

CALIFORNIA COASTAL COMMISSION

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Tu 6bSTAFF REPORT AND RECOMMENDATIONON CONSISTENCY DETERMINATION

Consistency Determination No.	CD-030-99
Staff:	LJS-SF
File Date:	4/1/99
45th Day:	5/16/99
60th Day:	5/31/99
Commission Meeting:	5/11/99

FEDERAL AGENCY:**CORPS OF ENGINEERS**DEVELOPMENTLOCATION:

Port of Hueneme, Ventura County (Exhibits 1-3).

DEVELOPMENTDESCRIPTION:

Deepening the Approach Channel, Entrance Channel, Turning Basin, Channel A, and Berths 1 and 5; modifying the Entrance Channel Wharf and Wharves 1-5; and disposing dredged material onshore or nearshore of Hueneme Beach downcoast of the Entrance Channel

SUBSTANTIVE FILE DOCUMENTS:

1. Port Hueneme LCP (as amended through December 1998).
2. Oxnard Harbor District Port Master Plan (as amended through December 1998).

3. Negative Determination ND-49-97 (Corps of Engineers, Port Hueneme Pile Removal).
4. Negative Determination ND-15-90 (Corps of Engineers, Port Hueneme Maintenance Dredging).
5. Consistency Determination CD-12-85 (Corps of Engineers, Port Hueneme Deepening Project).

EXECUTIVE SUMMARY

The Corps of Engineers has submitted a consistency determination for its proposed deep draft navigation improvement project at the Port of Hueneme in Ventura County. The Corps proposes to: (1) deepen the harbor by dredging approximately 630,000 cubic yards of clean sediments from the approach channel, entrance channel, turning basin, channel "A", and berths 1 and 5, and (2) deposit the dredged materials onshore or nearshore at Hueneme Beach immediately downcoast from the harbor entrance channel. The Corps also proposes to modify and improve the entrance channel wharf and wharves 1-5 by installing new fender systems and new sheet pile toe walls. Existing creosote-treated wood pilings and berthing materials will be removed and disposed at an upland landfill.

The project is designed to efficiently and safely accommodate deep-draft vessels up to 50,000 dead-weight-tons, increase cargo efficiency, reduce overall shipping costs, and provide clean sand to replenish Hueneme Beach. The project is therefore consistent with the dredging and beach replenishment policies of the California Coastal Management Program (CCMP; Section 30233 of the Coastal Act). The sediments were tested and found physically and chemically suitable for beach and/or nearshore disposal. Dredging and disposal will generate only temporary adverse effects on soft-bottom habitat, water quality, and sandy beach intertidal areas. Dredging and disposal will occur between October 1 and March 1, minimizing the potential for significant adverse effects on California grunion and endangered species, including the California least tern and California brown pelican. The project is therefore consistent with the marine resources, water quality, and environmentally sensitive habitat protection policies of the CCMP (Sections 30230, 30231, and 30240 of the Coastal Act). The disposal of clean, dredged sand at Hueneme Beach will replenish, widen, and improve recreational use, will occur during the fall and winter months to minimize effects on beach use during disposal operations, and is therefore consistent with the public access and recreation policies of the CCMP (Sections 30211, 30220, and 30224 of the Coastal Act).

STAFF SUMMARY AND RECOMMENDATION:

I. Project Description.

The Corps of Engineers proposes to make deep draft navigation improvements at the Port of Hueneme in Ventura County (Exhibits 1-4). The improvements include: (1) deepening the

Approach Channel from -40 feet mean lower low water (MLLW) to -43 feet MLLW; (2) deepening the Entrance Channel, Turning Basin, Channel A, and Berths 1-5 from -35 feet MLLW to -40 feet MLLW; (3) disposing the 630,000 cubic yards of dredged material onshore or nearshore at Hueneme Beach south of the Entrance Channel; and (4) improving the Entrance Channel Wharf and Wharves 1-5 by installing new fender systems and new sheet pile toe walls. In addition, approximately 350 wood pilings and other wharf materials will be removed from Wharf 1 and disposed at an upland landfill, and all wharves will be modified in order to support existing structures at the new berthing depths. The project is expected to take 3.5 months to complete using a combination of hydraulic pipeline and clamshell dredges, and would take place between October 1, 2000, and March 1, 2001, in order to avoid impacts to the California grunion, California least tern, and California brown pelican and to minimize impacts on recreational use at Hueneme Beach.

II. Status of Local Coastal Program.

The standard of review for federal consistency determinations is the policies of Chapter 3 of the Coastal Act, and not the Local Coastal Program (LCP) of the affected area. If the Commission certified the LCP and incorporated it into the CCMP, the LCP can provide guidance in applying Chapter 3 policies in light of local circumstances. If the Commission has not incorporated the LCP into the CCMP, it cannot guide the Commission's decision, but it can provide background information. The Commission has FULLY INCORPORATED the Port Hueneme LCP into the CCMP.

III. Federal Agency's Consistency Determination.

The Corps of Engineers has determined the project to be consistent to the maximum extent practicable with the California Coastal Management Program.

IV. Staff Recommendation.

The staff recommends that the Commission adopt the following motion:

MOTION. I move that the Commission concur with the Corps of Engineers' consistency determination.

The staff recommends a YES vote on this motion. A majority vote in the affirmative will result in adoption of the following resolution:

Concurrence

The Commission hereby **concurs** with the consistency determination made by the Corps of Engineers for the proposed Port of Hueneme deepening project, finding that the project complies with and will be conducted in a manner consistent with the California Coastal Management Program.

V. Findings and Declarations.

The Commission finds and declares as follows:

A. Dredging and Filling. Section 30233 of the Coastal Act provides the following in relevant part:

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

...

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

The proposed dredging and disposal activity needs to be examined for consistency with Section 30233 of the Coastal Act. Under Section 30233(a), dredging and filling of open waters is limited to those cases where the proposed project is an allowable use, where there is no feasible less environmentally damaging alternative, and where mitigation measures have been provided to minimize environmental impacts. The dredging to deepen the Port of Hueneme and the disposal of the dredged material at Hueneme Beach are allowable uses under Section 30233(a)(1) and (6), respectively.

The Corps of Engineers examined in its Draft Environmental Assessment (DEA) several alternatives to the proposed harbor deepening project:

Lightering. Lightering involves providing or designating an area with adequate depth to allow a fully loaded vessel to transfer part of its load to other, smaller vessels until the vessel draft is at a depth it can enter the harbor. The extra cost of lightering including the use of smaller vessels can be considerable. In addition, the use of smaller vessels increases air emissions. Accordingly, lightering was eliminated from consideration for economic and environmental reasons (see Section 4.4, Main Feasibility Report).

Use of Other West Coast Ports. HAI currently sells liquid fertilizer to Northern California through the Port of Stockton. The company has chosen Port Hueneme as an ideal port to extend its market to Southern California. Port Hueneme is the desired port of entry for CEB since the gypsum the company supplies would be sold to agricultural users in close proximity to the Port. Therefore, the use of other west coast ports was not considered further.

