FINAL
SUPPLEMENTAL
ENVIRONMENTAL ASSESSMENT

FOR

MODIFICATIONS TO THE CHANNEL ISLANDS HARBOR BREAKWATER AND JETTY REPAIR PROJECT
Ventura County, California

PREPARED BY

U.S. ARMY CORPS OF ENGINEERS
SOUTH PACIFIC DIVISION
LOS ANGELES DISTRICT

April, 2021

FINDING OF NO SIGNIFICANT IMPACT

Modifications to the Channel Islands Harbor Breakwater and Jetty Repair Project

Ventura County, California

The U.S. Army Corps of Engineers, Los Angeles District (Corps) has conducted an environmental analysis in accordance with the National Environmental Policy Act of 1969, as amended. The Final Supplemental Environmental Assessment (SEA), dated April 2021, for the proposed Modifications to the Channel Islands Harbor Breakwater and Jetty Repair Project has been completed. These proposed activities are within the Channel Islands Harbor in the City of Oxnard, California. The proposed modifications are located within the Harbor, on and adjacent to the detached breakwater located near the entrance to the Harbor. The project area would encompass approximately 17 acres on and surrounding the detached breakwater.

The Corps, as part of its Operations and Maintenance Program, proposes to 1) install three sets of concrete staircases, 2) replace in kind the existing navigational aid concrete pad on the breakwater, and 3) excavate approximately 25,000 cubic yards of shoaled sediments in the lee of the detached breakwater to a depth of -15 feet mean lower low water (MLLW), with a 2 foot allowable over-depth, and place the material by sidecasting it into Areas B and C of the existing Channel Islands Harbor Operations and Maintenance (O&M) dredge template. Each of the concrete staircases would be approximately 3 feet by 13 feet and placed approximately between 0.0 to +13.0 feet MLLW. The replacement of the navigational aid pad will be a concrete foundation 6 x 6 x 2 feet in dimension.

The Final SEA, incorporated herein by reference, evaluates two alternatives: (1) The No Action Alternative, under which no excavation and sediment placement, staircase installation or navigation aid pad replacement would occur; and (2) Proposed Action, in which the adjacent breakwater shoal would be excavated and sidecast allowing access for staircase installation and navigation aid pad replacement.

For all alternatives, the potential effects were evaluated, as appropriate. A summary assessment of the potential effects of the Proposed Action are listed in Table S-1:

Table S-1: Summary of Potential Effects of the Proposed Action

	Insignificant effects	Insignificant effects as a result of mitigation	Resource unaffected by action
Aesthetics	☒	☐	☐
Air quality	☒	☐	☐
Marine Resources	☒	☐	☐
Threatened/Endangered species/critical habitat	☐	☒	☐
Historic properties	☒	☐	☐
Environmental justice	☒	☐	☐
Oceanography & Water quality	☐	☒	☐

All practicable and appropriate means to avoid or minimize adverse environmental effects were analyzed and incorporated into the Proposed Action. Environmental commitments listed in Section 5 of the Final SEA will be implemented to minimize impacts.

Public review of the draft SEA was completed on March 8, 2021. Comments were received from the U.S. Fish and Wildlife Service, and were responded to in the Final SEA. Copies of the comments received and responses to those comments are located in Appendix G.

Pursuant to Section 7 of the Endangered Species Act of 1973, as amended, the Corps has determined the Proposed Action will have no effect on federally listed species or their designated critical habitat.

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, the Corps consulted with State Historic Preservation Office (SHPO) on the determination of the Area of Potential Effect and identification efforts and on December 15, 2020, SHPO concurred with the Corps' determination that no historic properties would be affected by the Proposed Action.

Under section 176(c)(1) of the Federal Clean Air Act (CAA), Federal agencies that "engage in, support in any way or provide financial assistance for, license or permit, or approve any activity" must demonstrate that such actions do not interfere with state and local plans to bring an area into attainment with the National Ambient Air Quality Standards. The total direct and indirect construction emissions caused by the Federal action would not equal or exceed the applicable General Conformity applicability rates. The Proposed Action complies with the CAA and preparation of a General Conformity Determination is not required.

This SEA assesses essential fish habitat (EFH) as required by the Magnuson-Stevens Fishery

Conservation and Management Act. Although construction activities will occur within 17 acres of EFH, the Corps has determined that the Proposed Action may adversely affect EFH, but would not result in a substantial, adverse impact. Pursuant to 50 CFR 600.920(l), the Corps reinitiated EFH consultation with National Marine Fisheries Service (NMFS). By email dated March 9, 2021, the NMFS concurred with the Corps that adverse impacts would be temporary and did not believe conservation recommendations are necessary for the Proposed Action.

Pursuant to the Clean Water Act of 1972, as amended, the discharge of dredged or fill material associated with the Proposed Action has been found to be compliant with Section 404(b)(1) Guidelines (40 CFR Part 230). The Clean Water Act Section 404(b)(1) Guidelines evaluation is found in Appendix F of the Final SEA.

Water quality certification pursuant to Section 401 of the Clean Water Act has been waived due to the California Regional Water Quality Control Board's failure to act within the reasonable period of time.

California Coastal Commission concurred with the Amended Negative Determination on March 23, 2021. A copy of the letter is provided in Appendix H.

All applicable environmental laws have been considered and coordination with appropriate agencies and officials has been completed as documented in Section 5 of the Final SEA.

Based on the Final SEA, the reviews by other Federal, State and local agencies, and the review by my staff, it is my determination that the Proposed Action would not have a significant effect on the quality of the human environment; therefore, preparation of an Environmental Impact Statement is not required.

30 April 2021
Date

Julie A. Balten
Colonel, U.S. Army
Commanding

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SECTION 1 – INTRODUCTION

In June 2019, the U.S. Army Corps of Engineers, Los Angeles District (Corps) prepared an environmental assessment (EA) evaluating the impacts of proposed maintenance and repair work to the detached breakwater and jetty within the Channel Islands Harbor facility (Harbor), located in the city of Oxnard (Figure 1), Ventura County, California. Since completion of the June 2019 EA, during development of Project Plans and Specifications, the Corps determined that removal of a shoal in the lee of the breakwater is necessary to provide access to conduct all needed maintenance and repairs safely and efficiently. In addition, proposed changes to the project description have been identified that would improve safety during future inspections of the detached breakwater. These changes include installation of three sets of concrete staircases on the surface of the detached breakwater and replacement of the existing navigational aid concrete pad.

This document supplements the June 2019 EA to analyze the effects of proposed project modifications, including shoal removal and disposal, installation of concrete staircases, and replacement of the navigational aid concrete pad.

1.1 PROPOSED PROJECT MODIFICATIONS

1.1.1 Location and Proposed Project Modifications Description. The proposed modifications are located within the Harbor, on and adjacent to the detached breakwater located near the entrance to the Harbor. The project area would encompass approximately 17 acres on and surrounding the detached breakwater.

The Corps, as part of its Operations and Maintenance Program, proposes to 1) install three sets of concrete staircases, 2) replace in kind the existing navigational aid concrete pad on the breakwater, and 3) excavate approximately 25,000 cubic yards of shoaled sediments in the lee of the detached breakwater to a depth of -15 feet mean lower low water (MLLW), with a 2 foot allowable over-depth, and place the material by sidecasting it into Areas B and C of the existing Channel Islands Harbor Operations and Maintenance (O&M) dredge template (Figure 4). Each of the concrete staircases would be approximately 3 feet by 13 feet and placed approximately between 0.0 to +13.0 feet MLLW. The replacement of the navigational aid pad will be a concrete foundation 6 x 6 x 2 feet in dimension (Figure 5). Minimization measures for biological resources within and adjacent to the project area are detailed in Section 5.

1.1.2 Timing of Proposed Modifications. Shoal removal and placement, installation of concrete staircases, and replacement of the navigational aid pad is expected to take place in the Spring/Summer of 2021. Excavation and disposal of the shoal would be performed over a period of approximately 1 – 2 weeks, Staircase installations and navigation aid pad replacement would require approximately 3-4 weeks. but delays or schedule extensions may occur due to adverse weather conditions, mechanical failures or other unforeseen issues.

1.1.3 Staging Areas. Staging areas are the same as described in the June 2019 EA, which include the Kiddie Beach parking lot, the Silver Strand Beach parking lot, and a portion of the

beach adjacent to the parking lot (Figure 2). No additional staging areas are required for the proposed project modifications.

1.1.4 Construction Equipment. Shoal removal and disposal would require the use of a crane-equipped barge and support vessels. The capabilities and compliment of such equipment are as follows:

> **Crane-equipped Barge.** Typically, a barge with an attached crane that uses a clamshell bucket would be used to excavate the shoaled material in the lee of the detached breakwater. The material would be deposited directly from the clamshell bucket into Area B and Area C of the Channel Islands Harbor O&M dredge template (see Figure 4). A scow with an attached grizzly may be used in tandem with the crane-equipped barge if the excavated material warrants filtering. If boulders, refuse or other undesirable material is encountered during excavation of the shoal that is considered unsuitable for deposit into Area B and Area C, the clamshell bucket would deposit shoaled material on top of the grizzly with the scow bottom open below. The same crane-equipped barge or an additional crane-equipped barge could also facilitate movement of staircases and the replacement of the navigation aid concrete pad from the barge to the detached breakwater.
>
> **Support Vessels.** Self-propelled boats that serve as tenders, tugs, and spotting craft. The main purpose of a support vessel is to assist the crane operator as well as to ferry equipment and crew back and forth from the shore, detached breakwater, staging areas, and the crane and scow. The compliment of these vessels is usually just one operator unless ferrying other crew.

