



US Army Corps
of Engineers

SAN FRANCISCO DISTRICT

PUBLIC NOTICE

NUMBER: 24855N DATE: MAY 12, 2000
RESPONSE REQUIRED BY: JUNE 11, 2000

Regulatory Branch
333 Market Street
San Francisco, CA 94105-2197

PERMIT MANAGER: David Ammerman PHONE: 707-443-0855 dammerman@spd.usace.army.mil

1. INTRODUCTION: The City of Eureka, 531 K Street, Eureka, California 95501 (Contact: Mr. Brent Siemer, City Engineer at 707-441-4191) has applied for a Department of the Army permit to remove and demolish approximately 30,600 square feet (sf) of existing deteriorated piers, pilings, floating docks, and other structures; and to construct approximately 56,000 sf of new piers, pilings, boardwalks, floating docks and bulkheads; install tide gates and storm drains; and place approximately 4,280 cubic yards (CY) of rock slope protection and soil fill into navigable waters of the United States (Humboldt Bay and adjacent wetlands), along the waterfront between "C" and "F" Street, in the City of Eureka, in Humboldt County, California. The above project is known as the Eureka Inner Channel Dock and Boardwalk Revitalization Project. This application is being processed pursuant to the provisions of Section 404 of the Clean Water Act (33 U.S.C. 1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

2. PROJECT DESCRIPTION: As shown in the attached drawings, the applicant plans to remove deteriorated piers, pilings and other structures from approximately 1,400 lineal feet of Eureka's waterfront. In the place of the demolished structures, the applicant proposes to construct a series of piers, floating docks, public plaza areas, and boardwalks. The applicant also proposes to construct rock slope protection and bulkheads where erosion control is a concern.

The applicant states the purpose of the project is to improve visual and pedestrian access to Eureka's waterfront and along Humboldt Bay. The new boardwalks would include niches and plazas for

public gathering, recreation, and sightseeing. The project is intended to attract pedestrians and sightseers down to the boardwalk and would include amenities such as sculptures, flagging, landscaping, seating and gathering areas, and interpretive signage. The new floating docks would provide transient and permanent moorage of recreational, charter, and rental boats. In addition, a portion of the project would include the following improvements to Eureka's Fisherman's Terminal: a fixed dock with jib cranes for off-loading of fish and gear from fishing vessels as well as a paved work area for handling of fish and gear.

Volumes of fill and area coverage of proposed structures in Corps of Engineers (Corps) jurisdiction are described below (Corps jurisdiction includes all proposed fill below the High Tide Line [below 10 feet MLLW] and all structures placed over water or below the Mean High Water [below 6 feet MLLW]):

DEMOLITION ACTIVITY:

1. Remove a total of 19,193 sf of existing pier and cut off piling at the mudline (See Sheets 3 and 4 of drawings):

5,600 sf in front of former Landing Restaurant
1,060 sf at foot of "C" Street
12,533 sf from east line of "C" St. to "F" Street

2. Remove a total of 11,570 sf of existing piling (Sheets 3 and 4):

1,800 sf west of the Landing Restaurant
5,000 sf between "C" and "D" Streets

4,770 sf west of "F" Street.

3. Total number of pilings removed by the project total 540 pilings.

4. Remove a total of 4,480 sf of existing floating docks located at the foot of "C" Street, at the foot of "D" Street (the Humboldt State University Rowing Club crew dock), in front of the existing Fisherman's Building, and at the foot of "F" Street (Sheets 3 and 4).

4. Remove 200 sf of bulkhead wall at the foot of "C" and "F" Streets (Sheets 3 and 4).

5. Remove all debris (cables, tires, etc.) located on the intertidal mudflat west of the former Landing Restaurant pier.

Note: Disposal of all above debris, old docks, and pilings would be at a municipal landfill or an approved disposal area for hazardous or toxic materials (creosote-treated piles).

NEW CONSTRUCTION:

(See Table 1, Sheet 21 of drawings for breakout of work in Corps jurisdiction)

1. Construct a 420-foot long by 40-foot wide concrete wharf berth, commercial fishing dock (to be known as the Fisherman's Terminal Dock)(16,800 sf) starting approximately 360 feet west of "C" Street to the east side of "C" Street, between the Bulkhead Line and approximately 20 feet bayward of the Pierhead Line (Sheets 2 and 9A). This dock structure would be equipped with three jib cranes with electric winches (2 at two tons and 1 at five tons), bollards spaced at 60 feet on center at the pile caps, a fender system of precast concrete piling, and overhead lighting.

2. Construction of a public pedestrian plaza the full width of "C" Street and extending from the back of the Bulkhead Line to approximately 20 feet bayward of the Pierhead Line including the extension of water and sewer lines (Sheet 9A). The area of "C" Street Plaza fixed dock and piles would be included

in the Fisherman's Terminal Dock total (See paragraph # 1).

3. Install a new tide gate on an existing 54-inch diameter reinforced concrete pipe within the "C" Street right-of-way (Sheet 9A).

4. Construct a new Boardwalk (23,590 sf) extending from "C" Street to "F" Street for approximately 340 feet. The Boardwalk would range in width from 16 to 60 feet with a 60 foot width at "D" Street and extends over Humboldt Bay with landward edge 7 to 24 feet landward of the Bulkhead Line (Sheets 2, 10A, and 11).

5. Construct a new 8-foot wide floating dock (5,491 sf) adjacent to the proposed Boardwalk extending from the east line of "D" Street to 50 feet west of the west line of "F" Street for approximately 530 lineal feet total. (Sheet 10A).

6. Construct the "F" Street Plaza from First Street to the Inner Channel Pierhead Line (9,510 sf). This plaza would be approximately 170 feet wide including the 60-foot wide "F" Street right-of-way. The plaza would extend from approximately 50 feet landward of the Bulkhead Line to the Pierhead Line. Water and sewer lines would be extended to the new boardwalk area (Sheet 12A).

7. Construct a new storm drain and tide gate in the "F" Street right-of-way (Sheet 12A).

ROCK SLOPE PROTECTION AND BULKHEADS:

1. Construct 380 lineal feet (290 lineal feet in Corps jurisdiction) of interlocking sheetpile bulkhead wall at the proposed Fisherman's Terminal Dock anchored by tie rods and "dead man" anchors, including approximately 350 CY of engineered backfill and pavement in Corps jurisdiction (Sheet 9A).

2. Place 66 CY and 75 lineal feet of rock slope protection in front of the cut off wall at the foot of "C" Street (Sheet 9A).

3. Place 198 CY of rock slope protection (RSP). The RSP would extend approximately 270 feet from "C" street to the foot of "D" Street (Sheet 10A).

4. Place 33 CY of rock slope protection in front of the cut off wall at the foot of "F" Street (Sheet 9A and 12A).

5. Place 40 CY of rock slope protection extending approximately 290 feet from "F" Street to within 120 feet west of G Street (Sheet 12A).

Total fill and rock slope protection to be placed in Section 404 jurisdiction is approximately 700 CY.

3. STATE APPROVALS: Under Section 401 of the Clean Water Act (33 U.S.C. Section 1341), an applicant for a Corps permit must obtain a State water quality certification or waiver before a Corps permit may be issued. The applicant has provided the Corps with evidence that he has submitted a valid request for State water quality certification to the North Coast Regional Water Quality Board. No Corps permit will be granted until the applicant obtains the required certification or waiver. A waiver shall be explicit, or it will be deemed to have occurred if the State fails or refuses to act on a valid request for certification within 60 days after the receipt of a valid request, unless the District Engineer determines a shorter or longer period is reasonable for the State to act.

Those parties concerned with any water quality issues that may be associated with this project should write to the Executive Officer, California Regional Water Quality Control Board, North Coast Region, 5550 Skylane Boulevard, Suite A, Santa Rosa, California 95403, by the close of the comment period of this public notice.

4. PRELIMINARY ENVIRONMENTAL ASSESSMENT: The Corps of Engineers has assessed the environmental impacts of the action proposed in accordance with the requirements of the National Environmental Policy Act of 1969 (Public Law 91-190), and pursuant to Council on Environmental Quality's Regulations, 40 CFR 1500-1508, and Corps of Engineers' Regulations, 33

CFR 230 and 325, Appendix B. Unless otherwise stated, the Preliminary Environmental Assessment describes only the impacts (direct, indirect, and cumulative) resulting from activities within the jurisdiction of the Corps of Engineers. The Preliminary Environmental Assessment resulted in the following findings:

a. IMPACTS ON THE AQUATIC ECOSYSTEM

(1) PHYSICAL/CHEMICAL CHARACTERISTICS AND ANTICIPATED CHANGES

Substrate - The above proposed project would involve placement of fill on approximately 6,600 square feet of intertidal rocky substrate. The rocky substrate would be replaced with engineered soil fill and RSP (See Sheets 7 and 8). The replacement of existing rocky substrate with RSP would be a long-term, direct, minor impact on rocky substrate. In addition, approximately 515 square feet of soil substrate under tidal wetlands (saltmarsh) would be covered with engineered soil fill at the Fisherman's Terminal Dock. With mitigation proposed off-site, the impact on tidal marsh substrate would be long-term, direct, and minor (see also the section under "Mudflats - Special Aquatic Site" further in this assessment below).

Erosion/Sedimentation Rate - There would be short-term, minor impacts on sedimentation rates into Humboldt Bay during construction of the proposed project. The proposed sheet-pile bulkheads and rock slope protection would reduce future erosion at the project site due to tides, wind generated waves, and boat or ship wakes.

Water Quality - Potential water quality impacts include short-term turbidity during demolition and construction, and accidental release of creosote particles into the Bay. The level of turbidity caused by demolition and construction activities would not exceed normal winter storm-event turbidity in the Bay (City of Eureka, Initial Study, 1998). There may be accidental spills of petroleum products, hydraulic fluid, grease, and fish products into Humboldt Bay during the use of jib cranes at the

Fisherman's Terminal Dock, during the loading and unloading of vessels. Overall, the impact on Humboldt Bay water quality due to the project would be short-term, adverse, but minor.