Use of Tides. Deep draft wood pulp vessels presently have had to wait for favorable tides before entering the Harbor. This situation occurs when scheduling does not permit them to stop at Long Beach first to off-load cargo. Approximately 2-3 wood pulp vessels per year have incurred tidal delays. Tidal delays can be expected to rise sharply in the future when HAI begins utilizing 50,000 DWT tanker vessels. Use of tides results in slower cargo movements and queuing which increases the cost of transportation per unit of cargo. Strict use of tides is considered economically inefficient and was thus, eliminated from further consideration; however, using tides in concert with other improvement measures such as channel deepening was carried forward (see Section 3.1.2).

No-Action. The proposed deepening project would not occur, and the controlling depth would remain at -35 feet MLLW, which would require large, deep-draft tankers, with approximately 50,000 Dead Weight Tonnage and above, to enter the PoHH light-loaded on tides. This alternative would be both an inefficient and costly operation.

Regarding changes in deep draft vessel traffic at the Port of Hueneme that may occur as a result of the harbor deepening project, the DEA reports that:

Initially, the Recommended Plan will reduce the number of deep draft vessel calls by 3 shipments per year. By the year 2020, the annual deep draft vessel calls to the port will be reduced from 28 shipments annually without project to 20 shipments annually with project. This amounts to an approximate 30% annual reduction in the number of deep draft vessel calls to the Port. The size of vessels will increase, but this will not increase the potential for transportation incidents. In actuality, the reduced traffic and harbor improvements will increase overall navigation safety, with reduced probability of spills of contaminants.

At the current harbor depths, fully-loaded 35,000 DWT vessels are able to safely enter and berth. However, larger deep-draft tankers must enter the Port light-loaded and on tides. The proposed dredging would provide safe navigation depths for 50,000 DWT vessels, lead to a reduction in the expected number of annual deep draft vessel calls to the Port due to increased efficiencies from using larger vessels, and provide 630,000 cubic yards of sand to replenish Hueneme Beach. There are no feasible less environmentally damaging alternatives and (as discussed below) because the project will have no significant adverse impacts on coastal resources, no additional mitigation measures (beyond those incorporated by the Corps of Engineers in the project design) are necessary. Therefore, the Commission finds that the proposed project is consistent with the dredge and fill policies of the California Coastal Management Program (CCMP; Section 30233 of the Coastal Act).

B. Water Quality and Marine Resources. Section 30230 of the Coastal Act provides that:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy

populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 of the Coastal Act provides that:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The proposed project involves dredging approximately 630,000 cubic yards of sediment to deepen the Port of Hueneme and disposing the dredged sand at Hueneme Beach, either onshore or in the nearshore zone. Regarding the suitability of the dredged sediments for beach and/or nearshore disposal, the Draft Environmental Assessment (DEA) states that:

The Corps developed a testing plan to evaluate the sediment chemistry of the proposed dredge materials and coordinated with EPA. This plan was developed to sample the entire suite of constituents routinely tested for dredging projects, as recommended by the Regional Implementation Plan and the Ocean Disposal Plan for the Evaluation of Dredged Material (Corps and EPA 1991). Upon review of the data and comparison with other data sets, such as the Long & Morgan data, most elements were determined suitable for beach nourishment activities. Additional discussion of sediment chemistry is found in section 4-1 of this EA. The Corps will develop and implement a water quality monitoring plan to ensure compliance with RWQCB measures. Prior to construction, the plan will be coordinated with and approved by the RWQCB. Appendix B includes a copy of the Section 404(b)(1) analysis. Recent grain size analyses indicate that materials are compatible with Hueneme Beach sediments and suitable for nourishment activities at local beaches.

The DEA also examines the presence and significance of trace metals in the dredged sediments:

Although many trace metals are essential to biological productivity, they can be toxic in certain concentrations to marine organisms. These levels vary widely, with variability being a function of the proximity of sewage outfalls, river mouths, urban centers, and upwelling of subsurface waters (Chambers Group 1992). In March and June, 1996, sediment samples were collected from the proposed dredge site to determine the level of trace metals in the PoHH. Test results are presented in graph form in Figure 4.1-1 [Exhibit 5 of this staff report]. Because State and federal sediment quality criteria are not available for interpreting sediment chemical analysis, the NOAA sediment criteria developed by Long and Morgan (1990) are often used to interpret sediment data. Based on their research and findings, the ER-L (or lower) concentration levels are generally interpreted as unlikely to have biological effects, whereas the ER-M (or higher) levels are considered to have

probable effects. Levels between the ER-L and ER-M are considered to have possible effects, especially on sensitive species. Sample findings were also compared to data collected at LA-2. [the ocean disposal site south of San Pedro.] At most of the test sites, metals were found to be lower than the ER-L level. However, at one station (Station 5), located in the lower part of the Turn Basin, cadmium was determined to be slightly higher than the ER-L level [sic; actually, the graph shows it to be higher than the LA-2 level, but lower than the ER-L], and at this same station (Station 5) and one other station (Station 10), located in Channel A near Berth 4, mercury was determined to be between the ER-L and the ER-M. [sic; the graph also shows that Station 4 is slightly above the ER-L.] Organic results indicated low levels or no detections of contaminants. Sediment chemistry has been coordinated and interpreted jointly with the EPA. The findings indicate that sediments are similar in nature to those existing at Hueneme Beach.

Commission staff discussed with EPA staff the above findings, including the mercury levels. EPA staff confirmed that the proposed dredged sediments from the harbor deepening project are suitable for beach and/or nearshore disposal.

The DEA also examines the potential adverse effects associated with the proposed removal of existing wooden pilings at Wharf 1, which encompasses Berths 1, 2, and 3:

As the piles were originally treated with creosote, the Corps prepared an Administrative EA to remove 3 piles to assess pile integrity and composition of creosote within the piles. The Administrative EA was approved on 2 April 1997, pursuant with NEPA, and the Negative Determination [ND-49-97] on 15 April 1997, pursuant with the Coastal Zone Management Act (CZMA) of 1976. Three piles were removed by a clamshell operation. Piles remained intact during the removal process. Chemistry of the piles was analyzed on August 8 1997. . . . Based on these findings, piles are recommended for removal to prevent future potential leaching of [polynuclear aromatic compounds] into the ocean waters and sediments. To minimize potential leaching of the contaminants during the pile removal process, piles will be removed by a clamshell operation, not by hydraulic methods. Upon removal, piles (and other associated wood debris) will be loaded onto a truck and transported to an approved landfill site for disposal. . . . Construction activities are not expected to release significant amounts of PACs into the water column or to make these compounds biologically available to marine species. Neighboring sediments were chemically tested also. Data findings indicate the sediment chemistry is relatively free of metals and organics, and sediments are suitable for disposal on the beach.

EPA staff confirmed that all wooden pilings and associated materials at Wharf 1 will be removed with a clamshell dredge and transported to an upland disposal site. Use of this type of dredge, rather than the hydraulic cutterhead dredge (which would chop the piles into small pieces and mix them with the dredged sediments), will minimize adverse effects on the immediate marine environment from the removal of the creosote-treated pilings.