Construction of the concrete staircases and replacement of the navigation aid pad would likely require the use a concrete mixer, concrete forms and tools. A concrete truck may be utilized to deliver concrete for staircases and navigation aid pad.

1.2 Agency and Public Input

A Draft EA was made available for public review and comment on the Corps' website on February 11, 2021 for a period of twenty-five (25) days at: https://www.spl.usace.army.mil/Media/Public-Notices/Article/2499793/spl-2021-0210-nlh-channel-islands-breakwater-jetty-repair-sea/

Comments received in response to the public notice and the Corps' responses can be found in Appendix G of this SEA.

SECTION 2 –PURPOSE AND NEED

Need: Shoaling that has occurred along the lee of the detached breakwater is limiting the ability of construction equipment to approach close enough to the detached breakwater to conduct all needed maintenance and repairs safely and efficiently. In addition, it has been noted by the

Corps' coastal engineers and inspectors that accessing the slippery surface of the detached breakwater to assess the structure for damages can be dangerous. Additionally, the concrete pad supporting the navigational aid requires replacement due to weathering.

Purpose: The proposed shoal removal and side-casting operation would provide access for repairs. The proposed addition of three staircases would improve safety during inspections. The replacement of the concrete pad ensures the functionality of the navigational aid and is essential to mariner safety.

SECTION 3 – ALTERNATIVES

3.1 Alternatives Analyzed

3.1.1 No Action Alternative. The No Action Alternative would not allow for excavation of the shoal necessary for full, safe and efficient breakwater repairs, or for installation of the concrete staircases and replacement of the navigational aid pad. Not removing the shoal would limit the ability of the contractor to fully access and construct all needed repairs to the breakwater; however, breakwater repair would still occur to the extent possible as detailed in the June 2019 EA.

3.1.2 Proposed Project Modifications (Proposed Action). The proposed project modifications, described more fully in Section 1.1, consists of excavating the leeward side of the detached breakwater of accumulated material and side-casting the material in Areas B and C of the existing Channel Islands Harbor O&M dredge template, installing three concrete staircases, and replacing the navigational aid concrete pad. Environmental commitments described in Section 5.2 of this SEA are included as project design features.

3.2 Alternatives Rejected From Consideration

3.2.1 Alternative Construction Sites. Congressional legislation directs that operations, maintenance, repair, replacement, and rehabilitation work associated with Channel Islands Harbor must occur specifically at Channel Islands Harbor, no other alternative sites for maintenance construction and repair of existing facilities are considered viable.

3.2.2 Alternative Locations, Quantities or Methodologies. Excavating less of the shoaled material than proposed would not meet the objective (purpose and need) of providing necessary access for equipment to safely and efficiently repair the detached breakwater. Disposing of the material in a different location, rather than side-casting, would expand the project's footprint and area of impact. Installing fewer stairs, or installing them in different locations on the detached breakwater would not fully meet the objective of improving safety during inspections.

SECTION 4 – AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This section provides a discussion of the affected environment and assessment of potential impacts associated with the Proposed Action and no action alternatives. Only the resources

relevant to this SEA are analyzed. These resources include Oceanography and Water Quality, Marine Resources, Cultural Resources, Air Quality and Aesthetics.

As part of the NEPA process, the Corps is responsible for establishing the NEPA scope of analysis pursuant to 33 CFR Part 230. The Corps' NEPA scope of analysis includes the detached breakwater and surrounding work areas, the 17-acre shoal removal area and side-cast locations within Areas B and C of the existing Channel Islands Harbor O&M dredge template, including an area potentially subject to increased turbidity as a result of this action.

4.1 Oceanography and Water Quality

4.1.1 Affected Environment. The tides in southern California are mixed, semi-diurnal tides with two unequal high tides and low tides roughly per day. Tidal variations are caused by the passage of two harmonic tidal waves; one with a period of 12.5 hours and one with a period of 25 hours. This causes a difference in height between successive high and low waters. The result is two high waters and two low waters each day, consisting of a higher high water and a lower high water, and a higher low water and a lower low water; respectively referred to as higher high water (HHW), lower high water (LHW), higher low water (HLW), and lower low water (LLW).

A greater than average range between HHW and LLW occurs when the moon, sun, and earth are aligned with each other to create a large gravitational effect. This spring tide corresponds to the phenomenon of a new or full moon. Neap tides, which occur during the first and third quarters of the moon, have a narrower range between HHW and LLW. In this situation, the moon, sun, and earth are perpendicular to each other, thereby reducing the gravitational effects on water levels. The mean tidal range for the project area is 5.4 feet. The extreme range is about 9.5 feet.

Water quality is typically characterized by salinity, pH, temperature, clarity, and dissolved oxygen (DO). Table 1 characterizes the overall water quality parameters for the project area:

Table 1
Water Quality Characteristics

Parameters	Project Site
Salinity (ppt)	32.9 to 34.4
Surface Temperature (F)	55 to 66
pH	7.4 to 7.6
Clarity (ft.)	13 to 15
D.O. (mg/l)	8.9

4.1.2 Environmental Consequences.

Significance Criteria. An impact to Oceanography and Water Quality will be considered significant if the Proposed Action would:

- Cause substantial changes in topography or physical processes acting on the system;
- Cause water quality conditions that have potential deleterious effects on human, fish, or plant life;
- Cause substantial, long-lasting or dangerous levels of pollution or contamination.

Proposed Action. Excavation of the shoal in the lee of the detached breakwater would not cause any lasting effects. Due to the relatively small footprint of the excavation work (17 acres), any water quality effects including turbidity would be localized to the immediate work area, and generally short term. The plume resulting from sediment disturbance is not expected to travel beyond the immediate excavation and placement sites, and is not part of the littoral cell transport system. Water quality monitoring would take place every day during the first week of construction, and weekly thereafter. Parameters to be monitored include dissolved oxygen (DO), salinity, temperature and turbidity. The excavation of the shoal would result in the removal of 7 feet of accumulated material on the leeward side of the breakwater, and a steeper elevation drop from the breakwater. The shoaled sediments have been characterized as >90% sand compatible with Area B and Area C of the sand trap, according to the 2017-18 Channel Islands Harbor Sediment Analysis Plan Report. The side-cast sediments are not expected to alter the current -20 to -30 foot depths of the current sand trap area. The sediments sampled in 2017-2018 from adjacent locations to the breakwater revealed no physical or chemical contamination.

Based on the analysis of the 2017-2018 Channel Islands Harbor Sediment Analysis Plan Report, a copy of which is provided in Appendix C of this SEA, and because dredged material is most likely to be free of contaminants if the material is composed primarily of sand, gravel or other inert material and is found in areas of high current or wave energy (40 CFR 230.60(a)), there is no reason to believe the material is a carrier of contaminants. Therefore, the shoal material is considered suitable for side-cast placement without additional testing. The proposed action has been presented at the Southern California Dredge Materials Management Team (SC-DMMT) meeting on December 9, 2020 and the SC-DMMT supported the Corps' determination.

Installation of staircases could trigger small amounts of potential runoff from sediment and dust adhering to the stone and concrete which may become temporarily suspended in the water column and cause a slight increase in turbidity. Minimal grouting and rock drilling runoff may occur during the installation of staircases. The navigation aid pad would be installed well above the mean higher high waterline and is not expected to generate runoff or dust.

Therefore, the Proposed Action would not substantively change topography or physical processes, cause deleterious water quality conditions or cause substantial levels of pollution or contamination; therefore, impacts to oceanography or water quality are considered less than significant.

No Action Alternative. Impacts from proposed modifications (excavation, side-casting, and placement of stairs and navigation aids) would not occur. Not removing the shoal would limit the ability of the contractor to fully access and construct all needed repairs to the breakwater; however, breakwater repair would still occur to the extent possible as detailed in the June 2019 EA. Less than significant impacts to Oceanography and Water Quality would still occur as discussed in the June 2019 EA.

4.2 Marine Resources

4.2.1 Affected Environment. The detached breakwater's leeward side where excavation is

proposed and the proposed disposal sites are largely sandy bottom habitat.

Vegetation. A bed of feather boa kelp *(Egregia menziesii)* dominates the entire perimeter of the detached breakwater from the waterline to approximately -12 feet MLLW per biological surveys conducted in September 2020. See Appendix B.

Invertebrates. The invertebrate population in the proposed project areas is expected to be similar to adjacent open coast, shallow water habitat. Common invertebrate faunal species consist of the sand crab (*Emerita anloga*), clams (i.e. *Tellina modesta*), and polychaetes (i.e., *Nephtys cliforniensis*).

