27201 Puerta Real, Suite 350
Mission Viejo, California 92691
949.347.2780

ANCHOR QEA

August 3, 2017

Augustine Anijielo
Los Angeles Regional Water Quality Control Board
320 West 4th Street, Suite 200
Los Angeles, California 90013

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

Dear Mr. Anijielo:

On behalf of the Oxnard Harbor District (OHD), Anchor QEA, LLC, is pleased to provide the enclosed application and supporting documentation for the Port of Hueneme berth deepening and wharf improvement project. The proposed deepening project entails dredging Berths 1 and 2 as well as a portion of Berth 3 along Wharf 1 to approximately -40 feet mean lower low water (MLLW) plus 2 feet of overdepth to provide deep-draft vessel continuity from the harbor to Wharf 1. Dredged material would be beneficially used for nourishment of Hueneme Beach through nearshore placement. If the OHD and the U.S. Army Corps of Engineers (USACE) construction schedules align, the berth dredging may be coordinated with the federal dredging to place berth sediment directly on Hueneme Beach. The Southern California Dredged Material Management Team (DMMT) determined that the sediment is suitable for beach or nearshore placement at Hueneme Beach. Michael Lyons represented the Los Angeles Regional Water Quality Control Board on the DMMT and reviewed the sediment sampling plan and report. He provided his concurrence with the suitability determination via email dated June 14, 2017.

To support the deeper berth depth, improvements will be performed to the existing wharves. Improvements include installing a sheetpile toe wall, replacing the fender pile system, and repairing and improving to the mooring hardware and wharf deck. The attached documents provide a more detailed narrative description of the project, and the attached 30% design plans provide dredging and wharf design information.

Please do not hesitate to contact me at (805) 985-2213 or at jmalone@anchorqea.com should you have any questions about the proposed project.

Sincerely,

Jack Malone, Ph.D.
Managing Scientist

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

Attachments

Section 401 Water Quality Certification Application
Check (Application Fee Deposit)
Project Description
Department of the Army Permit Application
Project Plans (Provided on CD)
CEQA Documentation (Final Mitigated Negative Declaration provided on CD)

SECTION 401 WATER QUALITY CERTIFICATION APPLICATION FORM

Applications for Water Quality Certification shall be filed in accordance with Sections 3830 through 3869 of Title 23 of the California Code of Regulations. An initial deposit of **$600.00** must accompany all applications except for projects qualifying for a flat fee category in which case the flat fee should be remitted with the application. Please include a check made out to the State Water Resources Control Board. After the certification has become effective annual fees will be based on the fee schedule at time of billing. The schedule of fees can be found at: http://www.waterboards.ca.gov/losangeles/water_issues/programs/401_water_quality_certification/. **Failure to submit this fee deposit will make this application incomplete. Submit your completed application form to the address above, Attn: 401 Certification Staff.** Attach additional sheets as necessary.

1. APPLICANT/AGENT INFORMATION

a) Applicant: Oxnard Harbor District	b) Agent/Consultant*: Anchor QEA, LLC
Main Contact: Christina Birdsey	Main Contact: Jack Malone
Address: 333 Ponoma Avenue Port Hueneme, CA 93041	Address: 27201 Puerta Real, Suite 350 Mission Viejo, CA 92691
Email: cbirdsey@portofh.org	Email: jmalone@anchorqea.com
Phone No. (805) 488-3677	Phone No. (949) 347-2780
Fax No.	Fax No.

*Complete only if applicable

2. PROJECT DESCRIPTION

a) Project Title: Port of Hueneme Berth Deepening and Wharf Improvement Project

b) Purpose/Goal:

Currently, vessels calling on the Port of Hueneme are required to light load and work around tide cycles due to insufficient water depths making current operations inefficient. Deepening of the harbor is proposed to accommodate deep-draft vessels, increase cargo efficiency, reduce transit costs, and minimize vessel safety concerns. The Oxnard Harbor District (OHD) is proceeding in cooperation with the U.S. Army Corps of Engineers (USACE) to implement the deepening project, which entails dredging the Federal Approach and Entrance Channels, Turning Basin, Channel A, and OHD berths. The proposed wharf improvements would accommodate the deeper berth depth, incorporate existing shoreside power infrastructure, and improve cargo handling efficiency.

c) Project Activities:

Please provide a detailed explanation of all project activities. Include information such as: avoidance and minimization measures for project impacts; alternatives analysis; project activity impacts to waterbodies and/or water quality; and implementation of Low Impact Development (LID) strategies.
Please note that the Regional Board will not allow stormwater treatment facilities to be placed within waters of the United States
Located approximately 60 miles northwest of Los Angeles, the Port of Hueneme is the only deep-water port between Los Angeles and the San Francisco Bay Area and is the United States' Port of Entry for California's

central coast region (Figure 1). Port of Hueneme contains berths owned by the OHD and U.S. Navy (USN) and includes Federal Channels maintained by USACE. All three entities are responsible for maintaining authorized navigation depths of their respective portions of the harbor. The USN is not proposing to deepen its berths at this time. USACE is preparing its own environmental analysis for the federal portion of the project.

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

To accommodate the deeper berths, the OHD must improve its existing wharves. Wharf improvements include installing a sheetpile toe wall and new fender pile system at the wharf as well as improving the bollards and mooring hardware on the wharf.

The proposed project also includes wharf improvements to modernize the existing wharf to accommodate deep-draft vessels, incorporate existing shoreside power infrastructure, and ultimately improve cargo handling efficiency. The project would not involve a change in use of the project site; rather, the project would modernize the wharf to increase efficiency at the harbor. Overall throughput would not increase as part of the project. Wharf improvements would include Berths 1 and 2 as well as a portion of Berth 3. Wharf improvements to Berth 3 would occur, as necessary, to provide a structurally sound transition from the improved Berths 1 and 2 to the existing Berth 3. The total length of wharf improvements would total approximately 1,800 linear feet. The 30% design plans for the proposed dredging and wharf improvements are attached.

The existing fender pile system would be removed to allow installation of the sheetpile toe wall, and a new fender system would be installed alongside the toe wall. Composite fender piles would be used in the new fender pile system. Other fender system components would be replaced with more robust timber walers and rubber fenders along the wharf face. The existing fender piles, timber walers, rubber fenders, and other components would be removed and properly disposed of off site.

Upland concrete deck improvements are required along the wharf and would include repairing the soffit, fascia, and curb; installing bollard foundations; resurfacing the deck from the bulkhead face to the buildings; and sealing the deck with a protective coating. The ship's stations would be outfitted with snubbing bars to preclude snagging or damaging ship's lines. Construction debris resulting from removal of the existing fender pile system would be removed and disposed of at an appropriate disposal site.

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

3. FEDERAL LICENSES/PERMITS

a) Federal Agency(ies)/File Number(s): Pending
U.S. Army Corps of Engineers Representative: Antal Szijj

U.S. Army Corps of Engineers X Other_____
File No.(s) Pending

b) Permit Type(s) (please provide permit number(s):

Nationwide Permit No.(s)_____ Regional General Permit No.(s) _____
Individual Permit X Other_____

c) Does the project require any Federal Application(s), Notification(s) or Correspondence?

Yes _X_ (attach copy(ies)) No _____ (Attach detailed explanation)

4. OTHER LICENSES/PERMITS/AGREEMENTS

a) Please list all other required regulatory approvals (submit final or draft copy if available):

Agency	Agency Representative	License/Permit/Agreement	Approval Date
U.S. Army Corps of Engineers	Antal Szijj	Section 10/404 Department of the Army Permit	Pending
California Coastal Commission	Jordan Grace	Coastal Development Permit	Pending
State Lands Commission	Lucien Pino	Lease	Pending

b) Does the project require a Federal Energy Regulatory Commission (FERC) license or amendment to a FERC license?
No X Yes_____ (Attach application copy)

5. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Indicate CEQA Document (submit final or draft copy*) and Lead Agency:
Categorical Exemption__ Negative Declaration X Environmental Impact Report__

Has the document been certified/approved, or has a Notice of Exemption been filed? Yes

If yes, date of approval/filing: March 2017___ If no, expected approval/filing date:_____

Lead Agency Oxnard Harbor District

*Note, ample time must be provided to the certifying agency to properly review a final copy of valid CEQA documentation before certification can occur.

