

COASTAL ZONE MANAGEMENT CONSISTENCY DETERMINATION
REPAIR OF THE SOUTH JETTY
AT THE MOUTH OF THE COLUMBIA RIVER, OREGON

Introduction

The Mouth of the Columbia River (MCR) deep-draft navigation project consists of a 1/2-mile wide navigation channel extending for about six miles through a jettied entrance (three miles seaward and shoreward of the tip of the North Jetty) between the Columbia River and the Pacific Ocean (Figure 1; figures are located at end of this document). The channel was deepened to its present depths in 1984 and has been maintained at those depths to date. The northerly 2,000 feet of the channel is maintained at 55 feet and the southerly 640 feet is maintained at 48 feet, with an additional five feet of depth allowed for advanced maintenance.

The Columbia River estuary is a tidal estuary approximately five miles wide, north to south, at the mouth and about one mile wide above rivermile (RM) 30. The estuarine environment extends about 38 miles upriver. The ocean entrance to the river is protected by two jetties (Figure 1), whose tips are about two miles apart.

The South Jetty and North Jetty at the MCR were constructed to secure the Federal navigation channel through the ocean entrance to the Columbia River. The South Jetty is about 6.6 miles long. The first 4.5 miles of the South Jetty were constructed between 1885 and 1895. It was extended to its present footprint length in 1913-1914 (see Figure 2); however, about 6,200 feet (head loss) have eroded.

The jetties were constructed at the entrance to the Columbia River to confine tidal currents to obtain scouring velocities in the bar and entrance channels, to help maintain the authorized channel dimensions, and to help protect vessels entering and exiting the river. The South Jetty at the Mouth of the Columbia River has experienced damage to the jetty heads and along the jetty at several locations.

This determination of project consistency with Oregon's Coastal Zone Management Plan is based upon review of applicable policies and standards of the Oregon Statewide Planning Goals, the Territorial Sea Plan and the Oregon Ocean Plan.

Proposed Action

This EA is being written to evaluate the effects of a major rehabilitation of the South Jetty at the MCR. Due to funding constraints, only the most severe areas will be repaired in the immediate future with the remaining components of the major rehabilitation to follow when funding becomes available. The immediate proposed work will be referred to in this consistency determination as "repair" and the long term proposed work will be referred to as "rehabilitation". Emergency action may also become necessary if either jetty breaches prior to the proposed repairs.

The purpose of this rehabilitation and repair action is to repair the most vulnerable areas of the north and south jetties, where the consequences of jetty failure (a breach through either jetty) would rapidly and significantly degrade navigation through the mouth of the Columbia River. The intent of the proposed design concept will be three-fold: 1) Improve the stability of the foundation (toe) of each jetty as affected by scour, 2) Improve the side slope (above and below water) stability of each jetty as affected by classical static slope stability criteria, 3) Improve the dynamic stability of each jetty as affected by wave forces impinging the jetties.

The proposed repair would occur along an 8,000 foot-long reach of the South Jetty (stations 220 to 300). The rehabilitation work would require placement of approximately 300,000 to 500,000 tons of stone along the South Jetty. The total stone placed on the South Jetty to date is 8.7 million tons. Armor stone sizes for the proposed rehabilitation will range from 10 to 40 tons for the South Jetty.

Crest elevation for both the north and the south jetties was established at +25 ft mean lower low water (MLLW). Crest width was set at 30 ft wide. Side slopes for the South Jetty repair were set at 1:3 on the seaside and 1:2 on the channelside.

For the South Jetty, marine-based activities likely would be used to deliver armor and fill stone from the barge off-loading platform to the project site by use of the pre-existing haul road from previous repairs (Figures 3a and b). Since the old haul road used a portion of the existing park road and would cut off use of the road and viewing platform at the end of the road, the contractor will be directed to construct a small, new section of the road from the off-loading platform to the existing haul road. The width of both the new and old road will be 20 feet wide. The new road will be bladed and gravel will be placed atop the new and existing haul road.

A 200-foot barge off-loading structure will be built at the end of the haul road (Figures 3a and b). Approximately fifty feet of sheet pile will be placed to form a cell structure that would be filled with clean quarry waste material (Figure 4). Approximately 4000 cy of material will need to be dredged riverward of the platform to ensure that the barges can off-load at the site. The material may be used as fill material for the haul road or may be placed on the beach. The new and old areas will be replanted upon completion of the project. Any damage to the existing asphalt roads will be restored to pre-project condition.