Fishes. Common fish species in the shallow offshore environments and in the Harbor include thornback rays (*Platyrhinoides triseriata*), lizard fish (*Synodus lucioceps*), speckled sanddab (*Cithrichthys stigmaeus*), northern anchovy (*Engraulis mordax*), white croaker (*Genyonemus lineatus*), and walleye surfperch (*Hyperprosopon argenteum*). The breakwater and jetties support the following fishes: Garibaldi (*Hypsypops rubicundus*), sargo (*Anisotremus davidsonii*), opaleye (*Girella nigricans*), rock wrasse (*Halichoeres semicinctus*), senorita (*Oxyjulis californica*), half moon (*Medialuna californiensis*), and kelp bass (*Paralabrax clathratus*) use the interstitial spaces between rocks and rock cracks to breed, shelter, and forage for food.

Birds. The breakwater and jetties provide loafing, foraging, and roosting areas for a variety of shorebirds and waterfowl. Brown pelicans (*Pelecanus occidentalis californicus*), gulls (*Larus* spp), double-crested cormorants (*Phalacrocorax auritus*), and elegant terns (*Thalasseus elegans*), use the breakwater and jetties for their respective life history requirements. Seabirds observed foraging in nearshore waters include western grebes (*Aechmophorus occidentalis*), scoters (*Melanita* spp), and loons (*Gavia* spp).

Marine Mammals. California sea lions (*Zalophus caliornianus*) are commonly observed foraging in the entrance channel and Harbor, as well as resting on the breakwater, jetties and navigational buoys. Several other marine mammal species that use the area, and are observed offshore, include harbor seals (*Phoca vitulina*), and whales and porpoises including pilot whale, *Globicephala macrorhynchus*; harbor porpoise, *Phocena phocena*; common dolphin, *Delphinus delphis*; Pacific white-sided dolphin, *Lagenorhynchus obliquidens*; and the bottlenose dolphin, *Tursiops truncatus*. Marine mammals are protected by the Marine Mammal Protection Act (MMPA).

Threatened and Endangered Species. Four species protected under the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. § 1531 *et seq*.), have the potential to occur within or near the project area. These include the endangered California least tern (*Sternula antillarum browni*), the threatened Pacific coast population of western snowy plover (*Charadrinus nivosus nivosus*) and its designated critical habitat, endangered black abalone (*Haliotis cracherodii*), and endangered white abalone (*Haliotis sorenseni*).

Black Abalone: Black abalone are marine gastropods that occur in intertidal and shallow subtidal rocky habitat (to about 5 meters (18 feet). They typically occur in habitats with complex surfaces and deep crevices that provide shelter for juveniles and adults. Black abalone range from about Punta Arena, California to Central Baja California, and includes all of the offshore islands. Rocky intertidal

and subtidal habitats may be found from the high tide line to a depth of 4.8 meters (16.4 feet), usually near kelp beds. Black abalone populations have declined dramatically since the 1970s from overfishing and a bacterial disease known as withering syndrome. The project area is not within designated critical habitat for this species.

White abalone: White abalone are usually found on rocky substrates along sand channels, which tend to accumulate the algae they eat. They are usually found in water depths from 24 to over 61 meters (80 feet to over 200 feet); however, offshore from Santa Barbara County, individuals have been reported on rocky substrate in less than 6.1 meters (20 feet). Their historic range extended from Point Conception, California to Punta Abreojos, Baja California. Updated population data is not known; however, the species seems to be concentrated on Tanner and Cortez banks off southern California. It is unlikely that white abalone will occur within the Project area. Critical habitat for this species has not been designated.

California least tern: The California least tern is present in numbers that vary year to year from April to August, using area beaches for breeding. The California least tern forage primarily on surface fishes such as topsmelt and anchovies. A historical nesting colony is located at Ormond Beach two to three miles down coast from the breakwater and jetty repair areas. Nesting has also occurred on the beach adjacent to the north jetty (Hollywood Beach) and on the temporary beach that occasionally forms in the sand trap provided by the jetty. The last known nesting at or adjacent to the sand trap was in 2015 where 24 nests were initiated over two separate "waves" of nesting activity (Barringer, Ventura Audubon Society, 2015). That year, 14 terns were estimated to have been breeding adults on the beach and as many as 60 least terns were observed flying over Hollywood Beach. However, there was no fledging success from any of the recorded nesting sites, and no nesting was detected during the 2016 and 2017 breeding seasons (Barringer, Ventura Audubon Society 2017). No designated critical habitat occurs within the project area.

Western snowy plover: Snowy plovers forage on invertebrates in the wet sand and cast-off kelp found in the intertidal zone, in dry sandy areas above high tide, on salt pans, and along the edges of salt marshes and salt ponds. This species nests near dunes of Ventura County beaches, with breeding activities beginning in March and sometimes fledging young as late as September. Plovers are known to nest on the established Hollywood Beach, as well as on the temporary beach that occasionally forms in the sand trap adjacent to the north jetty. In 2017, 11 nests were detected at Hollywood Beach, with 5 nests located on the temporary beach created in the sand trap (Barringer, Ventura Audubon Society, 2017). The estimated number of breeding adult plovers in 2017 on Hollywood Beach was 14 individuals. A total of 5 western snowy plover nests were detected in 2016 at Hollywood Beach, with all of the nests located in or adjacent to the temporary beach in the sand trap. In that year, the estimated number of breeding adult plovers on Hollywood Beach was 6 individuals (Barringer, Ventura Audubon Society, 2016). The main beach area (Hollywood Beach) adjacent to the sand trap is a part of the revised critical habitat designated for the western snowy plover by the U.S. Fish and Wildlife Service (USFWS, 2012).

Essential Fish Habitat. The 1996 amendments to the Magnuson-Stevens Fishery Conservation and Management Act set forth a number of new mandates for the National Marine Fisheries Service (NMFS), regional fishery management councils, and other federal agencies to identify and protect important marine and anadromous fish habitat. The Councils, with assistance from NMFS, are required to delineate essential fish habitat (EFH) for all managed species. The Act defines EFH as ...those waters and substrate necessary to fish for spawning, breeding, feeding, or

growth to maturity." Federal action agencies that fund, permit, or carry out activities that may adversely impact EFH are required to consult with NMFS regarding the potential effects of their actions on EFH, and to respond in writing to their recommendations.

In the Pacific region, EFH has been identified for a total of 89 species covered by two fishery management plans (FMPs), the Coastal Pelagics Plan and Pacific Groundfish Management Plan, under the auspices of the Pacific Fishery Management Council. The Harbor and surrounding waters provide habitat for several of these species, including the northern anchovy (*Engraulis mordax*), Pacific sanddab (*Citharichthys sordidus*), and several species of rockfishes (*Sebastes* spp.) The Harbor and adjacent habitats are not identified as important fish breeding or nursery areas. This section and Section 4.2.2 of this SEA constitute the Corps' EFH Assessment for the Proposed Action.

4.2.2 Environmental Consequences

Significance Criteria. An impact to Marine Resources will be considered significant if the Proposed Action would:

- Degrade habitat for, or reduce, the population size of a federally listed species;
- Cause a net loss in value of a sensitive biological habitat including a marine mammal haul out site or breeding area, seabird rookery;
- Impede the movement or migration of fish;
- Cause a substantial loss in the population or habitat of any native fish, wildlife, or vegetation (a substantial loss is defined as any change in a population which is detectable over natural variability for a period of 5 years or longer).

Proposed Action. Excavation and Placement Impacts. Direct impacts (habitat loss/degradation or reduction in population size) to marine resources would be temporary and limited to the excavation template and placement sites. Temporary increases in turbidity and suspended solids may occur during excavation and placement which could decrease the amount of DO near the dredge and placement sites, thus temporarily affecting fish and other marine life within the immediate area. Organisms may be exposed to suspended sediment concentrations during excavation and placement and up to 24 hours later for a distance generally 100 to 500 feet from the excavation and placement sites. Motile species are expected to relocate out of the area until excavation and side-casting activities are finished. Some marine populations, particularly benthic organisms, would be destroyed by excavation and placement activities, but are expected to recolonize the areas once excavation and placement has ceased. The *Egregia* surrounding the breakwater would rapidly regrow. **Staircase and Navigation Aid Pad Impacts.** Direct impacts to marine resources would be temporary and mainly to roosting bird species utilizing the breakwater. The presence of construction personnel is the main driver flushing birds from the breakwater. Birds would have other suitable roosting habitat available on other jetties and elevated perches and would be expected to return to the breakwater when work is complete. Marine mammals are not expected to be present due to the height, large diameter and angularity of the stones, and steepness of each structure's embankment walls. Marine invertebrates such as mussels and barnacles and marine algaes would be displaced and/or crushed during installation of concrete structures, and would be limited to the work area of staircases and navigation aid pad above 0.0 feet MLLW.