6. PROJECT SITE DESCRIPTION (INCLUDES AREAS OUTSIDE OF U.S. WATERS)

a) Project Location (Attach map of suitable quality and detail):

City or Area Port Hueneme County Ventura

b) Longitude/Latitude

[Information regarding submittal of longitude and latitude coordinates can be found at: http://www.swrcb.ca.gov/~rwqcb4/html/meetings/401wqc.html]

*[**A minimum of eight (8) coordinates** – All project areas or zones must be delineated with enough waypoints to accurately depict polygons or polylines with at least two (2) points per line segment.]*

(Decimal-Degrees) 34.147751, -119.20886
(Decimal-Degrees) 34.148017, -119.203626
(Decimal-Degrees) 34.147955, -119.208881
(Decimal-Degrees) 34.147931, -119.202606
(Decimal-Degrees) 34.147897, -119.206868
(Decimal-Degrees) 34.147606, -119.204377
(Decimal-Degrees) 34.147955, -119.204882
(Decimal-Degrees) 34.147749, -119.205238
Township/Range

c) Total Project Size: 3 Acres* _____ linear feet (if appropriate)

d) Area Type/Description (check as appropriate):

Urban_____ Residential_____ Recreation_____
Agriculture_____ Open Space_____ Wildlife Corridor_____
Migratory Pathway_____ Spawning Habitat_____
Threatened/Endangered Species Habitat_____ Other X Industrial port and nearshore zone

*This information is required.

7. IMPACTED WATER BODIES

a) Name(s) of Receiving Water Body(ies)*: Port of Hueneme Harbor

b) Indicate in ACRES and LINEAR FEET (where appropriate) the proposed **waters of the United States** to be impacted by any discharge other than dredging, and identify the impacts(s) as permanent and/or temporary for each water body type listed below:

Jurisdictional Wetland:	_____ permanent,	_____ temporary ACRES
	_____ permanent,	_____ temporary LINEAR FEET
Streambed (vegetated):	_____ permanent,	_____ temporary ACRES
	_____ permanent,	_____ temporary LINEAR FEET
Streambed (unvegetated):	_____ permanent,	_____ temporary ACRES
	_____ permanent,	_____ temporary LINEAR FEET
Lake/Reservoir:	_____ permanent,	_____ temporary ACRES
	_____ permanent,	_____ temporary LINEAR FEET
Ocean/Estuary/Bay:	_____ permanent,	_____3____ temporary ACRES
	_____ permanent,	_____ temporary LINEAR FEET
Isolated waters:	_____ permanent,	_____ temporary ACRES
	_____ permanent,	_____ temporary LINEAR FEET

Please explain exactly how waters will be impacted by proposed project activities. (Attach additional sheets

as necessary*)*
The proposed project will result in discharge of approximately 30,000 cubic yards of sediment to nourish Hueneme Beach, which is highly eroded. Sediment would be placed in the nearshore zone at Hueneme Beach. The exact footprint of sediment placement will depend on the site bathymetry at the time of placement. The beach nourishment would not result in permanent fill or loss of Waters of the United States. Placement of material will result in temporary increases in turbidity near the placement site. Sections 4 and 9 of the Mitigated Negative Declaration prepared for the project provide a detailed discussion of the potential impacts to Waters of the United States that may result from the project.

c) Indicate in CUBIC YARDS the volume of Dredged material to be discharged in waters of the United States:

30,000 cubic yards

d) Indicate type(s) of material proposed to be discharged in waters of the United States:
Sediment dredged from OHD berths. Sediment from Berths 1, 2, and 3 has been approved by the DMMT for beach or nearshore placement at Hueneme Beach (see attached)

*All receiving water bodies must be identified in the *Water Quality Control Plan, Los Angeles Region* (Basin Plan). Any unnamed/unidentified waters must be extended to an identifiable tributary.

8. COMPENSATORY MITIGATION

a) Indicate in ACRES and LINEAR FEET (where appropriate) the total quantity of **waters of the United States** proposed to be Created, Restored and/or Enhanced for purposes of providing Compensatory Mitigation:

Water Body Type	Created	Restored	Enhanced
Jurisdictional Wetland	0	0	0
Streambed (vegetated)	0	0	0
Streambed (unvegetated)	0	0	0
Lake/Reservoir	0	0	0
Ocean/Estuary/Bay	0	0	0

Please describe mitigation activities proposed (Attach additional sheets as necessary).
No mitigation is proposed as part of this project. The project entails berth dredging and wharf improvements in an existing industrial port and nourishment of an eroded beach. These project activities will not result in permanent loss of Waters of the United States.

b) If contributing to a Mitigation or Conservation Bank, indicate the agency, dollar amount, acreage, and water body type (omit if not applicable): Not applicable.

