PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT

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APPLICATION FOR PERMIT
Maintenance Dredging of Piers 1, 4, 5, 8,
North Mole Pier, & Paleta Creek, Naval Base San Diego (NBSD)

Public Notice/Application No.: SPL-2017-00703-RRS
Project: Maintenance Dredging and Disposal of Piers 1, 4, 5, 8, North Mole Pier, & Paleta Creek, Naval Base San Diego (NBSD)
Comment Period: November 28, 2017 through December 27, 2017
Project Manager: Robert Smith; 760-602-4831; Robert.R.Smith@usace.army.mil

Applicant
Joshua Gamez
Commander U.S. Navy
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2730 McKean Street, Bldg. 121, Floor 2
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2730 McKean St
Bldg. 291
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Location

The project, per the attached figures, is located at NBSD vessel berths near Paleta Creek and Piers 1, 4, 5, 8 and the north side of Mole Pier within the city of San Diego, CA (Latitude (lat.): 32.6726 degrees North (N), Longitude (long.). -117.1175 degrees West (W). Pier 1 (lat. 32.6853 N, long. -117.1334 W) is located along Senn Rd as it curves shoreward to Norman Scott Rd. Pier 4 (lat. 32.6802 W, long. -117.1281 N) is located along Brinser St. north of Bainbridge St. Pier 5 (lat. 32.6785 N, long. -117.1266 W) is located south of the intersection of Brinser St. and Bainbridge St. Pier 8 (lat. 32.6733 N, long. -117.1224 W) is located along Brinser St. north of South St. The north side of Mole Pier (lat. 32.6693 N, long -117.1215 W) is bay ward of Paleta Creek at the terminus of West 8th St. The LA-5 ocean disposal material discharge site (LA-5 ODMDS) is located 5.4 miles southwest of Point Loma in the Pacific Ocean. The upland disposal sites are upland landfills located at Miramar or Otay landfills in San Diego County.

Activity

The proposed action consists of maintenance dredging (192,985 cy; 24.6 acres of impacts to navigable waters of the United States (U.S.)) with ocean disposal at the LA-5 ocean disposal site of suitable material (6,913 cy) and landfill disposal (186,072 cy) to restore berthing areas at NBSD to previously-dredged, operational depths in association with the Navy's Maintenance Dredging Project

of Piers 1, 4, 5, 8, north Mole, and Paleta Creek, Naval Base San Diego (see attached drawings). A portion of the material from the north side of Mole Pier (5,277 cy) and Pier 8 (1,636 cy) is suitable for ocean disposal and a large portion of the dredged material will be disposed of at an approved upland landfill for all sites. The material from Piers 1, 4, 5, and Paleta Creek has been deemed unsuitable for ocean disposal and will be disposed of at an approved upland landfill. The material to be disposed of at the upland landfill will be temporarily contained within a confined disposal facility (CDF), which, by design, will preclude any runback of water or sediment into waters of the U.S. The CDF to process material for upland disposal will be located at NBSD Mole Pier. All material suitable and unsuitable for ocean disposal was investigated per the Ocean Testing Manual (OTM). For more information see page 3 of this notice.

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, Section 10 of the Rivers and Harbors Act, and Section 103 of the Marine Protection, Research and Sanctuaries Act. Comments should be mailed to:

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
ATTN: Robert Smith, (760) 602-4831
Carlsbad Field Office
5900 La Place Ct., Suite 100
Carlsbad, CA 92008

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 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. Also prior to permit issuance the Corps may deem, per Corps regulations and any applicable lead agency guidance, that the Section 401 water quality certification has been waived.

Coastal Zone Management- The applicant, per lead agency guidance, will certify, 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. After a review of the comments received on this public notice and in consultation with the Navy per lead agency guidance, the Corps will make

a final determination of whether this project affects coastal zone resources based on the Navy's lead agency determination after review of the comments received on this Public Notice.

Essential Fish Habitat (EFH)- The Corps of Engineers preliminary determination indicates the proposed activity my adversely affect EFH. Pursuant to Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA) and Corps lead agency guidance the Navy will initiate EFH consultation as the lead Federal agency. Essential Fish Habitat (EFH), as defined by the Magnuson-Stevens Fishery Conservation and Management Act, occurs within the project area and EFH is affected by the proposed project. The Navy, as the lead Federal agency, has determined that the proposed action will adversely affect EFH and will initiate EFH consultation. Additionally the Corps is submitting the following information:

1. Description of the proposed action: See Project Description on pages, 1, 5, and 6.

2. Onsite inspection information: See baseline information on page 5. Most of the project areas are in deep water bay berthing and ocean disposal areas that the Navy has analyzed with their NEPA and EFH documents which the Corps is reviewing.

3. Analysis of the potential adverse effects on EFH: The Corps will be analyzing the Navy's EFH documents. Due to turbidity and vessel and dredging and disposal equipment impacts during dredging and ocean disposal within the immediate vicinity of the dredging and LA-5 disposal area the project will adversely affect EFH resources.

4. Proposed minimization, conservation, or mitigation measures: The Navy will consult with NMFS for EFH impacts and the Corps will review and adopt any EFH measures needed to comply with EFH procedures per lead agency guidance. If water depths within the proposed project area would impact eelgrass or create turbidity, pre-construction eelgrass surveys and turbidity monitoring will be conducted per the California Eelgrass Mitigation Policy (CEMP) and the Navy's NEPA documents to document that no eelgrass habitat would be impacted as a result of the project. Post-construction eelgrass surveys may also be conducted if the pre-construction surveys indicate the potential for eelgrass impacts resulting from the proposed action. If it is determined that eelgrass has been impacted as a result of the proposed action, the Navy will provide eelgrass mitigation per CEMP and may use their eelgrass bank if needed for eelgrass mitigation.

5. Conclusions regarding effects of the proposed project on EFH: The Navy will consult with National Marine Fisheries Services (NMFS) and provide documentation of EFH consultation upon completion to the Corps which the Corps will review and may adopt per lead agency guidance.