(2) BIOLOGICAL CHARACTERISTICS AND ANTICIPATED CHANGES

Wetlands (Special Aquatic Site) - A total of 515 square feet of salt marsh (tidal wetland) would be destroyed by the placement of engineered fill behind the proposed sheet-pile bulkhead at the Fisherman's Terminal Dock. The dominant, impacted plant species include cordgrass, Spartina densiflora, pickleweed, Salicornia virginica, and saltgrass, Distichlis spicata, typical of high elevation salt marsh. The applicant proposes mitigation for the 515 square feet of salt marsh lost by creating salt marsh on 1:1 mitigation ratio off-site at a location known as Parcel 4 behind the Bayshore Mall shopping center in the City of Eureka approximately three miles south of the project site (see Sheets 22 and 23). The upland fill shown on sheet 24 would be removed down to an elevation matching the surrounding salt marsh (Eureka Inner Channel Dock and Boardwalk Revitalization Project Marine Resource Mitigation Monitoring and Reporting Program, prepared by SHN Consulting Engineers & Geologists, October 1999). A copy of the SHN mitigation plan is available for review in the Eureka Office of the Corps of Engineers or can be obtained from SHN Engineers or the City of Eureka.

There would be short-term, minor adverse effects on wetlands during project construction. After completion of the proposed wetland mitigation, project impacts to tidal wetlands would be neutral.

Mud Flats (Special Aquatic Site) - Construction of the proposed Boardwalk would cover open waters of Humboldt Bay and shade (reduction of sunlight) 5,500 square feet of intertidal mudflats (no eelgrass was found on these mudflats). There would be no direct filling of mudflats. Intertidal mudflats harbor invertebrates that in turn serve as a food source for shorebirds such as willets, curlews and sandpipers. As mitigation for the project impacts of shading, the applicant proposes to create new intertidal mudflats

in the same general area as the salt marsh mitigation site. At this site, 4,200 square feet of concrete foundation (see Sheet 24) would be removed and the concrete hauled to an upland site outside of Corps jurisdiction (municipal landfill in Humboldt County) (SHN, October 1999). The substrate exposed by foundation removal would be lowered and graded to match elevations of surrounding intertidal mudflat. The proposed project, with implementation of the above mitigation, would have a neutral impact on intertidal mudflat due to replacement on a 1.3:1 ratio.

Endangered Species - Coho salmon, Oncorhynchus kisutch, an anadromous fish, are known to be present in Humboldt Bay (U.S. Army Corps of Engineers, EIS, 1995; and Boberg, J., and Kenyon, C., Stream Inventory, 1979). The National Marine Fisheries Service (NMFS), in the Federal Register dated 1999, designated Humboldt Bay as critical habitat for the coho salmon. Coho salmon are known to hide and feed in eelgrass after coming downstream from tributaries to Humboldt Bay such as Freshwater Creek and Jacoby Creek in the north bay. Additional evidence of coho use of bays and estuaries comes from a Pacific Northwest study by J. Miller and C. Simenstad, 1979. The study indicated that estuarine residence provides juvenile salmon with extensive forage opportunities, refuge from predation, and time for physiological adaptation to increasing salinities during the transition from fresh to salt water. In the Humboldt Bay and Humboldt County coastline, however, most of the coho salmon populations migrate and spawn in major river systems such as the Eel River and Mad River located north and south of Humboldt Bay. In terms of the City of Eureka's project area along the waterfront, the presence of coho salmon adjacent to the city waterfront would likely be transitory. The project proposed above would avoid eelgrass impacts, thus leaving potential cover for juvenile fish intact. Existing features along the waterfront may provide temporary refuge for salmon within existing pilings, docks and wharfs. The new facilities proposed would eventually serve as refuge or feeding areas for salmon, although human activity at these areas could likely initiate fright reaction in any fish that venture near the docks. Salmon are

highly mobile, and the proposed construction activities including noise and vibration could cause the fish to move away from the construction site.

Chinook salmon are Federally-listed as threatened from Redwood Creek in Humboldt County south through Humboldt Bay and further south of the Humboldt County line. Chinook adults spawn within some of the bay's tributaries (Fritzche & Cavanaugh, 1995). The first year of life is spent in an estuary followed by a four to five year ocean phase before returning as adults to spawn in their natal tributary.

In addition, the salt marsh area to be filled by the project and the proposed mitigation area contains a substantial population of Point Reyes Birdsbeak Cordylanthus maritimus ssp. palustris. This plant is not Federally listed as endangered or threatened, but it is a Federal and state candidate for listing (pers. comm., H. Pierce, California Department of Fish and Game). Other endangered species that are present in Humboldt Bay includes the California Brown Pelican and Tidewater Goby.

The Corps will initiate consultation with the U.S. Fish and Wildlife Service and the NMFS regarding the above species as required by Section 7 of the Endangered Species Act.

Habitat for Fish, Other Aquatic Organisms, and Wildlife - Humboldt Bay is aquatic habitat for a large variety of vertebrate and invertebrate aquatic organisms. Fish common in the bay are dogfish, bat rays, flounder and other flatfish, perch, and many other species (Fritzche and Cavanagh, 1995). Vertebrate fish that would be most likely to appear along the city waterfront include but not limited to the brown smoothhound shark, sevengill shark, dogfish, bat rays, northern anchovy, Pacific herring, jack smelt, brown and copper rockfish, and pile and white surfperch. Invertebrates on the mudflats provide a food source for shorebirds as well as bottom feeding fish. The proposed project would eliminate some rocky intertidal and shade out intertidal mudflat. The proposed project would have neutral impacts on intertidal mudflat provided that mitigation for the mudflat is successful.

The applicant proposes mitigation for the loss of 6,600 square feet of intertidal rocky habitat that would be filled by the construction of new bulkheads, placement of engineered fill, and construction of rock slope protection. The mitigation consists of "designating" 20,200 square feet of rocky intertidal habitat located within the Eureka Small Boat Basin Rehabilitation project (Sheet 25). The rocky intertidal habitat would be established within the rock slope protection constructed at the Small Boat Basin under a previous Corps of Engineers permit (Permit No. 23018N, dated August 28, 1998). Rocky intertidal habitat generally consists of rocky outcrops along the shoreline of variable size, with numerous voids that provide hiding places for fish and invertebrates that can attach themselves to the rocks such as limpets, mussels, starfish, and barnacles. At the project area the habitat is sparsely rocky and is composed of more concrete rubble and man-made debris than natural substrate. The proposed rock slope protection to be placed on rocky intertidal mudflat, may provide better habitat value even though the RSP would be of a more uniform size and shape than the existing irregularly shaped intertidal rocky habitat. The RSP would have enough voids to provide the same hiding places and substrate for vertebrate and invertebrate aquatic life mentioned above. In light of the preceding, mitigation requirements for rocky intertidal habitat could be reduced to only that rocky habitat permanently covered with the engineered fill placed behind the proposed sheetpile bulkheads. However, designating an existing rock slope protection for mitigation is not mitigation itself. Mitigation involves creating or restoring new rocky intertidal mudflat. The applicant should find an area not currently rocky or of sparse habitat value in order to properly mitigate for rocky intertidal habitat loss.

b. IMPACTS ON RESOURCES OUTSIDE THE AQUATIC ECOSYSTEM

(1) PHYSICAL CHARACTERISTICS AND ANTICIPATED CHANGES

Air Quality - Project activity would have minor,

short-term impacts on air quality in the vicinity of the project site. Based on the relative minor size of the proposed project and limited to an evaluation of air quality impacts only within Corps jurisdictional areas, the Corps has determined that the total direct and non-direct project emissions would not exceed the de minimis threshold levels of 40 CFR 93.153. Therefore, the proposed project would conform to the State air quality implementation Plan (SIP) for California.

Noise Conditions - The highest noise levels generated by the project would result from use of heavy machinery during demolition and construction activities. By confining work to normal work hours during the week, the project noise effects would be short-term, adverse, but minor. Some concern was raised about pile-driving activities in Humboldt Bay for this project. SHN (SHN, October 1999) states that the project would use the "jet" method for pile driving. This method involves shooting a strong jet of water into the ground to create the pile hole. A casing is then inserted into the pile hole, and the pile itself is inserted into the casing. The final placement of the pile is completed by pounding the pile in place until a specified friction coefficient is reached. This method reduces potential ground vibration and noise by reducing the amount of pounding needed to place the pile.

(3) SOCIOECONOMIC CHARACTERISTICS AND ANTICIPATED CHANGES

Aesthetic Quality - The project would have short-term, minor adverse impacts on the aesthetic quality of Humboldt Bay and the Eureka waterfront during the construction phase. The project purpose is to enhance public access and scenic vistas of Humboldt Bay along the waterfront. It is anticipated that, after project completion, there would be a net, long-term, minor, beneficial impact on Humboldt Bay aesthetic quality in contrast with the existing situation of abandoned and deteriorating pilings and structures that are considered to detract from the aesthetic value of the waterfront.

Commercial Fishing - Part of the project purpose is to provide facilities (specifically the Fisherman's

Terminal Dock) for use by commercial fishermen to load and unload fishing gear and fish product. This would be a long-term, moderate beneficial impact on those who make their living in commercial fishing.

Economics - The proposed project would have a long-term, moderate beneficial effect on local and transient commercial fishermen looking for another convenient location to load/offload and temporarily store fish product for commercial sale, particularly at the proposed Fishermen's Terminal Dock. The proposed project is intended to attract recreational use of the waterfront by local residents and outside visitors. The proposed project is only a few blocks from the Old Town of Eureka which has a variety of retail stores and restaurants catering to tourists. There would be a long-term, moderate beneficial impact to local businesses (increased sales) due to the spillover of visitors from the city boardwalk and public plazas proposed for the waterfront. There may be the additional commercial benefit by the direct interaction between commercial fishermen and the public (e.g., off-the-dock sale of crab or fish to the public at the project site where allowable).

Employment - The proposed project during construction would provide short-term, minor beneficial impact of employment for contractors, heavy equipment operators, and construction laborers.

Population/Growth Inducement - The construction of the proposed Boardwalk would indirectly induce "population growth" by providing waterfront access to foreseeable future projects such as the "Eureka Pier" project, "C" Street Hotel project, and development of the Dunaway and Sicard properties. The uses for the foreseeable future projects are primarily short duration visitor-serving uses, such as retail sales, restaurants, and hotels. These projects would develop less than a total of twenty permanent residences (Initial Study, 1999). This would be a short-term, minor impact on population growth/Inducement. To local businesses this would be a beneficial impact, but to local residents it may be adverse due to increased traffic and lack of parking.

