



Planning Division

PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Chris Williamson, AICP, Senior Planner

DATE: March 6, 2008

SUBJECT: Planning and Zoning Permit No. 07-400-10, (Coastal Development Permit) for Salinity Management Pipeline Segments Located Along Hueneme and Perkins Roads.

- 1) **Recommendation:** That the Planning Commission approve Planning and Zoning Permit No. 07-400-10 (Coastal Development Permit), for the construction of two segments of the Calleguas Regional Salinity Management Project – Hueneme Outfall underground pipeline, subject to the attached findings and conditions,
- 2) **Project Description:** A request for a coastal development permit to construct two segments of the Calleguas Regional Salinity Management Project (CRSMP) concentrate and recycled water pipeline within the City of Oxnard coastal zone. The CRSMP, as a whole, consists of a pipeline system that transports concentrate from demineralization of brackish groundwater and excess tertiary treated municipal wastewater for reuse, where possible, or to a Port Hueneme ocean outfall for disposal when no reuse opportunities are available. The pipeline segments that pass through the Oxnard coastal zone consist of a 48-inch diameter pipe under Hueneme Road (approximately 750 feet) and a 12-inch diameter branch connection along Perkins Road to the Port Hueneme Reclamation Facility (approximately 1,000 feet). The end destination of the main 48-inch pipeline is a new outfall parallel to the Hueneme pier. The City's action on this project is appealable to the California Coastal Commission, pursuant to Section 17-58(K) of the City Code. The applicant is the Calleguas Municipal Water District, 2100 Olsen Road, Thousand Oaks, 91360.
- 3) **Existing and Surrounding Land Use:** The pipeline route segments to which this permit applies are within public street rights-of-way. Adjoining uses are shown in the following table:

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	Right-of-Way	Secondary Arterial	Public roadways
North	C2	Commercial General	Shopping center
South	CDI	Industrial Coastal Dependent	Industrial center
East	M1-PD	Residential Medium	Vacant
West	City of Port Hueneme		Mini-storage and housing

- 4) **Coastal Land Use Plan Policies and Land Use Designation Conformance:** The Coastal Land Use Plan does not contain policies directly related to water pipelines, but other policies regarding industrial development, coastal access, and resource protection are relevant and were examined as part of the Final CRSMP Program Environmental Impact Report/Environmental Assessment, pages 5.1-6 and 5.1-7 (Attachment B). Relevant policies are Policies 52 (not locating industrial uses in resource areas), 54 (minimize effects on public access to the beach), 57 (route pipelines around coastal resource areas), and 64 (reuse wastewater were feasible). The project is consistent with each of the four coastal policies.

- 5) **Coastal Zoning Compliance:** A Coastal Development Permit (CDP) is required within Oxnard as the 750-foot portion of the 48-inch pipeline is located within the Oxnard coastal zone and is classified as a major public works project requiring a CDP (Coastal Zoning Section 17-3(7)(c)). As the pipeline segments are located within public rights-of-way, there are no zone designations.

- 6) **Environmental Determination:** The CRSMP was the subject of a Final Program Environmental Impact Report/Environmental Assessment, dated August 2, 2002 (Attachment F). This document serves as the environmental review of the two pipeline segments located in the Oxnard coastal zone. CRSMP Final EIR/EA mitigation measures require best practices in maintaining roadway use during the temporary pipeline construction and best practices in managing soil extraction, pumped-out groundwater, and air and noise impacts related to construction vehicles. Attachments C and D are project description and adopted mitigation measures excerpts from the Final EIR/EA.

- 7) **Analysis:** This pipeline project has had an extensive design and environmental review period involving the Federal Government (Corps of Engineers, U.S. Fish and Wildlife, NOASS Fisheries Service), State Government (State Lands Commission, Coastal Commission, Fish and Game, Regional Water Quality Control Board, PUC) as well as the County of Ventura, City of Port Hueneme, and City of the Oxnard Public Works Department. Both the main pipeline and extension would be installed using traditional trenching methods, except where crossing channels or railroad rights-of-way, where trenchless methods would be utilized. It is anticipated that the trench would be within the street rights-of-way and would average eight feet wide and twelve feet deep. Trenchless methods would be used under two railroad crossings on Hueneme Road near Arcturus

and one on Surfside Drive and under three stream/drain crossings: the J-Street drain and Oxnard drain in Hueneme Road and at Bubbling Springs Creek in Surfside Drive. The Oxnard drain crossing would be combined with one of the railroad crossings.