Conservation Agency_____

$_____ for_____ acres of _____ (water body type)

How many acres of this qualify as waters of the United States?

c) Other Mitigation (omit if not applicable): Not applicable

How many acres of this qualify as waters of the United States?

e) Location of Compensatory Mitigation Site(s) (Attach map of suitable quality and detail): Not applicable

City or Area_____ County_____

Longitude/Latitude (Decimal-Degrees)_____
[A minimum of eight (8) coordinates]

9. OTHER ACTIONS/BEST MANAGEMENT PRACTICES (BMPs)

Briefly describe other actions/BMPs to be implemented to Avoid and/or Minimize impacts to waters of the United States, including SUSMPs/Low Impact Development (LID), habitat preservation, erosion control measures, project scheduling, flow diversions, etc.

A variety of measures have been proposed to avoid or minimize impacts to Waters of the United States.

- Dredging shall be conducted in a manner to avoid overdredging in the vertical or horizontal dimensions to the maximum extent possible.
- All trash and debris shall be removed from the Hueneme Beach nourishment site each day.
- The proposed project will comply with the terms and conditions of the Clean Water Act Section 401 Water Quality Certification and Porter-Cologne Waste Discharge Requirements as issued by the Los Angeles Regional Water Quality Control Board.
- Rules and methods set out by the Contaminated Sediments Task Force Long-term Management Strategy (CSTF 2005) BMP toolbox for use during dredging activity shall be provided to the dredge contractor to satisfy federal and state water quality requirements, specifically:
  - Increasing cycle time. A longer cycle time reduces the velocity of the ascending loaded bucket through the water column and reduces potential to wash sediment from the bucket. Limiting the velocity of the descending bucket reduces the volume of sediment that is picked up and requires more total bites to remove the project material. Most sediment resuspension for a clamshell dredge occurs when the bucket hits the bottom.
  - Eliminating multiple bites. When the clamshell bucket hits the bottom, an impact wave of suspended sediment travels along the bottom away from the dredge bucket. When the clamshell bucket takes multiple bites, the bucket loses sediment as it is reopened for subsequent bites. Sediment is also released higher in the water column as the bucket is raised, opened, and lowered.
  - Eliminating bottom stockpiling. Bottom stockpiling of the dredged sediment in silty sediment has a similar effect as multiple bite dredging; an increased volume of sediment is released into the water column from the operation.
  - Preventing barge overflow. Instructing the contractor will ensure that the barge will not be allowed to overflow.
- Operators of dredge or other heavy equipment shall not harass any marine mammals, waterfowl, or fish in the project area.
- If beach placement of dredged material directly on Hueneme Beach occurs after March 15 (during grunion season), the zone of activity shall be restricted to a fixed position, clearly marked by flagging, 500 feet in width and extending offshore.
- Construction activities shall not disturb the low-lying bluffs, sand dunes, or existing vegetation that may be present on Hueneme Beach.

10. PAST/FUTURE PROPOSALS BY THE APPLICANT

Briefly list/describe any projects carried out in the last 5 years or planned for implementation in the next 5 years that are in any way related to the proposed activity or may impact the same receiving body of water. Include estimated adverse impacts.

Pertinent projects related to the proposed project include the following:

USACE Harbor Deepening Project (2018)
USACE proposes to deepen the Federal Approach and Entrance Channels and Turning Basin of the Port of Hueneme, dredging approximately 400,000 cubic yards of sediment, some or all of which would be used to nourish Hueneme Beach.

Port of Hueneme Shoreside Power Project (2014-2016)
OHD implemented a project to provide shore-based electrical power to certain vessels calling at the Port of Hueneme to reduce vessel emissions while docked.

Port of Hueneme Maintenance Dredging and Confined Aquatic Disposal Site Construction Project (2008-2009)
The OHD, USN, and USACE performed a maintenance dredging and confined aquatic disposal (CAD) site construction project to restore the harbor to design depths. The project was authorized by Waste Discharge Requirements under
File No. 08-066.

Port Hueneme Beach Park Shore Protection and Emergency Shoreline Stabilization Projects (2013-2014)
The City of Port Hueneme placed rock and sand along the western portion of East Surfside Drive to prevent the road from being lost to erosion. The City of Port Hueneme also performed repairs to the damaged road and sidewalk along East Surfside Drive.