The DEA for the harbor deepening project documents the existing marine biological values within the project area. The proposed dredge area is characterized by deep water, subtidal, soft-

bottom habitat, and the disposal area by nearshore shallow water, soft-bottom habitat and sandy beach. The make-up of plankton, invertebrate, fish, shorebird, and marine mammal communities found in and adjacent to the project area is typical for waters of the southern California bight. In addition, two federally-listed endangered species, the California least tern and California brown pelican, forage in this area; potential project effects on these species are examined in Section C, below.

The dredging of channels, turning basins, and berths will deepen these existing soft-bottom, deep-water areas by an additional three to five feet and will adversely affect marine habitat and water quality in the harbor. The most direct impact of dredging will be the elimination of all benthic organisms from the immediate dredging areas; however, after the termination of dredging, the affected areas will recolonize to pre-project conditions within two years. Removal of existing creosote-treated wood pilings will likewise eliminate the invertebrate fauna on these pilings. However, because proposed wharf modifications include the installation of new timber piles and sheet piling free of creosote, improved hard substrate for invertebrate communities will be provided. Adverse effects on soft-bottom and hard substrate habitats in the project area will be temporary and not significant.

Potential water column impacts at the dredging site include increased levels of turbidity and suspended solids, and decreases in dissolved oxygen and light penetration. These localized water column impacts will in turn affect fish, marine birds, and marine mammals in the project area. However, any adverse effects will be limited due to the nature of the dredged materials (clean sand), the short-term nature of water column changes, and the ability of fish, birds, and mammals to avoid the turbidity plumes associated with dredging and disposal activities.

The DEA also reports that disposal activities will affect the sandy beach and intertidal zone at Hueneme Beach. While sandy beach invertebrates will be buried during the disposal of dredged materials, these species are adapted to periodic disturbance and recovery of the community is expected to occur within the year. There will be minor turbidity impacts from disposal on planktonic organisms, benthic organisms, fishes, and visually feeding seabirds and marine mammals. However, these impacts are expected to be localized, temporary, and not significant. Disposal activities, including human and equipment activity, may also disturb foraging shorebirds in and around the disposal site. Impacts on shorebirds will be adverse but not significant because only a small area of the sandy beach or nearshore waters will be disturbed on a daily basis, the disturbance is temporary (3.5 months), the adjacent undisturbed beach will be available for shorebird foraging, and the displaced birds will be expected to immediately return to the area when disposal and grading of the beach ceases. Finally, the DEA reports that some shorebirds may actually be attracted to the site to forage on organisms dredged with the sediment.

In conclusion, the proposed harbor deepening project will generate minor, short-term effects on marine resources and water quality in the Port of Hueneme and in the nearshore of Hueneme Beach. However, the dredging and disposal activities will not result in any significant, adverse effects on the coastal zone due to the nature of the dredged materials, their physical and chemical suitability for beach and/or nearshore disposal, the limited area and time of dredging and

disposal activities, and the environmental commitments designed into the project. Therefore, the Commission finds that the proposed harbor deepening project is consistent with the marine resources and water quality protection policies of the CCMP (Sections 30230 and 30231 of the Coastal Act).

C. Endangered Species. Section 30240 of the Coastal Act provides that:

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The proposed project may potentially affect marine habitat used by two federally endangered species, the California brown pelican and California least tern. In the Draft Environmental Assessment (DEA), the Corps describes the habitat needs of these species:

California Brown Pelican. The California brown pelican[s] (Pelecanus occidentalis californicus) . . . are diving birds that feed exclusively on fish, primarily northern anchovies but any small schooling fish near the surface of the water. Brown pelicans are often very tolerant of human activity, and utilize various shoreline structures such as piers, breakwaters, groins, and buoys for roosting. Activities of the brown pelican in these waters are restricted primarily to foraging and roosting.

California Least Tern. The California least tern (Sterna antillarum browni) . . . migrates to southern and central California in the spring to breed, arriving in small numbers in early to mid-April. The terns generally depart for their wintering grounds in August. Of the two tern colonies in the region, the closest one is located at Ormand Beach, approximately 1.6 km downcoast from Hueneme Beach. The next closest colony is located at McGrath State Beach, approximately 9.7 km upcoast of the project area. The terns nest in coastal areas adjacent to shallow marine and estuarine habitats, where they can forage on fish at the water's surface by diving into the water. Most foraging (80 percent) occurs within 4.8 km of the nesting site in waters less than 6 m deep (USFWS 1995 in Corps 1996). Primary prey items of the California least tern are the northern anchovy, topsmelt, and jacksmelt (Massey and Atwood 1984).

Because the Corps of Engineers intends to begin dredging after October 1 and complete dredging and disposal before March 1, the potential for significant adverse effects on pelicans or least terns will be minimized. While pelicans may be temporarily displaced from their roosting and feeding areas at the Port of Hueneme due to dredging and disposal operations, they are able to find other such areas adjacent to the project site. Likewise, least terns should not be adversely affected by the project since all dredging and disposal operations (and the resulting turbidity

plumes from resuspended sediments both at the dredge site and the nearshore disposal area) will terminate prior to the start of the nesting season on April 1. Therefore, the Commission finds that the proposed project is consistent with the environmentally sensitive habitat protection policies of the CCMP (Section 30240 of the Coastal Act).

D. Sand Supply. Section 30233 of the Coastal Act provides the following in relevant part:

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

The Corps of Engineers proposes to dispose approximately 630,000 cubic yards of clean dredged material in the surf zone or the nearshore at Hueneme Beach, just downcoast of the Port of Hueneme Entrance Channel (Exhibit 4). The project area sediments were sampled and test results indicate that the proposed dredged materials are physically compatible with the beach sediments at Hueneme Beach. Due to the construction of the Port of Hueneme and Channel Islands Harbor, the natural transport of littoral material to Hueneme Beach was altered and has led to periodic erosion of the beach. As a result, beach nourishment is essential to protect the shoreline and support recreational use. Over the past twelve years, nearly two million cubic yards of sand dredged from the Port of Hueneme and Channel Islands Harbor was placed on or in the nearshore of Hueneme Beach. In the proposed project, a hydraulic cutter pipeline dredge with pumpout capability would be used to place material between 0 and +16 feet mean lower low water (MLLW); the material would then be graded to match the existing beach profile. Alternatively, or in addition to beach placement, a bottom dump hopper or clamshell dredge would be used to deposit sediment in a mound parallel to the shoreline in the littoral zone at depths ranging from -20 to -40 feet MLLW; wave energy would naturally rebuild the beach by carrying sediments onto the beach profile. The Commission concludes that the proposed dredge material disposal plan provides for beach replenishment using suitable sandy material and is therefore consistent with the CCMP (Section 30233(b) of the Coastal Act).

E. Public Access and Recreation. Sections 30210, 30211, 30212, 30213, and 30220 of the Coastal Act provide that:

30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30211. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30212(a). Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby. . . .

30213. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

30220. Coastal areas suited for water-oriented recreational activities that cannot be readily provided at inland water areas shall be protected for such uses.