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. The Corps' final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the NMFS and the Navy per lead agency guidance.

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 Corps has received the Navy's acknowledgement that per their role as lead agency (for Section 106 compliance under the National Historic Preservation Act (NHPA)) the project area (dredging area and LA-5 ODMDS) has been greatly disturbed and there is no potential to disturb any

cultural resources. Also based on the Navy's reports the area of potential effects (APE) for this proposed project has no recorded archaeological sites within or near a 30 meter radius, nor any expected potential to harbor buried archaeological deposits or shipwrecks. Since the proposed activity is maintenance dredging with upland landfill and ocean disposal the action is to return the area to previous operational depths and the area has been previously disturbed due to both previous dredging and vessel berthing impacts such as anchoring and groundings.

Also the Navy's reports indicates that neither are there any built historic properties within 100 meters of the APE. As prescribed under Stipulation 6a of the Navy's 2003 San Diego metro Area Programmatic Agreement (PA), the proposed action is defined to include the project site and the areas of laydown and staging associated with the proposed action, and to consider the potential for direct or indirect effects. This APE contains no historic properties and as such, under the authority of the PA, the Commander Navy Region Southwest Cultural Resources Management Program has determined that the proposed action meets the standard for "No Historic Properties Affected" consistent with 8a of the PA. This review constitutes the extent of cultural resources investigations by the Navy and per lead agency guidance the Corps will review their lead agency determination and adopt if necessary.

Endangered Species (ESA)- Preliminary determinations indicate the proposed activity would affect federally-listed endangered species. The proposed action would generate temporary and localized noise, vessel and dredge equipment impacts, and turbidity within the immediate vicinity of the dredging footprints and at the proposed disposal location, LA-5. Therefore, formal consultation under Section 7 of the Endangered Species Act does appear to be required at this time by the Navy which the Corps may adopt under lead agency guidance. The Corps is reviewing the Navy's determination, that as the lead Federal agency under ESA, the proposed action would have no effect on the California least tern (*Sterna antillarum browni*). The project footprint is not located within a designated California least tern (CLT) foraging area per the Navy/U.S. Fish and Wildlife Service (FWS) Memorandum of Understanding (MOU), therefore, in accordance with the CLT MOU, in-water construction will not require any seasonal restrictions. The Navy, as the lead Federal agency, has determined that the proposed action may affect the green sea turtle (*Chelonia mydas*), the blue whale (*Balaenoptera musculus*), the fin whale (*Balaenoptera physalus*), the western northern Pacific gray whale (*Eschrichtius robustus*), the sperm whale (*Plyseter microcephalus*), the humpback whale (*Megaptera novaeangllae*), and the Guadalupe fur seal (*Arctocephalus townsendi*). The Navy will provide documentation to the Corps at the completion of ESA consultation with NMFS and the Corps will review and may potentially adopt the Navy's ESA determination per 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., eelgrass, wetlands, mudflats, ocean reefs). Because there may be fills that directly or indirectly impact eelgrass from the dredging, identification of the basic project purpose is necessary. The basic project purpose for the proposed project is military vessel berthing. The project 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 perform maintenance dredging at Piers 1, 4, 5, 8, north Mole Pier, and Paleta Creek and dredged material disposal at an appropriate site in or near San Diego Bay including the LA-5 ODMDS, in San Diego County, CA.

Additional Project Information

Baseline information- The proposed action, shown in Table 1 and 2 on the next page, consists of maintenance dredging (mostly sandy material with some silts) to restore berthing areas aboard NBSD at Piers 1, 4, 5, 8, the north side of Mole Pier and Paleta Creek to previously-dredged operational depths. The Navy has been in consultation per the OTM with the Corps and the Environmental Protection Agency (EPA) from 2013 thru 2017 regarding the sediment sampling and testing to support adequate disposal of the dredged material. Sampling and analysis plans (SAPs) were drafted and approved by the Corps and EPA for each proposed dredging site. Sediment cores were collected from the proposed project footprints at Piers 8 and north Mole Pier in July 2013 and a suitability determination for dredge material discharge was made by the Corps and EPA in April 2014. Per the OTM the Navy restarted consultation with the Corps and EPA in 2017 with a new testing SAP and final results report (SAPr) to re-confirm suitability of the material for ocean disposal at Piers 8 and north Mole Pier concurrently with this application. Paleta Creek and Piers 1, 4, and 5 were also sampled to characterize the sediment.

Based on the bulk chemistry results and in consultation with the Corps and EPA, the material from the dredge footprints at Paleta Creek and Piers 1, 4, and 5 was determined unsuitable for discharge back into waters of the U.S. At north Mole Pier and Pier 8 only 5,277 cy at Mole Pier 8 and 1,636 cy at Pier 8 (total 6,913 cy) was deemed suitable for ocean disposal at LA-5. The remainder amount of dredging will be dredged as illustrated in Table 1 and 2 with 2 feet (ft or ft.) overdepth. Therefore approximately 112,530 cy of sediment from Paleta Creek and Piers 1, 4, and 5 will be disposed of at an approved upland facility such as Miramar or Otay landfills.

Table 1 - Estimated Dredge Material Volumes for NBSD Maintenance Dredging Project at Pier 8 and Mole Pier North Side (Note that SUAD is the suitable material determination and NUAD is the unsuitable determination made by the Corps and EPA. OD is 2 ft. redging overdepth.)

Location	Disp. Suitability	Design Depth (ft.)	Est. Vol. (cy)	Overdepth (cy) Volume	Total Volume (cy)
Pier 8 Comp A	NUAD	-37	18,750	7,436	26,185
Pier 8 Comp B	SUAD		673	963	1,636
Pier 8 Total Dredge Volume			19,423	8,399	27,821
Mole Pier Comp A	NUAD	-30	10,661	4,096	14,757
Mole Pier	SUAD	-24	2,093	3,184	5,277
Mole Pier Comp B	NUAD		4,130	3,542	7,672
Mole Pier	NUAD		7,384	6,671	14,055
Mole Pier	NUAD		6,814	4,060	10,873
Mole Pier Total Dredge Volume			31,082	21,553	52,634
Subtotal Project Dredge Volume (Pier 8 and north Mole Pier)			50,505	29,952	80,455

Table 2 – Piers 1, 4, 5, and Paleta Creek and Total Project.

