notify the Corp Regulatory Division and NOAA Fisheries within 24 hours. If there are grunion present, or the beach is suitable for grunion, and the Corps requests determines an avoidance plan is needed, the Permittee shall submit a Grunion Avoidance and Monitoring Plan to the Corps for review and approval prior to conducting or resuming any activities that could affect California grunion. After approval of the plan, the Corps may authorize the Permittee to proceed under the approved plan.

3. The Permittee shall not commence dredging or disposal operations unless and until the Permittee receives a Notice to Proceed, in writing (letter or email), from the Corps Regulatory Division.

4. The Permittee and its contractors and subcontractors shall maintain a copy of this permit at the work site, and on all vessels used to dredge, transport and dispose of dredged material authorized under this permit.

5. The Permittee shall ensure that the captain of any hopper dredge, tug or other vessel used in the dredging and disposal operations, is a licensed operator under U.S. Coast Guard regulations and follows the Inland and Ocean Rules of Navigation or the U.S. Coast Guard Vessel Traffic Control Service. All such vessels, hopper dredges or disposal barges or scows, shall have the proper day shapes (mast head signals which indicate vessel operational status), operating marine band radio, and other appropriate navigational aids.

6. The Permittee's contractor(s) and the captain of any vessel covered by this permit shall monitor VHF-FM channels 13 and 16 while conducting dredging operations.

7. Upon request, the Permittee and its contractor(s) shall allow inspectors from the Corps Regulatory Division (may include other Corps Divisions), EPA, and(or) the U.S. Coast Guard to inspect all phases of the dredging and disposal operations. Upon request, the Permittee and its contractor(s) retained to perform work authorized by the permit or to monitor compliance with this permit shall make available to inspectors from the Corps EPA, and (or) the U.S. Coast Guard the following: dredging and disposal operations inspectors' logs, the vessel track plots and all disposal vessel logs or records, any analyses of the characteristics of dredged material, or any other documents related to dredging and disposal operations.

8. During disposal and dredging operations the permitted activity shall not interfere with the public's right to free navigation on all navigable waters of the United States.

9. If non-compliance of the permit occurs, the Permittee shall report the details of the permit non-compliance to the Corps Regulatory Division within twenty-four (24) hours. If the Permittee retains any contractors to perform any activity authorized by this permit, the Permittee shall instruct all such contractors that any permit non-compliance of any permit condition must be reported to the Permittee immediately who must then report to the Corps Regulatory Division.

10. When using a hopper dredge, water/slurry flowing through the weirs shall not exceed 10 minutes during dredging operations (to prevent overflow/overload). When using a hopper dredge, the fill level of the hopper dredge shall not exceed the load line to prevent any dredged material or water from spilling over the sides at the dredging site or during transit from the dredging site to the disposal site. No hopper dredge shall be filled above this predetermined level. Before each hopper dredge is transported to the disposal site, the dredging site inspector shall certify that it is filled correctly. If a dredging or disposal operation does not require a hopper dredge than disregard this special condition.

11. When using a disposal barge or scow, no water shall be allowed to flow over the sides throughout the dredging and disposal operations. The fill level of the disposal barge or scow shall not exceed the load line to prevent any dredged material or water from spilling over the sides during all operations. No disposal barge or scow shall be filled above this predetermined level or load line (vessel frame/plating). Before each disposal barge or scow is transported to the disposal site, the Permittees dredging site inspector shall certify that it is filled correctly.

12. The Permittee shall use an electronic positioning system to navigate throughout all dredging, hauling, disposal, and discharge operations. The electronic positioning system shall have a minimum accuracy and precision of +/- 10 feet (or 3 meters). If the electronic positioning system fails or navigation problems are detected, all dredging operations shall cease until the failure or navigation problems are corrected.

13. The Permittee shall submit a post-construction/project completion report to the Corps Regulatory Division within 30 calendar days after completion of each dredging event to document compliance with all general and special conditions in this permit. The report shall include all information collected by the Permittee, the dredging operations inspector and the disposal operations inspector or the disposal vessel captain. One post-construction report (instead of separate reports) should be submitted for all activities conducted under the permit. The report must describe whether or not all general and special conditions were met. The report shall include:

A) Project Name and Corps file number.

B) Start date (month/day/year) and completion date of dredging and disposal operations.