The proposed dredging will occur within the Port of Hueneme and in the approach channel to the Port. As the Port of Hueneme serves only naval and commercial shipping uses, no adverse effects on public access or recreation are expected during or as a result of dredging operations. The project will generate approximately 630,000 cubic yards of sand for replenishment of Hueneme Beach adjacent to the entrance channel. The potential impacts on public access and recreation from the disposal of dredged sediments on Hueneme Beach are addressed in the Draft Environmental Assessment (DEA):

Recreation impacts will occur at Hueneme Beach. The mobilization and demobilization of the discharge pipe on the beach along with associated earth moving equipment will cause temporary land use impacts by disrupting potential recreation opportunities. Construction impacts will occur in an area that is used typically for recreation year-round, especially in the summer months (between Memorial Day and Labor Day). Because portions of the beach will be excluded from use during pipeline placement and construction (4.5 months), this impact may extend beyond recreation concerns and can include a loss of revenues to both the state from the collection of fees and the local neighboring retail businesses. These impacts will be minimized by constructing when beach use is typically low (between Labor Day and Memorial Day). As temporary beach access may be limited due to the pipe, sand access ramps will be placed over the pipe every 170 m on the beach. Impacts will be temporary and not significant. The long-term effect of a wider, sandier beach will be beneficial.

Additional recreational losses may occur if the scheduled work occurs during the grunion season, work may prevent or limit grunion spawning opportunities on Hueneme Beach. Activities will be scheduled to avoid impacts by constructing between October 1 and March 1. Impacts on local Pismo clam populations will be minimized by placing material above +0 feet MLLW. Thus, grunion and Pismo clam impacts will be minimized and/or avoided.

The potential impacts on public access and recreation at Hueneme Beach from the disposal of dredged sediments in the nearshore zone are addressed in the DEA:

Sediment disposal in the near-shore area will not restrict public access to other land and/or water uses. Prior to construction, appropriate notices and markings will be completed. As no channel closures are anticipated in the PoHH, the dredge is expected to make between 4 and 7 trips per day over approximately 3.5 months. These additional few daily trips will represent a very small increment to the number of vessel movements in the PoHH. The overall impact of these additional vessel movements will be adverse, but not significant.

Although most of the construction work will be confined to the nearshore zone, recreation impacts will still occur at Hueneme beach. Beach access in the immediate disposal area may be temporarily limited during the disposal period. Unlike the on-shore disposal method, no pipeline on the beach would be required. As with the on-shore disposal method, construction impacts will be minimized by constructing the effort during the non-peak season. As with the on-shore disposal option, the long-term effect of a wider, sandier beach will be beneficial.

As with the on-shore disposal option, grunion impacts will be avoided by timing restrictions. Pismo clam impacts will be avoided by placing material deeper than -10 feet MLLW.

The DEA examines potential visual resource impacts from both disposal options:

Aesthetic impacts will occur in an area that is used typically for recreational purposes year-round and has a high level of visual sensitivity, especially in the peak summer season. (The nearest visually sensitive (single-family residential) area is located approximately 300 m east of Hueneme Beach.) Beach aesthetic impacts will occur over the duration of the project, approximately 3.5 months. Impacts will be associated with pipe placement, sediment disposal, and sediment grading activities.

Temporary impacts will be associated with the setting and removing of the discharge pipe. There will be a disruption to the visual character of the area while the pipe is strung to Hueneme Beach.

The discharge of dredge material will cause temporary impacts to the aesthetic quality of the beaches. Dredged material is black in color and often poses an unpleasant odor when first dredged. Both of these conditions will dissipate with exposure to sunlight and fresh air.

Aesthetic impacts will also occur when the sediments are spread over the beach. Because equipment will use portions of the beach, the equipment will be dominant elements in the viewshed to an observer on the beach adjacent to this work. Although the character of the viewshed will be altered by the introduction of these anomalous elements over the project duration, no residual aesthetic impacts will result.

The disposal of dredged materials from the Port of Hueneme will replenish, widen, and improve recreational use of Hueneme Beach. Adverse impacts on public access and recreation at Hueneme Beach will be minor, short-term, and limited in geographical scope due to the timing

of operations during fall and winter months. The Corps will ensure that only materials suitable for beach replenishment will be deposited on Hueneme Beach and that the beach will be contoured and groomed for public use as a part of the project. Therefore, the Commission finds that the proposed beach and nearshore disposal of dredged sediments from the Port of Hueneme harbor deepening project is consistent with the public access and recreation policies of the CCMP (Sections 30211, 30220, and 30224 of the Coastal Act).