Dredging Site/Composite Area	Disp. Suitability	Design Depth (ft.)	Est. Dredge Vol. (cy)	Est. 2-ft OD Volume (cy)	Est. Total Vol. (cy)
Pier 1	NUAD	-30	13,419	13,926	27,345
Pier 4	NUAD	-30	17,310	10,918	28,228
Pier 5	NUAD	-30	7,586	10,076	17,662
Paleta Creek	NUAD	-20	27,887	11,408	39,295
Subtotal	-	-		46,328	112,530
Piers 1,4,5 and					
Paleta Creek			66,202	46,328	112,530
Total Project					192,985

The material at the six berthing areas included in this application will be dredged using a clamshell dredge. The Corps has completed consultation under tiered testing procedures under the OTM in November 2017 with the EPA and the Navy regarding the volume and location of discharge for material suitable for ocean disposal and upland disposal of unsuitable material. The material to be disposed of at an upland landfill will be temporarily contained within a temporary confined disposal facility (CDF) located on Mole Pier, NBSD prior to being truck hauled to the approved landfill.

Due to historic operations in the project area, such as the decommissioning of vessels and munitions handling, and previous unanticipated finds of munitions and explosives of concern (MEC) and radiological commodities (RAD), dredge material removed from Piers 1, 4, 5, 8, and north side of Mole Pier berthing areas will be screened for these items prior to disposal. The Navy, as the lead federal agency, will coordinate handling and screening processes and plans for these items with the appropriate stakeholders with the assistance of the Naval Ordnance Safety and Security Activity (NOSSA) and the Navy's Radiological Affairs Support Office (RASO). Due to water depths and previous operations at Paleta Creek, the Navy does not anticipate finding MEC or RAD in the Paleta Creek dredge material. Bathymetry surveys were performed in 2011 and 2014. These surveys were compared with existing operational depths and previous dredging data. Many locations within NBSD were determined to contain shoaled material and currently not meeting required operational depths. Paleta Creek and Piers 1, 4, 5, 8, and the north side of Mole Pier were determined to be the highest priority for maintenance dredging at this time based on operational needs. The maintenance dredging described herein will be accomplished under multiple contracts and is anticipated to be complete by 2020.

Project description- The proposed action consists of maintenance dredging to restore berthing areas aboard NBSD to previously-dredged operational depths, specifically at Paleta Creek and Piers 1, 4, 5, 8, and north Mole. Water depths at Paleta Creek currently range between -10 ft. and -18 ft. Mean Lower Low Water (MLLW). The previously established design depth is -20 ft. MLLW, plus 2 ft. overdredge. The dredge footprint is approximately 3.9 acres (1,500 linear ft.). Pier 1 has a design

depth of -30 ft. MLLW, plus 2 ft overdredge, with current water depths ranging between -20 ft. and -29 ft. MLLW. The area to be dredged at Pier 1 is approximately 3.2 acres (1,400 linear ft.). Water depths at Pier 4 currently range between -21 ft. and -29.5 ft. MLLW, with a design depth of-30 ft. MLLW, plus 2 ft. overdredge. The proposed dredge footprint is approximately 3.5 acres (1,600 linear ft.). Pier 5 has a design depth of -30 ft. MLLW (plus 2 ft. overdredge) and currently water depths range between -22 ft. and -29.5 ft. MLLW. The dredge footprint proposed is approximately 4.5 acres (1,700 linear ft.).

Currently, water depths within the project footprint at Pier 8 range between -28 ft. MLLW and -35 ft. MLLW, with a design depth of -37 ft. MLLW, plus 2 ft. overdredge. The dredge footprint is approximately 4.1 acres with a linear distance of approximately 1,950 linear ft. The Navy has determined that the project footprint at the north side of Mole Pier has two different design depths based on sediment cores collected in 2013. Composite A encompasses the western end of Mole Pier and the northwestern side of the pier until the pier widens and the bulkhead continues northeast (see Figure 2-3a). The design depths of the Piers 1, 4, and 5 is -30 ft. MLLW, plus 2 ft overdredge. Current water depths in this area range between -18 ft. MLLW and -26 ft. MLLW. The remaining dredge footprint located on the northeast side of Mole Pier, has a design depth of -24 ft. MLLW, plus 2 ft. overdredge. Water depths at north Mole Pier currently range between -11 ft. MLLW and -26 ft. MLLW. The total dredge footprint at Mole Pier is approximately 10.8 acres with a linear distance of approximately 2,000 linear ft. The disposal footprint is roughly 2 acres at the LA-5 ocean disposal site from the center point of the site. Table 3 summarizes the total project information below.

Table 3 - Maintenance Dredging and Disposal Summary Table

Location (NBSD)	**Design Depth (MLLW)***		**Area of Dredge Footprint (acres)**	**Upland (cy)**	**Ocean (cy)**	**Total Volume (cy)**
Pier 1	-30 ft		3.2	27,345	0	27,345
Pier 4	-30 ft		3.5	28,228	0	28,228
Pier 5	-30 ft		4.5	17,662	0	17,662
Pier 8	-37 ft		2.8	26,185	1,636**	27,821
Paleta Creek	-20 ft		3.9	39,295	0	39,295
North Mole Pier	Inshore = -24 ft Offshore = -30 ft		6.7	47,357	5,277**	52,634
Total	NA		24.6	186,072	6,913**	192,985

*Sediment characterization included an additional 2 ft. of overdredge beyond the design depth. All volumes in this table include the additional 2 ft. of overdredge depth.
**The Navy has completed consultation with the Corps and EPA per the OTM in 2017 to re-characterize the material previously determined suitable for ocean disposal.