Only the Port of Hueneme Shoreside Power and CAD Site Construction Projects were performed by OHD. The USACE Harbor Deepening Project may be performed at the same time as elements of the proposed project, or immediately before or after it. The federal project would result in less than significant temporary impacts to water quality as a result of dredging and beach nourishment activities. The cumulative effects of the federal project and the proposed project would be temporary and less than significant.

Applicant's Signature
(Agent may not sign for Applicant)

Date 8/4/17

Should you have any questions regarding the water quality certification process, please contact Ms. Valerie Carrillo (213) 576-6759 or Mr. Dana Cole (213) 576-5733.

Port of Hueneme Berth Deepening and Wharf Improvement

Description of the Project

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

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

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

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

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

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

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

Avoidance and Mitigation Measures

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

General

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

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

Water Quality

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

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

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

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

Fish and Wildlife Resources

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

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

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

Air Quality and Noise

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

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

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

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

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

Harbor and Land Use

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

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

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

Cultural Resources

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

Figure

Jul 21, 2017 1:11pm mpratschner K:\Projects\0677-Oxnard Harbor Dist\0677-Oxnard Harbor Dist\Orig\PH\PH\0677-RP-001 (Vicinity Map).dwg HASP 1

ANCHOR QEA

Figure 1
Vicinity Map
Port of Hueneme Deepening

Exhibit A
DMMT Communication

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

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

Larry Simon
Federal Consistency Coordinator
Energy, Ocean Resources and
Federal Consistency Division
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
(415) 904-5288
larry.simon@coastal.ca.gov
www.coastal.ca.gov

From: Jack Malone [mailto:jmalone@anchorqea.com]
Sent: Wednesday, June 14, 2017 10:56 AM
To: Scianni, Melissa; Vargas, Jessica M CIV USARMY CESPL (US); Szijj, Antal J CIV USARMY CESPL (US)
Cc: Simon, Larry@Coastal; Lyons, Michael@Waterboards; lawrence.j.smith@usace.army.mil; Ross, Brian; Ota, Allan; Shelly Anghera
Subject: RE: Oxnard Harbor District EPA Suitability Recommendation

Hello Everyone,

Thank you, Melissa, for the clear and succinct summary of EPA's recommendation.

Is there agreement from the DMMT that the Oxnard Harbor District composite OHD is suitable for unconfined aquatic disposal including placement at Hueneme Beach or in the harbor?

Thank you,
Jack

From: Scianni, Melissa [mailto:Scianni.Melissa@epa.gov]
Sent: Tuesday, June 13, 2017 8:25 AM
To: Vargas, Jessica M CIV USARMY CESPL (US) <Jessica.M.Vargas@usace.army.mil>; Szijj, Antal J CIV USARMY CESPL (US) <Antal.J.Szijj@usace.army.mil>
Cc: Simon, Larry@Coastal <Larry.Simon@coastal.ca.gov>; Lyons, Michael@Waterboards <Michael.Lyons@waterboards.ca.gov>; lawrence.j.smith@usace.army.mil; Ross, Brian <Ross.Brian@epa.gov>; Ota, Allan <Ota.Allan@epa.gov>; Jack Malone <jmalone@anchorqea.com>; Shelly Anghera <sanghera@anchorqea.com>
Subject: Oxnard Harbor District EPA Suitability Recommendation

Hi Jessica and Antal,

EPA has reviewed the Oxnard Harbor District's May 2017 Revised Sediment Analysis Report for Port Hueneme Deepening. The dredging team (myself, Brian Ross, and Allan Ota) also conferred with our Superfund Office about this project. EPA currently uses Consensus Threshold Effect Concentrations (TEC) as ecologically protective screening values for various purposes. The TEC for total PCBs in marine and estuarine sediment is 48 ppb. Please see the attached report for the source of this number.

Based on the results of the physical, chemical, and biological testing EPA recommends the sediments represented by composites "FCTN" and "FCTS" are suitable for unconfined aquatic disposal (SUAD), including placement on Hueneme Beach and back in the harbor. EPA's recommendation is based on the grain size for each of these areas as well as these sediments passing the Inland Testing Manual (ITM) suspended and solid phase toxicity bioassays.

We also recommend that composite "OHD" is SUAD for Hueneme Beach and in harbor placement based on the grain size results, these sediments passing the ITM suspended and solid phase toxicity bioassays, the tissues concentrations from bioaccumulation testing not exceeding agreed upon Toxicity Residue Values (TRVs), and the sediment PCB concentrations being below the TEC discussed above.