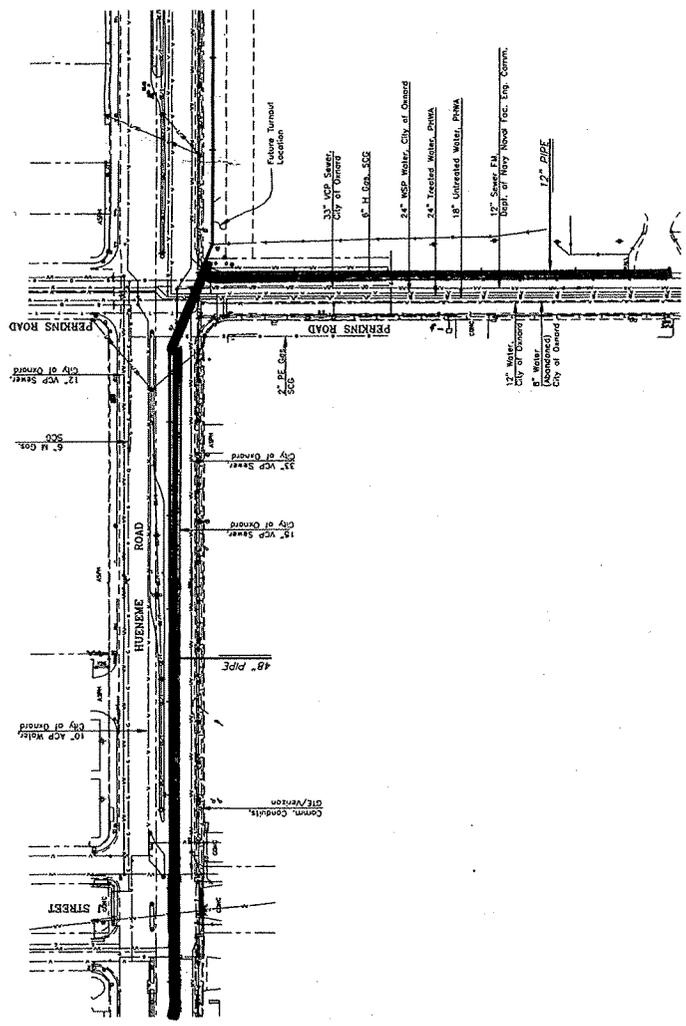
8) **Attachment:**

- A. Project Maps
- B. Coastal Program Policies (FEIR excerpt)
- C. Project Description (FEIR excerpt)
- D. Mitigation Measures (FEIR excerpt)
- E. Resolution
- F. Final CRSMP Program Environmental Impact Report/Environmental Assessment

Prepared by:	<u>CW</u> CW
Approved by:	<u>SM</u> SM

Note: Attachment F has been provided to the Planning Commission. Copies are available for review at the Circulation Desk in the Library and at the Planning Division Office after 6:00 p.m. on the Friday prior to the Commission meeting. Attachment F is available on-line at <http://www.calleguas.com/projects/crsmpfeir.pdf>.

A. Project Maps



Legend
 Preferred Alignment

CALEQUIAS MUNICIPAL WATER DISTRICT
 Coastal Development Permit Exhibit
 Prepared by: Pariller & Ingulbe September 2007

**B. Coastal Program Policies
(FEIR excerpt)**

that may limit public lateral access shall be removed as a condition of development approval.

 **City of Oxnard Local Coastal Plan.** Several policies have been adopted by the City of Oxnard in accordance with the California Coastal Act for land uses within the local coastal zone boundaries. Relevant policies are as follows:

Policy 52 - Industrial and energy-related development shall not be located in coastal resource areas, including sensitive habitats, recreational areas, and archaeological sites. All development adjacent to these resource areas or agricultural areas shall be designed to mitigate any adverse impacts.

Policy 54 - All new industrial and energy-related development shall be located and designed to minimize adverse effects upon public access to the beach.

Policy 57 - If it is not possible to reroute pipelines around coastal resource areas, including habitat, recreational and archaeological areas, they shall be permitted to cross the areas in accordance with City-specified special conditions (see *Coastal Land Use Plan, February, 1982*).

Policy 64 - It shall be a condition of approval that, wherever possible, wastewater from any industrial or energy-related facility be treated as necessary and put to reuse, including but not limited to the following: the reinjection into the aquifer or groundwater recharge system, recycling for industrial use, agricultural use, or urban services.

Other Applicable Policies Pertaining to Specific Land Uses Include:

The 2020 General Plan land uses in the Ormond Beach study area are designed to address the City's principal areas of concern relating to the Ormond Beach study area:

- Protection of significant wetlands and other habitat resources
- Enhancement of degraded resources
- Aesthetics in relation to present blighted conditions
- Beach access and recreational use opportunities consistent with Coastal Act resource protection policies
- Need for visitor serving facilities
- Desirability of providing for a variety of housing types
- Desirability of relocating certain existing land uses in the study area.

New development shall be designated and located to improve the appearance and function of this area by provisions for:

- Buffering and landscaping adjacent to the Southern California Edison (now Reliant Energy) power plant site
- Relocation or removal of the Halaco Engineering Company facility and restoration of the site

- A broad mix of residential, commercial and open space uses that will create an overall appearance comparable to, or superior to the northern portion of the City

New development shall protect existing public access to the shoreline, create new opportunities for access and enhance recreational opportunities for residents and visitors by:

- Providing for a broad range of public recreation and visitor-serving commercial activities for residents and visitors
- Creating new coastal access ways and public use areas
- Improving access to the beachfront consistent with resource protection needs

New development shall minimize adverse impacts on sensitive coastal resources, and protect significant coastal resources within the study area by:

- Restoration and enhancement of wetlands and other sensitive habitats
- Mitigating wetland resources and resource impacts, in a manner consistent with Coastal Act policies and U.S. Army Corps of Engineers A404 requirements (e.g., "no net loss")
- Preparing a long-term habitat management program consistent with CEQA monitoring, Coastal Act and U.S. Army Corps A404 requirements.

New development shall be sited and designed in a manner that will mitigate potential use conflicts and protect the ongoing operations of Southern California Edison Ormond Beach power station and the Navy's Point Mugu facilities.

City of Port Hueneme General Plan/LCP (1997).