In regards to black and white abalone, much of the surrounding Channel Islands Harbor has sandy substrate that limits dispersal and forage availability, making it unsuitable for these species. The greatest depth the excavation will extend to is -15 ft MLLW, precluding the potential to encounter white abalone. Although unlikely at the Channel Islands site, black abalone may be present on the intertidal or subtidal portions of detached breakwater rocky outcroppings (Guzman del Proo 1992). Upon coordination with the National Marine Fisheries Service (NMFS) it has been deemed there is a low likelihood that black abalone are present on the Channel Islands detached breakwater for the following reasons: there is no natural rocky intertidal habitat nearby with black abalone populations to serve as a source of larvae and there is rarely kelp or other algae for abalone to eat near the structures. Therefore, the Proposed Action would not degrade habitat for, or reduce, the population size of the federally listed black or white abalone.

Excavation, side-casting, staircase installations and navigation pad replacement would not be close enough to have an effect on avian roosting and nesting due to temporary increases in noise and activity. Designated critical habitat for the western snowy plover on the adjacent Hollywood Beach does not overlap with the proposed action area and would not be affected. California least tern have historically been present on Hollywood Beach, utilizing the beach for foraging and nesting. In 2020, California least terns initiated 21 nests after no nesting activity in the previous five years, although no successful fledglings were observed due to depredation (Barringer, Ventura Audubon Society 2020). Due to the Channel Islands Harbor 2020 dredge cycle (which was coordinated and consulted upon with the U.S. Fish and Wildlife Service (USFWS), much of the suitable habitat for California least tern nesting has been removed, therefore nesting is not anticipated. Therefore, the Proposed Action would not degrade habitat for, or reduce, the population size of the federally listed California least tern or western snowy plover. Minimization measures to ensure no effects to California least terns and Western snowy plovers are detailed in Section 5.

The Proposed Action would not degrade habitat for, or reduce, the population size of any federally listed species, or cause any net loss in value of sensitive biological habitat. The Proposed Action would not impede the movement of fish or cause any substantial losses in populations or habitats of native fishes, wildlife or vegetation. Therefore, impacts to marine resources are considered to be less than significant.

EFH Assessment.
Proposed excavation, side-casting and detached breakwater activities (staircase construction and navigation pad repair) would be short-term in duration. Potential impacts to EFH could result from proposed activities and movement of construction equipment (crane, barge) from location to location along the detached breakwater for construction/repair activities. Impacts may include direct removal/burial/crushing of organisms, temporary turbidity plumes and suspension of sediments from propeller wash, release of contaminants from equipment, entrainment, and noise. Direct removal/burial/crushing of organisms and water quality impacts would also be considered potential adverse impacts to EFH. Other impacts are not likely to occur or not likely to have adverse effects. Turbidity caused by excavation and side-casting activities would quickly subside as suspended sediments begin to settle after repair vessels have been moved. Displaced organisms from construction activities would also recolonize the impacted area. Given the extant

high energy wave environment and dynamic coastal littoral processes, potential effects from staircase installations and navigation aid pad replacement operations may adversely affect EFH but not substantially. .

No Action Alternative. Impacts from proposed modifications (excavation, side-casting, and placement of stairs and navigation aids) would not occur. Not removing the shoal would limit the ability of the contractor to fully access and construct all needed repairs to the breakwater; however, breakwater repair would still occur to the extent possible as detailed in the June 2019 EA. Less than significant impacts to Marine Resources would still occur as discussed in the June 2019 EA.

4.3 Cultural Resources

4.3.1 Affected Environment

The area of potential effects is depicted in Figure 4 of this SEA. The detached breakwater was completed in 1959. The Corps' Technical Center of Expertise for the Preservation of Historic Structures and Building evaluated the eligibility of the breakwater for listing in the National Register of Historic Places (NRHP). In correspondence , the California State Historic Preservation Officer (SHPO) agreed with the Corps' finding the breakwater is not eligible for the NRHP. A copy of the letter is provided in the June 2019 EA. Since that time, additional actions have been proposed, including minor dredging on the leeward side of the breakwater, with side-casting of the material, to enable safe access for repair work, the addition of concrete steps to facilitate maintenance, and the removal and replacement of a concrete navigation aid base. The Corps reinitiated consultation with the SHPO pursuant to section 106 of the National Historic Preservation Act to address potential effects of the new undertaking and submitted a finding of no historic properties affected. In correspondence dated December 15, 2020, the SHPO agreed no historic properties would be affected by the additional actions. A copy of the letter is provided in Appendix D of this SEA.

4.3.2 Environmental Consequences

Significance Criteria. An impact to Cultural Resources will be considered significant if the Proposed Action would:

- Compromise the character defining features and qualities of a historic property;
- Adversely affect the setting, feeling, and association of a nearby or adjacent historic property;
- Introduce environmental or physiological changes that could damage the integrity of a historic property;
- Harm culturally sensitive properties or properties of a religious nature.

Proposed Action. The Proposed Action would install three sets of concrete stairs on top of the breakwater, replace a concrete navigation aid base, and dredge shoaled sediments from the leeward side of the structure and side-cast the material in Areas B and C of the existing Channel Islands Harbor O&M dredge template. Because the breakwater was determined not eligible for listing in the NRHP, installation of steps and replacement of the navigation aid pad would not change the eligibility status of a historic property. Excavation of the shoal would remove the upper 7' of leeward sediments accumulated next to the breakwater since construction in 1959.

Excavation therefore will not impact original seafloor or the adjacent sand trap.

As the detached breakwater and associated shoal are not eligible for NRHP listing or status, the Proposed Action will not compromise the features or qualities of any historic property nor harm culturally sensitive properties of a religious nature. The Proposed Action will not damage historic property through any environmental changes.

No Action Alternative. Installation of concrete steps, replacement of the navigational aid base and access dredging and placement would not occur. Because the breakwater is not eligible for listing in the NRHP, lack of action would pose no consequences to the property. Not removing the shoal would limit the ability of the contractor to fully access and construct all needed repairs to the breakwater; however, breakwater repair would still occur to the extent possible as detailed in the June 2019 EA. Less than significant impacts to Cultural Resources would still occur as discussed in the June 2019 EA.

4.4 Air Quality

4.4.1 Affected Environment. The Proposed Action is located within the South Central Coast Air Basin (SCCAB), localized to the Oxnard, California area. Ambient air quality is considered good in the project areas. The Proposed Action is located within the Ventura County portion of the SCCAB under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).

A conformity determination is required for each criteria pollutant or precursor where the total of direct and indirect emissions of the criteria pollutant or precursor in a nonattainment or maintenance area caused by a Federal action would equal or exceed any of the rates specified in 40 CFR 93.153(b)(1). Total of direct and indirect emissions means the sum of direct and indirect emissions increases and decreases caused by the Federal action; i.e., the "net" emissions considering all direct and indirect emissions. The portion of emissions which are exempt or presumed to conform under § 93.153 (c), (d), (e), or (f) are not included in the "total of direct and indirect emissions." The "total of direct and indirect emissions" includes emissions of criteria pollutants and emissions of precursors of criteria pollutants.

Direct emissions include construction emissions. Indirect emissions means those emissions of a criteria pollutant or its precursors:

1. That are caused or initiated by the Federal action and originate in the same nonattainment or maintenance area but occur at a different time or place as the action;
2. That are reasonably foreseeable;
3. That the agency can practically control; and
4. For which the agency has continuing program responsibility.

This analysis is limited to construction emissions. The Ventura County portion of the SCCAB is in attainment for all federal criteria pollutants except is in serious nonattainment for the federal 8-hour ozone standard, which has an applicability rate of 50 tons per year as specified in 40 CFR 93.153.

Gases that trap heat in the atmosphere are often called greenhouse gases (GHG). GHGs are emitted by natural processes and human activities. Examples of GHGs that are produced both by natural processes and industry include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). There are currently no Federal GHG emission thresholds. Therefore, the Corps will not propose a new GHG threshold or make a NEPA significance impact determination for GHG emissions anticipated to result from the Proposed Action. Rather, in compliance with NEPA implementing regulations, the anticipated emissions are disclosed for without expressing a judgment as to their significance.

4.4.2 Environmental Consequences.

Significance Criterion. An impact to Air Quality will be considered significant if the total direct and indirect emissions caused by the Federal action (which in this case is the proposed breakwater repairs along with the proposed excavation work) would equal or exceed the applicability rate for the 8-hour ozone standard of 50 tons per year

Proposed Action. Emissions associated with the proposed excavation activities would come mainly from the excavation motor drive. A crew boat would be used to ferry crew out to the crane-equipped barge and for miscellaneous transport of personnel and equipment on an as-needed basis.. The equipment used for the navigation aid pad would likely consist of jackhammers to perform any concrete breaking, and use of the clamshell bucket on the barge to lift the concrete. A concrete mixer on the barge would likely be used in the staircase installation and navigation aid pad replacement.

Air emissions calculations and assumptions are provided in Appendix E. Results are provided in Tables 2 and 3. The proposed project would not exceed the applicability rates for all relevant criteria pollutants. Therefore, impacts are less than significant.

Table 2. Total Project Construction Emissions

Project Emissions	**Tons/Year**	
	VOC	NOx
Crane-equipped Barge	0.011	15.43
Tug	0.495	8.930
Applicability Rate	50	50

GHG emissions were estimated for all activities associated with the federal action and are disclosed in Table 3. Calculations are shown in Appendix E.