Public Health and Safety - The project involves the demolition, removal and disposal of all existing dock structures including creosote soaked piles. The creosote piles may be considered contaminated or hazardous materials. The creosote piles would be removed and taken to a disposal site certified to accept such materials. In addition, the existing pilings and dilapidated piers represent a hazard to people who inadvertently or purposely attempt to access these structures and thus presents a liability to the city or individual property owners. The proposed project would construct safe access to the Eureka waterfront. The proposed project, therefore, would be a long-term, major beneficial impact to public health and safety.

Recreational Opportunities - The purpose of the project, in part, is to create a pedestrian-friendly space for locals and tourists to recreate, including sightseeing and fishing where allowable. Interpretive signs are planned along the boardwalk and plazas to enhance the enjoyment and provide information on the area to visitors. The proposed project would, therefore, have a long-term, major beneficial impact on recreational opportunities for the public.

Recreational Fishing - If allowable by local ordinances and state fish and game laws, recreational fishing may occur along the new docks and boardwalks if fishing does not conflict with other uses.

Traffic/Transportation - The project would induce traffic through development of the Fisherman's Terminal Dock and public pedestrian boardwalk. According to the City Engineer, the direct traffic generated by the boardwalk would be minimal and would have peak hour traffic at lunchtime, possibly the dinner hour, and weekends. The project would not cause a substantial increase in traffic compared to the existing traffic load and capacity of the street system (Initial Study, 1999).

Transportation/Navigation - Most of the proposed project would be built out approximately 20 feet bayward of the Pierhead Line (Sheets 1 and 9). The closest proposed structure to the Inner Channel Line

(the Federal Navigational Channel) would be the 8-foot wide Floating Dock adjacent to the proposed Boardwalk. The bayward edge of this floating dock at its apex (just east of "E" Street) would be approximately 7-8 feet from south edge of the Inner Channel Line. The Corps of Engineers periodically dredges within the Channel Line to maintain navigation for vessels. A large vessel exceeding a beam of 8 feet could encroach into the Channel Line, however this channel is used mostly by smaller fishing and recreational boats, harbor tugs, and Coast Guard vessels moored at the Woodley Island Marina. Therefore, it is unlikely the project would pose a navigational hazard provided adequate night lighting and marking is displayed towards bay waters.

(4) HISTORIC - CULTURAL CHARACTERISTICS AND ANTICIPATED CHANGES

The Initial Study prepared by the City of Eureka's Community Development Department (submitted with the Department of the Army permit application) states the following regarding the proposed project's impacts on cultural resources: The Humboldt Bay area, including near the project site, was once settled by Native Americans and was also the area where the first non-Native Americans settled prior to the establishment of the City of Eureka. The presence of paleontological, archaeological, historical, or unique ethnic or sacred resources cannot be ruled out. Over the last century nearly the entire waterfront of Humboldt Bay has been filled for the purpose of establishing and expanding the City of Eureka. It is anticipated that the majority, if not all, the expected cultural resources are below grade level. The proposed project is located primarily on the bayward side of the top of bank, and with the exception of the placement of rock slope protection, will not involve the excavation of soils that may expose cultural resources. If undiscovered paleontological, archaeological, historical, ethnic or religious resources are encountered during demolition or construction activities, state law requires that all work cease and a qualified cultural resources

specialist be contacted to analyze the significance of the find, and formulate further mitigation (e.g., project relocation, excavation plan, protective cover). Pursuant to the California Health and Safety Code Section 7050.5, if human remains are encountered, all work must cease and the County Coroner contacted. Because the likelihood of exposing paleontological, archaeological, historical or unique ethnic or sacred resources during demolition and construction is very low and is regulated by state law, the City of Eureka believes that the project would not result in a substantial adverse change in the significance of a historical or archaeological resource, nor directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, nor disturb any human remains.

c. SUMMARY OF INDIRECT IMPACTS

There may be an indirect impact on population growth/inducement when the project is completed due to increased public access to the waterfront and a minor increase in residents associated with the commercial portion of the facility.

d. SUMMARY OF CUMULATIVE IMPACTS

The City of Eureka was granted Department of the Army Permit No. 22215N on December 10, 1997, to dredge 8,119 cubic yards in front of the Landing Restaurant dock at the foot of "C" Street (dredged area 0.50 acres) and 4,348 cubic yards in front of the existing Fisherman's Building and F Street Dock (dredged area 0.50 acres). This dredging resulted in cumulative loss 0.10 acres of eelgrass and 1.10 acres of intertidal mudflats for the entire waterfront project including the Landing Dock and Fisherman's Building.

The proposed boardwalk and Fisherman's Terminal Docks, etc. would cause no additional impacts to eelgrass but would shade over a total of 5,500 square feet or 0.14 acres of intertidal mudflat without eelgrass. The applicant proposes to mitigate for this loss by creating 0.14 acres of intertidal mudflat at the Parcel 4 site behind Bayshore Mall to achieve no net loss of intertidal mudflat. In

addition, 515 square feet of tidal marsh would be destroyed by the bulkhead backfill at the Fisherman's Terminal Dock area, but would be mitigated for by creating 515 square feet of salt marsh at the Parcel 4 mitigation site, a no net loss of tidal wetlands. There would be a net loss of rocky intertidal habitat of low value which could be mitigated for on a less than 1:1 ratio. There would be a net loss of approximately 7,000 square feet cumulatively of open water habitat (surface water only) due to the construction of the boardwalk, boarding float, and floating docks (23,000 square feet versus the existing 16,000 square feet now covered by existing pilings and dilapidated docks). Aquatic life could still access the open water habitat underneath the new pilings and docks.

e. CONCLUSIONS AND RECOMMENDATIONS

Based on an analysis of the above identified impacts, a preliminary determination has been made that it will not be necessary to prepare an Environmental Impact Statement (EIS) for the subject permit application. The Environmental Assessment (EA) for the proposed action has, however, not yet been finalized and this preliminary determination may be reconsidered if additional information is developed.

5. EVALUATION OF ALTERNATIVES:

Evaluation of this activity's impacts includes application of the guidelines promulgated by the Administrator of the Environmental Protection Agency under Section 404(b) of the Clean Water Act (33 U.S.C. 1344(b)). An evaluation was made by this office under the 404(b)(1) guidelines and it was determined that the proposed project is water dependent.

The applicant has considered three project designs alternatives:

Alternative A - Lineal Boardwalk with Continuous Float - Alternative A incorporated a lineal boardwalk and dock alignment. A continuous floating dock was included from C Street to F street for transient moorage and boat rentals. In front of

the proposed Fisherman's Wharf Development, the floating dock had additional boat slips. A moderate-sized plaza was located at the foot of "C" Street, and large plaza was located at the foot of "F" Street. Smaller plazas were placed at key pedestrian access areas at the foot of D and E Streets. The boardwalks was designed to be a uniform 40 feet wide except for a 16-foot wide portion in front of the proposed C Street Hotel.

Alternative B - Discontinuous, Segmented Boardwalk (the former preferred alternative) - Alternative B incorporated a segmented layout of the boardwalk and dock to create a variety of pedestrian scale spaces. Medium size plazas were placed at the foot of C and F Streets. Three segments of floating dock were provided for transient moorage and boat rentals. A waterfront plaza and a viewing pier were proposed at the foot of F Street.

Alternative C - Segmented Boardwalk with minimized plazas - Alternative C provided extensive realignment and segmentation of the boardwalk and dock to create a diversity of spaces and views. Small plazas were provided at the foot of C and F Streets. C street was closed off to vehicle access and extensive upland development was switched to provide a separation between buildings and the boardwalk while allowing views down into the water or intertidal areas.

Preferred Project Alternative (after consultation with Federal and state resource agencies) - Segmentation of the boardwalks was incorporated as a principal design feature to reduce the area covered by the structure. The floating docks between C and D street and at the foot of F Street were removed from alternative B (preferred alternative) and the footprint of the C Street plaza was reduced in size to conform to the C Street right-of-way. The portion of the boardwalk in front of the proposed Sicard mixed-use development, east of F Street, was reduced in size to reduce impacts to intertidal mudflat with eelgrass. These changes reduced the overall magnitude of the project and eliminated all impacts to eelgrass.

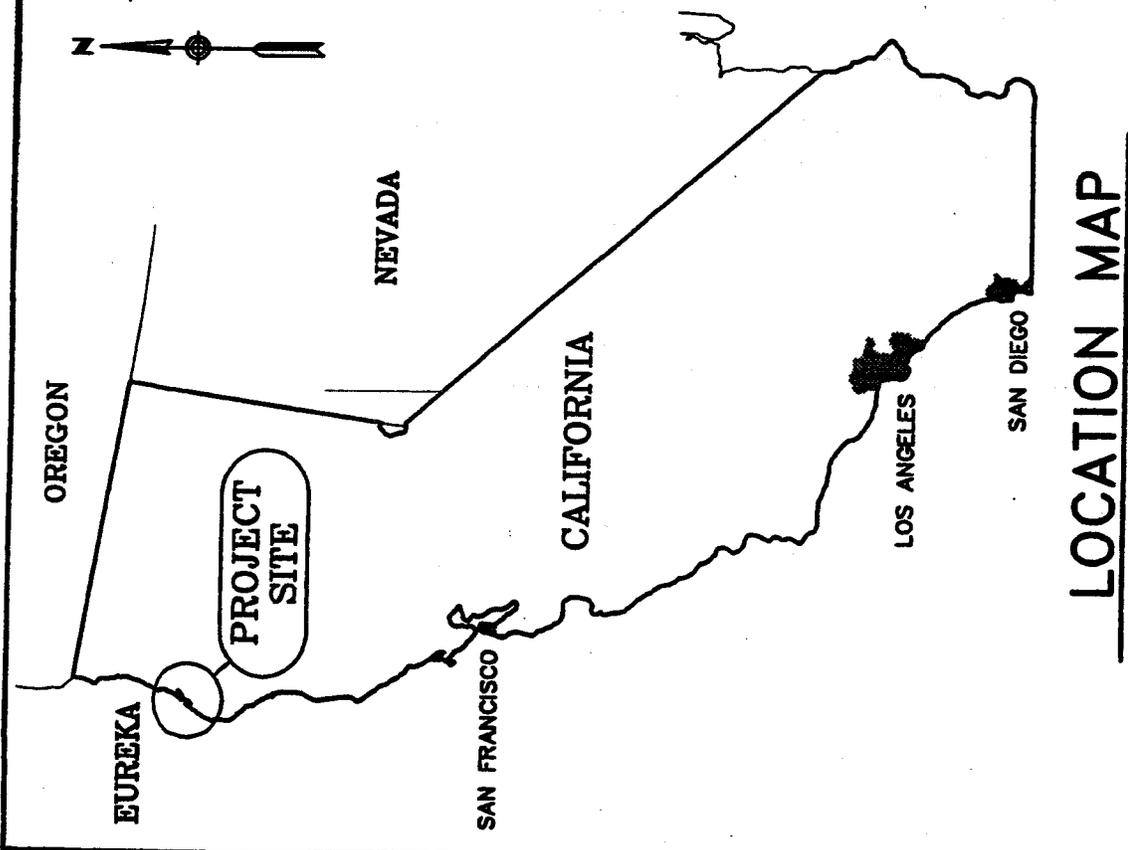
6. PUBLIC INTEREST EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts which the proposed activity may have on the public interest requires a careful weighing of all those factors which become relevant in each particular case. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. The decision whether to authorize a proposal, and if so the conditions under which it will be allowed to occur, are therefore determined by the outcome of the general balancing process. That decision will reflect the national concern for both protection and utilization of important resources. All factors which may be relevant to the proposal must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