C/OS Element Goal 1 - Protect the remaining native and non-native plant and animal species in the city.

C/OS Element Goal 2 - Preserve remaining open space areas and maintain recreational facilities.

5.1.2 Significance Thresholds

Issues related to land use compatibility and the location of sensitive receptors with respect to project components are discussed in other sections of this document. These are air quality and dust (Section 5.3), agricultural resources (Section 5.6), noise (Section 5.7) and aesthetics (Section 5.8). These issues are not discussed in this section.

Impacts are considered significant if they would substantially conflict with established land use plans or policies, or would substantially disrupt the operation of public or private facilities on affected properties due to construction or operational activities.

5.1.3 Environmental Consequences

Policy Consistency. Project consistency with the applicable policies of the California Coastal Act, Ventura County General Plan, City of Oxnard 2020 General Plan; City of Oxnard

C. Project Description (FEIR excerpt)

density polyethylene is used, additional weights or mechanical anchors will be provided as and where necessary for stability. The diffuser will be fitted with a number of small diameter ports uniformly distributed along the diffuser length. Each port will be fitted with a non-return valve of the duckbill type or similar. Rock will be placed on the seafloor exit point of the outfall and possibly also over the sections of the diffuser and exposed sections of the outfall to secure it from wave action. Alternatively, the entire length of pipeline could be towed and installed in one piece to avoid jointing underwater.

3.4 CONSTRUCTION PROCEDURES AND METHODOLOGIES

The proposed project would be constructed in two primary phases:

1. Installation of onshore pipeline in or adjacent to Hueneme Road from Edison Dr. to Surfside Dr., in Surfside Dr. from Hueneme Road to the parking lot, and in Perkins Road south of Hueneme Road.
2. Installation of nearshore and offshore pipeline from the parking lot to the discharge point (Hueneme Outfall Replacement).



3.4.1 Onshore Pipeline Construction

The majority of the onshore construction would be open cut trenching within or adjacent to Hueneme Road, Surfside Drive, and Perkins Road (see Figure 3.4-1). Pipe sections would be placed in a trench and covered using conventional equipment, such as backhoes, side-boom cranes, wheeled loaders, sheepsfoot compactors and excavators. Typically, earth cover over the pipe would be five feet, but may be as deep as 20 feet. Variations to this depth would be required to accommodate local topography, hydraulic grade and existing utilities, among other factors. The trench width would range from 7 to 10 feet, averaging eight feet wide. Due to high water tables along the proposed alignment, trench dewatering would be performed during most pipeline installation. Construction for the 12-inch pipeline would be similar to the 48-inch, except that the trench for the 12-inch pipeline would be narrower.

Typically, work tasks for onshore pipeline installation are anticipated to proceed as follows:

- Saw cutting and removal of existing pavement;
- Trenching and hauling of excess spoils;
- Relocation of utilities, if required;
- Delivery of the pipe and pipe bedding material;
- Installation of pipe bedding material;
- Installation of the pipe;
- Backfilling the trench;
- Hydrostatic testing; and
- Restoration of the rights-of-way.

Along portions of Hueneme Road and smaller urban streets such as Surfside and Perkins Road, work would include:

Cutting and replacement of pavement, which may include resurfacing of portions of the entire street width, depending on local agency requirements.

- Removal of excess trench spoil to the local landfill for use as cover material, or storage for re-use at other construction sites.
- Traffic control and coordination with local residents and property owners.

The area directly around the pipe would be backfilled with imported sand material. This material would be imported and trucked to the site in 10-wheel dump trucks, then compacted using the sheepsfoot attachment on excavators or backhoes, or similar equipment. A dump truck can carry approximately 10 cubic yards of sand, which is adequate to backfill approximately 10 linear feet of 48-inch pipeline.

From the top of the sand to the bottom of the pavement, the contractor may choose one of three approaches to backfilling the pipeline trench as follows:

1. **Slurry:** Slurry is a blend of aggregate (sand or rock), water, and cement. It is essentially concrete with a lower cement content. It is produced by concrete-batch plants and transported to the site in concrete mixer trucks, which discharge the slurry directly into the trench. The slurry is consolidated using a vibratory tool. A concrete truck can carry 10 cubic yards of slurry, which is adequate to backfill approximately 5 linear feet of pipeline.
2. **Soil-Cement:** Soil-cement is a blend of soil and cement, with some water. The material is produced at a temporary pugmill, which would be located off-site at a location to be selected by the contractor. Native soil is typically excavated from the trench and transported to the pugmill in 10-wheel dump trucks. The soil-cement is typically transported to the site in 10-wheel dump trucks, unloaded into the trench, and then compacted using the sheepsfoot attachment on excavators or backhoes, or similar equipment. A dump truck can carry 10 cubic yards of soil-cement, which is adequate to backfill approximately 5 linear feet of pipeline.
3. **Soil-Slurry:** Soil-slurry is a blend of soil, water and cement. It is produced at a temporary mill, which can be located either on-site or off-site at a location to be selected by the contractor and transported to the site in concrete mixer trucks, which discharge the soil-slurry directly into the trench. The soil-slurry is consolidated using a vibratory tool. A concrete truck can carry 10 cubic yards of soil-slurry, which is adequate to backfill approximately 5 linear feet of pipeline.