Table 3. Total Project GHG Emissions

Project Emissions	**Tons/Year**	
Crane-equipped Barge	54	
Tug	733	

No Action Alternative. Breakwater excavation and repair would not occur, nor staircase installation or navigation aid pad replacement. Not removing the shoal would limit the ability of the contractor to fully access and construct all needed repairs to the breakwater; however, breakwater repair would still occur to the extent possible as detailed in the June 2019 EA. Less than significant impacts to Air Quality would still occur as discussed in the June 2019 EA.

4.5 Aesthetics

4.5.1 Affected Environment. The visual resources make up the aesthetic qualities of any area. Visual resources are those physical features that make up the visual landscape, including land, water, and vegetative and man-made elements. These elements are the stimuli upon which actual visual experience is based. The scope of review for this resource is the view from the detached breakwater and the view of the detached breakwater from the surrounding environment. The visual resources include a mix of residential and water-oriented facilities (e.g., breakwater, jetties, harbor entrance channel). The adjacent beaches further add to the overall impression of a recreational-oriented visual setting. The surrounding environment is well maintained. The natural resources in the Federal channel entrance provide a visually attractive setting and relaxing atmosphere for residents and tourists.

4.5.2 Environmental Consequences

Significance Criteria. An impact to Aesthetics will be considered significant if a landscape is changed in a manner that permanently and substantially degrades an existing viewshed or alters the character of a viewshed by adding incompatible structures.

Proposed Action. The presence of construction equipment would result in mixed impacts depending on the opinion of the viewer. Many viewers would consider the presence of the construction equipment to be an adverse impact, interrupting viewpoints from local land points and from boats. Other viewers may consider the presence of construction equipment and construction activity to be beneficial impacts, providing an interesting feature to watch from a safe distance (construction activity of this type often attracts curious onlookers). Given that the crane-equipped barge and support vessels would be present during the tourist season, but located in off-shore areas away from beaches, construction activity would be a short-term impact. The addition of three staircases would be less than significant for the aesthetic environments, as the distance from shore would render them barely visible. The replacement of the navigational aid would be an in-kind repair and no change to the aesthetics. Therefore, impacts to Aesthetics would be less than significant.

No action alternative. Not excavating the leeward shoal of the detached breakwater would not result in any perceivable aesthetic change. Not removing the shoal would limit the ability of the contractor to fully access and construct all needed repairs to the breakwater; however, breakwater repair would still occur to the extent possible as detailed in the June 2019 EA. Less than significant impacts to Aesthetics would still occur as discussed in the June 2019 EA. Non-replacement of the navigation aid pad would result in the deterioration of the existing navigation aid and possible failure. Not installing staircases would result in less safe access to the

breakwater for personnel. There would be no significant impacts under the no action alternative.

SECTION 5 – ENVIRONMENTAL COMPLIANCE AND COMMITMENTS

5.1 COMPLIANCE

5.1.1 National Environmental Policy Act (NEPA) of 1969 (42 USC 4321, et seq.,); Council on Environmental Quality Regulations for Implementing NEPA, 40 CFR Parts 1500 to 1508; Corps Regulations for Implementing NEPA, 33 CFR Part 230.

This SEA has been prepared to address impacts associated with the Proposed Action. A Draft SEA was circulated for public review. One comment was received during the public review period and the Corps' response can be found in Appendix H.

5.1.2 Clean Water Act.

The Clean Water Act (CWA) was passed to restore and maintain chemical, physical, and biological integrity of the Nation's waters. Specific sections of the CWA control the discharge of pollutants and wastes into aquatic and marine environments. Sections of the CWA that apply to the Proposed Action are Section 401, which requires certification that the proposed discharges affecting waters of the United States complies with the State Water Quality Standards, and Section 404(b)(1), which establishes guidelines for discharge of dredged or fill materials into waters of the United States.

The Corps submitted a Section 401 Water Quality Certification (WQC) request on November 24, 2020, which set the reasonable period of time in which the LARWQCB to act on the certification request as 21 days from receipt of the Draft SEA and 404(b)(1) analysis. The Draft SEA and 404(b)(1) were received by the LARWQCB via email on February 5, 2021. This set February 26, 2021 as the date upon which waiver will occur if the LARWQCB fails or refuses to act on the certification request. The LARWQCB failed to act within the reasonable period of time. 1 Therefore, the 401 WQC is waived in accordance with 40 CFR 121.9(a)(2)(i). The Proposed Action is in compliance with Section 401 of the Clean Water Act.

Section 404 of the CWA (33 U.S.C. 1344) governs the discharge of dredged or fill material into waters of the U.S. Although the Corps does not process and issue permits for its own activities, the USACE authorizes its own discharges of dredged or fill material by applying all applicable substantive legal requirements, including public notice, opportunity for public hearing, and application of the section 404(b)(1) guidelines. The Corps' 404(b)(1) evaluation is included in Appendix F.

1 Even if the reasonable period of time was 60 days from receipt of the Draft SEA and 404(b)(1) analysis as provided in the Corps' regulations 33 CFR 336.1, this would have set April 6, 2021, as the date upon which waiver will occur if the LARWQCB fails or refuses to act on the certification request. As of April 6, 2021, the LARWQCB had not acted on the certification request. As such, the 401 WQC is waived using this alternative timeline.

5.1.3 Endangered Species Act.

Under ESA Section 7(a)(2), each federal agency must ensure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of any listed species or result in the destruction or adverse modification of the species' designated critical habitat (16 U.S.C. § 1536(a)(2)). If an agency determines that its actions "may affect" a listed species or its critical habitat, the agency must conduct informal or formal consultation, as appropriate, with either the USFWS or the NMFS, depending on the species at issue (50 C.F.R. §§402.01, 402.14(a)–(b)). If, however, the action agency independently determines that the action would have "no effect" on listed species or critical habitat, the agency has no further obligations under the ESA.

Based on information in this SEA, the Corps has determined the Proposed Action would not affect California least tern, western snowy plover or its designated critical habitat. A coordination telephone meeting with USFWS Biologist David Sherer on March 16, 2021 was conducted, resulting in the Corps agreeing to include minimization measures (see Section 5.2) as part of the Proposed Action to ensure no effect to such species and designated critical habitat. The Corps determined the Proposed Action would not affect black abalone or white abalone. No consultation under section 7 of the ESA is required. The Proposed Action complies with the Endangered Species Act.

5.1.4 Coastal Zone Management Act.

Section 307 of the CZMA states that federal activities within or outside the coastal zone that affects any land or water use or natural resource of the coastal zone shall be carried out in a manner which is consistent to the maximum extent practicable with the enforceable policies of approved State management programs. The California Coastal Act is this state's approved coastal management program applicable to the federal action. The Corps initiated coordination on the Proposed Action on November 2, 2020 with California Coastal Commission, and received concurrence with an amended negative determination on March 23, 2021 that includes the Proposed Action described in this SEA (Appendix D). The Proposed Action complies with the Coastal Zone Management Act.

5.1.5 Clean Air Act.

The project is located within the Ventura County portion of the SCCAB under the jurisdiction of the VCAPCD. A conformity determination is required for each criteria pollutant or precursor where the total of direct and indirect emissions of the criteria pollutant or precursor in a nonattainment or maintenance area caused by a Federal action would equal or exceed any of the applicability rates specified in 40 CFR 93.153(b)(1). Ventura County is only in nonattainment (serious) for 8-hour ozone. As shown in Table 2 of this SEA, the total direct and indirect emissions associated with the federal action are not expected to equal or exceed the applicability rate for the 8-hour ozone specified at 40 CFR 93.153(b). A general conformity determination is not required. Therefore, the project is consistent with the State Implementation Plan and meets the requirements of Section 176(c) of the CAA.

5.1.6 National Historic Preservation Act.

Section 106 of the NHPA requires Federal agencies to take into account the effects of undertakings they carry out, assist, fund, or permit on historic properties and to provide the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. Federal agencies meet this requirement by completing the Section 106 process set forth in the implementing regulations, "Protection of Historic Properties," 36 C.F.R. Part 800. The goal of the Section 106 process is to identify and to consider historic properties that might be affected by an undertaking and to attempt to resolve any adverse effects through consultation. The Corps consulted with SHPO on the determination of the APE and identification efforts and on December 15, 2020 SHPO concurred with the Corps' determination that no historic properties would be affected by the Proposed Action. The Proposed Action is in compliance with the Act.

5.1.7 Section 10 of the Rivers and Harbors Act.

Section 10 of the Rivers and Harbors Act approved March 3, 1899, (33 U.S.C. 403), prohibits the unauthorized obstruction or alteration of any navigable water of the United States. The construction of any structure in or over any navigable water of the United States, the excavating from or depositing of material in such waters, or the accomplishment of any other work affecting the course, location, condition, or capacity of such waters is unlawful unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of the Army. Excavation and maintenance activities are not anticipated to have any effect on navigation into Channel Islands Harbor. The Harbor is a small boat harbor. Craft large enough to interfere with excavation and repair work would not be using the waterway. The shoal excavation, staircase installation and navigation aid pad replacement do not alter or obstruct any waters of the United States. The Proposed Action is in compliance with the Rivers and Harbors Act.