7. CONSIDERATION OF COMMENTS: The Corps of Engineers is soliciting comments from the public, Federal, State and local agencies and officials, Indian Tribes, and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the

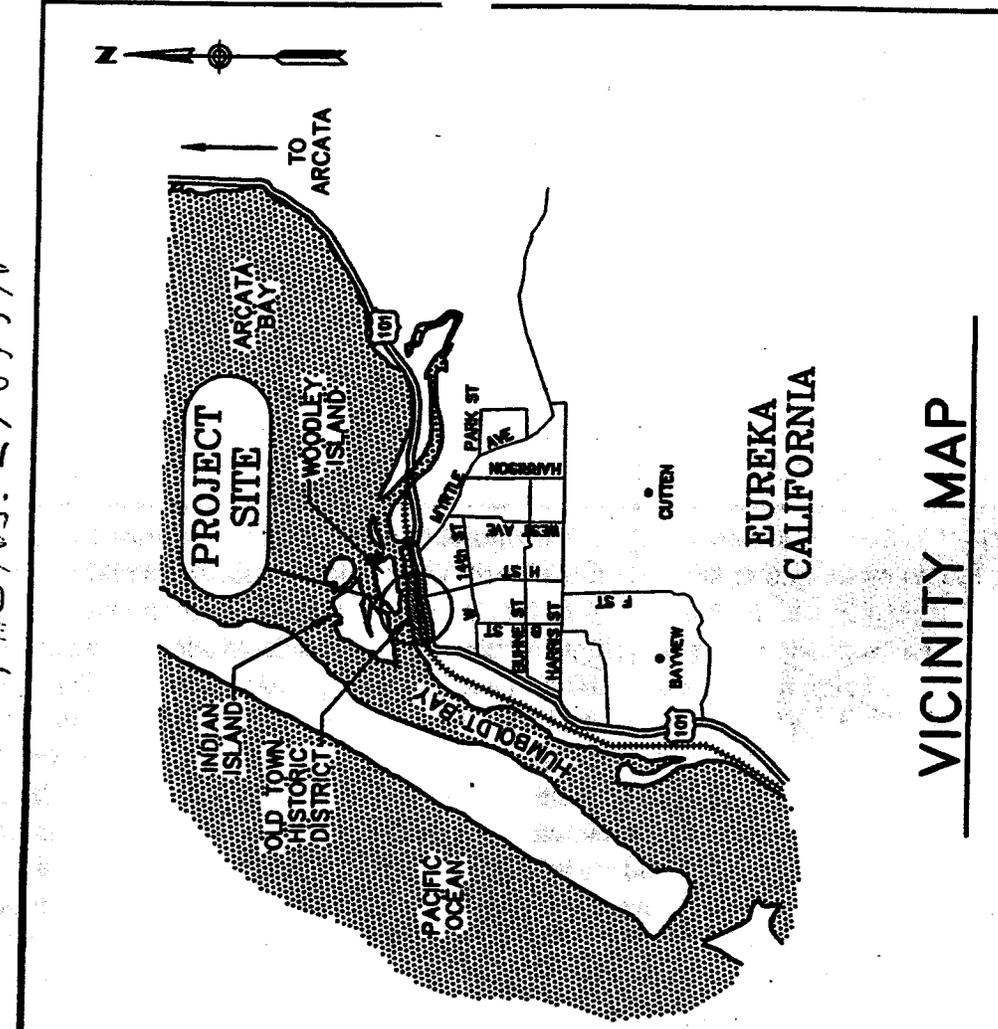
proposed activity.

8. SUBMISSION OF COMMENTS: Interested parties may submit in writing any comments concerning this activity. Comments should include the applicant's name, the number, and the date of this notice and should be forwarded so as to reach this office within the comment period specified on page one of this notice. Comments should be sent to the Regulatory Branch. It is Corps policy to forward any such comments which include objections to the applicant for resolution or rebuttal. Any person may also request, in writing, within the comment period of this notice that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. Additional details may be obtained by contacting the applicant whose address is indicated in the first paragraph of this notice, or by contacting David Ammerman of our Eureka Office at telephone 707-443-0855 or email dammerman@spd.usace.army.mil. Details on any changes of a minor nature which are made in the final permit action will be provided on request.

File / Us. 24855N



LOCATION MAP



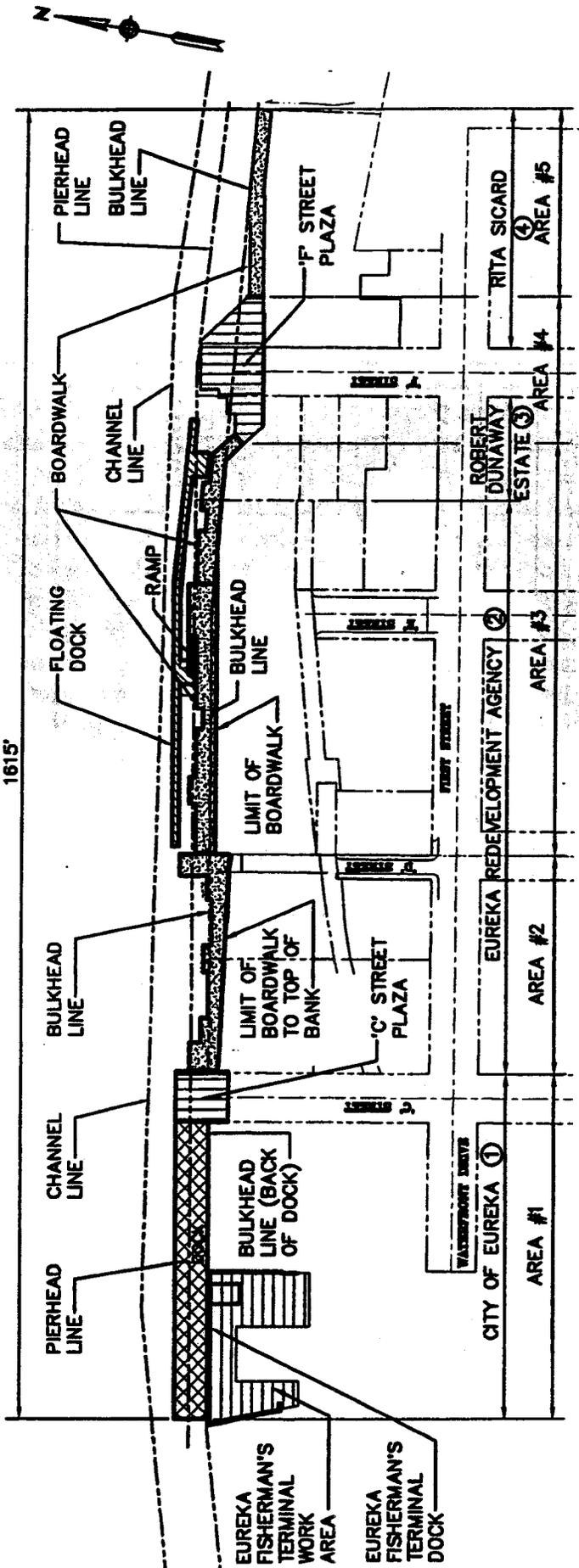
VICINITY MAP

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION
DATUM: MLLW - 0.0'
ADJACENT PROPERTY OWNERS:
 1. CITY OF EUREKA
 2. EUREKA REDEVELOPMENT AGENCY
 3. ROBERT DUNAWAY ESTATE
 4. RITA SICARD

CITY OF EUREKA
 631 K STREET
 EUREKA, CALIFORNIA

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 1 OF 30-25
DATE: NOVEMBER 1988

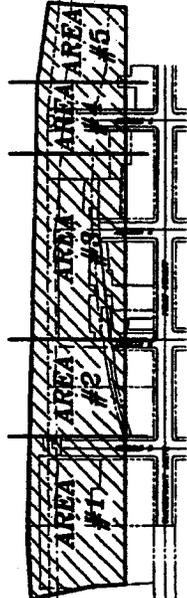
File No. 24855-N



LEGEND

- FISHERMAN'S TERMINAL DOCK
14,480 sq ft
- FISHERMAN'S TERMINAL WORK AREA
13,976 sq ft
- PUBLIC PLAZA AREA
13,140 sq ft
- BOARDWALK
23,580 sq ft
- FLOATING DOCK (TRANSIENT MOORAGE)
5,491 sq ft