G/land use/federal consistency/consistency determination/1999/cd-030-99

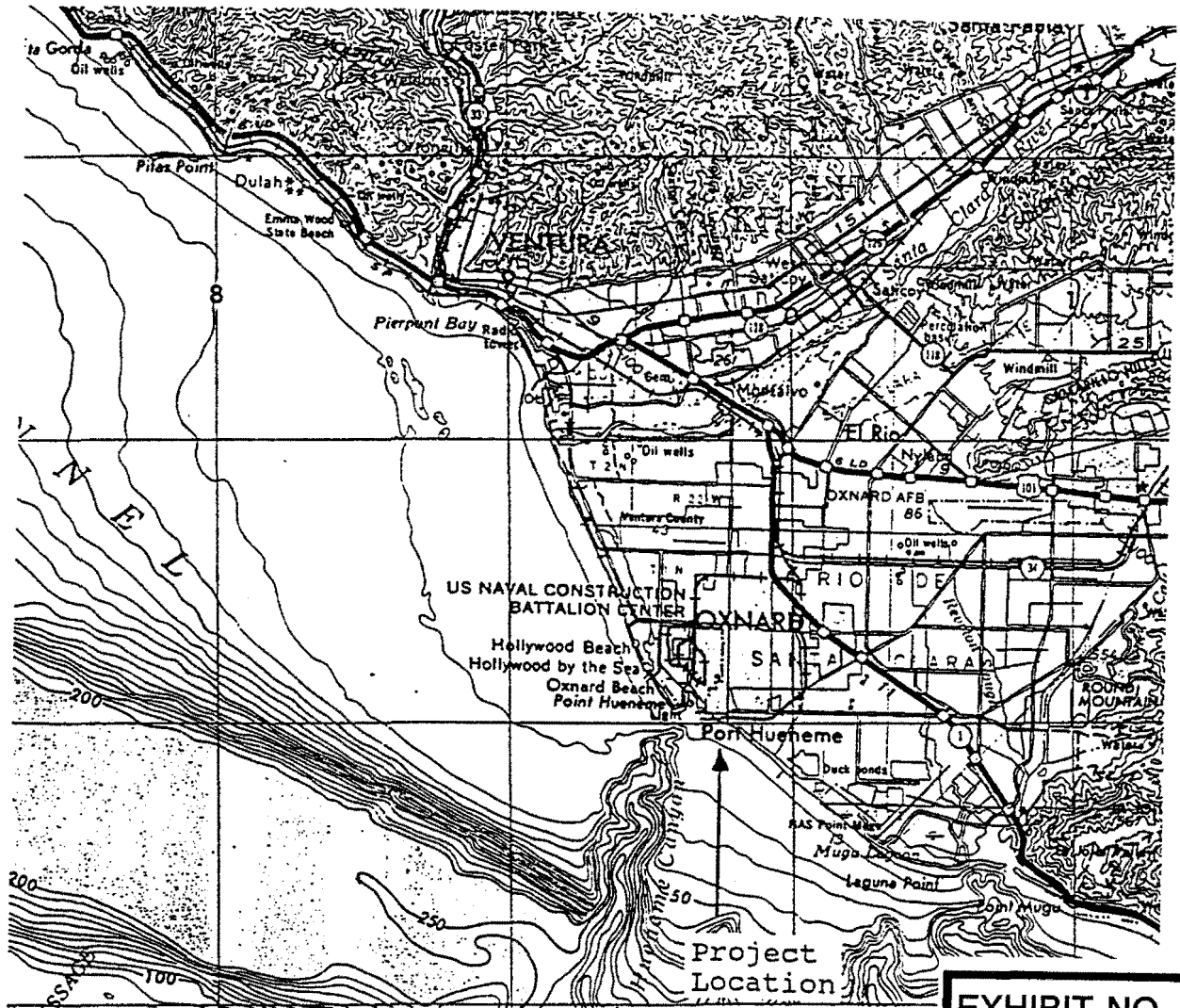
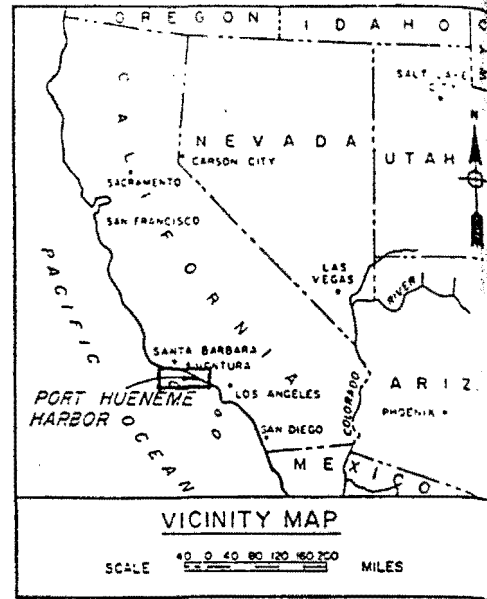
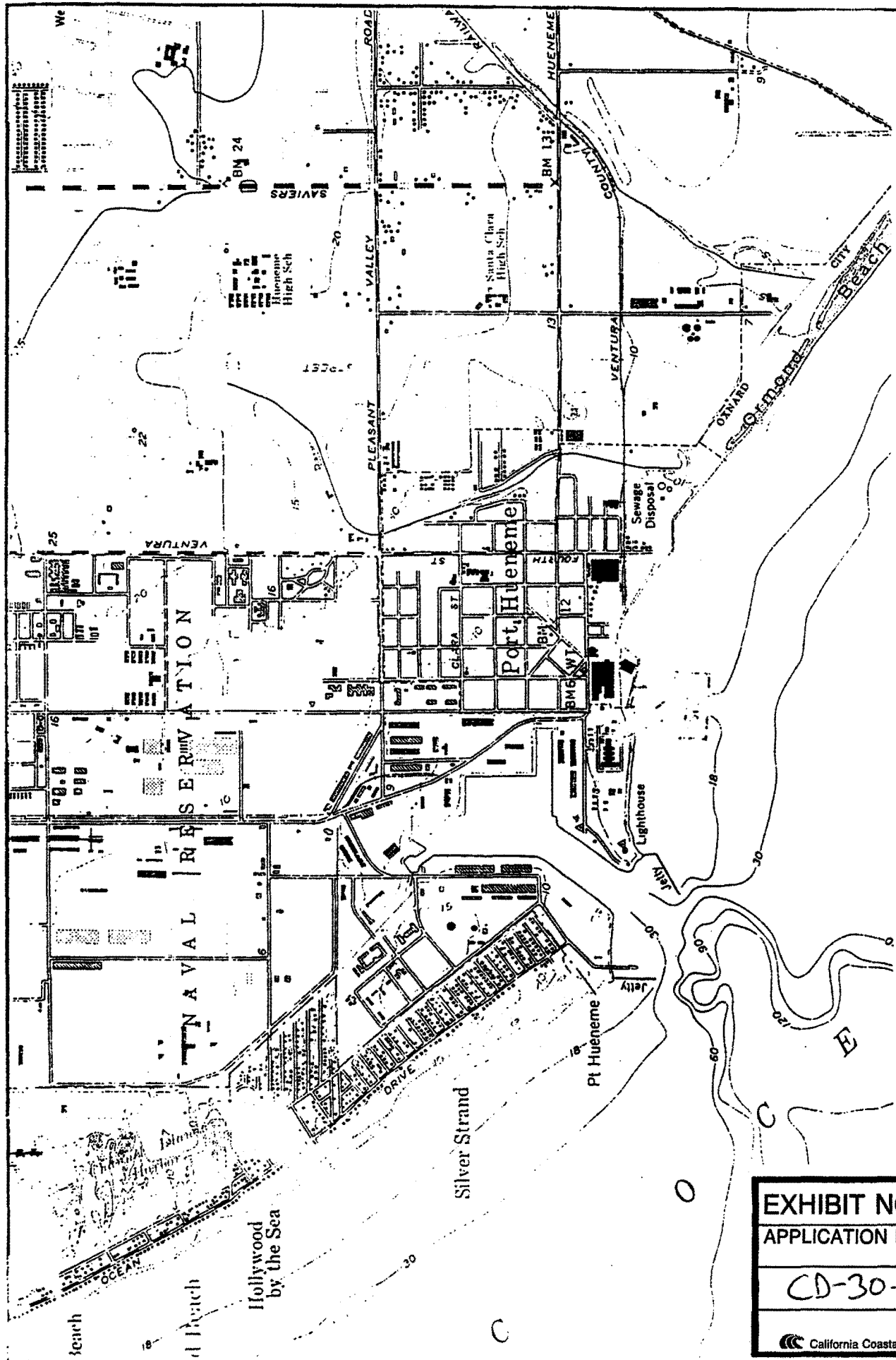


Figure 2-1 Vicinity Map
No Scale

EXHIBIT NO. 1
APPLICATION NO.
CD-30-99
California Coastal Commission



Local Area Map

EXHIBIT NO. 2
APPLICATION NO.
CD-30-99
California Coastal Commission

Figure 4-2. Historic Wharf Location; "Pier Pile Zone"