Work hours for the trenched portions of the pipeline would be established to minimize noise in the evenings and minimize disruption to traffic during peak periods. These work hours would also be largely dependent upon encroachment permit conditions from the Cities of Port Hueneme and Oxnard and the County of Ventura. All roadways and surface improvements disturbed during pipeline installation would be restored following construction. Generally, trench spoils would be hauled off site to the local landfill for use as cover material, or stored for re-use at other construction sites. Based upon an installation rate of 200 feet per day, the average amount of excess spoils requiring removal would be approximately 100 to 200 cubic yards per day. This would require approximately 10 to 20 truck trips per day per construction team. The average daily number of trucks hauling material to and from a typical construction team

(including the delivery of pipe sections, miscellaneous supplies, hauling of imported materials, and removal of excess spoils) would be about 35.

Construction would typically occur 8 hours per day, 5 days per week, except for the trenchless crossings, which would occur 24 hours per day, and where traffic conditions require non-traditional working hours. All construction activities would be restricted to the rights-of-way approved by the applicable landowner or agency.

Staging for the project would be dependent upon the contractor and subcontractors. Typically, the pipe would be transported to the site and staged along the alignment ready for placement. Equipment and other construction materials may require a storage site. If the contractor is local, they may stage equipment and materials in their own yard. Alternately, and in the case of contractors from outside of the area, staging would likely be accomplished at strategic locations on leased land along selected alignments of the pipeline.

The width of the disturbance corridor for the pipeline construction would, under typical circumstances, be 20 to 65 feet depending on the availability of land. Trenchless methods may require larger areas to facilitate construction.

For crossings of railroads, creeks, and flood control channels, it is expected that a trenchless technology would be used. Trenchless technologies include microtunneling, HDD, and boring and jacking. Typical trenchless crossings involve the construction of pits on each side of the crossing, and a machine is used to excavate a horizontal hole under the structure, either inserting a casing or directly installing the pipeline segment. If a pipe casing is used, pipeline segments are installed into the casing and connected to the in-place segments of pipeline on either side of the crossing.



3.4.2 Outfall Installation

The following installation description is based upon the anticipated trenchless installation technique of horizontal directional drilling (HDD) to install the initial 2,350 feet of outfall pipeline, while the remaining 2,750 feet, which includes the diffuser section, will be installed directly on the seafloor. The offshore installation methods described below are typical, and a final installation work plan will be developed in coordination with the final engineering design and further refined based on the contractor's chosen methodology and available equipment. The final installation work plan will need to address critical procedures to ensure safe installation of the proposed facilities.

Pipe materials being considered for the HDD segment consist of steel and high density polyethylene (HDPE). In either case, the pipe wall thickness will be designed to withstand loading conditions anticipated both during and after HDD installation. If steel is used for the HDD section, the outside diameter (OD) of the pipeline will be approximately 32 inches; if HDPE is utilized, the OD of the pipeline will be approximately 36 to 42 inches in diameter to provide a 30-inch ID.

Description of the offshore outfall installation has been divided into four primary components: outfall HDD installation; pipe stringing; outfall seafloor and diffuser installation; and onshore vault construction.

D. Mitigation Measures (FEIR excerpt)

10.0 MITIGATION MONITORING PLAN/ENVIRONMENTAL COMMITMENTS

The following is a summary of mitigation measures and environmental commitments made on behalf of the proposed project. This Section also comprises a Mitigation Monitoring and Reporting Program as required by Section 15097 of the State CEQA Guidelines and Section 21081.6 of the Public Resources Code. CMWD would be responsible for implementation of each measure/commitment.

MEASURE	TIMING	RESPONSIBLE PARTY/METHODS
<p>GEOLOGY</p> <p>The following measure shall be fully implemented to reduce geologic and soil-related impacts:</p> <ol style="list-style-type: none"> 1. A Horizontal Directional Drilling Plan will be implemented for HDD drilling. The HDD Plan will include specific operations to avoid accidental releases of drilling fluid. 	<p>HDD Plan shall be submitted for written approval by CMWD prior to construction and implemented during construction.</p>	<p>CMWD shall be responsible for implementation by the construction contractor. Compliance would be determined through review of the HDD Plan, and inspections during construction.</p>
<p>CULTURAL RESOURCES</p> <p>The following measures shall be fully implemented to reduce potential impacts to CA-VEN-662 to a less than significant level:</p> <ol style="list-style-type: none"> 1. Within CA-VEN-662's boundaries, two archaeologists and a Chumash representative shall be retained to monitor all earth disturbances. The two archaeologists shall be prepared to professionally retrieve any features that might be exposed during excavation in a timely manner. 2. Within the known extents of CA-VEN-662, the District's soils engineer will be on-site to observe all excavation and determine whether the materials are previously disturbed or undisturbed. If previously undisturbed materials are encountered, the contractor will use a bladed, rather than toothed bucket, for excavation through the extent of the undisturbed materials. 	<p>Throughout construction operations.</p>	<p>CMWD, in consultation with the project archaeologist and Native American Monitor, will review of final alignments and conduct field inspections during construction activities.</p>
<p>The following measures shall be fully implemented to reduce potential impacts to unknown/buried cultural resources, should they occur, to a less than significant level:</p> <ol style="list-style-type: none"> 3. If disturbance to the Ventura County Railway is determined necessary during project construction activities, a Memorandum of Agreement shall be drafted for mitigation of historic properties. All requirements of Section 106 of the National Historic Preservation Act shall be fully implemented. 4. Plans for monitoring, treatment of human remains and unplanned discoveries shall be written in consultation with the United States Bureau of Reclamation (Reclamation), State Historic Preservation Office (SHPO), Native Americans, interested parties, and Advisory Council, if they choose to participate. 5. A professional archaeologist and Chumash representative should be retained to monitor all initial earth disturbances from Perkins Road to the entrance Port Hueneme Beach Park. <ol style="list-style-type: none"> a. At the commencement of project construction, the archaeological monitor shall give all workers associated with earth-disturbing procedures an orientation regarding the probability of exposing cultural resources, tips on recognizing cultural resources and directions as to what steps are to be taken if a find is encountered. 		