5.1.8 Magnuson-Stevens Fishery Conservation and Management Act.

This SEA assesses EFH as required by the Magnuson-Stevens Act. Although construction activities will occur within 17 acres of EFH, the Corps has determined that the Proposed Action may adversely affect EFH, but would not result in a substantial, adverse impact. Pursuant to 50 CFR 600.920(1), the Corps must reinitiate EFH consultation with NMFS if the Proposed Action is substantially revised in a way that may adversely affect EFH, or if new information becomes available that affects the basis for NMFS' EFH Conservation Recommendations. By email dated March 9, 2021, the "NMFS believes the proposed action would adversely affect EFH via benthic disturbance and increased turbidity. However, NMFS concurs with the Corps that adverse impacts would be temporary, and does not believe conservation recommendations are necessary for the Proposed Action." The Proposed Action is in compliance with this Act.

5.1.9 Executive Order 12898, Environmental Justice in Minority and Low-Income Populations

E.O. 12898 focuses Federal attention on the environment and human health conditions of minority and low-income communities and calls on agencies to achieve environmental justice as part of its mission. The order requires the USEPA and all other Federal agencies (as well as state

agencies receiving Federal funds) to develop strategies to address this issue as part of the NEPA process. The agencies are required to identify and address, as appropriate, any disproportionately high and adverse human health or environmental impacts of their programs, policies, and activities on minority and low-income populations. The order makes clear that its provisions apply fully to programs involving Native Americans. The CEQ has oversight responsibility for the Federal government's compliance with E.O. 12898 and NEPA. The CEQ, in consultation with the USEPA and other agencies, has developed guidance to assist Federal agencies with their NEPA procedures so that environmental justice concerns are effectively identified and addressed. According to the CEQ's Environmental Justice Guidance Under the National Environmental Policy Act, agencies should consider the composition of the affected area to determine whether minority populations or low-income populations are present in the area affected by the proposed action, and if so whether there may be disproportionately high and adverse human health or environmental impacts (CEQ 1997).

An analysis of demographic data was conducted to derive information on the approximate locations of low-income and minority populations in the community of concern. Since the analysis considers disproportionate impacts, two areas must be defined to facilitate comparison between the area actually affected and a larger regional area that serves as a basis for comparison and includes the area actually affected. The larger regional area is defined as the smallest political unit that includes the affected area and is called the community of comparison. For purposes of this analysis, the affected area is a half-mile radius around the project areas, and the city of Oxnard is the community of comparison.

Minority populations: EO 12898 defines a minority as an individual belonging to one of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; or Hispanic. A minority population, for the purposes of this environmental justice analysis, is identified when the minority population of the potentially affected area is greater than 50% or the minority population is meaningfully greater than the general population or other appropriate unit of geographic analysis. USEPA's EJScreen tool and the U.S. Census data quick facts was used to obtain the study area demographics. Data is provided in Appendix J. Table 4 provides a summary of the study area demographics.

Table 4. **Minority Population and Low-Income Population Demographics**

Demographics	**Affected Area**	**State**	**City**
Minority Population	**23%**	**62%**	**88%**
Low-income Population	**11%**	**33%**	**13.8%**

Poverty Rates: The EO does not provide criteria to determine if an affected area consists of a low-income population. For purposes of this assessment, the CEQ criterion for defining low-income population has been adapted to identify whether or not the population in an affected area constitutes a low-income population. An affected geographic area is considered to consist of a low-income population (i.e., below the poverty level, for purposes of this analysis) where the percentage of low-income persons 1) is greater than 50%, or 2) is meaningfully greater than the low-income population percentage in the general population or other appropriate unit of geographic analysis. The United States Census Bureau poverty assessment weighs income before

taxes and excludes capital gains and non-cash benefits (such as public housing, Medicaid, and food stamps). Table 4 provides a summary of the low-income population for the affected area, city of Oxnard, and the state of California.

As shown in the table above, the aggregate minority population is 88% of the total population in the city, and 23% of the total population in the affected area. The aggregate population percentage in the affected area does not exceed 50%. In addition, the affected area minority population percentage is not greater than the minority population percentage in the state of California as a whole which is approximately 62% or the city of Oxnard which is 88%. Therefore, the affected area does not contain a high concentration of minority population.

As shown in the table above, 11% of the individuals in the affected area are considered below the poverty level. This percentage in the affected area does not exceed 50%. In addition, the affected area low-income population percentage is not greater than the low-income population in the city, which is 13.8% or the state of California which is 33%. Therefore, the affected area does not contain a high concentration of low-income population.

The affected area does not constitute an EJ community. Therefore, there would be no impacts resulting from the Proposed Action that would result in disproportionately high and adverse impacts to minority and low-income communities.

5.1.10 Executive Order 11988, Floodplain Management

Signed May 24, 1977, this order requires that government agencies, in carrying out their responsibilities, provide leadership and take action to restore and preserve the natural and beneficial values served by floodplains. Before proposing, conducting, supporting or allowing an action in the floodplain, each agency is to determine if planned activities will affect the floodplain and evaluate the potential effects of the intended action on its functions. In addition, agencies shall avoid locating development in a floodplain to avoid adverse effects in the floodplains. The eight-step process outlined in ER 1165-2-26, para. 8, General Procedures was followed.

The Corps is responsible for maintaining the Federally authorized channel design at the Harbor, which is located within the floodplain. The purpose of the Proposed Action is to provide a plan that allows for the repair and maintenance of the existing breakwater and two jetties, promoting navigation safety. Maintenance of the Harbor's structural components requires project activities within the floodplain. The Proposed Action does not negatively affect the natural and beneficial values of the floodplain. The Proposed Action does not induce floodplain development or increase risks to public safety. The Proposed Action is in compliance with this Executive Order.

5.2 ENVIRONMENTAL COMMITMENTS

The Proposed Action includes the following environmental commitments that would be included in contract specifications:

1. It is the Contractor's responsibility to obtain all applicable air permits and comply with

federal, state, and local air and noise regulations.

2. In the event that previously unknown cultural resources are discovered during the project, all ground disturbing activities shall immediately cease within 200 feet of the discovery until the Corps has met the requirement of 36 CFR 800.13 regarding post-review discoveries. The Corps shall evaluate the eligibility of such resources for listing on the National Register of Historic Places and propose actions to resolve any anticipated adverse effects. Work shall not resume in the area surrounding the potential historic property until the Corps re-authorizes project construction.

3. The Contractor shall keep construction activities under surveillance, management, and control to avoid pollution of surface and ground waters.

4. The Contractor will be required to have in place a Spill Prevention and Cleanup Plan that includes measures to prevent spills and to cleanup any spills that could occur.

5. All construction and repair activities will remain within the boundaries specified in the plans. There will be no dumping of fill or material outside of the project areas or within any adjacent aquatic community.

6. The Contractor shall keep construction activities under surveillance, management, and control to minimize interference with, disturbance to, and damage of fish and wildlife.

7. The Contractor shall mark their vessels, and all associated equipment, in accordance with U.S. Coast Guard regulations. The contractor must contact the U.S. Coast Guard two weeks prior to the commencement of construction and repair activities. The following information shall be provided: the size and type of equipment to be used; names and radio call signs for all working vessels; telephone number for on-site contact with the project engineer; the schedule for completing the project; and any hazards to navigation.

8. The Contractor shall move equipment upon request by the U.S. Coast Guard and Harbor patrol law enforcement and rescue vessels.

9. Water quality monitoring shall be performed every day for the first week of construction and weekly thereafter

10. The following avoidance and minimization measures would be implemented to avoid effects to California least tern and western snowy plover and its designated critical habitat:
    - The limits of construction and excavation and placement activities shall be clearly marked or maintained with GPS coordinates per Figure 5 to prevent heavy equipment from entering areas beyond the smallest footprint needed to complete the project.
    - The work area shall be kept clean to avoid attracting predators. All food and trash shall be disposed of in closed containers and removed from the project area.
    -

- When not in operation, the crane performing work on the detached breakwater will be lowered and stowed in its boom to discourage predator perching.
- Weekly reporting of twice a week Hollywood Beach western snowy plover and California least tern nesting surveys, commencing 2 weeks prior to construction to be performed through the end of the western snowy plover and California least tern nesting seasons (September 15th).
  In the event California least terns nest on Hollywood Beach, perform California least tern monitoring during all excavation and side casting activities. California least tern monitoring must be conducted by a qualified biologist, with a minimum of 40 hours of experience in the field locating, observing, and monitoring adult, nesting, and chick/fledgling California least tern.

SECTION 6 – REFERENCES

Barringer, Debra. 2020. Hollywood Beach Breeding Season Monitoring Report for the WesternSnowy Plover and California Least Tern. Ventura Audubon Society.

2017. Hollywood Beach Breeding Season Monitoring Report for the Western Snowy Plover and California Least Tern. Ventura Audubon Society.

2016. Hollywood Beach Breeding Season Monitoring Report for the Western Snowy Plover and California Least Tern. Ventura Audubon Society.

2015. Hollywood Beach Breeding Season Monitoring Report for the Western Snowy Plover and California Least Tern. Ventura Audubon Society.