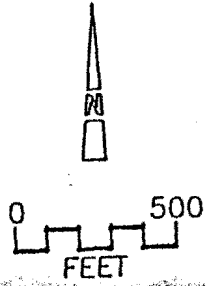
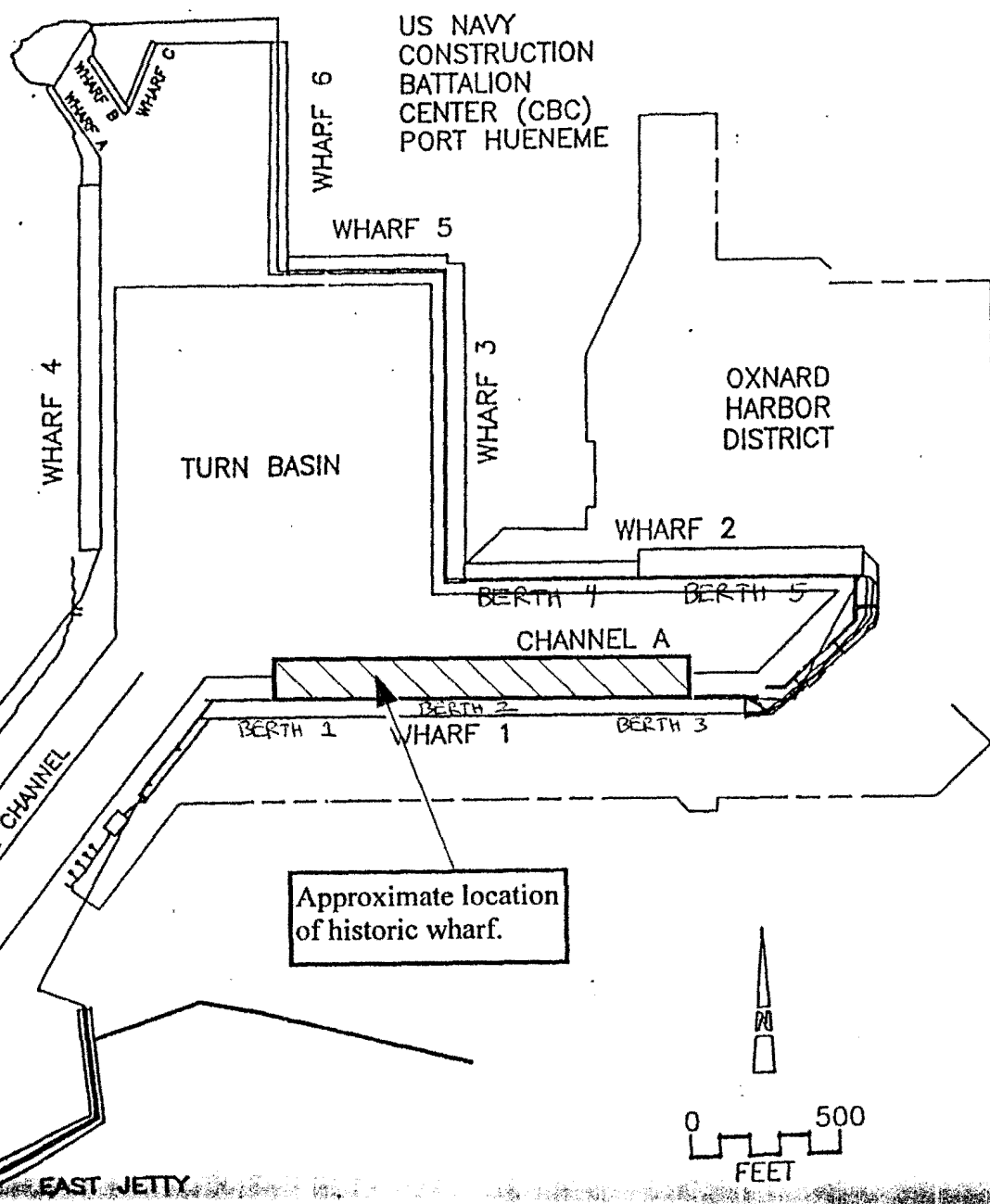
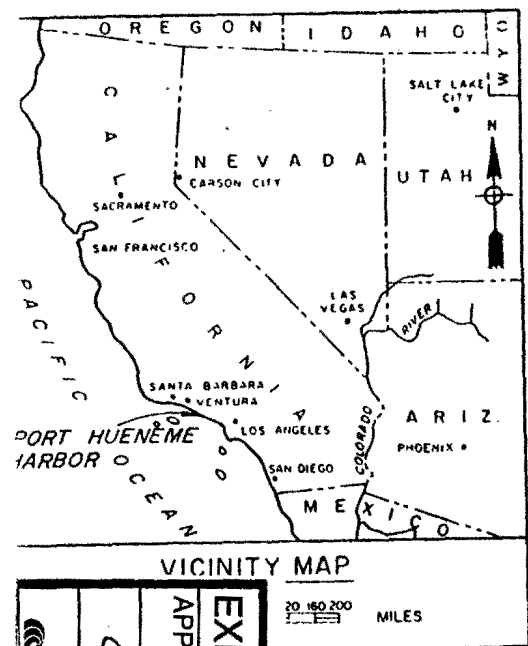
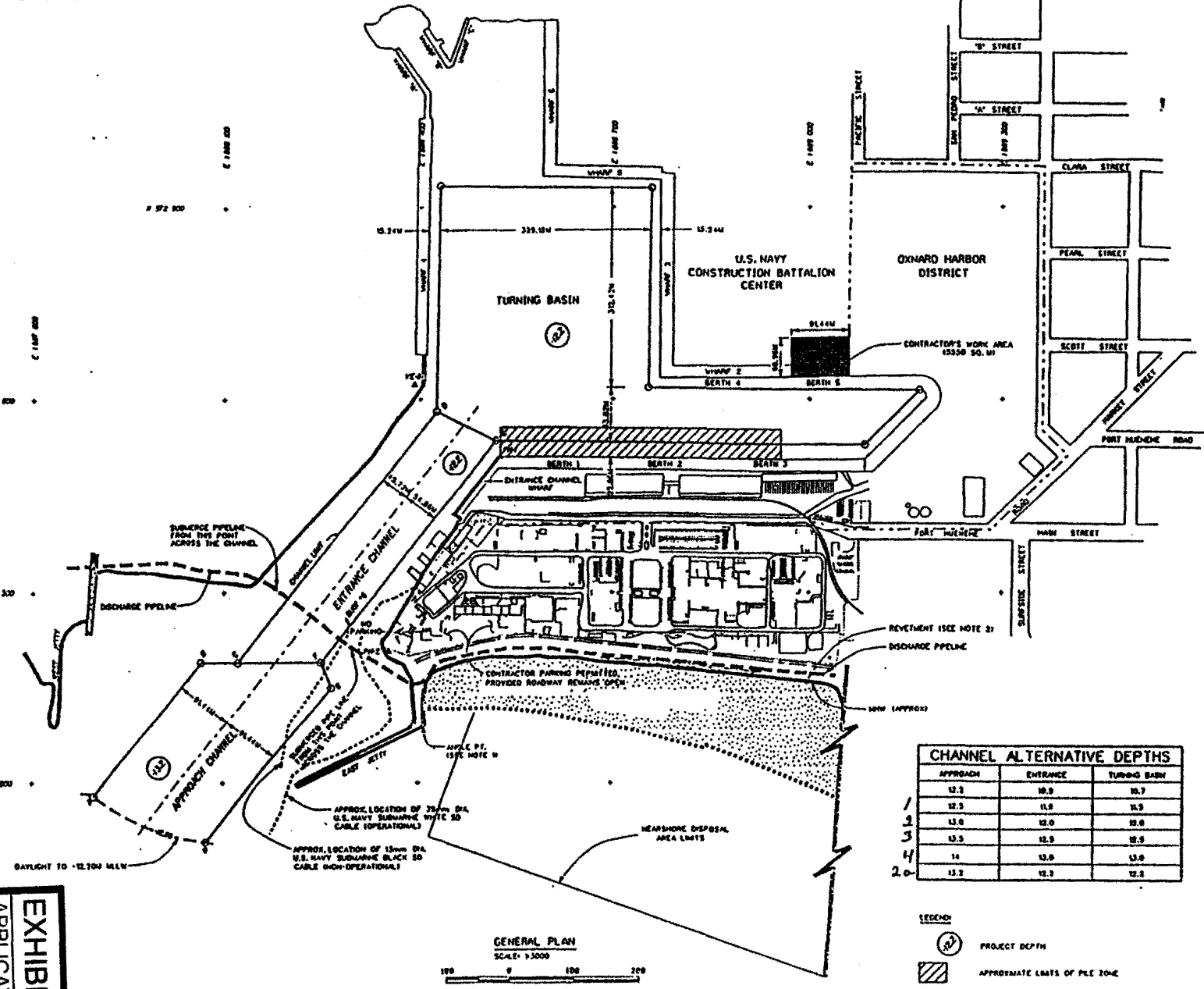