PROJECT PLAN



KEY PLAN

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

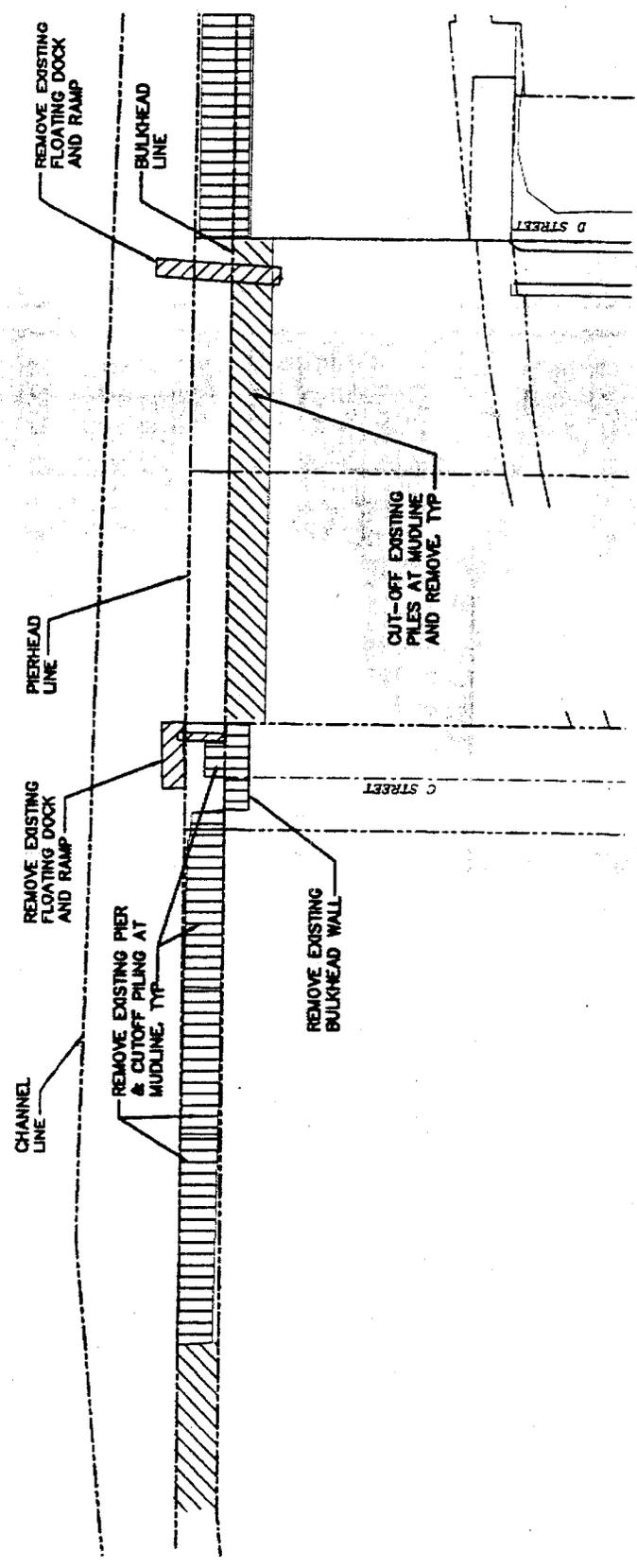
- ① CITY OF EUREKA
- ② EUREKA REDEVELOPMENT AGENCY
- ③ ROBERT DUNAWAY ESTATE
- ④ RITA SICARD



CITY OF EUREKA
631 K STREET
EUREKA, CALIFORNIA

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 2 OF 20 DATE: NOVEMBER 1989

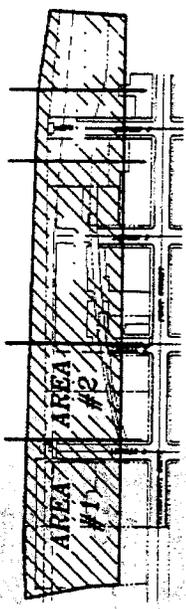
File No. 24855A



LEGEND

- REMOVE EXISTING PIER & CUT OFF PILING AT MUDLINE
19,193 sq ft TOTAL
- REMOVE EXISTING PILING
(REMAINS OF EXISTING DOCK)
11,570 sq ft TOTAL
- REMOVE FLOATING DOCK
4,480 sq ft TOTAL

**DEMOLITION PLAN
AREAS 1 AND 2**



KEY PLAN

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

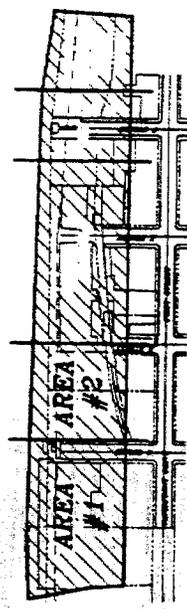
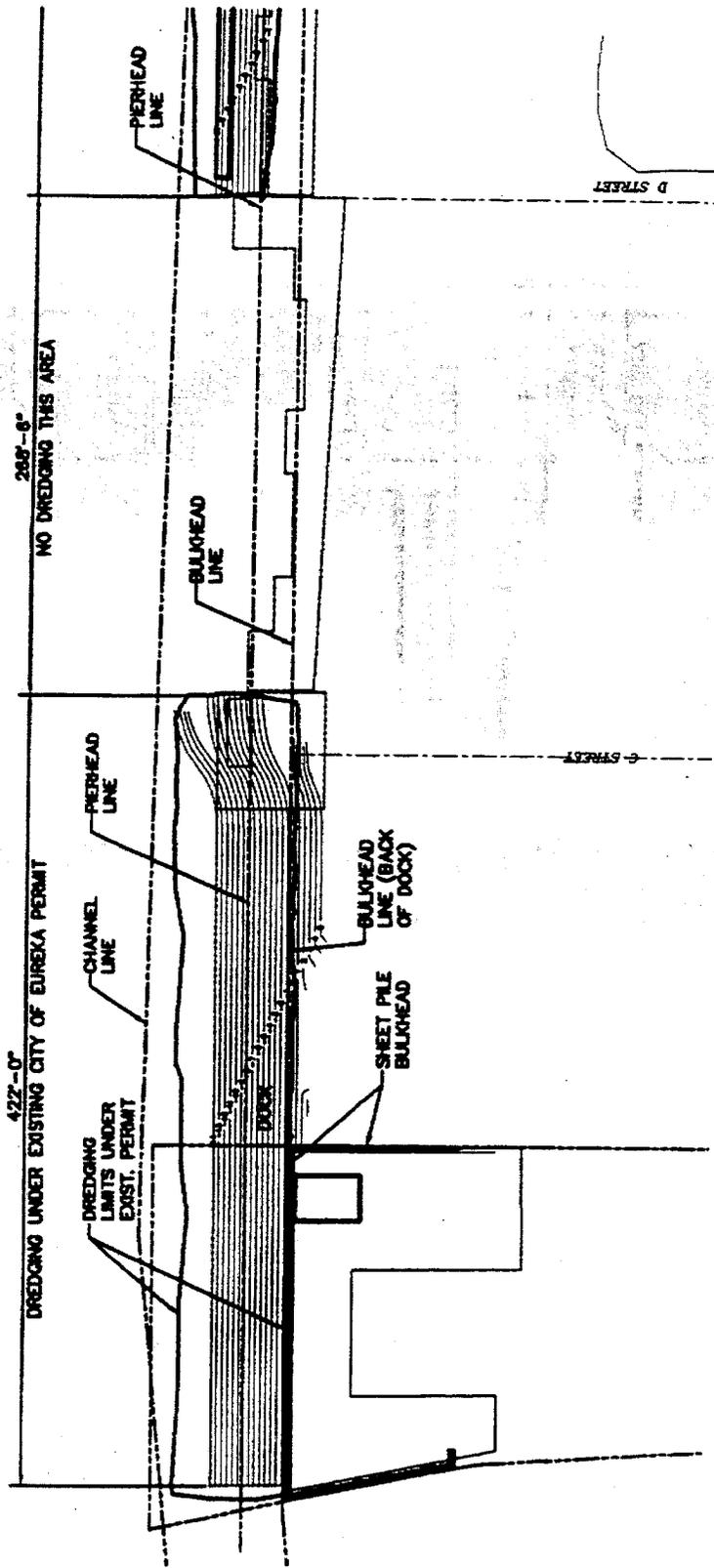
1. CITY OF EUREKA
2. EUREKA REDEVELOPMENT AGENCY
3. ROBERT DUNAWAY ESTATE
4. RITA SIGARD

100 0 100 200
scale 1"=100'
feet

CITY OF EUREKA
631 K STREET
EUREKA, CALIFORNIA

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 3 OF 35 **DATE:** NOVEMBER 1999

File No. 24855M



KEY PLAN

CITY OF EUREKA INNER CHANNEL MAINTENANCE DREDGING PLAN AREAS 1 AND 2

NOTE: ALL AREAS SHOWN WITH
CONTOURS ARE TO BE DREDGED BY
CITY OF EUREKA UNDER
EXISTING APPROVED DREDGE PERMIT

PURPOSE: INNER CHANNEL DOCK AND
BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