MEASURE	TIMING	RESPONSIBLE PARTY/METHODS
<ul style="list-style-type: none">b. The archaeologist shall have the authority to temporarily halt or redirect project construction in the event that potentially significant cultural resources are exposed. Based on monitoring observations and the actual extent of project disturbance, the lead archaeologist shall have the authority to refine the monitoring requirements as appropriate (i.e., change to spot checks, reduce or increase the area to be monitored) in consultation with the lead agency.c. A monitoring report shall be prepared upon completion of construction and provided to Reclamation and the South Central Coastal Information Center (SCCIC).		
6. In the event that archaeological resources are exposed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended until a qualified archaeologist has evaluated the nature and significance of the find. Reclamation and CMWD shall be notified of any such find.		
7. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. Reclamation and CMWD shall be notified of any such find.		

E. Resolution

RESOLUTION NO. [PZ 07-400-10]

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 07-400-10 (COASTAL DEVELOPMENT PERMIT), TO ALLOW CONSTRUCTION OF A BRINE PIPELINE BENEATH HUENEME ROAD AND PERKINS ROAD BETWEEN PORT HUENEME CITY LIMITS AND PERKINS ROAD, SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY CALLEGUAS MUNICIPAL WATER DISTRICT, 2100 OLSEN ROAD, THOUSAND OAKS, CA, 91360.

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No. PZ 07-400-10, filed by Calleguas Municipal Water District, in accordance with Section 16-530 through 16-553 of the Oxnard City Code; and

WHEREAS, the Planning Commission finds that a final program environmental impact report was completed for this project by the Calleguas Municipal Water District acting as Lead Agency in compliance with the California Environmental Quality Act and reflects the independent judgment of the City as a responsible agency; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the following circumstances exist:

- The proposed use is permitted within the subject sub-zone and complies with all of the applicable provisions of this chapter;
- The proposed use would not impair the integrity and character of the subject sub-zone;
- The subject site would be physically suitable for the use being proposed and the proposed use will protect and maintain coastal resources including environmentally sensitive areas, adjacent to the project site. The proposed use would be consistent with all policies of the Oxnard coastal land use plan; and

WHEREAS, the Planning Commissioner finds that the applicant agrees with the necessity of and accepts all elements, requirements, and conditions of this resolution as being a reasonable manner of preserving, protecting, providing for, and fostering the health, safety, and welfare of the citizenry in general and the persons who work, visit or live in this development in particular.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby approves this permit subject to the following conditions. The decision of the Planning Commission is final unless appealed in accordance with the provisions of Section 17-58 of the Oxnard City Code.

1. This permit is granted for the property described in the application on file with the Planning Division (“Planning Division”), and may not be transferred from one property to another. (PL, *G-1*)
2. This permit is granted for the Project plans on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless an updated plan is approved by the Planning Division Manager (“Planning Manager”). (PL, *G-2*)
3. This permit shall automatically become null and void 36 months from the date of its issuance, unless Applicant has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements, or the beginning of the proposed use. (PL, *G-3*)
4. By commencing any activity related to the project or using any structure authorized by this permit, Applicant accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, *G-5*)
5. Applicant agrees, as a condition of adoption of this resolution, at Applicant’s own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. Applicant’s commencement of construction or operations pursuant to the resolution shall be deemed to be an acceptance of all conditions thereof. (CA, *G-6*)
6. Applicant shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, *G-12*)
7. If Applicant or contractor(s) fail to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, *G-14*)

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 6th day of March, 2008, by the following vote:

AYES: Commissioners

NOES: Commissioners

ABSENT: Commissioners

Michael Sanchez, Chairman

ATTEST: _____
Susan L. Martin, Secretary

F. Final CRSMP Program Environmental Impact Report/Environmental Assessment

Section 2.0, Summary, of Attachment F and a CD of all documents have been provided to the Planning Commission. One full copy is available for review at the Circulation Desk in the Main Library and one at the Planning Division Office after 6:00 p.m. on the Friday prior to the Commission meeting. CD's are also available from the Planning Division Office. All portions of Attachment F is available on-line at <http://www.calleguas.com/projects/crsmpfeir.pdf>.

2.0 SUMMARY

This section has been prepared in accordance with the CEQA Guidelines, and is divided into two components. The first summarizes the characteristics of the proposed project, and the second identifies environmental impacts, mitigation measures and residual impacts. In addition, the project alternatives are summarized.