EXHIBIT NO. 3

APPLICATION NO. CD-30-99

California Coastal Commission



CHANNEL ALTERNATIVE DEPTHS		
APPROACH	ENTRANCE	TURNING BASIN
1	12.3	10.9
2	12.3	11.9
3	13.0	12.0
4	13.5	12.5
5	14	13.0
6	15.2	12.3

LEGEND:
 PROJECT DEPTH
 APPROXIMATE LIMITS OF PLE ZONE

GENERAL PLAN
 SCALE: 1:3000
 100 0 100 200

FEASIBILITY STUDY FOR DEEP HARBOR NAVIGATION
 VENTURA COUNTY, CALIFORNIA

**PORT HUENEME HARBOR
 CHANNEL ALTERNATIVE DEPTHS**

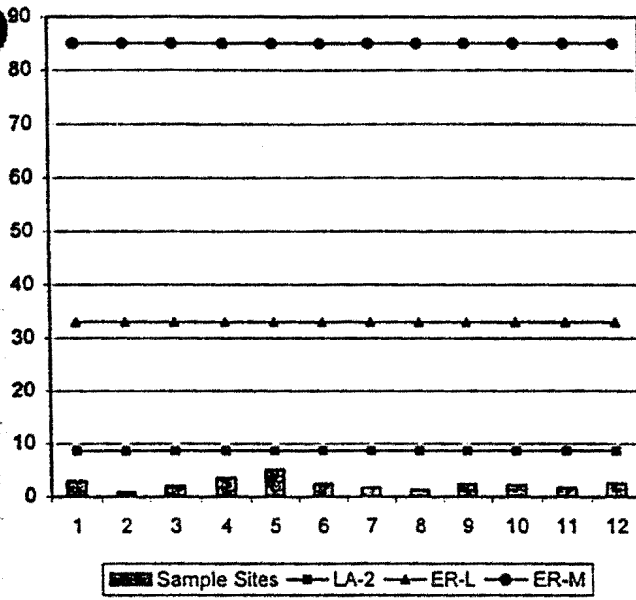
DESIGNED BY: U.S. ARMY ENGINEER DISTRICT LOS ANGELES
 DRAWN BY: CORPS OF ENGINEERS
 CHECKED BY: []
 SUBMITTED BY: []
 PROJECT FILE NO.: []
 SHEET NO.: [] OF []
 DATE: []

PLATE D-3

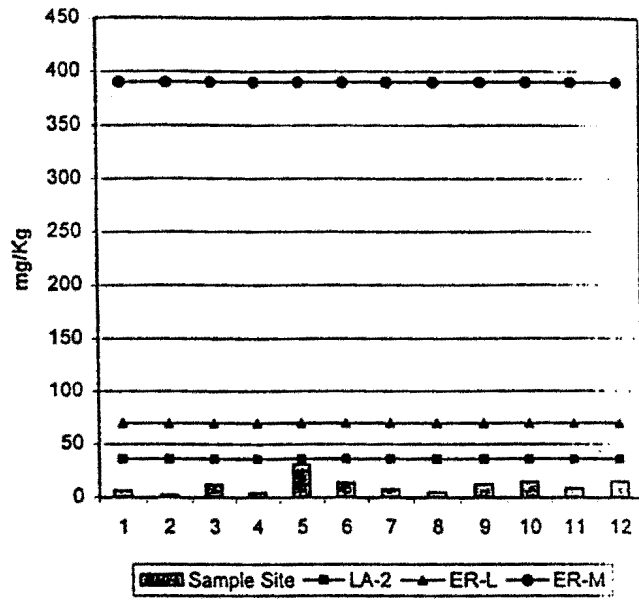
EXHIBIT NO. 4
 APPLICATION NO. CD-30-99
 California Coastal Commission

SAFETY PAYS

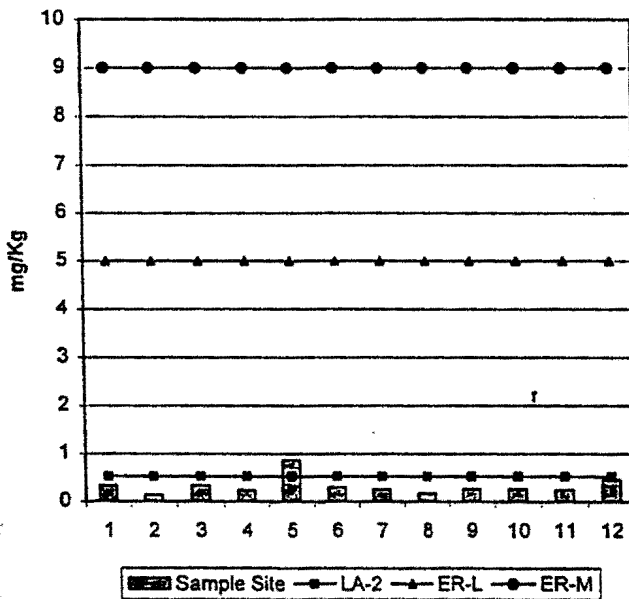
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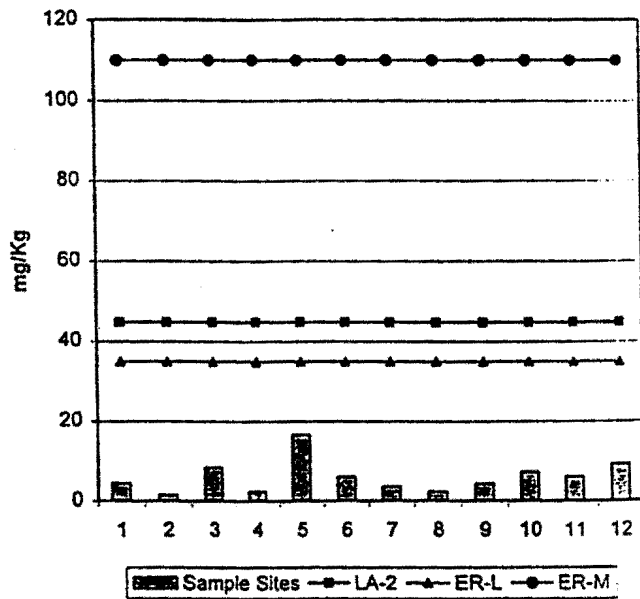
COPPER