For land based jetty access, transportation of jetty stone would be via the existing asphalt surfaced road through Fort Stevens State Park to the work area located at the end of the east parking lot.

Two five-acre work areas would be needed where a stone weighing facility could be erected, to maneuver trucks/stone handling equipment and/or stockpile stone near the jetty. One five-acre site would be located adjacent to the barge off-loading platform. The second five-acre site would be located near the jetty and would use approximately half of the east parking lot and some adjacent land (see Figures 3a and b). Some grading of sand would be conducted and crushed gravel would be used to improve the work area. A temporary gravel access road would be placed to facilitate equipment access from the work area to the jetty crest. The work area and access road area would be restored after jetty work is completed. The 400 foot-long access road

(25 feet wide) and ramp would be situated above MHHW and would be constructed of 4,000 cy of sand, gravel and small rip-rap. The access road and ramp would be removed at the completion of work. This road would require a 3-foot-diameter galvanized culvert to facilitate tidal exchange and surface water run off to/from the wetland within Clatsop Spit. (Temporary fill of waters of the U.S. related to construction is accommodated within Nationwide Permit number 33.)

The cross-section design (templates) proposed for repair of the South Jetty lies essentially within the existing jetty footprint, based on the configuration of the original cross section, previous repair cross sections, and redistribution of jetty stone by wave action. There may be a minor deviation of the proposed template design from the existing jetty configuration at rehabilitation areas where jetty damage has been extensive or scour along the toe has been severe.

Conditions that could shut down work on the jetties are wave direction and height. For the South Jetty, 10 foot waves at high tide and 14 foot waves at low tide would shut down construction. Winds gusting to about 35 knots would cause boom crane operation to stop.

Consistency Review

Goal 16 – Estuarine Resources

This goal states: To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

The goal also states for temporary uses: alterations necessary for federally authorized navigation projects (e.g., access to dredged material disposal sites by barge or pipeline and staging areas for dredging for jetty maintenance...) A use is consistent with the resource capabilities when "either the impacts of the use on estuarine species, habitats, biological productivity and water quality are not significant or that the resources of the area are able to assimilate the use and activity and their effects and continue to function in a manner to protect significant wildlife habitats, natural biological productivity, and values for scientific research and education.

As described in the EA, the impacts of the South Jetty Rehabilitation on estuarine species, habitats, biological productivity and water quality of the Columbia River estuary are not significant primarily due to the lack of high quality aquatic habitat provided by the jetties.

The repair work on the jetties, placement of temporary wooden dolphins in the water near the jetty, the barge off-loading platform, adjacent staging and storage area, construction of a temporary haul road and the staging area at the east end of parking lot c will not have a significant impact on the resources in the area and the disturbed areas will be returned to their normal condition upon completion of the project.

Goal 17 – Coastal Shorelands

This goal states: To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

The primary substantive requirement for a jetty is that it be designed to minimize adverse impacts on water currents, erosion, and accretion patterns. Given the accelerated rate of deterioration at the South Jetty, the repair of the jetty will reduce the hazard to human life and property and as described in the attached Environmental Assessment (EA). The affects to fish and water quality, as a result of the repair, will be minimal.

Goal 18 - Beaches and Dunes

This goal includes to conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and to reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

The South Jetty contains badly deteriorated areas where degradation has accelerated in recent years due to increased storm activity and loss of sand shoal material, upon which the jetties are constructed. Breaching near the shoreline would allow sand to migrate into the Columbia River navigation channel, thereby disrupting deep draft navigation and increasing dredging requirements and causing severe damage to nearby beaches. Within the next five (5) years there is a high likelihood that a significant breach will occur on either jetty. The likelihood of a jetty breach will continue to increase with time.

An emergency repair of the jetty within the next few years is highly probable. Waiting for the jetties to breach would be problematic since repairs could not necessarily be made during the winter, especially at the South Jetty. Costs to repair following a breach, as well as impacts, are estimated at two to five times higher than if completed prior to the failure.

The repair of the South Jetty is consistent with the goals outlined in goal 18 and rehabilitating the jetty structure will conserve and protect the resources and reduce hazards to human life and property.

Statewide Planning Goals 16, 17 and 18 are not directly applicable to this project. These goals are applicable through the provisions of the Clatsop County Comprehensive Plan and Land Use Regulations that are "acknowledged" by the Land Conservation and Development Commission. Goal 19 provisions are directly applicable to this project and are addressed below.