2.1 PROJECT SYNOPSIS

2.1.1 Project Proponent

Calleguas Municipal Water District
2100 Olsen Road
Thousand Oaks, California 91360
Contact: Mr. Eric Bergh
(805) 579-7128
ebergh@calleguas.com

2.1.2 Location

The Calleguas Regional Salinity Management Project (CRSMP) is located with Ventura County, California and extends from the City of Simi Valley (eastern most location) west-southwest towards the City of Oxnard and the Pacific Ocean (see Figure 1.1-1). The portion of the proposed project that is the focus of this SEIR/EA is located in the City of Oxnard and the City of Port Hueneme. The existing Hueneme Outfall is located within an easement issued by the California State Lands Commission (CSLC) under Permit No. PRC 1560.9 and extends from the shore approximately 4,500 feet into the Pacific Ocean. The replacement outfall would be located in a new offshore lease to be issued by the CSLC.

2.1.3 Proposed Action

The proposed project is located in the cities of Port Hueneme and Oxnard and includes the follow two primary components.

Onshore Pipelines: As indicated above, the project involves the installation and operation of approximately 2 miles (10,500 feet) of 48-inch diameter pipeline that would comprise a portion of the CRSMP and 0.2 miles (1,000 feet) of 12-inch diameter pipe that would comprise a lateral connection to the Port Hueneme Water Agency's Brackish Water Reclamation Demonstration Facility. The 48-inch diameter pipeline would be installed within or adjacent to a portion of Hueneme Road from its intersection with Edison Drive to its intersection with Surfside Drive and south on Surfside Drive to the Port Hueneme Beach Park parking lot. The 12-inch diameter pipeline would extend within Perkins Road south approximately 1,000 feet from its intersection with Hueneme Road.

The pipeline would be installed using traditional trenching methods, except where crossing channels or railroad rights-of-way, where trenchless methods (such as horizontal directional drilling [HDD], microtunneling, or boring and jacking) would be necessary. It is anticipated that the trench would be within or adjacent to the street rights-of-way and would average eight feet wide and twelve feet deep. Trenchless methods would be used under railroad crossings on Hueneme Road near Arcturus and on Surfside Drive and under two stream/drain crossings: the J-Street drain in Hueneme Road and at Bubbling Springs Creek in Surfside Drive.

Hueneme Outfall Replacement: The general orientation of the replacement outfall line would parallel the existing decommissioned outfall as shown on Figure 3. The onshore portion extends from a point near the center of the public parking lot to the shoreline approximately 550 ft west of the Port Hueneme Fishing Pier. The outfall pipeline length from beach parking lot to offshore end, including the diffuser, would be 4,900 to 5,100 feet long and would terminate in approximately 48 feet of water. The 30-inch outfall pipeline would be installed using trenchless techniques from the beach parking lot offshore to the connection to the offshore extension and associated diffuser section. The offshore extension and diffuser section would be laid on the seabed using a pipe barge. The anticipated trenchless installation technique to install the outfall pipeline is Horizontal Directional Drilling (HDD). The offshore installation method described below is typical, and details will be finalized over the next few months as geotechnical work is completed and input is gathered from permitting agencies.

The drilled section of pipe would emerge from the sea floor in approximately 30 to 50 feet of water, approximately 2,500 to 4,500 feet from the start of the trenchless installation. The offshore portion of the outfall would be either high density polyethylene (HDPE) or steel pipeline with a diffuser that may taper down in stages along its length. The diffuser would be fitted with a number of small diameter ports uniformly distributed along the diffuser length. Each port may be fitted with a non-return valve of the duckbill type or similar. Rock may be placed over sections of the diffuser and exposed portion of the pipe to secure them from wave action or concrete weights may be fitted for stability on the sea floor.

2.1.4 Alternatives Considered

The original Program EIR/EA evaluated the use of the Ormond Beach Power Generation Station intake/outfall structure and the Oxnard Wastewater Treatment Plant Outfall as project alternatives. The Oxnard Wastewater Treatment Plant Outfall ultimately was eliminated from further consideration due to the limited capacity of the facility. The preferred alternative, Ormond Beach Outfall has subsequently been shown to not provide adequate dilution performance to meet the requirements of the State Regional Water Quality Control Board NPDES permit requirements.

Alternatives addresses in this Supplemental EIR/EA are discussed in Section 4.0 and include:

- Alternatives associated with the reuse of the existing Hueneme Outfall Structure;

- Alternative locations for a replacement outfall;
- Alternative involving an HDD boring of the entire outfall with the exception of the diffuser portion of the outfall.
- Alternative outfall stringing areas;
- Removal of the existing outfall versus abandonment in place.

Discussion of these alternatives include technical feasibility and the ability to achieve the project's objectives while reducing potential environmental impacts.

2.2 AREAS OF KNOWN CONTROVERSY

The proposed project is well known within the Ventura County environmental community, through meetings and presentations conducted by CMWD. To date, no controversy has been communicated to CMWD.

2.3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND ALTERNATIVES

This section identifies two types of project impacts:

Significant, Unavoidable Adverse Impacts. These are impacts for which specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the Supplemental EIR/EA. Should the CMWD Board of Directors decide to approve the project, a Statement of Overriding Considerations must be adopted for any significant unavoidable adverse impacts. In compliance with Section 3.12.3 of Reclamation's NEPA Handbook, any significant unavoidable adverse impact under CEQA is also considered significant under NEPA and would require preparation of an EIS.

No significant, unavoidable adverse impacts were identified for the proposed project or alternatives.

Significant Adverse Impacts. These are significant impacts that can be feasibly mitigated to less than significant levels. Therefore, by definition, residual impacts would be less than significant. All project related impacts are summarized in the following Table 2.3-1.