C) The disposition and total cubic yards of all material disposed or discharged at each site or location.

D) Dredging method (e.g., hopper dredge, suction dredge, clamshell, dragline, etc.).

E) Mode of transportation.

F) Frequency of disposal and plots of all trips to the disposal or discharge site(s).

G) Tug boat or other disposal vessel logs documenting contact with the U.S. Coast Guard before each trip to the disposal or discharge site(s).

H) A detailed post-dredging bathymetry survey drawing of the dredging area. The survey drawing shall show areas above the dredging design depth shaded green, areas between the dredging design depth and overdredge depth shaded yellow, areas below overdredged depth that were not dredged or areas that were deeper than the overdredge depth before the project began as indicated on the pre-dredging survey shaded blue, and areas dredged below the overdredge depth or outside the project boundaries shaded red. The methods used to record the post-construction dredging survey drawing shall be the same methods used in the pre-construction dredging survey drawing. The survey drawing shall be signed by the Permittee certifying that the data are accurate.

I) A description of any navigation problems and corrective measures implemented.

J) Copies of all completed Scow Certification Checklists for ocean disposal.

14. The Permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause

unreasonable obstruction to the free navigation of the navigable waters, the Permittee will be required, upon due notice from the Corps of Engineers Regulatory Division, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

15 . The Permittee shall notify the Corps Regulatory Division of the date of commencement of work in navigable waters of the United States no less than 14 calendar days prior to commencing work, and shall notify the Corps of the date of completion of operations at least five (5) calendar days prior to such completion.

For additional information please call Crystal L.M. Huerta of my staff at (805) 585-2143 or via e-mail at Crystal.Huerta@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.

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
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ANCHOR QEA

August 3, 2017

Antal Szijj
U.S. Army Corps of Engineers, Regulatory Division
2151 Alessandro Drive, Suite 110
Ventura, California 93001

Re: Application for the Port of Hueneme Berth Deepening and Wharf Improvement Project

Dear Mr. Szijj,

On behalf of the Oxnard Harbor District (OHD), Anchor QEA, LLC, is pleased to provide the enclosed application and supporting documentation for the Port of Hueneme berth deepening and wharf improvement project. The proposed deepening project entails dredging Berths 1 and 2 as well as a portion of Berth 3 along Wharf 1 to approximately -40 feet MLLW plus 2 feet of overdepth to provide deep-draft vessel continuity from the harbor to Wharf 1. Dredged material would be beneficially used for nourishment of Hueneme Beach through nearshore placement. If the OHD and U.S. Army Corps of Engineers (USACE) construction schedules align, the berth dredging may be coordinated with the federal dredging to place berth sediment directly on Hueneme Beach. To support the deeper berth depth, improvements will be performed to the existing wharves. Improvements include installing a sheetpile toe wall, replacing the fender pile system, and repairing and improving the mooring hardware and wharf deck. The attached documents provide a more detailed narrative description of the project, and the attached 30% design plans provide dredging and wharf design information.

Thank you for your help in processing this application. Please do not hesitate to contact me at (805) 985-2213 or at jmalone@anchorqea.com should you have any questions about the proposed project.

Sincerely,

Jack Malone, Ph.D.
Managing Scientist

cc: K.J. May, Oxnard Harbor District
Christina Birdsey, Oxnard Harbor District

Attachments

Application for Department of the Army Permit

Project Description

Project Plans (Provided on CD)

CEQA Documentation (Final Mitigated Negative Declaration provided on CD)

Port of Hueneme Berth Deepening and Wharf Improvement

Description of the Project

Located approximately 60 miles northwest of Los Angeles, the Port of Hueneme is the only deep-water port between Los Angeles and the San Francisco Bay Area and is the United States' Port of Entry for California's central coast region (Figure 1). The Port of Hueneme contains berths owned by the Oxnard Harbor District (OHD) and U.S. Navy (USN) and includes Federal Channels maintained by the U.S. Army Corps of Engineers (USACE). All three entities are responsible for maintaining authorized navigation depths of their respective portions of the harbor. The USN is not proposing to deepen its berths. The USACE is preparing its own environmental analysis for the federal portion of the project.