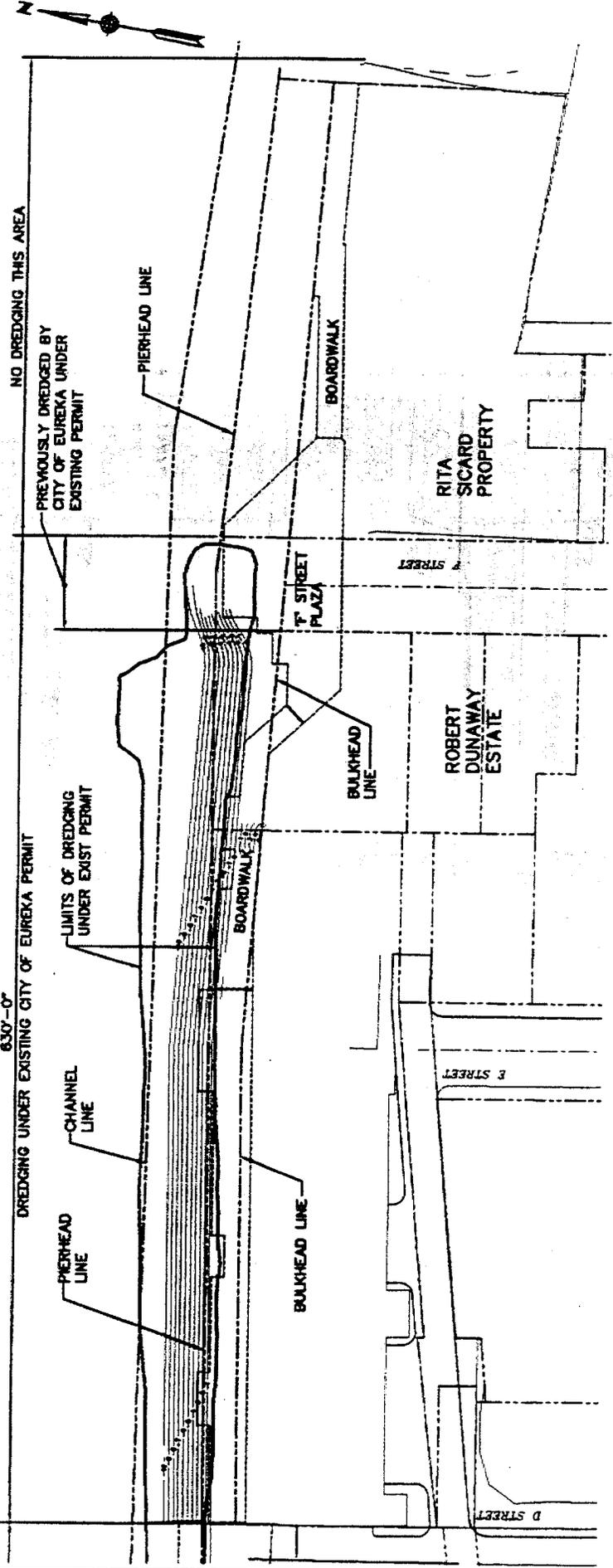
1. CITY OF EUREKA
2. EUREKA REDEVELOPMENT AGENCY
3. ROBERT DUNAWAY ESTATE
4. RITA SICARD

100 0 100 200
scale 1"=100' feet

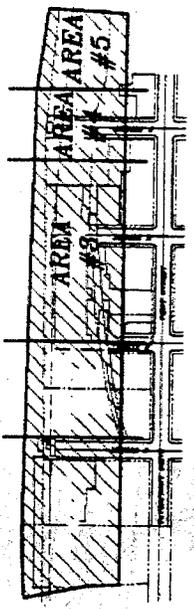
CITY OF EUREKA
531 K STREET
EUREKA, CALIFORNIA

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 6 OF 20 ²³ **DATE:** NOVEMBER 1999

File No. 248554



CITY OF EUREKA INNER CHANNEL MAINTENANCE DREDGING PLAN AREAS 3, 4, AND 5



KEY PLAN

NOTE: ALL AREAS SHOWN WITH CONTOURS ARE TO BE DREDGED BY CITY OF EUREKA UNDER EXISTING APPROVED DREDGE PERMIT

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

1. CITY OF EUREKA
2. EUREKA REDEVELOPMENT AGENCY
3. ROBERT DUNAWAY ESTATE
4. RITA SICARD

100 0 100 200

scale 1"=100'

CITY OF EUREKA
631 K STREET
EUREKA, CALIFORNIA

IN: HUMBOLDT BAY

AT: EUREKA OLD TOWN WATERFRONT

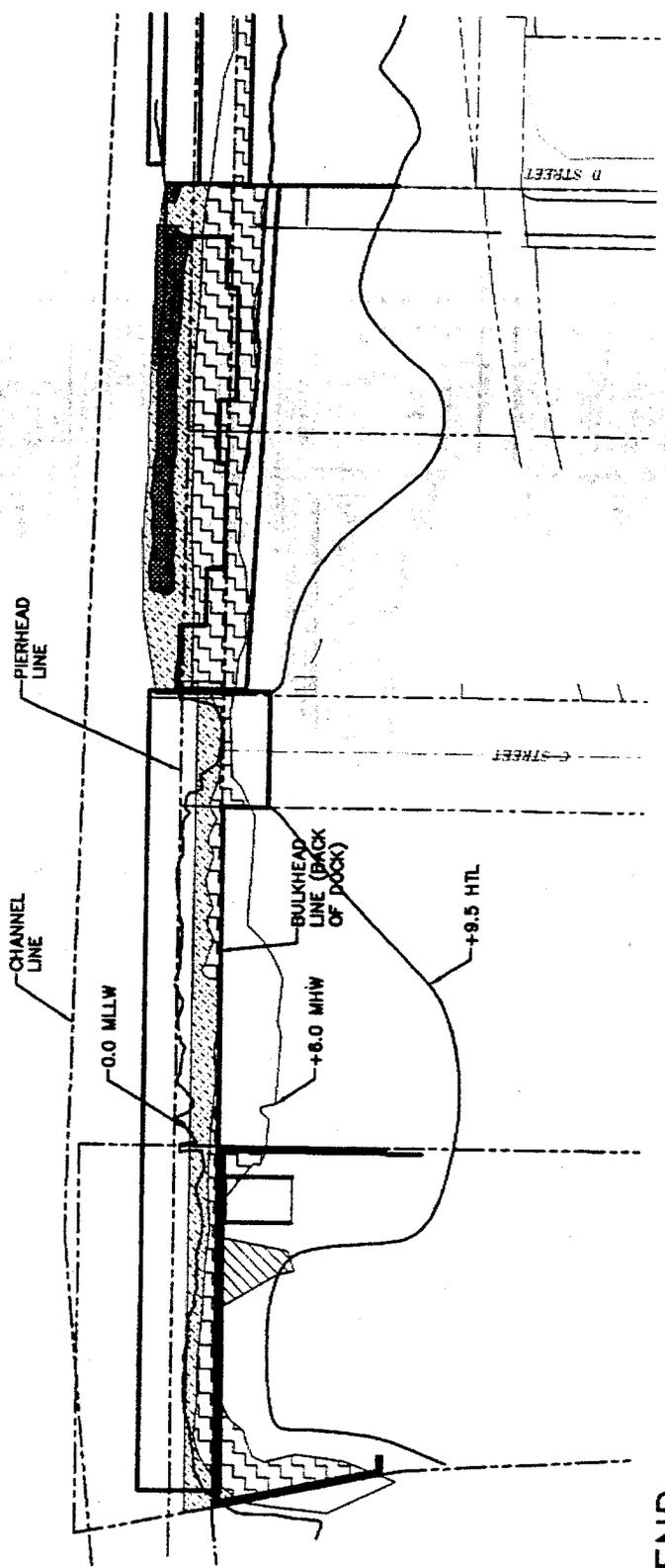
COUNTY OF: HUMBOLDT

STATE: CALIFORNIA

APPLICATION BY: CITY OF EUREKA

SHEET: 6 OF 20 ³ DATE: NOVEMBER 1999

File No. 24 255A

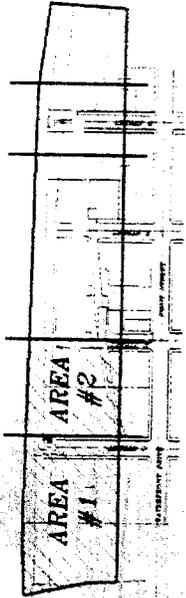


LEGEND

-  ROCKY INTERTIDAL
27,600 sq ft TOTAL
-  MUD FLAT W/O EEL GRASS
26,200 sq ft TOTAL
-  MUD FLAT W/ EEL GRASS
4,800 sq ft TOTAL
-  SALT MARSH
730 sq ft TOTAL

**MARINE RESOURCES PLAN
AREAS 1 AND 2**

NOTE
EXISTING MARINE RESOURCES NOT SHOWN
WERE PREVIOUSLY ADDRESSED BY EXISTING
DREDGING PERMITS.



KEY PLAN

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

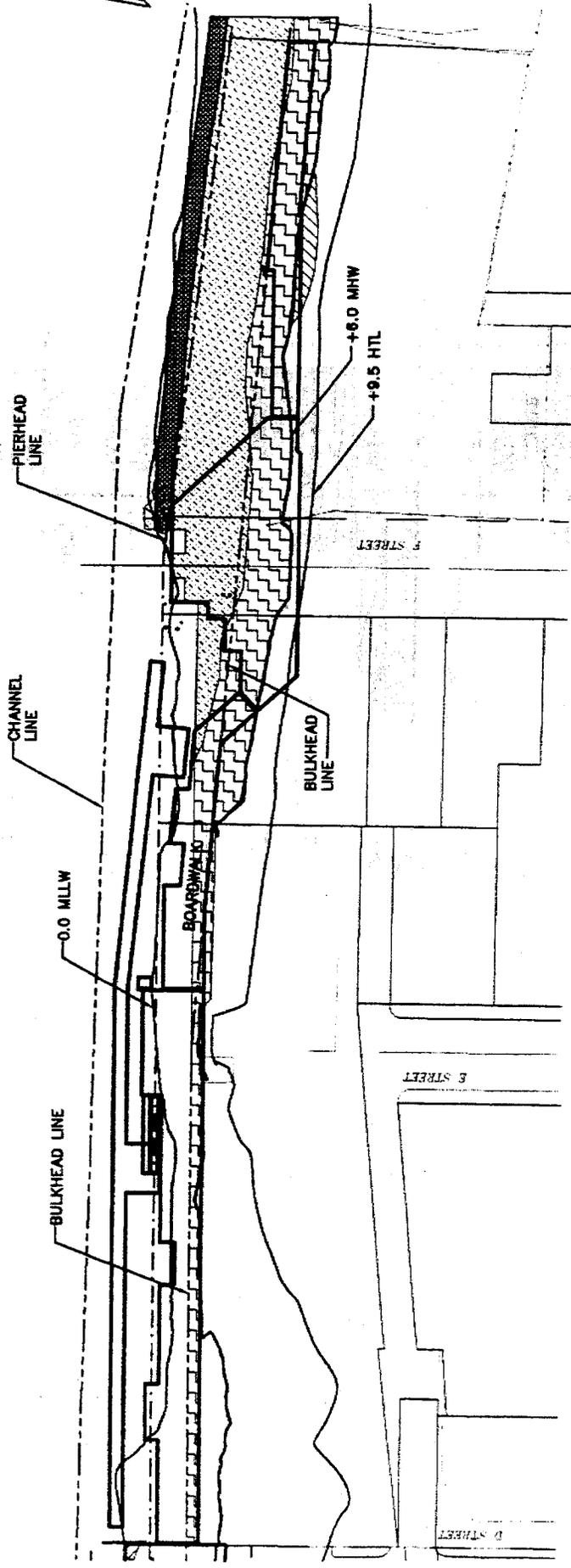
1. CITY OF EUREKA
2. EUREKA REDEVELOPMENT AGENCY
3. ROBERT DUNAWAY ESTATE
4. RITA SICARD

CITY OF EUREKA
631 K STREET
EUREKA, CALIFORNIA

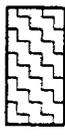
scale
1" = 100'
0 100 200
feet

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 7 OF 20
DATE: JANUARY 2000

File No. 24855N



LEGEND

-  ROCKY INTERTIDAL
SEE SHEET 7 FOR TOTAL AREA
-  MUD FLAT W/O EEL GRASS
SEE SHEET 7 FOR TOTAL AREA
-  MUD FLAT W/ EEL GRASS
SEE SHEET 7 FOR TOTAL AREA
-  SALT MARSH
SEE SHEET 7 FOR TOTAL AREA

**MARINE RESOURCES PLAN
AREAS 3, 4 AND 5**

NOTE
EXISTING MARINE RESOURCES NOT SHOWN
WERE PREVIOUSLY ADDRESSED BY EXISTING
DREDGING PERMITS.