Please let me know if you would like discuss EPA's recommendations.
Regards,
Melissa

_____

Melissa Scianni
Wetlands Office
US EPA, Region IX, Southern CA Field Office
600 Wilshire Blvd, Suite 1460
Los Angeles, CA 90017
(213) 244-1817
scianni.melissa@epa.gov

From: Scianni, Melissa <Scianni.Melissa@epa.gov>
Sent: Tuesday, June 13, 2017 8:25 AM
To: Vargas, Jessica M CIV USARMY CESPL (US); Szijj, Antal J CIV USARMY CESPL (US)
Cc: Simon, Larry@Coastal; Lyons, Michael@Waterboards; lawrence.j.smith@usace.army.mil; Ross, Brian; Ota, Allan; Jack Malone; Shelly Anghera
Subject: Oxnard Harbor District EPA Suitability Recommendation
Attachments: Consensus Thresholds for sediment PCBs MacDonald et al. 2000.pdf

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600 Wilshire Blvd, Suite 1460
Los Angeles, CA 90017
(213) 244-1817
scianni.melissa@epa.gov

From: Lyons, Michael@Waterboards <Michael.Lyons@waterboards.ca.gov>
Sent: Wednesday, June 14, 2017 12:57 PM
To: Simon, Larry@Coastal; Jack Malone
Cc: lawrence.j.smith@usace.army.mil; Ross, Brian; Ota, Allan; Vargas, Jessica M CIV USARMY CESPL (US); Shelly Anghera; Scianni, Melissa; Szijj, Antal J CIV USARMY CESPL (US)
Subject: RE: Oxnard Harbor District EPA Suitability Recommendation

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

Michael Lyons
Staff Environmental Scientist
Los Angeles Regional Water Quality Control Board
(213) 576-6718

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

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

Larry Simon
Federal Consistency Coordinator
Energy, Ocean Resources and
Federal Consistency Division
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
(415) 904-5288
larry.simon@coastal.ca.gov
www.coastal.ca.gov

From: Jack Malone [mailto:jmalone@anchorqea.com]
Sent: Wednesday, June 14, 2017 10:56 AM
To: Scianni, Melissa; Vargas, Jessica M CIV USARMY CESPL (US); Szijj, Antal J CIV USARMY CESPL (US)
Cc: Simon, Larry@Coastal; Lyons, Michael@Waterboards; lawrence.j.smith@usace.army.mil; Ross, Brian; Ota, Allan; Shelly Anghera
Subject: RE: Oxnard Harbor District EPA Suitability Recommendation

Hello Everyone,

Thank you, Melissa, for the clear and succinct summary of EPA's recommendation.

Is there agreement from the DMMT that the Oxnard Harbor District composite OHD is suitable for unconfined aquatic disposal including placement at Hueneme Beach or in the harbor?

Thank you,
Jack

From: Scianni, Melissa [mailto:Scianni.Melissa@epa.gov]
Sent: Tuesday, June 13, 2017 8:25 AM
To: Vargas, Jessica M CIV USARMY CESPL (US) <Jessica.M.Vargas@usace.army.mil>; Szijj, Antal J CIV USARMY CESPL (US) <Antal.J.Szijj@usace.army.mil>
Cc: Simon, Larry@Coastal <Larry.Simon@coastal.ca.gov>; Lyons, Michael@Waterboards <Michael.Lyons@waterboards.ca.gov>; lawrence.j.smith@usace.army.mil; Ross, Brian <Ross.Brian@epa.gov>; Ota, Allan <Ota.Allan@epa.gov>; Jack Malone <jmalone@anchorqea.com>; Shelly Anghera <sanghera@anchorqea.com>
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Regards,
Melissa

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(213) 244-1817
scianni.melissa@epa.gov