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Action Category	Potential Impact	Mitigation Measures and Avoidance
5.1 Land Use	<ul style="list-style-type: none"> No significant adverse impacts were identified. 	<ul style="list-style-type: none"> No mitigation measures necessary.
5.2 Geology	<ul style="list-style-type: none"> HDD drilling may potentially result in accidental release of drilling fluid. 	<ul style="list-style-type: none"> Less than significant with implementation of HDD Plan. A horizontal directional drilling (HDD) Plan will be implemented for HDD drilling. The HDD Plan will be include specific operations to avoid accidental releases of drilling fluid.
5.3 Air Resources	<ul style="list-style-type: none"> Onshore and offshore air pollution would be generated by construction activities and would include exhaust emissions and wind-blown (fugitive) dust. Construction-related emissions may cause or substantially contribute to local exceedances of the State ozone standard or cumulatively hinder progress towards attainment of the State ozone standard. 	<ul style="list-style-type: none"> Less than significant No mitigation measures necessary
5.4 Water Quality	<ul style="list-style-type: none"> Increased turbidity from sediment re-suspension is expected to result during excavation of the exit pit at the offshore HDD exiting point, and during construction vessel anchoring as well as pipeline stringing. The release of petroleum into the marine environment from any of the construction vessels could result in potentially significant impacts to the 	<ul style="list-style-type: none"> Less than significant No mitigation measures necessary

5.5	Biology	<p>water quality.</p> <ul style="list-style-type: none"> Offshore construction could temporarily impact sessile (immobile) marine organisms. An increase in water column turbidity could result in the temporary avoidance of the area by marine biota, burying sessile marine biota, and/or clog the gills and disrupt filter-feeding organisms. Release of petroleum into the marine environment from any of the construction vessels could result in potentially significant impacts to the marine biota. An accidental release of HDD drilling fluid could result in increased turbidity and water quality degradation. Preclusion of commercial fishing within construction areas. Pipeline stringing could lead to seafloor alteration, turbidity from resuspended seafloor sediments, accidental discharge of petroleum products, vessel-anchor-marine mammal interaction, and commercial fishing area preclusion. 	<ul style="list-style-type: none"> As stated above, a horizontal directional drilling (HDD) Plan will be implemented for HDD drilling. The HDD Plan will be include specific operations to avoid accidental releases of drilling fluid. Less than significant with implementation of HDD Plan
5.6	Agricultural Resources	<ul style="list-style-type: none"> Short-term impacts resulting from the generation of dust may adversely affect crops located along Hueneme Road by increasing their susceptibility 	<ul style="list-style-type: none"> Less than significant No mitigation measures necessary

		<p>to pests and deteriorating their appearance, among other issues.</p> <ul style="list-style-type: none"> Potential increase in erosion of soils to agricultural areas adjacent to the project site. 	
5.7	Noise	<ul style="list-style-type: none"> Night time Horizontal Directional Drilling (HDD) and onshore boring activities would exceed noise limits 	<ul style="list-style-type: none"> Less than significant with implementation of the Night Operation Noise Impact Reduction Program requiring measures to a level no greater than 5 dBA over ambient noise levels at the individual sites. The Night Operation Noise Impact Reduction Program contains, but is not limited to the following: <ul style="list-style-type: none"> The drill rig floor and key power units, including generators, would be enclosed or acoustically packaged to reduce potential noise impacts. Mud Pumps and Engines would be fully enclosed or acoustically packaged to reduce potential noise impacts. Mud mixing and cleaning equipment would be partially enclosed or appropriate noise barriers placed around equipment to reduce potential noise impacts. Light sets would be enclosed or acoustically packaged to reduce potential noise impacts. Upgraded silencers would be placed on all applicable engines. Include quiet mode specification for all work from 7 pm to 7 am including: <ul style="list-style-type: none"> Use of signalers for all backup operations; Minimize use of crane and pipe handling operations; and

5.8	Aesthetics	<ul style="list-style-type: none"> Construction activities requiring the use of construction and marine equipment, including a derrick barge, support tugs, materials barges and diver support vessels could temporarily block offshore views. Onshore noise reduction barriers will result in temporary blocking of ocean views. 	<ul style="list-style-type: none"> Less than significant No mitigation measures necessary
5.9	Transportation	<ul style="list-style-type: none"> Potential increase in offshore and onshore traffic during construction related activities. 	<ul style="list-style-type: none"> Less than significant No mitigation measures necessary
5.10	Risk of Upset	<ul style="list-style-type: none"> Potential pipeline failure due to erosion and/or impact with debris during storm events at stream crossings or due to geologic hazards. 	<ul style="list-style-type: none"> Less than significant No mitigation measures necessary
5.11	Cultural Resources	<ul style="list-style-type: none"> Trenching associated with the proposed project could potentially disrupt the stratigraphic integrity of CA-VEN-662 and artifacts may be lost as a result of pipeline installation. 	<ul style="list-style-type: none"> Within CA-VEN-662's boundaries, two archaeologists and a Chumash representative shall be retained to monitor all earth disturbances. The two archaeologists shall be prepared to professionally retrieve any features that might be exposed during excavation in a timely manner. Within the known extents of CA-VEN-662, the District's soils engineer will be on-site to observe all excavation and determine whether the materials are previously disturbed or undisturbed. If previously undisturbed materials are encountered, the contractor will use a bladed, rather than toothed bucket, for excavation through the extent of the undisturbed materials. <p>The following measures shall be fully implemented to reduce potential impacts to unknown/buried cultural resources, should they</p>