KEY PLAN

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

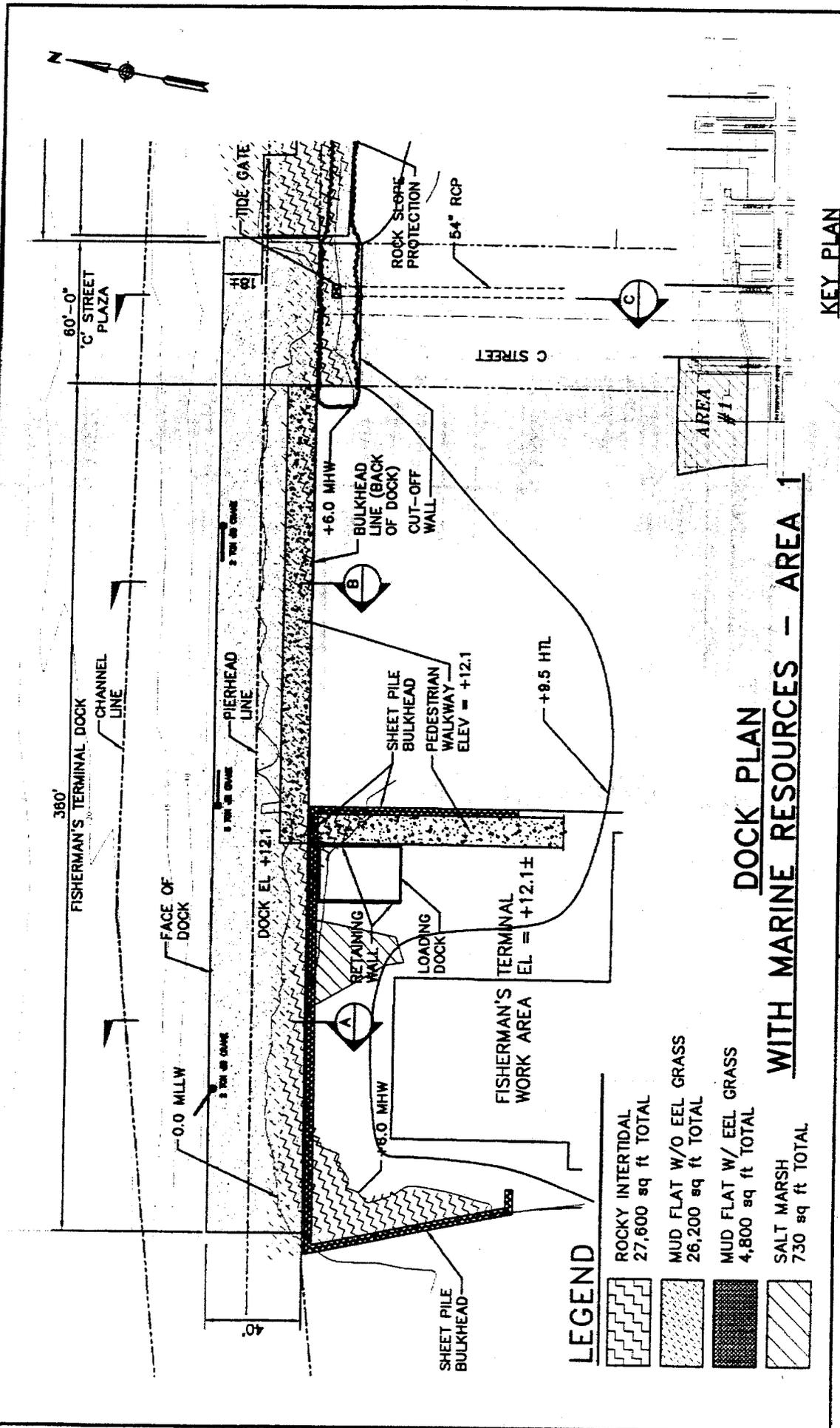
1. CITY OF EUREKA
2. EUREKA REDEVELOPMENT AGENCY
3. ROBERT DUNAWAY ESTATE
4. RITA SICARD

100 0 100 200
scale 1"=100' feet

CITY OF EUREKA
631 K STREET
EUREKA, CALIFORNIA

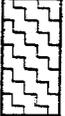
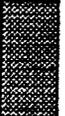
IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 8 OF 23 ³³ **DATE:** JANUARY 2000

File No. 24855N



DOCK PLAN WITH MARINE RESOURCES - AREA 1

LEGEND

-  ROCKY INTERTIDAL
27,600 sq ft TOTAL
-  MUD FLAT W/O EEL GRASS
26,200 sq ft TOTAL
-  MUD FLAT W/ EEL GRASS
4,800 sq ft TOTAL
-  SALT MARSH
730 sq ft TOTAL

KEY PLAN

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

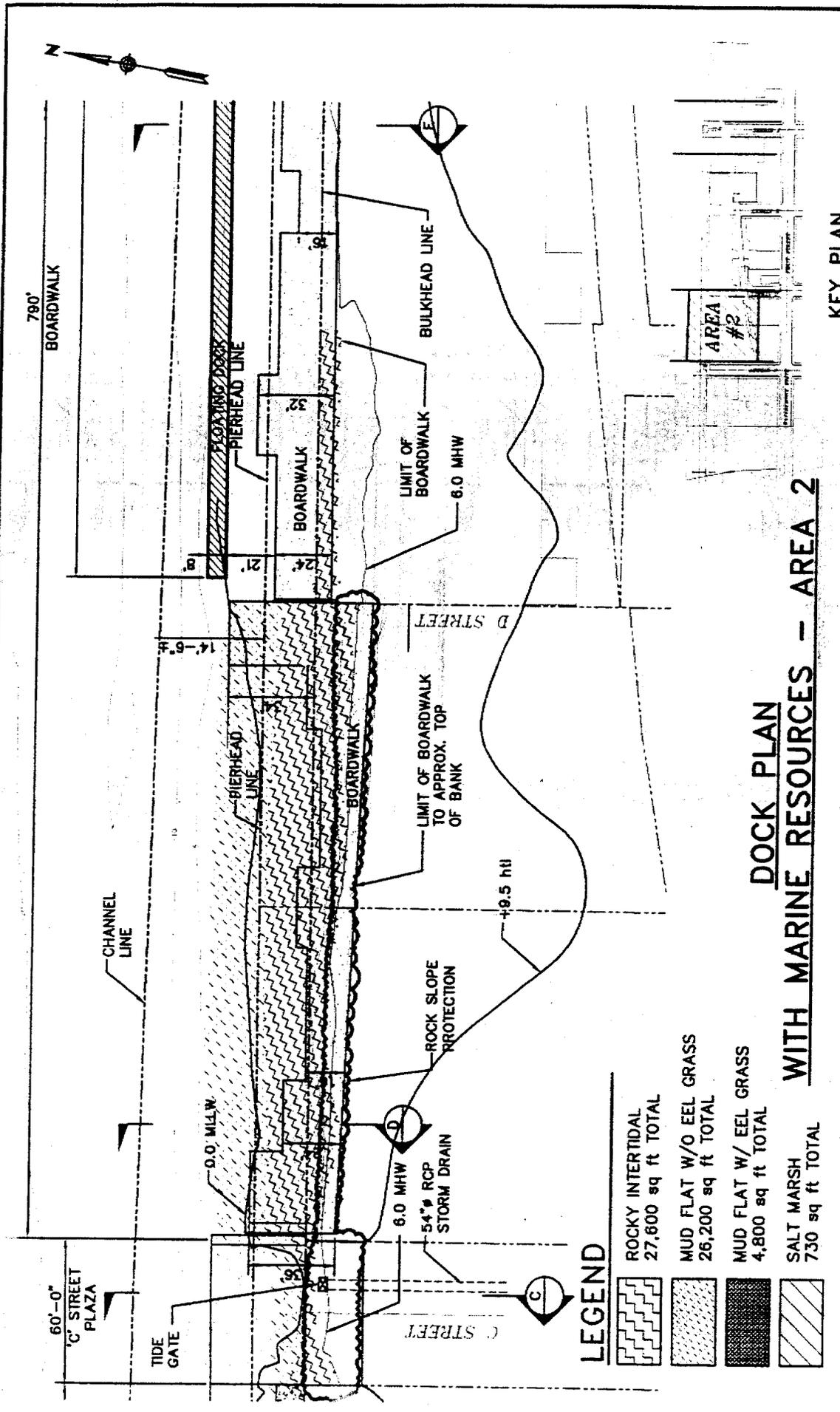
1. CITY OF EUREKA
2. EUREKA REDEVELOPMENT AGENCY
3. ROBERT DUNAWAY ESTATE
4. RITA SIGARD