Goal 19 - Ocean Resources

This goal requires that agencies determine the impact of proposed projects or actions. Paragraph 1(c) of Goal 19 states that "agencies ... shall 1. protect and encourage the beneficial uses of

ocean resources such as navigation ... provided that such activities do not adversely affect the resources protected in subsection 1., avoid, to the extent possible, adverse effects on or operational conflicts with other ocean uses and activities; and 2. comply with applicable requirements of the Oregon Territorial Sea Plan.” According to the provisions of Goal 19 and the Oregon Territorial Sea Plan, decisions to take such an action, such as jetty rehabilitation are to be preceded by “inventory information necessary to understand potential impacts and relationship of the proposed activity to the continental shelf and near shore ocean resources.” In addition, there should be a contingency plan and emergency procedures to be followed in the event that the operation results in conditions that threaten to damage the environment.

Types of Effects

For the South Jetty repair project, there will be 4000 cubic yards of dredged material will need to be removed of from in front of the barge off-loading platform. Fill material will be needed for the barge off-loading platform and will be removed by the contractor at the end of the project (Figures 3a and b). No fill material will be needed for placement of jetty stones or for the placement of the piles for the temporary dolphin.

The proposed jetty repair work would be conducted by marine and/or land access activities. For marine-based delivery of stone, a towboat and barge would deliver the stone to either side of the jetty, where water depth, wave, and current conditions permit. During stone offloading, the barge may be secured to four to eight dolphins situated within 200 feet of the jetty. The dolphins would be composed of either untreated timber or steel piles driven to depth of 15-25 feet below grade, by vibratory pile hammer or similar equipment. If dolphins are used during the proposed jetty repair, they may be relocated as work advances along the jetty and would be removed at the conclusion of the work. The maximum number of dolphins present along the South Jetty during any one time during the work is estimated to be 20. Stone would be off-loaded from the “stone barge” by a crane (either land or marine based) and either placed directly within the jetty work or stock piled on the jetty crest for placement at a later time.

For the South Jetty, marine-based activities likely would be used to deliver armor and fill stone to the project site. For marine-based stone placement, a lattice boom crane or large track hoe excavator would be fixed to a moored barge. The crane barge would be moored using either a series of anchors or the barge would be lashed to four to eight dolphins paralleling the jetty work area (same concept a marine-based stone delivery). The marine-based crane would pick stones either directly from the stone barge or from stones stock-piled on the jetty crest and place the stones into the work. The crane would advance along the jetty as work is completed.

For land-based stone placement, a lattice boom crane or large track hoe excavator would be situated on top of the jetty. A land based placement operation would require the construction of a jetty “haul road” along the jetty crest within the proposed work area limits for each jetty, and possibly an access road that would ramp up to the jetty crest. Jetty haul and access roads associated with this phase of the rehabilitation would be located above MHHW and located to avoid wetlands. The crane or excavator would use the haul road to move along the top of jetty. Construction of a jetty haul road for Phase I rehabilitation along the South Jetty would require

about 25,000 tons of rip rap and gravel. Access ramps would be removed following construction.

Land based jetty access for the South Jetty would be via existing asphalt-surfaced road to the Fort Stevens State Park parking lot. Two five-acre work areas would be needed where a stone weighing facility could be erected, to maneuver trucks/stone handling equipment and/or stockpile stone near the jetty. One five-acre site would be located adjacent to the barge off-loading platform. The second five-acre site would be located near the jetty and would use approximately half of the east parking lot and some adjacent land (see Figures 3a and b). Some grading of sand would be conducted and crushed gravel would be used to improve the work area. A temporary gravel access road would be placed to facilitate equipment access from the work area to the jetty crest would cover about 0.2 acres. The work area and access road area would be restored after jetty work is completed. The 400 foot-long access road (25 feet wide) and ramp would be situated above MHHW and would be constructed of 4,000 cy of sand, gravel and small rip-rap. The access road and ramp would be removed at the completion of work. This road would require a 3-foot-diameter galvanized culvert to facilitate tidal exchange and surface water run off to/from the wetland within Clatsop Spit.

There would be no adverse effect on the environment caused by noise from the project or by light or glare that could be seen from any location on shore.

The projected numbers of employees that will be onsite during the construction staging are unknown. The contractor hired by the Corps of Engineers (Corps) will be responsible for hiring his own employees. As part of the contract, a contracting officer representative (COR) from the Corps will be present on a daily bases to inspect the job site and to ensure that the work is proceeding according to the specification outline in the contract. The COR will also be available if in the event of any unanticipated events arise during the construction phase.