Proposed Mitigation– The proposed mitigation may change as a result of comments received in response to this public notice, the applicant's response to those comments, and/or the need for the project to comply with the 404(b)(1) Guidelines. In consideration of the above, the proposed mitigation sequence (avoidance/minimization/compensation), as applied to the proposed project is summarized below:

Avoidance: Since the project is a maintenance dredging activity then other various alternatives for the maintenance dredging portion were not evaluated due to onsite need to maintain operational depths at the military berthing facilities. Also clamshell dredging is the preferred method given the need for some ocean disposal with mostly upland disposal of the unsuitable material. Also clamshell dredging may involve the use of an environmental bucket which is the least environmentally damaging dredging method for dredging unsuitable material. For the disposal options and alternatives the Corps has consulted under the OTM with EPA and the Navy regarding the volume and location for discharge of the material suitable for ocean disposal and the vast majority of the material was determined to be unsuitable for ocean disposal and must be disposed of at an approved upland site. Upland disposal is generally the least environmentally damaging practicable alternative given the amount of unsuitable material. The Navy may also perform more OTM or Inland Testing Manual testing for any potential beneficial reuse at other disposal sites such as Imperial Beach which has already been used for previous dredging projects.

Minimization: The Permittee or their contractor shall ensure no debris, sawdust, rubbish, cement or concrete washings thereof, oil or petroleum products, from construction shall be allowed to enter waters of the United States. Upon completion of the project the Permittee or their Contractor shall completely remove any and all excess material or debris from the work area and recycle or dispose of these materials in an appropriate upland location. Every reasonable and practical effort shall be employed to minimize any accidental release into waters of the U.S. Spill kits and cleanup materials will be present during construction, should there be an accidental spill or release of debris, construction materials, etc. Any debris discharged into the water will be collected, transported to, and disposed of, at an appropriate upland disposal site, or recycled, if appropriate. Also turbidty and vessel monitoring may occur to avoid any impacts to EFH resources, GST and any other listed species or marine mammals.

Compensation: During project implementation the Navy will regularly monitor activities to ensure that no deviation from the proposed action is occurring. If turbidity is observed beyond the immediate vicinity of the project area, dredging will be adjusted to allow turbidity to dissipate. The majority of the dredging will occur in unvegetated substrate that has been previous impacted by historic dredging, vessel groundings and propeller wash, and anchoring impacts and no mitigation is currently proposed except for CEMP compliance and monitoring. Eelgrass monitoring will occur and the Navy may mitigate with their eelgrass bank unless other options are available. The project will remove up to 186,072 cy of unsuitable material from San Diego bay and remove it from the waters of the bay thereby restoring the berthing areas and the entire bay to a cleaner state.

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.

DEPARTMENT OF THE ARMY
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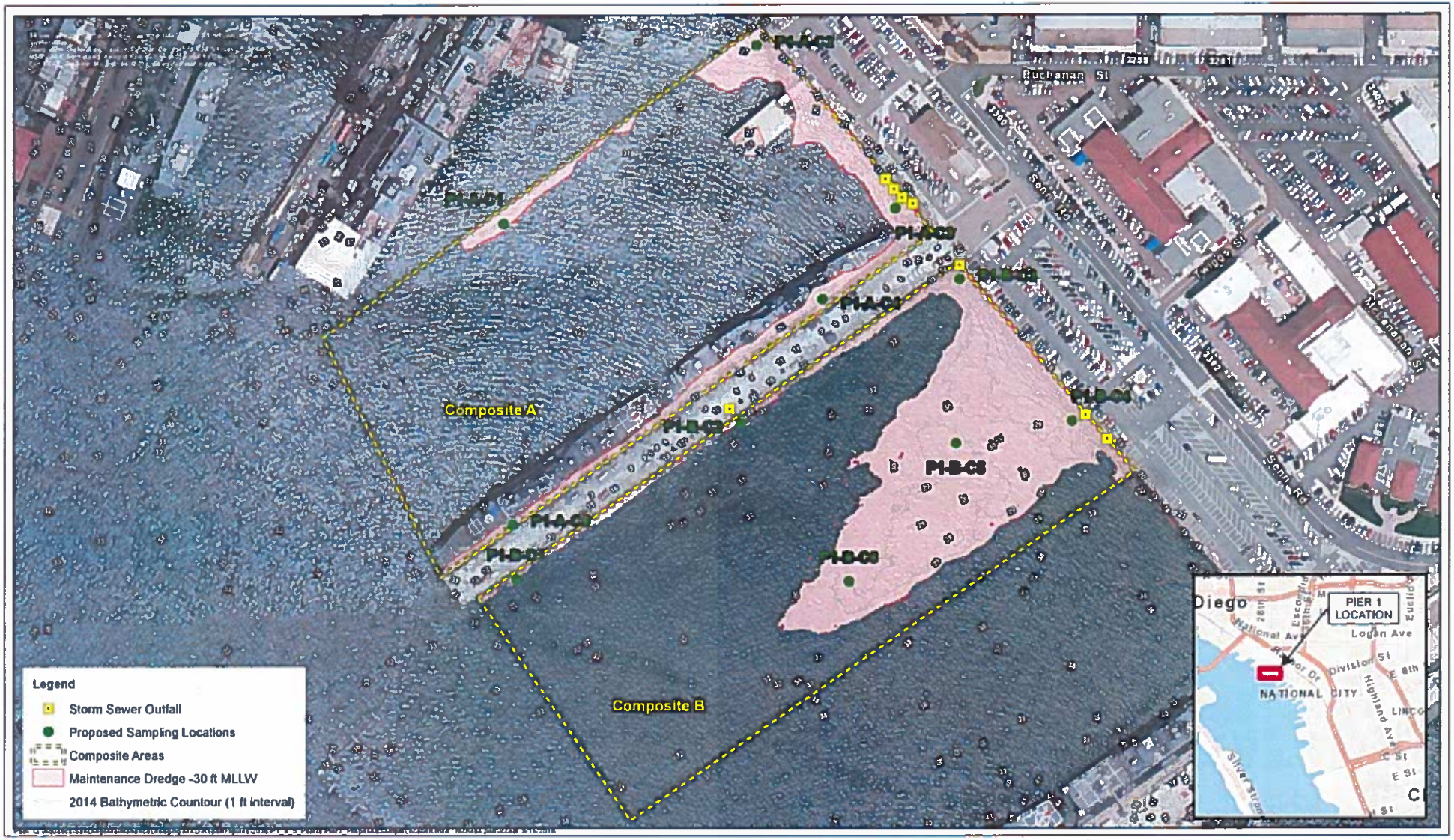
Regional Location
Naval Base San Diego
Maintenance Dredging
San Diego, CA