Currently, vessels calling on the Port of Hueneme are required to light load and work around tide cycles due to insufficient water depths making current operations inefficient. Deepening of the harbor is proposed to accommodate larger deep-draft vessels, increase cargo efficiency, reduce transit costs, and minimize vessel safety concerns. The OHD is proceeding in cooperation with USACE to implement the deepening project, which entails dredging the Federal Approach and Entrance Channels, Turning Basin, Channel A, and OHD berths. To accommodate the deeper berths, the OHD must improve its existing wharves. Wharf improvements include installing a sheetpile toe wall and new fender pile system at the wharf as well as improving the bollards and mooring hardware on the wharf.

The current design depth of OHD berths is -35 feet mean lower low water (MLLW). The project includes deepening the berths to -40 feet MLLW plus 2 feet of overdepth allowance. The total volume of material proposed for dredging from the OHD berths is estimated to be 30,000 cubic yards (cy), consisting of approximately 20,000 cy above project depth and 10,000 cy of allowable overdepth volume. Sediment was characterized to determine suitability for beach nourishment in the nearshore zone at Hueneme Beach and was approved by the Southern California Dredged Material Management Team (DMMT) for beach or nearshore placement at Hueneme Beach (Exhibit A). Hueneme Beach experiences high rates of erosion and needs regular nourishment; therefore, beneficial use of the dredged material will benefit the community and environment by nourishing the beach. The proposed Hueneme Beach placement area is in the nearshore zone between East Jetty and Surfside Drive (Figure 1). This nearshore placement area has been used by USACE in the past and is sited to provide a source of sand for the beach through natural littoral processes. If OHD and USACE construction schedules align, the berth dredging may be coordinated with the federal dredging to place berth sediment directly on Hueneme Beach.

The project would not involve a change in use of the project site; rather, the project would modernize the wharf to increase efficiency at the harbor. Overall throughput would not increase as

part of the project. Wharf improvements would include Berths 1, 2, and 3, though the improvements may only include a portion of Berth 3. Wharf improvements to Berth 3 would occur, as necessary, to provide a structurally sound transition from the improved Berths 1 and 2 to the existing Berth 3. The total length of wharf improvements would total approximately 1,800 linear feet.

Wharf improvements include installing a sheetpile toe wall along the base of the wharf to allow deepening of the berths while still maintaining stability of the slope under the wharf. The existing fender pile system would be removed to install the toe wall, and a new fender pile system would be installed alongside the toe wall. Composite fender piles would be used in the new fender pile system. Other fender pile system components would be replaced with more robust timber walers and rubber fenders along the wharf face. The existing fender piles, timber walers, rubber fenders, and other components would be removed and properly disposed of off site. Upland concrete deck improvements are required along the wharf and would include repairing soffit, fascia, and curb repairs; installing bollard foundations; resurfacing the deck from the bulkhead face to the buildings; and sealing the deck with a protective coating. The ship's stations would be outfitted with snubbing bars to preclude snagging or damaging ship's lines. Construction debris resulting from removing the existing fender pile system would be removed and disposed of at an appropriate disposal site.

The project is proposed to begin in the first quarter of 2018 and is expected to last approximately 9 months. Berth dredging would likely occur after removing the existing fender pile system and installing the new sheetpile toe wall. However, the new fender pile system and concrete deck improvements could be installed and implemented before dredging, depending on overall project schedule and operational needs.

Avoidance and Mitigation Measures

The OHD and its contractors will commit to avoiding and minimizing adverse effects during construction. The OHD proposes to implement the following measures to the maximum extent practicable to avoid and minimize potential environmental impacts. Applicable environmental commitments will be incorporated into the project plans and the contract specifications.

General

Dredging shall be conducted in a manner to avoid overdredging in the vertical or horizontal dimensions to the maximum extent possible.

All trash and debris shall be removed from the Hueneme Beach nourishment site each day.

Water Quality

The proposed project will comply with the terms and conditions of the Clean Water Act Section 401 Water Quality Certification and Porter-Cologne Waste Discharge Requirements as issued by the Los Angeles Regional Water Quality Control Board.