Effects on Resources

The environmental impacts associated with the proposed action would be minor because the rehabilitation work is to an existing structure within a limited area within the original footprint and will not impact any significant benthic habitat. Some short-term loss of microhabitat will occur during the construction period but will be replaced by the completion of the proposed action. The South Jetty, which has experienced a significant loss from wave action and erosion, will require 300,000 to 500,000 tons of stone. The proposed activities are expected to have minimal effects on fish and wildlife species of the area. An increase in suspended sediments in the water column is expected during the construction period; however, this impact is expected to stay within acceptable levels for fish and wildlife species of concern. Disturbed material would primarily be sand, which would settle quickly. Avoidance of the area may occur throughout the construction period as a result of the increased activities and noise. This impact is highly localized and all species would be expected to return following project completion. No significant adverse affects on any listed/candidate threatened or endangered species are anticipated. Construction is expected to occur year-round. Though some work would occur during appropriate in-water work periods determined by fishery agencies to minimize impacts to

fish, wildlife and habitat; most of the work would occur outside these periods. The impact to this is expected to be minimal since the jetties do not provide highly valuable habitat.

Aquatic Life Forms

Various aquatic life forms utilize the jetties and surrounding area as habitat or migratory routes. These organisms, such as crabs, would temporarily be disturbed by construction activities. New rock would displace existing habitat and would, in time, provide new and additional habitat. Mobile organisms would avoid the area during construction. Non-mobile life forms such as algae, barnacles, etc., would be lost as they are covered by new rock. These, however, are plentiful life forms and the habitat would be recolonized.

Listed Marine and Terrestrial Wildlife

It has been determined that there would be no effect on humpbacked, blue, Fin, Sei, right and sperm whales, leatherback and loggerhead sea turtle, western snowy plover, Columbian white-tailed deer, and Oregon silverspot butterfly. A determination of “may affect, but is not likely to adversely affect” has been made for Steller sea lion, bald eagle, brown pelican and marbled murrelet.

Listed Anadromous Fish

Both juveniles and adults of the listed species will be in the vicinity of the project area during the rehabilitation work. Though it is unlikely that they will occur close enough to the work area to be directly impacted by the construction activities it is likely that they will be disturbed during migration by the construction noise and turbidity generated during rock placement. Vibration and noise (that may cause acoustical pressure) generated by constructing the mooring dolphins, offloading the rock and the placement of jetty stone and larger rock may displace or otherwise harass both adult and juvenile salmon during their migration. The extent of this potential impact cannot be quantified; however, it is expected to be small since the area impacted is small compared to the width of the MCR area. In addition, the impacts are intermittent, only occurring for short periods of time followed by longer periods of no vibration or noise while the piles or rocks are being prepared for the next activity. Consequently, it is likely that salmon can easily avoid the impacts from these activities and the short- and long-term effects would be minimal.

Temporary increases in suspended sediment and resultant turbidity from dredging, driving piles or the placement of jetty stones and larger rocks may also impact salmon. These increases in suspended sediment will generally be limited to the construction area and will be low and of short duration, as compared to baseline levels. Alteration of bottom habitat by pile driving or the jetty areas will not impact salmon since these areas do not provide much if any valuable resting or feeding areas. The MCR is an active migration corridor and it is not likely that they are feeding to any extent in this area. Based on the above it is anticipated that MCR jetty rehabilitation will only have a minor impact on salmon.

There will be no impact on kelp, other algae beds, seagrass beds, rock reef areas or other biological habitats other than those stated above since they do not occur in this area.

Marine Use Conflicts

The proposed project will minimally affect the aesthetic enjoyment of the ocean views. Public access to the south jetty and adjacent beach will be closed or restricted during the construction period. Placement of the staging area near the base of the jetty, using State park parking lots and adjacent upland beaches for work areas and rock storage areas, will likely cause some inconvenience to park visitors during the construction period.

The proposed project will not affect commercial fishing, navigation lanes, academic or commercial research operations, communication cable, pipeline, waste disposal locations or any operations that have been leased for extraction of sand and gravel, hard minerals, oil or gas, or any archaeological or historical artifacts. However, not repairing the jetty, which may cause jetty failure, will have a substantial impact on marine use of the area. The major impacts of a jetty failure would be as a result of sediment moving into the navigation channel and blocking commercial navigation travel as well as recreational use of the channel.