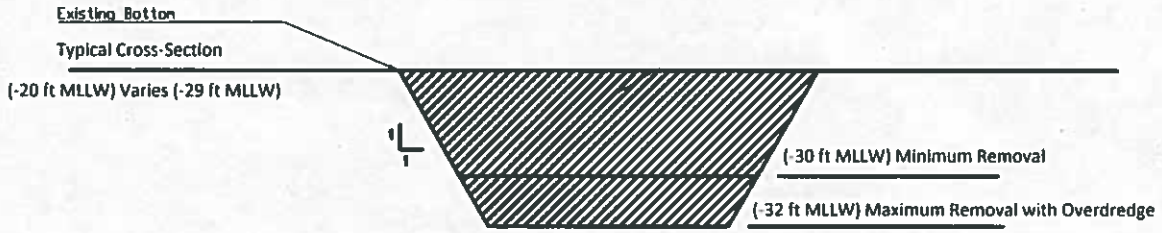
FIGURE
1-1



Pier 1 Proposed Sediment Collection Locations
Naval Base San Diego
Maintenance Dredging
San Diego, CA

FIGURE
3-1

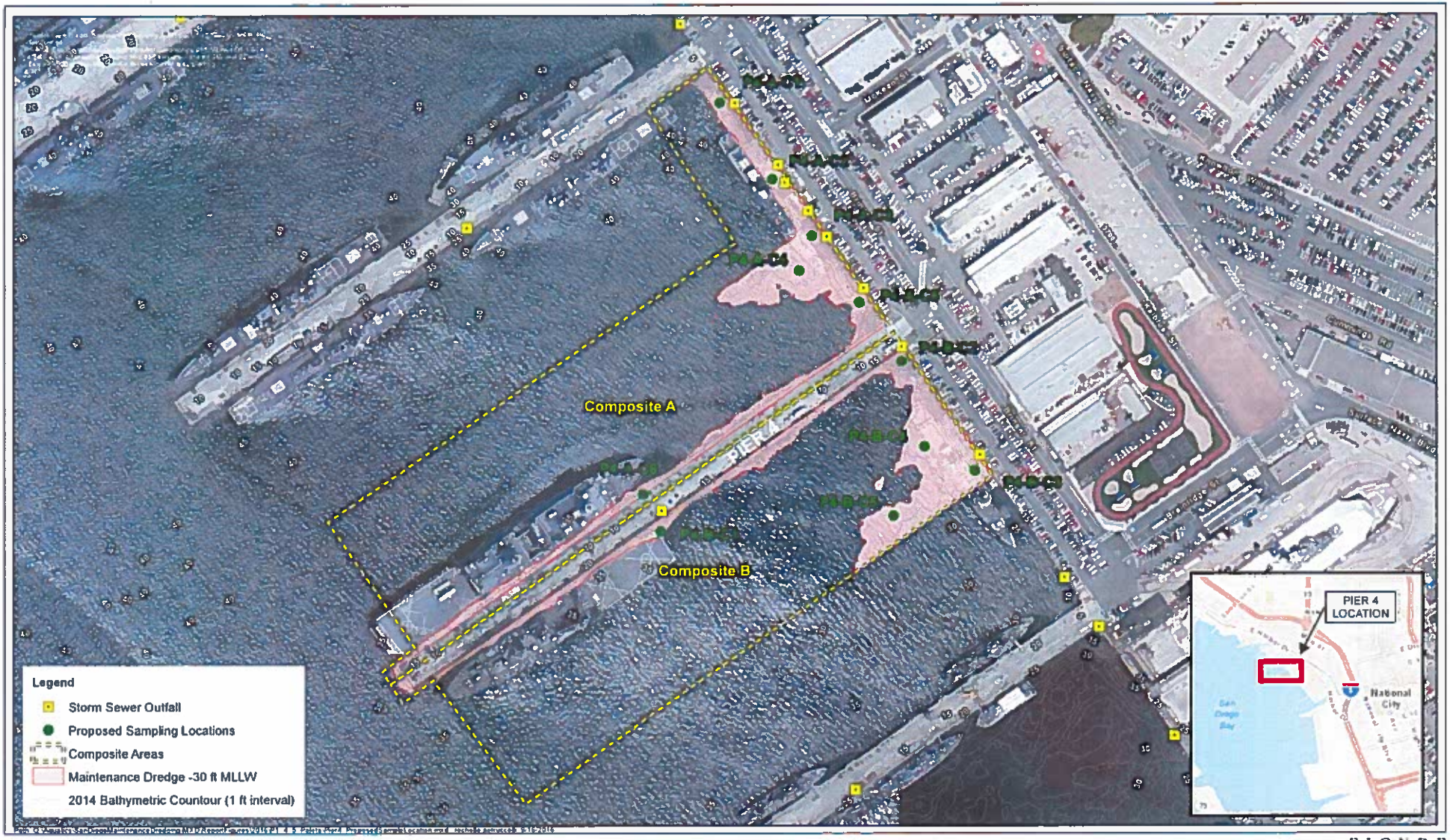
Pier 1 Naval Base San Diego
Cross-Section