Additionally, rules and methods set out by the Contaminated Sediments Task Force Long-term Management Strategy BMP toolbox[1] for use during dredging activity shall be provided to the dredge contractor to satisfy federal and state water quality requirements, specifically:

- Increasing cycle time. Longer cycle time reduces the velocity of the ascending loaded bucket through the water column, which reduces potential to wash sediment from the bucket. Limiting the velocity of the descending bucket reduces the volume of sediment that is picked up and requires more total bites to remove the project material. Most sediment resuspension for a clamshell dredge occurs when the bucket hits the bottom.
- Eliminating multiple bites. When the clamshell bucket hits the bottom, an impact wave of suspended sediment travels along the bottom away from the dredge bucket. When the clamshell bucket takes multiple bites, the bucket loses sediment as it is reopened for subsequent bites. Sediment is also released higher in the water column as the bucket is raised, opened, and lowered.
- Eliminating bottom stockpiling. Bottom stockpiling of the dredged sediment in silty sediment has a similar effect as multiple bite dredging; an increased volume of sediment is released into the water column from the operation.
- Preventing barge overflow. Instructing the contractor will ensure that the barge will not be allowed to overflow.

[1] Los Angeles Regional Contaminated Sediments Task Force, 2005. *Long-term Management Strategy*. May 2005.

Fish and Wildlife Resources

Operators of dredge or other heavy equipment shall not harass any marine mammals, waterfowl, or fish in the project area.

If beach placement of dredged material directly on Hueneme Beach occurs after March 15 (during grunion season), the zone of activity shall be restricted to a fixed position, clearly marked by flagging, 500 feet in width and extending offshore.

Construction activities shall not disturb the low-lying bluffs, sand dunes, or existing vegetation that may be present on Hueneme Beach.

Air Quality and Noise

Dredges and other construction equipment will be properly maintained to minimize the release of diesel and hydrocarbon effluent into the atmosphere. The contractor shall adhere to all permit requirements including those regarding emissions, fuel use, and fuel consumption.

Staging and storage areas shall be periodically watered and maintained to minimize fugitive dust.

Activities and operations on unpaved areas, such as staging areas, shall be minimized to the extent feasible during high wind events to minimize fugitive dust.

All internal combustion engines will be equipped with properly operating mufflers.

Construction equipment shall be properly maintained and scheduled to minimize unsafe and nuisance noise effects to sensitive biological resources, residential areas, and the socio-economic environment. Sensitive receptors, such residential, schools, and hospitals, will be avoided whenever possible.

Harbor and Land Use

The dredge and associated equipment shall be marked in accordance with U.S. Coast Guard (USCG) provisions. The contractor shall contact the Eleventh Coast Guard District, Aids to Navigation Branch, 2 weeks prior to commencing dredging. The following information shall be provided to the USCG:

- Size and type of equipment to be used in the work
- Names and radio call signs for working vessels
- Telephone number for on-site contact with project engineer
- Schedule for completing the project
- Any hazards to navigation

The equipment operator shall be required to yield or move equipment and all support craft for law enforcement or rescue vessels when needed.

Cultural Resources

If previously unknown cultural resources are identified during implementation of the proposed project, all activities will cease until the provisions of 36 Code of Federal Regulations (CFR) 800.11, Properties Discovered During Implementation of an Undertaking, are met. If resources are deemed eligible for the National Register of Historic Places, the effects of the project will be taken into consideration in consultation with the State Historic Preservation Office (SHPO). The Advisory Council on Historic Preservation will be provided an opportunity to comment in accordance with 36 CFR 800.11.

Figure

ANCHOR QEA

Figure 1
Vicinity Map
Port of Hueneme Deepening

Exhibit A
DMMT Communication

From: Simon, Larry@Coastal <Larry.Simon@coastal.ca.gov>
Sent: Wednesday, June 14, 2017 11:30 AM
To: Jack Malone
Cc: Lyons, Michael@Waterboards; lawrence.j.smith@usace.army.mil; Ross, Brian; Ota, Allan; Vargas, Jessica M CIV USARMY CESPL (US); Shelly Anghera; Scianni, Melissa; Szijj, Antal J CIV USARMY CESPL (US)
Subject: RE: Oxnard Harbor District EPA Suitability Recommendation

The Coastal Commission concurs with EPA's recommendation on sediment suitability.

Larry Simon
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The Regional Board concurs with the EPA recommendation on sediment suitability.

Michael Lyons
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Los Angeles Regional Water Quality Control Board
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