U.S. Fish & Wildlife Service (USFWS). 2012. Revised Designation of Critical Habitat for the Pacific Coast Population of the Western Snowy Plover, Final Rule. Federal Register. June.

SECTION 7 – ACRONYMS

ACHP.....Advisory Council on Historic Preservation
APE.....Area of Potential Effects
ARB .....Air Resources Board
CAA .....Clean Air Act
CEQ.....Council on Environmental Quality
CO.....Carbon monoxide
CWA .....Clean Water Act
DO.....Dissolved oxygen
EA .....Environmental Assessment
EFH.....Essential Fish Habitat
ESA.....Endangered Species Act
FMP.....Fishery Management Plan

FONSI.....Finding of No Significant Impact
MLLW .....Mean Lower Low Water
NEPA .....National Environmental Policy Act
NHPA.....National Historic Preservation Act
NMFS.....National Marine Fisheries Service
NO2.....Nitrogen dioxide
SEA .....Supplemental Environmental Assessment
SHPO .....State Historic Preservation Officer
SIP.....State Implementation Plan

USFWS .....U.S. Fish and Wildlife Service
VCAPCD .....Ventura County Air Pollution Control District

SECTION 8 – PREPARERS/REVIEWERS

8.1 Preparers

Kymberly Howo	Corps, Biologist, Regional Planning Section
Lauren McCroskey	Corps, Archeologist, Regional Planning Section

8.2 Reviewers

Hayley Lovan	Corps, Chief, Environmental Resources Branch

FIGURES

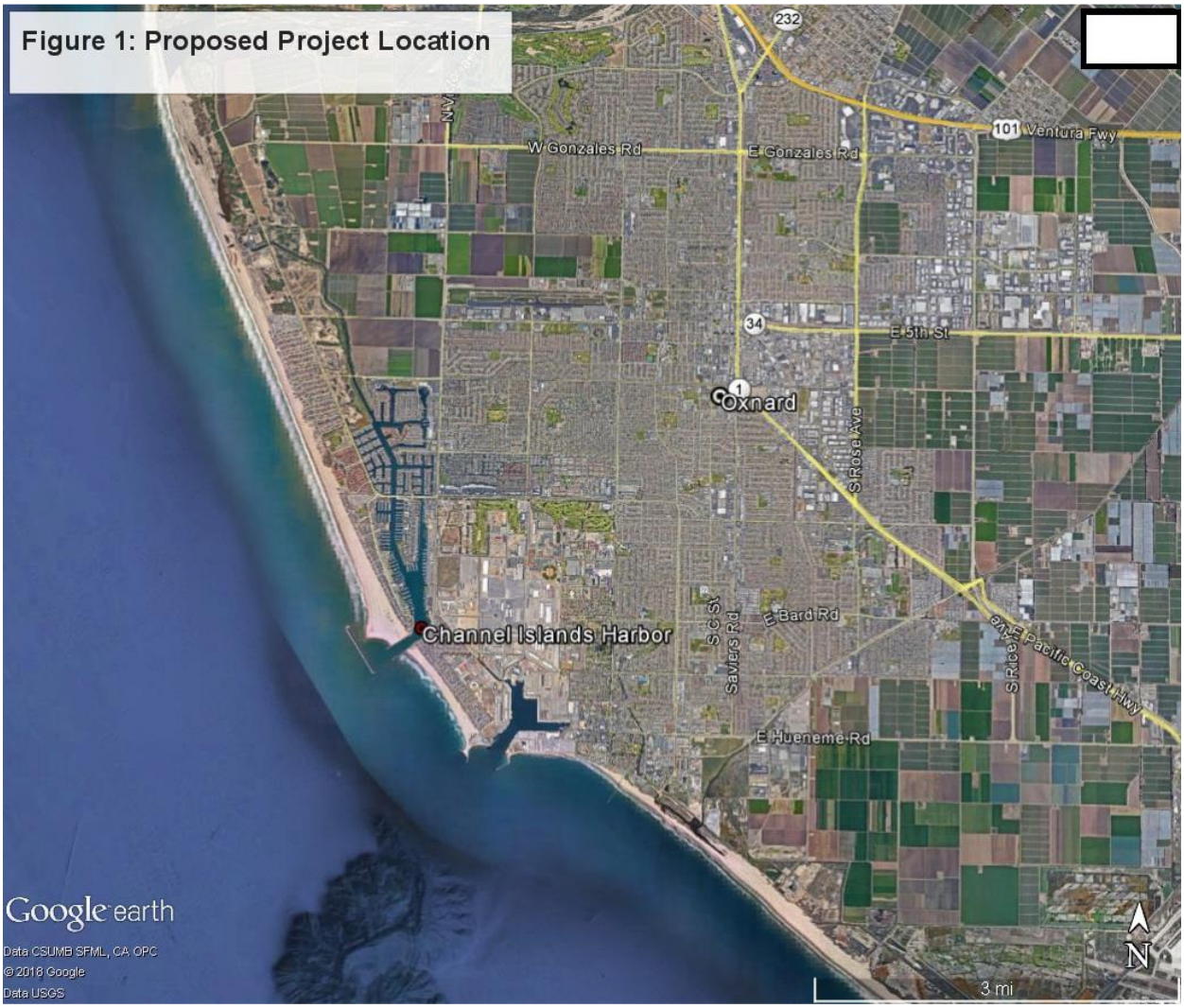

Figure 1

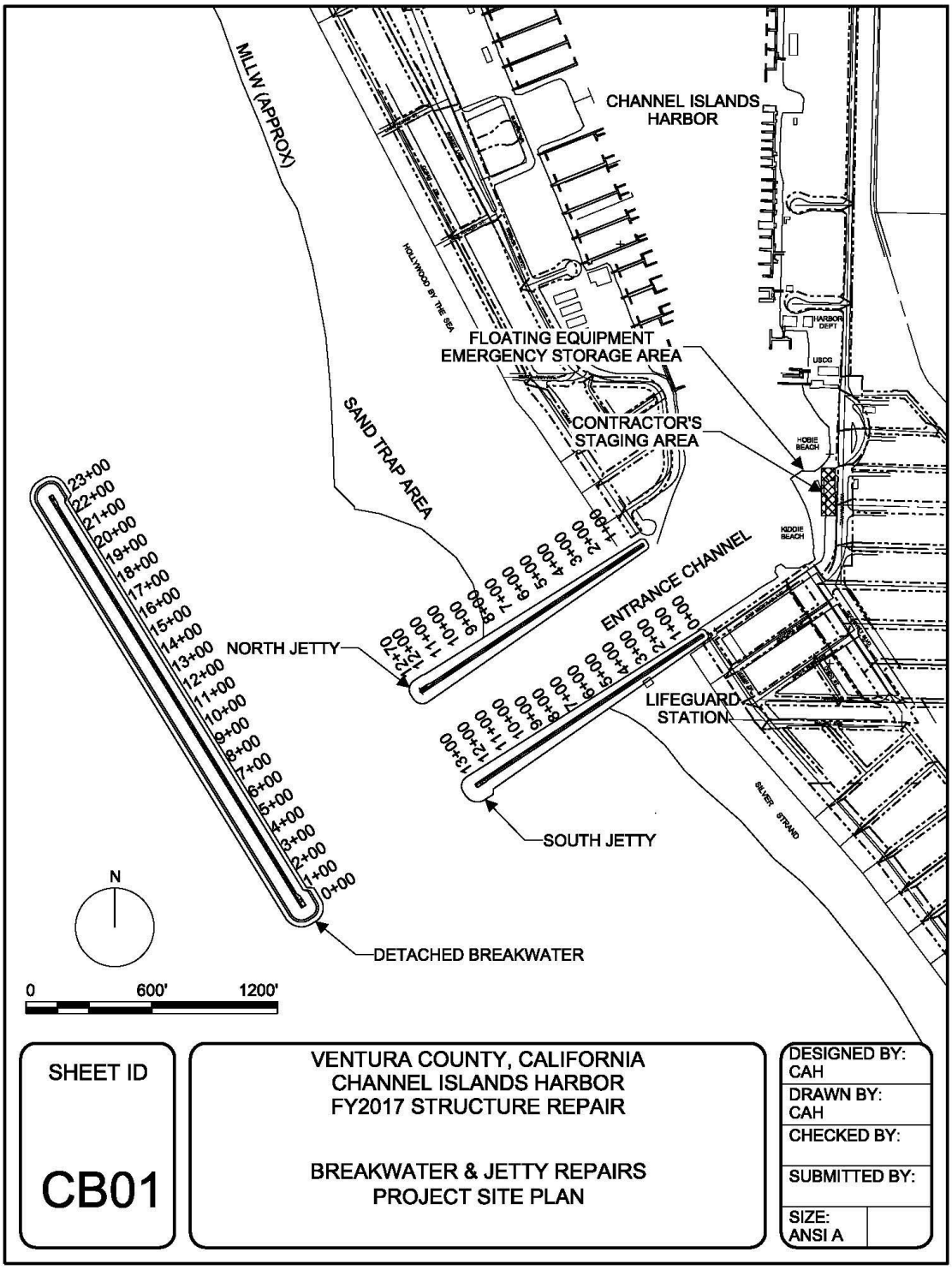
MLLW (APPROX)
CHANNEL ISLANDS HARBOR
HOLLYWOOD BY THE SEA
FLOATING EQUIPMENT EMERGENCY STORAGE AREA
HARBOR DEPT
USCG
CONTRACTOR'S STAGING AREA
HOBIE BEACH
SAND TRAP AREA
KIDDIE BEACH
ENTRANCE CHANNEL
NORTH JETTY
LIFEGUARD STATION
SILVER STRAND
SOUTH JETTY
DETACHED BREAKWATER
N
0
600'
1200'
SHEET ID
CB01
VENTURA COUNTY, CALIFORNIA
CHANNEL ISLANDS HARBOR
FY2017 STRUCTURE REPAIR
BREAKWATER & JETTY REPAIRS
PROJECT SITE PLAN
DESIGNED BY: CAH
DRAWN BY: CAH
CHECKED BY:
SUBMITTED BY:
SIZE: ANSI A

Figure 2

Figure 3

Project location depicted in purple includes shoal excavation and side-cast placement area.