NAVFAC

DESIGN DEVELOPMENT SUBMITTAL

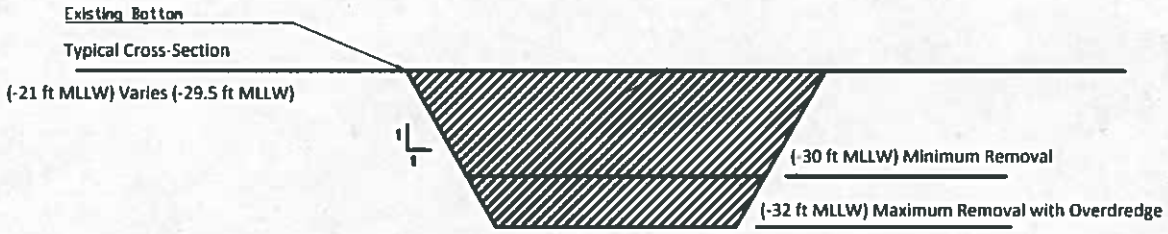
NAVAL FACILITIES ENGINEERING COMMAND SOUTHWEST



Pier 4 Proposed Sediment Collection Locations
Naval Base San Diego
Maintenance Dredging
San Diego, CA

FIGURE
3-2

Pier 4 Naval Base San Diego
Cross-Section



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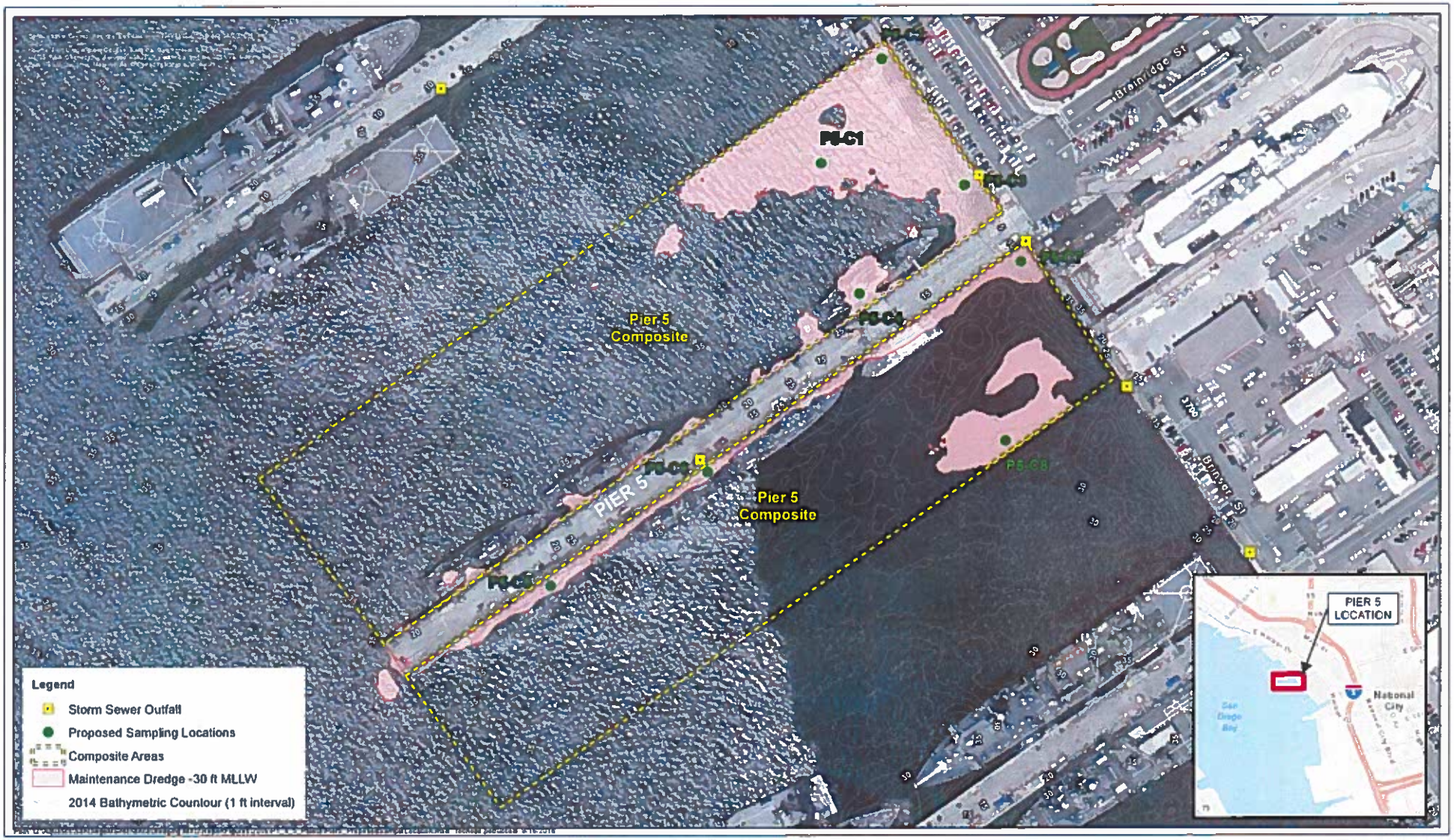
DESIGN DEVELOPMENT SUBMITTAL

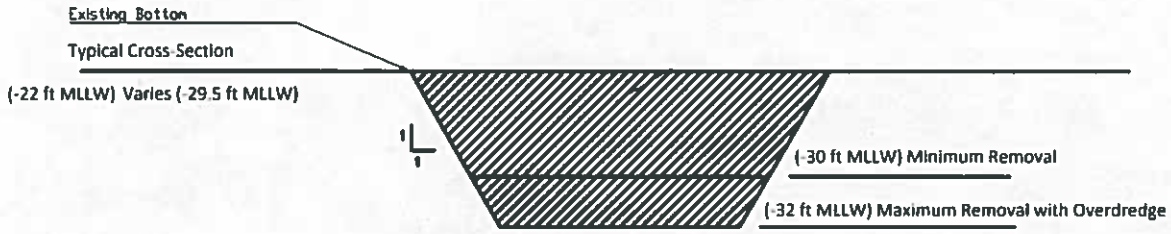
NAVAL FACILITIES ENGINEERING COMMAND SOUTHWEST



Pier 5 Proposed Sediment Collection Locations
Naval Base San Diego
Maintenance Dredging
San Diego, CA