Assessing the Effects

Cultural resources potentially affected by the proposed actions include shipwrecks. Jetty site evaluations have concluded that shipwrecks or remnants do not occur at these locations (U.S. Army Corps of Engineers, 1998). The jetty itself is historic; however, it is a typical rock jetty and currently not listed in the National Register. Rehabilitation of the jetty would preserve the historic function.

Both juveniles and adults of the listed salmon species will be in the vicinity of the project area during the rehabilitation work. Though it is unlikely that they will occur close enough to the work area to be directly impacted by the construction activities it is likely that they will be disturbed during migration by the construction noise and turbidity generated during rock placement. Vibration and noise (that may cause acoustical pressure) generated by constructing the mooring dolphins, off-loading the rock and the placement of jetty stone and larger rock may displace or otherwise harass both adult and juvenile salmon during their migration. The extent of this potential impact cannot be quantified; however, it is expected to be small since the area impacted is small compared to the width of the MCR area. In addition, the impacts are intermittent, only occurring for short periods of time followed by longer periods of no vibration or noise while the piles or rocks are being prepared for the next activity. Consequently, it is likely that salmon can easily avoid the impacts from these activities and the short-and long-term effects would be minimal.

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Upon award of the contract to complete the South Jetty repair, the contractor will be responsible for preparing a spill prevention plan in the event an oil spill from the barges or vehicles utilizing the haul road occurs.

The proposed jetty rehabilitation project is consistent with the goals of goal 19. The rehabilitation of the jetty will protect and encourage the beneficial uses of ocean resources such as navigation; avoid, to the extent possible, adverse effects on or operational conflicts with other ocean uses and activities; and complies with applicable requirements of the Oregon Territorial Sea Plan.

Oregon Ocean Resources Management Plan

This is a program to implement Goal 19. This plan, the Ocean Plan, and the Territorial Sea Plan, were established to protect the ocean resources. The proposed action is consistent with this goal. Environmental effects are described in the attached Environmental Assessment (EA). The Biological Assessments (BA) prepared by the Corps indicates no adverse effect on ocean resources.

Oregon Territorial Sea Plan

An outgrowth of the Ocean Plan, this initiates a detailed planning effort for managing ocean resources in Oregon's territorial sea (3-mile band from land). Part 2 of the Territorial Sea Plan contains requirements for resource inventory information, evaluating environmental effects and conducting small-scale environmental disturbances to seek new information. For the proposed action, repair of the South Jetty will be consistent with Goal 19. The environmental effects are described in the attached EA. The BAs prepared by the Corps, indicate no adverse effect on ocean resources.

Clatsop County Land and Water Development and Use Ordinance, Ordinance 80-14

The staging area for the construction phase of the project will be adjacent to parking lot 'C' at Fort Stevens State Park and adjacent to the haul road. The park is under lease to the State of Oregon by the Corps of Engineers and the Corps will exercise their reserved rights to enter and use the property to construct a temporary staging area for construction material and a temporary storage area for rock. The area will be returned to its previous state after completion of the rehabilitation project.

Section 2.010. Procedure Types and Determination of Proper Procedure.

An application for a development permit or land use action shall be processed under either a Type I, II, IIa, III or IV procedure as stated within the procedures under Sections 2.015 to 2.035. All land use actions shall be classified as Type I, II, IIa, III, or IV, unless State law mandates different or additional procedures for particular land use actions or categories of land use actions or specified otherwise by this Code.

The Corps of Engineers is exempt from obtaining a Type II permit and is not subject to the permitting or hearing process as outlined in Section 2.020 of Ordinance 80-14. Pursuant to the federal CZMA, federal agencies are not required to obtain state or local permits unless receipt of such permits is specified in separate federal statutes. Nonetheless, federal agencies are required to demonstrate consistency with the enforceable policies of federally approved coastal programs. Since the Clatsop County Comprehensive Plan is part of the approved coastal program, the following discussion demonstrates consistency of the project with the state's mandatory enforceable policies.

Columbia River Estuary Shoreland and Aquatic Zones

Section 3.660. Conservation Shorelands Zone (CS).

Section 3.662. Purpose and Areas Included

This zone is intended to conserve Columbia River Estuary shorelands which provide important resource or ecosystem support functions and to designate areas for long term uses of renewable resources that do not require major alterations of the estuary, except for the purpose of restoration. They are managed for the protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources, aesthetic values and recreation. Uses of these shorelands shall be compatible with characteristics and uses of the adjacent estuarine waters.