CADMIUM



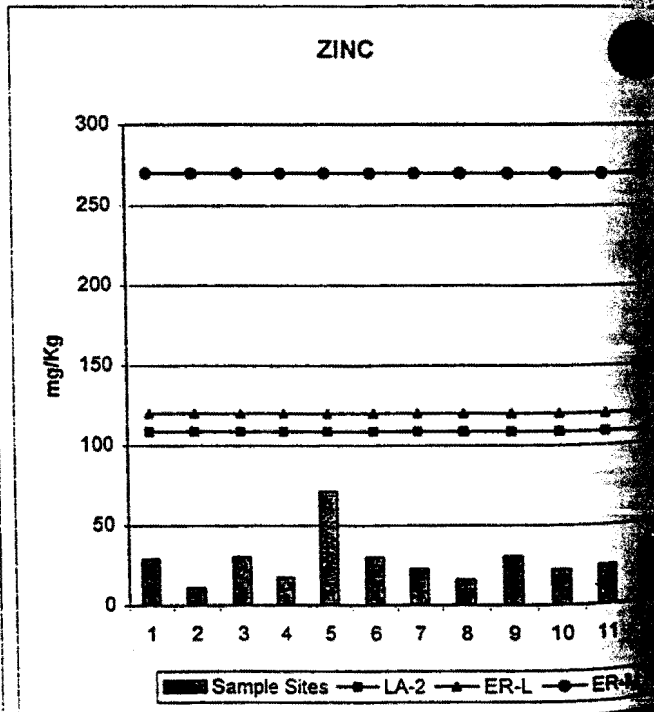
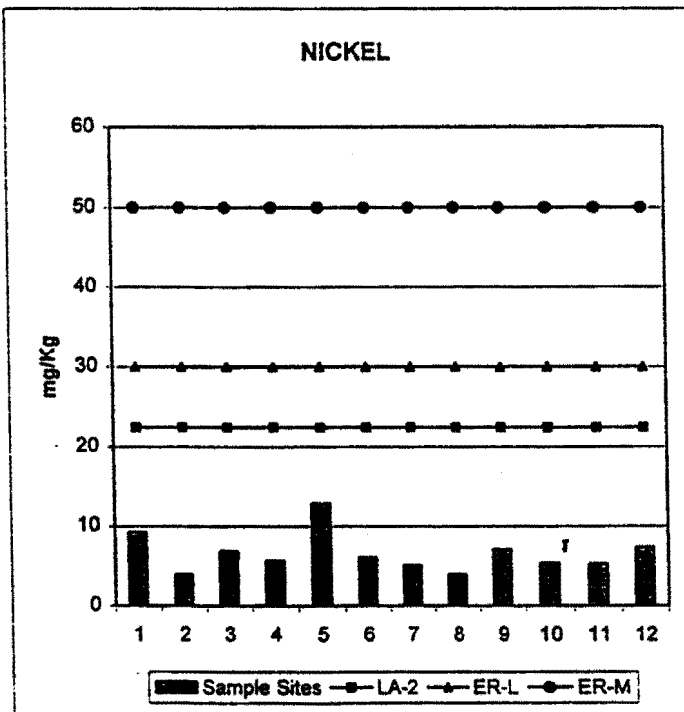
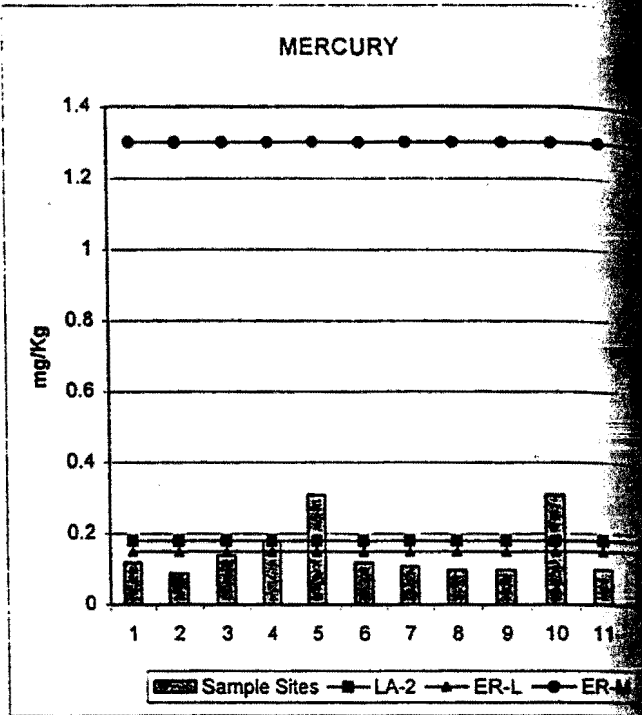
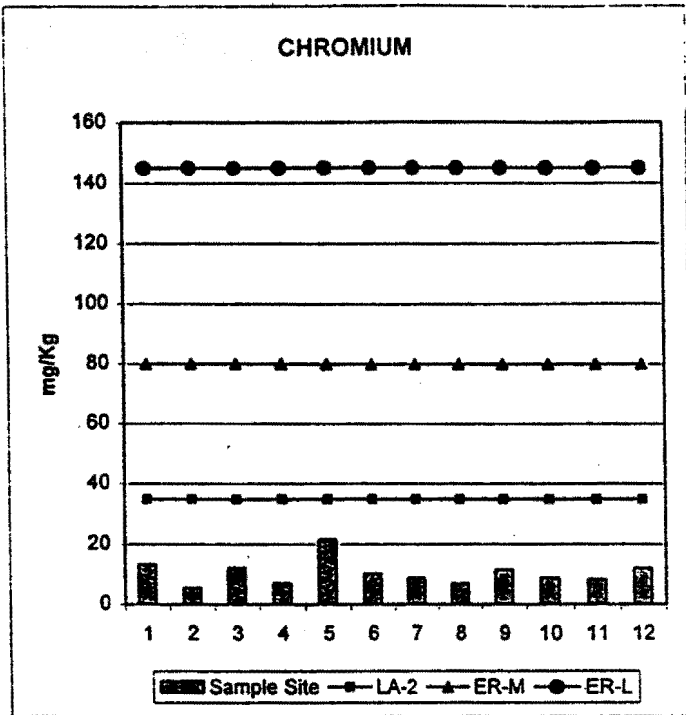
LEAD



SEDIMENT CHEMISTRY

Figure 4.1-1

EXHIBIT NO. 5
APPLICATION NO.
CD-30-99
California Coastal Commission



SEDIMENT CHEMISTRY

Figure 4.1-1 (continued)

EXHIBIT NO. 5
APPLICATION NO.
CD-30-99