FIGURE
3-3

Pier 5 Naval Base San Diego
Cross-Section



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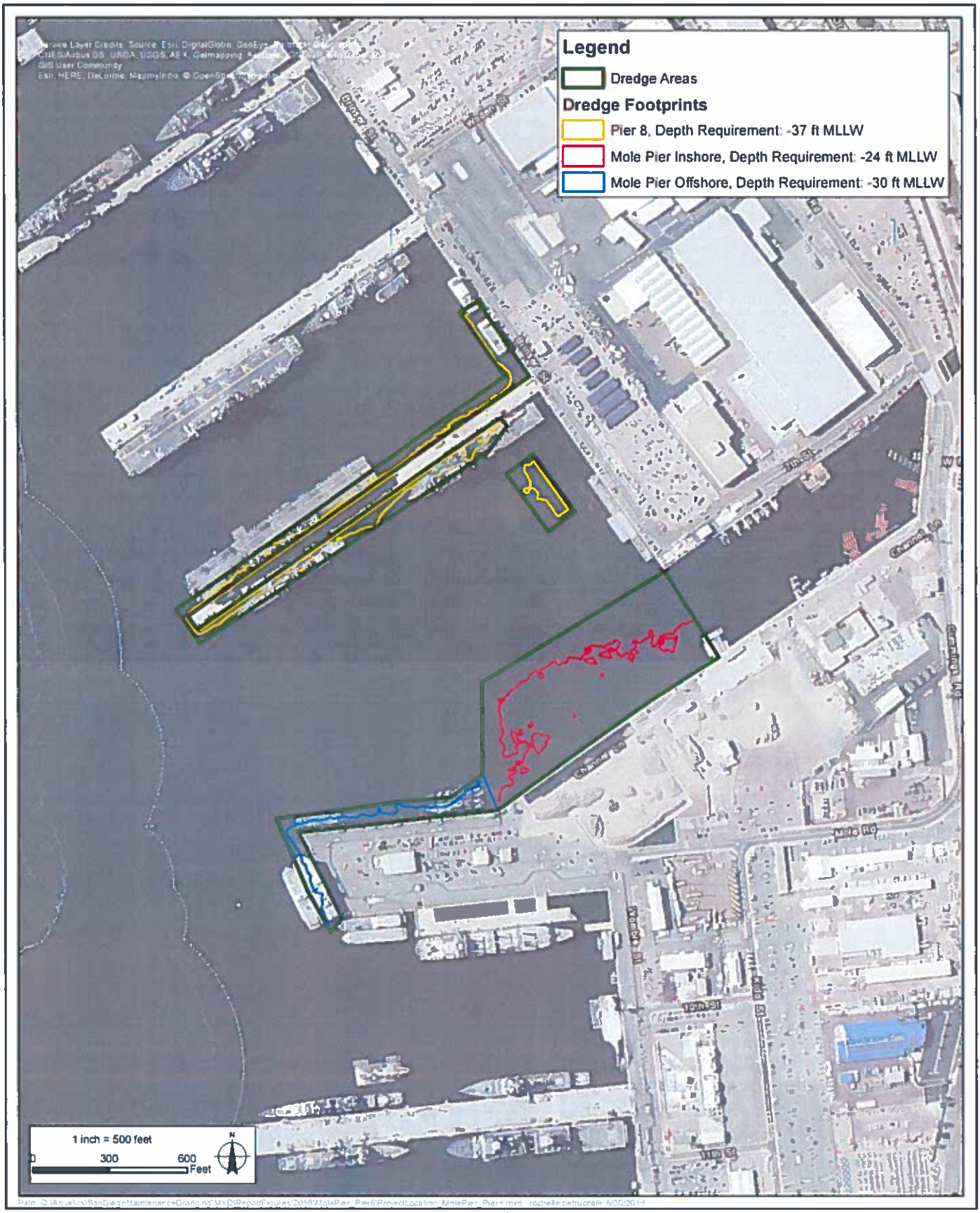
DESIGN DEVELOPMENT SUBMITTAL

NAVAL FACILITIES ENGINEERING COMMAND SOUTHWEST



Project Location
Naval Base San Diego
Maintenance Dredging
San Diego, CA

FIGURE
1-2

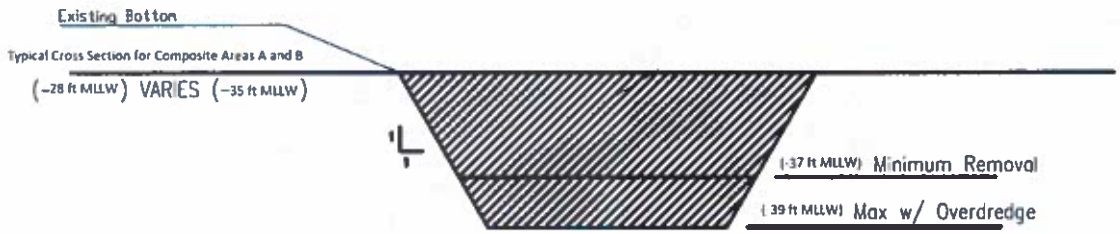
Pier 8
Naval Base San Diego
Maintenance Dredging
San Diego, CA

1 inch = 150 feet
0 75 150 Feet

N

FIGURE
2-1

Pier 8 Naval Base San Diego
Cross-Section



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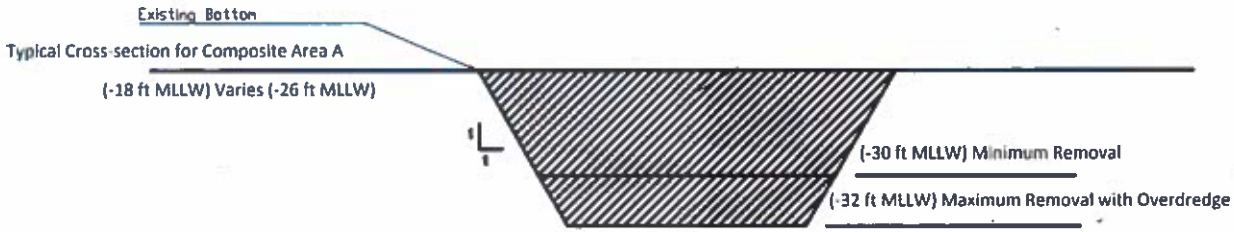
North Side of the Mole Pier
Naval Base San Diego
Maintenance Dredging
San Diego, CA