Section 3.664. Permitted Developments

The following use and activity are permitted in the CS zone under a Type I procedure, Section 2.015, and subject to the provisions of Section 3.670, Development Standards: Navigational aids

Section 3.666. Review Developments

The following uses and activity may be permitted as Review Uses in the CS zone under a Type II procedure, Section 2.020, when authorized in accordance with Sections 5.040-5.051 Development and Use Permitted with Review, and subject to the provisions of Section 3.670, Development Standards: Maintenance and repair of existing structures and facilities, including dikes.

Section 3.670. Development Standards.

1. All uses and activities shall satisfy applicable regional policies contained in the Comprehensive Plan, Estuarine Resources and Coastal Shorelands Element.
2. All uses and activities shall satisfy applicable Columbia River Estuary Shoreland and Aquatic Use and Activity Standards contained in the Development and Use Standards Document.
3. All other applicable ordinance requirements shall be satisfied.
4. Shoreline setbacks shall meet the requirements of development standards S4.237, Riparian Vegetation Protection.

5. When a proposal includes several uses, the uses shall be reviewed in aggregate under the more stringent procedure.
6. Uses that are water-dependent must meet the criteria in Section S4.243(1). Uses that are water-related must meet the criteria in Section S4.243(2).
7. Uses that are not water-dependent shall not preclude or conflict with existing or probable future water-dependent uses on the site or in the vicinity.

The review and conditional developments outlined above do not apply to the rehabilitation project except for repairing a navigational structure (navigational aid) and maintenance and repair of structures and facilities. The South Jetty Rehabilitation Project would be considered maintenance and repair of an existing structure. The maintenance of the jetty satisfies all applicable regional policies contained in the Comprehensive Plan, Estuarine Resources, Coastal Shorelands Element, Columbia River Estuary Shoreland and Aquatic Use and Activity Standards contained in the Development and Use Standards Document and all other ordinance requirements.

The South Jetty Rehabilitation Project will not impact Riparian Vegetation at the staging site within the boundaries of the state park.

The South Jetty is used for only a single purpose of navigational aid. The temporary staging areas, as stated above, will be for storage of construction material and stone for the duration of the project. At completion of the project, the staging area will be returned to its previous state by the contractor.

The Development Standards require that water-dependent uses must meet the criteria outlined in S4.243 (1) and uses that are water-related must meet the criteria in Section S4.243 (2) of the Clatsop County Standards Document, Ordinance 80-14. As the EA outlines, the project will either be land-based or water-based. For water-based operations, a barge will off load rock by a crane and place it on the jetty or a barge off-loading platform may be constructed. Because the barge will be providing services, this activity will also be considered a water-related activity and meets the criteria or S4.243 (1) and S4.243 (2).

Since the rehabilitation project of the South Jetty will be to repair an existing navigational structure and the staging area for the duration of the construction period is temporary, the Corps will be in conformance with the outline criteria in the Development Standards.

Section 3.674. State and Federal Permits

If any state or federal permit is required for a development or use, an applicant, prior to issuance of a development permit or action, shall submit to the Planning Department a copy of the state or federal permit. The Corps is exempt from obtaining a permit for this action and will therefore not be requesting a permit for the South Jetty Rehabilitation project.

Section 5.125, Consistency Review Procedure for Federal Activities and Development Projects

This Coastal Zone Management Act consistency determination has been prepared for review by the States of Oregon and Washington.

Columbia River Estuary Land and Water Use Plan

Section S4.276, Estuarine Construction: Piling and Dolphin Installation and Barge Off-Loading Platform

This section addresses over the water and in-water structures. The South Jetty would be rehabilitated by placing stones on top of an already existing jetty structure. The repair of the South Jetty would not require work outside of the original footprint and therefore would not fall under the category of new or enlarged navigational structure. The dolphin installation and temporary barge off-loading platform, would only require installation of temporary structures and all the dolphins and platform would be removed as soon as the project was completed.

S4.242, Water Quality Maintenance

The potential adverse water quality effects have been addressed in the EA prepared for this action. Placement of jetty stone, the temporary placement of dolphins and construction of the barge off-loading platform would not contribute to unacceptable levels of turbidity, dissolved oxygen, biochemical oxygen demand or contaminants. The proposed action has no effect on water temperature.

Statement of Consistency

Based on the above evaluation, we have determined that the repair of the South Jetty at the Mouth of the Columbia River and activities associated with these repairs complies with the Clatsop County Comprehensive Plan. The action is, therefore, consistent with the State of Oregon's Coastal Zone Management Program to the maximum extent possible.