U.S. ARMY CORPS OF ENGINEERS

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

33 CFR 325. The proponent agency is CECW-CO-R.

Form Approved - OMB No. 0710-0003 Expires: 30-SEPTEMBER-2015

Public reporting for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)
First - Christina Middle - Last - Birdsey	First - Jack Middle - Last - Malone
Company - Oxnard Harbor District	Company - Anchor QEA, LLC
E-mail Address - cbirdsey@portofh.org	E-mail Address - jmalone@anchorqea.com
6. APPLICANT'S ADDRESS:	9. AGENT'S ADDRESS:
Address- 333 Ponoma Street	Address- 27201 Puerta Real, Suite 350
City - Port Hueneme State - CA Zip - 93041 Country - USA	City - Mission Viejo State - CA Zip - 92691 Country - USA
7. APPLICANT'S PHONE NOs. w/AREA CODE	10. AGENTS PHONE NOs. w/AREA CODE
a. Residence b. Business 805-488-3677 c. Fax	a. Residence b. Business 805-985-2213 c. Fax

STATEMENT OF AUTHORIZATION

11. I hereby authorize, Anchor QEA, LLC to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

C Birdsey 8/4/17

SIGNATURE OF APPLICANT DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions)

Port of Hueneme Berth Deepening and Wharf Improvement Project

13. NAME OF WATERBODY, IF KNOWN (if applicable)	14. PROJECT STREET ADDRESS (if applicable)
Port of Hueneme Harbor and Hueneme Beach (Pacific Ocean)	Address 333 Ponoma Street
15. LOCATION OF PROJECT	City - Port Hueneme State- CA Zip- 93041
Latitude: •N 34.148496 Longitude: •W -119.206194	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)

State Tax Parcel ID N/A Municipality N/A

Section - N/A Township - N/A Range - N/A

17. DIRECTIONS TO THE SITE

The project site is located within the Port of Hueneme, which is a secure facility. The Oxnard Harbor District's administrative office is located at 333 Ponoma Street, Port Hueneme, California 93041. Oxnard Harbor District staff can escort visitors into the port to view the project site.

18. Nature of Activity (Description of project, include all features)

The proposed deepening project entails dredging Berths 1 and 2 as well as a portion of Berth 3 along Wharf 1 to approximately -40 feet mean lower low water (MLLW) plus 2 feet of overdepth to provide deep draft vessel continuity from the harbor to Wharf 1. Dredged material would be beneficially used for nourishment of Hueneme Beach through nearshore placement. If the Oxnard Harbor District and USACE construction schedules align, the berth dredging may be coordinated with the federal dredging to place berth sediment directly on Hueneme Beach. To support the deeper berth depth, improvements will be performed to the existing wharves to support the deeper berth depth. Improvements include installing a sheetpile toe wall, replacing the fender pile system, and repairing and improving the mooring hardware and wharf deck. The Project Description (Attachment 1), provides a more detailed narrative description of the project and the attached 30% design plans (Attachment 2) provide dredging and wharf design information.

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

Currently, vessels calling on the Port of Hueneme are required to light load and work around tide cycles due to insufficient water depths making current operations inefficient. Deepening of the harbor is proposed to accommodate deep-draft vessels, increase cargo efficiency, reduce transit costs, and minimize vessel safety concerns. The Oxnard Harbor District is proceeding in cooperation with USACE to implement the deepening project, which entails dredging the Federal Approach and Entrance Channels, Turning Basin, Channel A, and Oxnard Harbor District berths. The proposed wharf improvements would accommodate the deeper berth depth, incorporate existing shorepower infrastructure, and improve cargo handling efficiency.

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

The proposed project would result in discharge of approximately 30,000 cubic yards of sediment to nourish Hueneme Beach, which is highly eroded.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
30,000		

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres The proposed dredging area is approximately 3 acres. The actual sediment placement area will vary based on site bathymetry.

or

Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

The Oxnard Harbor District has proposed measures to avoid and minimize impacts to waters of the United States and the environment in the Project Plans (Attachment 2). The majority of the project elements will occur within the Port of Hueneme, a commercial and military port complex that is not accessible to the public and that supports minimal biological resources. Hueneme Beach is currently severely eroded and thus does not provide suitable habitat for sensitive species.

24. Is Any Portion of the Work Already Complete? ☐ Yes ☒ No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (If more than can be entered here, please attach a supplemental list).

a. Address- See attached mailing list.

City - State - Zip -

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
RWQCB	Section 401 WQC	TBD		Pending	
CCC	CDP	TBD		Pending	
CSLC	Lease	TBD		Pending	

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

Cal Bradley — SIGNATURE OF APPLICANT; 8/4/17 — DATE; SIGNATURE OF AGENT; DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

Project Plans

Provided on CD

CEQA Documentation

Final Mitigated Negative Declaration Provided on CD