FIGURE
2-3a

Mole Pier Naval Base San Diego
Composite Area A Cross-Section



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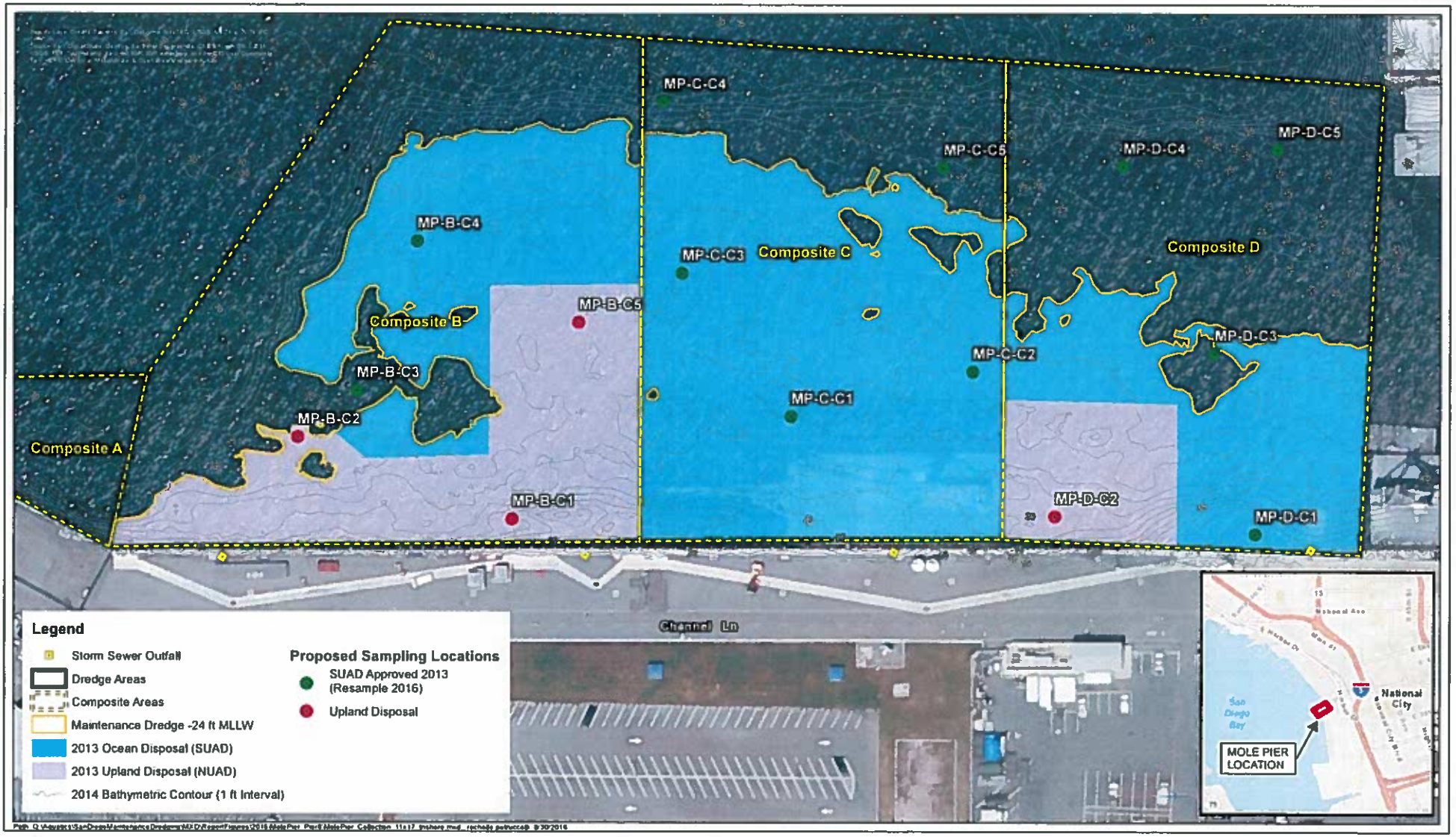

North Side of the Mole Pier Locations
Naval Base San Diego
Maintenance Dredging
San Diego, CA

FIGURE
2-3b

Mole Pier Naval Base San Diego
Composite Areas B, C, and D Cross-Section

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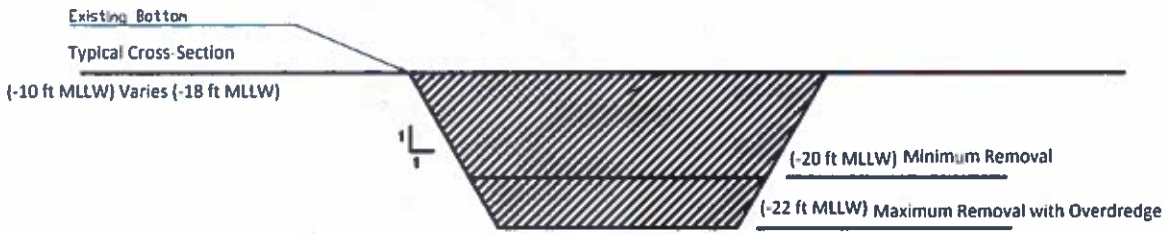
Paleta Creek Proposed Sediment Collection Locations
Naval Base San Diego
Maintenance Dredging
San Diego, CA

1 inch = 150 feet
0 75 150 Feet

N

FIGURE
3-4

Paleta Creek Naval Base San Diego
Cross-Section



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DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND SOUTHWEST

Location of LA-5 Ocean Dredged Material Disposal Site
Naval Base San Diego
Maintenance Dredging
San Diego, CA

FIGURE
1-3