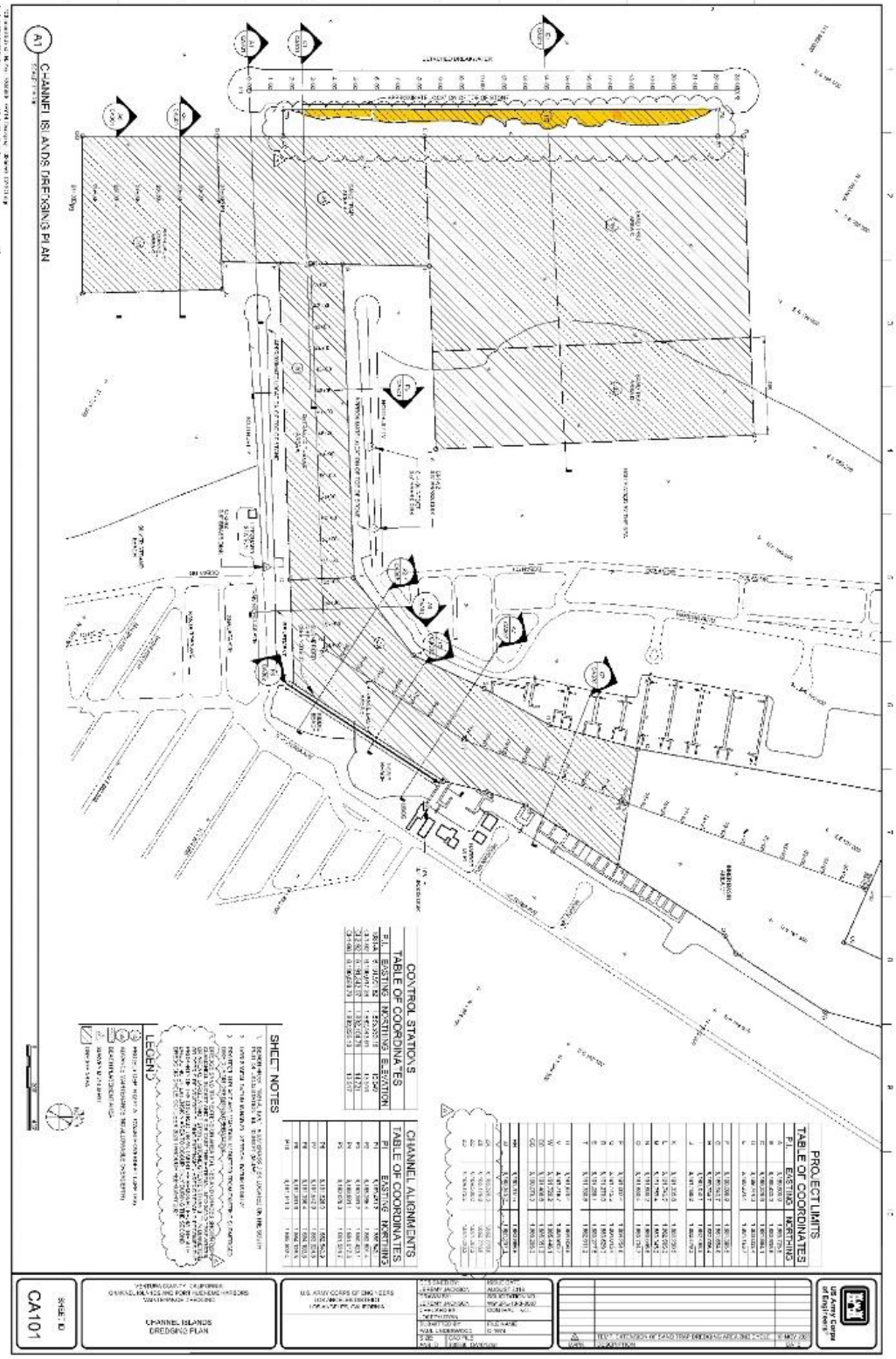
CHANNEL ISLANDS DREDGING PLAN
CHANNEL ISLANDS DREDGING PLAN
CA101
U.S. ARMY CORPS OF ENGINEERS
LEGEND
SHEET NOTES
CONTROL STATIONS TABLE OF COORDINATES
CHANNEL ALIGNMENTS TABLE OF COORDINATES
PROJECT LIMITS TABLE OF COORDINATES

Figure 4

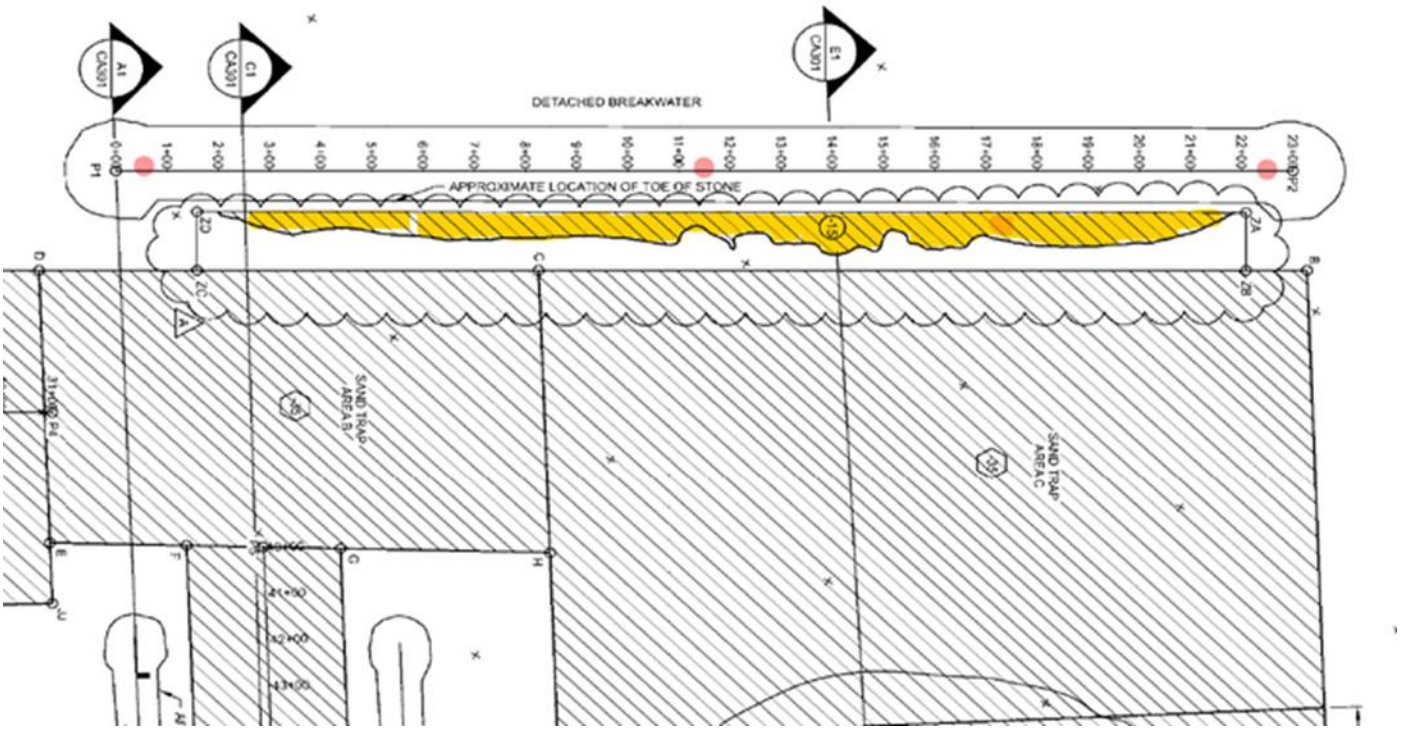

Figure 5

Channel Islands Detached Breakwater figure detailing location of shoal excavation (yellow) and staircase installation locations (red). Side-cast material placement will be landward of the ZB-ZC line.

APPENDIX A- EMAIL DISTRIBUTION LIST

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