		<p>occur, to a less than significant level:</p> <ul style="list-style-type: none"> • If disturbance to the Ventura County Railway is determined necessary during project construction activities, a Memorandum of Agreement shall be drafted for mitigation of historic properties. All requirements of Section 106 of the National Historic Preservation Act shall be fully implemented. • Plans for monitoring, treatment of human remains and unplanned discoveries shall be written in consultation with the United States Bureau of Reclamation (Reclamation), State Historic Preservation Office (SHPO), Native Americans, interested parties, and Advisory Council, if they choose to participate. • A professional archaeologist and Chumash representative should be retained to monitor all initial earth disturbances from Perkins Road to the entrance Port Hueneme Beach Park. <ul style="list-style-type: none"> ○ At the commencement of project construction, the archaeological monitor shall give all workers associated with earth-disturbing procedures an orientation regarding the probability of exposing cultural resources, tips on recognizing cultural resources and directions as to what steps are to be taken if a find is encountered. ○ The archaeologist shall have the authority to temporarily halt or redirect project construction in the event that potentially significant cultural resources are exposed. Based on monitoring observations and the actual extent of project disturbance, the lead archaeologist shall have the authority to refine the monitoring requirements as appropriate (i.e., change to spot checks, reduce or increase the area to be monitored) in consultation with the lead agency. ○ A monitoring report shall be prepared upon completion of construction and provided to
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			<p>Reclamation and the South Central Coastal Information Center (SCCIC).</p> <ul style="list-style-type: none"> In the event that archaeological resources are exposed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended until a qualified archaeologist has evaluated the nature and significance of the find. Reclamation and CMWD shall be notified of any such find. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. Reclamation and CMWD shall be notified of any such find.
5.12	Indian Assets	<ul style="list-style-type: none"> No significant adverse impacts were identified 	<ul style="list-style-type: none"> No mitigation measures necessary
5.13	Environmental Justice	<ul style="list-style-type: none"> Noise. As discussed above and within Section 5.7 (Noise), the project would generate short-term construction-related noise during installation of the onshore pipelines. This impact would be most prevalent in areas adjacent to sensitive receptors. Specifically, construction activities that require tunneling in the City of Port Hueneme (showing the highest concentrated percentage in relation to regional demographics) would have the potential to generate a noise-related nuisance during daytime hours that remains after mitigation has been applied, and a significant impact would 	<ul style="list-style-type: none"> Project-incorporated noise reduction measures included within Section 5.7 - Noise

		result.	
5.14	Public Services	<ul style="list-style-type: none"> Additional personnel will be required for both onshore and offshore construction activities. 	<ul style="list-style-type: none"> Less than significant No mitigation measures necessary
5.15	Recreation	<ul style="list-style-type: none"> Temporary Reduction in access to recreation areas during HDD installation activities, staging operations and offshore pipeline installation. 	<ul style="list-style-type: none"> Less than significant No mitigation measures necessary

2.4 COMPARISON OF ALTERNATIVES

The environmental impacts of the alternatives considered for the proposed project are summarized in Table 2.3-2 below.

Table 2.3-2. Summary of Alternative Impact Comparison

	Proposed Project								Removal of Existing Outfall or Abandonment in Place
	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	
Land Use	=	=	+	+	=	+	=	-	+
Geology	=	=	=	=	=	=	=	=	+
Air Quality	=	=	=	=	=	=	+	=	+
Water Quality	=	=	+	+	+	+	=	+	+
Biology	=	=	=	+	=	=	=	+	+
Agriculture	=	=	-	-	-	-	=	-	=
Noise	+	+	-	-	-	-	+	=	+
Aesthetics	=	=	-	-	-	-	=	=	+
Transportation	+	+	+	+	+	+	+	+	+
Risk of Upset	=	=	=	=	=	=	=	=	+
Cultural Resources	=	=	=	=	=	=	=	=	=
Indian Assets	=	=	=	=	=	=	=	=	=
Environmental Justice	-	-	=	=	=	=	+	=	=
Public Services	=	=	=	=	=	=	=	=	=
Recreation	=	=	=	+	=	=	=	=	+
# OF INCREASED IMPACTS	1	2	3	5	5	5	5	5	10

+ Increased Impacts As Compared to Other Alternatives. - Decreased Impacts As Compared to Other Alternatives.
 = Impacts are Similar to Those of Other Alternatives.

2.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As indicated above and summarized in Table 2.3-2, the Ventura Harbor, NBVC - Port Hueneme and Site No. 3 within the NBVC - Point Mugu have the fewest number of impacts if used to support the pipeline stringing activities. Actual selection of site cannot be made at this time due to uncertainties regarding construction contractor requirements and the actual availability of the sites. However, the environmental superior alternative sites for pipeline stringing are the Ventura Harbor, NBVC - Port Hueneme and Site No. 3 within the NBVC - Point Mugu sites. Should none of these site meet the contractors requirements and/or are not available at the time of the project, sites at Arnold Road, Site No. 4 within the NBVC - Point Mugu and the offshore barge alternative represent a secondary group of alternative sites.

Additionally, abandonment-in-place (as currently proposed) of the existing idle Hueneme Outfall is the environmentally superior alternative to the removal alternative due to the additional incremental impacts associated with outfall removal activities.