CITY OF EUREKA
531 K STREET
EUREKA, CALIFORNIA

HUMBOLDT BAY
EUREKA OLD TOWN WATERFRONT
HUMBOLDT CALIFORNIA

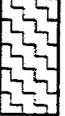
COUNTY OF: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 9A OF 20 ²³ **DATE:** JANUARY 2000

File No. 24855A



DOCK PLAN WITH MARINE RESOURCES - AREA 2

LEGEND

-  ROCKY INTERTIDAL
27,600 sq ft TOTAL
-  MUD FLAT W/O EEL GRASS
26,200 sq ft TOTAL
-  MUD FLAT W/ EEL GRASS
4,800 sq ft TOTAL
-  SALT MARSH
730 sq ft TOTAL

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

1. CITY OF EUREKA
2. EUREKA REDEVELOPMENT AGENCY
3. ROBERT DUNAWAY ESTATE
4. RITA SIGARD

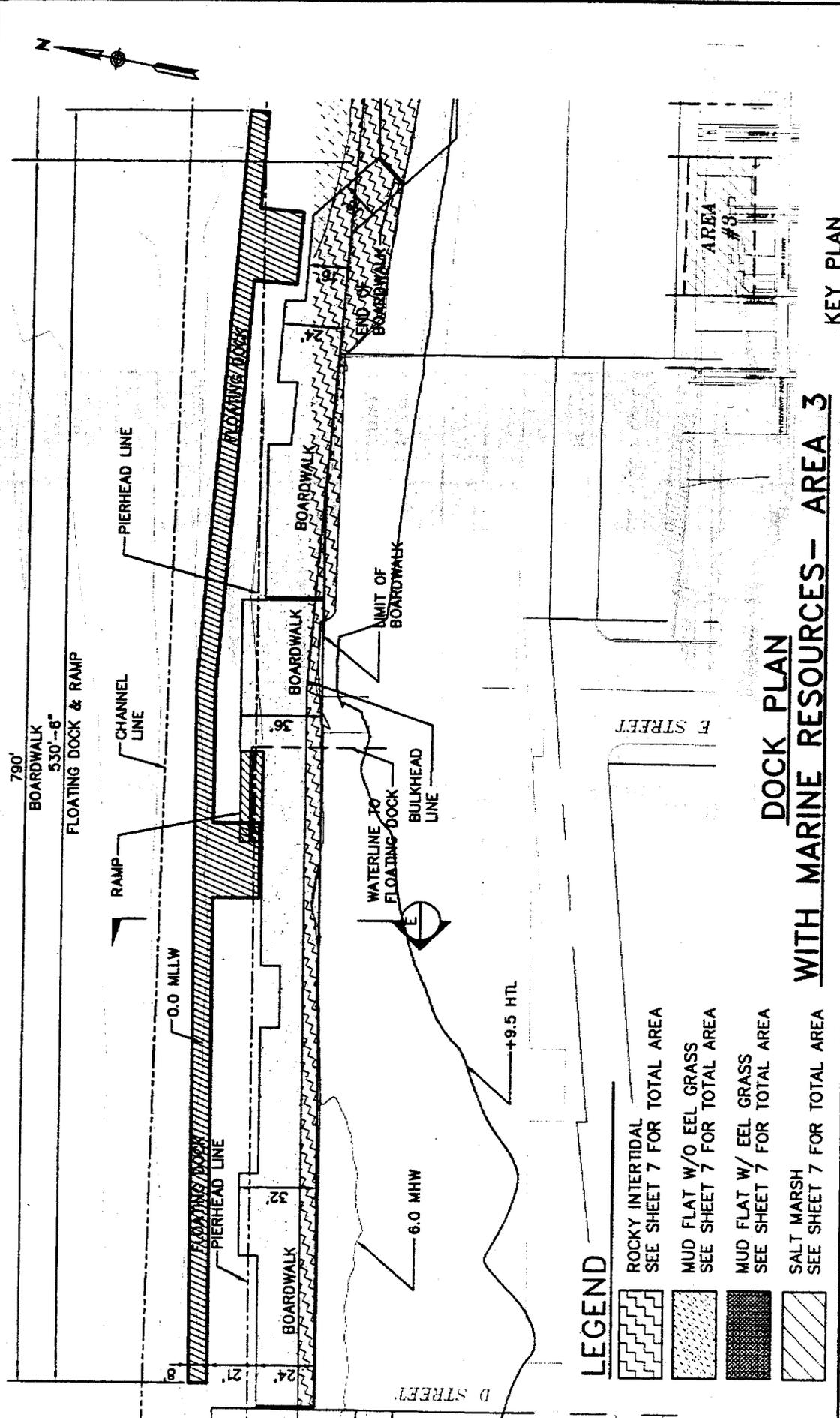
60 0 60 120
scale 1"=60'
feet

CITY OF EUREKA
631 K STREET
EUREKA, CALIFORNIA

KEY PLAN

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 10A OF 20 DATE: JANUARY 2000

File No. 21855A



LEGEND

-  ROCKY INTERTIDAL
SEE SHEET 7 FOR TOTAL AREA
-  MUD FLAT W/O EEL GRASS
SEE SHEET 7 FOR TOTAL AREA
-  MUD FLAT W/ EEL GRASS
SEE SHEET 7 FOR TOTAL AREA
-  SALT MARSH
SEE SHEET 7 FOR TOTAL AREA

**DOCK PLAN
WITH MARINE RESOURCES- AREA 3**

KEY PLAN



PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

1. CITY OF EUREKA
2. EUREKA REDEVELOPMENT AGENCY
3. ROBERT DUNAWAY ESTATE
4. RITA SICARD

**CITY OF EUREKA
691 K STREET
EUREKA, CALIFORNIA**

scale
1" = 60'

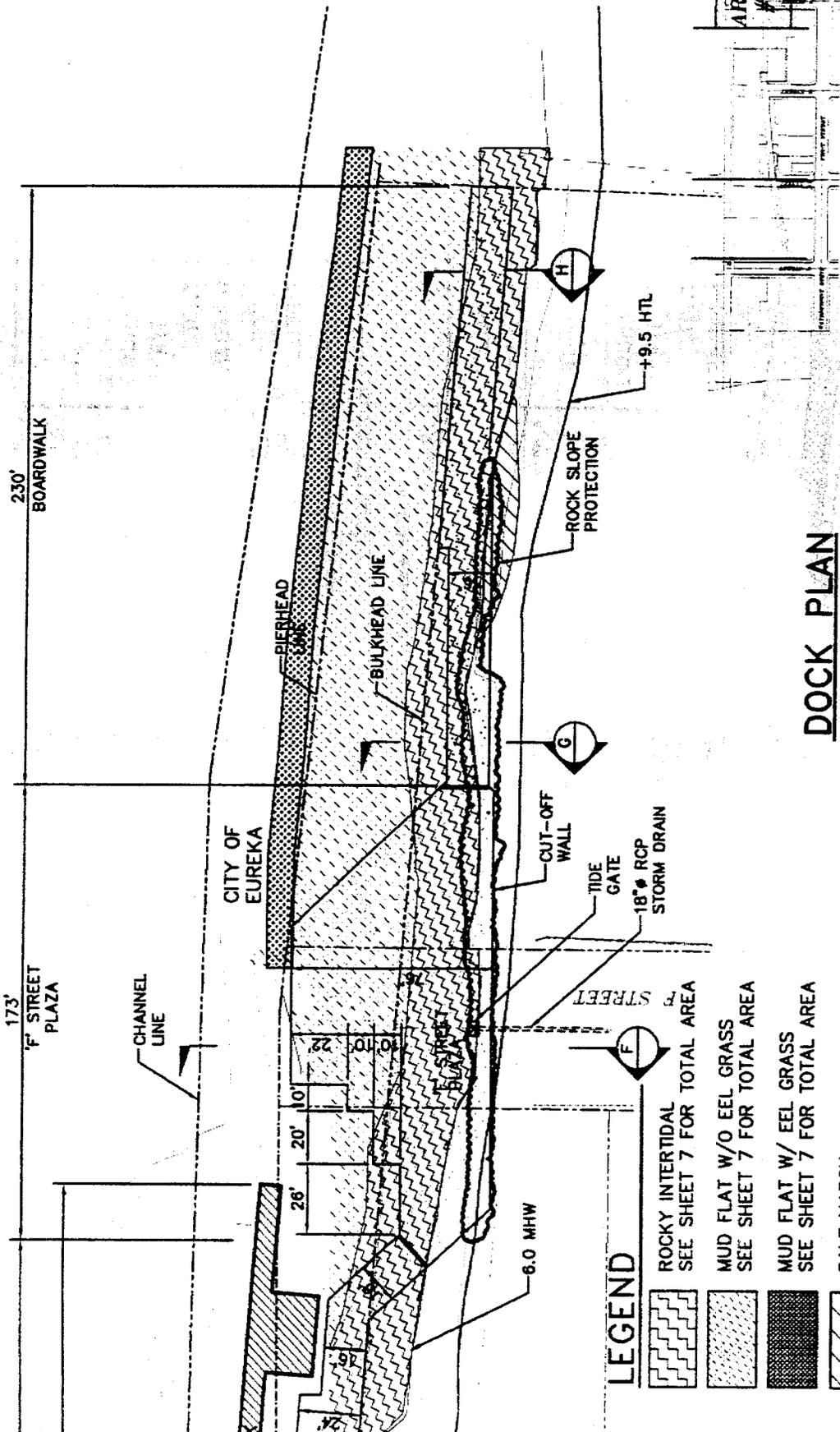


IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT

COUNTY OF: HUMBOLDT
STATE: CALIFORNIA

APPLICATION BY: CITY OF EUREKA
SHEET: 11A OF 20 **DATE:** JANUARY 2000

File No. 24855A



DOCK PLAN WITH MARINE RESOURCES - AREA 4 & 5 KEY PLAN

LEGEND

-  ROCKY INTERTIDAL
SEE SHEET 7 FOR TOTAL AREA
-  MUD FLAT W/O EEL GRASS
SEE SHEET 7 FOR TOTAL AREA
-  MUD FLAT W/ EEL GRASS
SEE SHEET 7 FOR TOTAL AREA
-  SALT MARSH
SEE SHEET 7 FOR TOTAL AREA

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

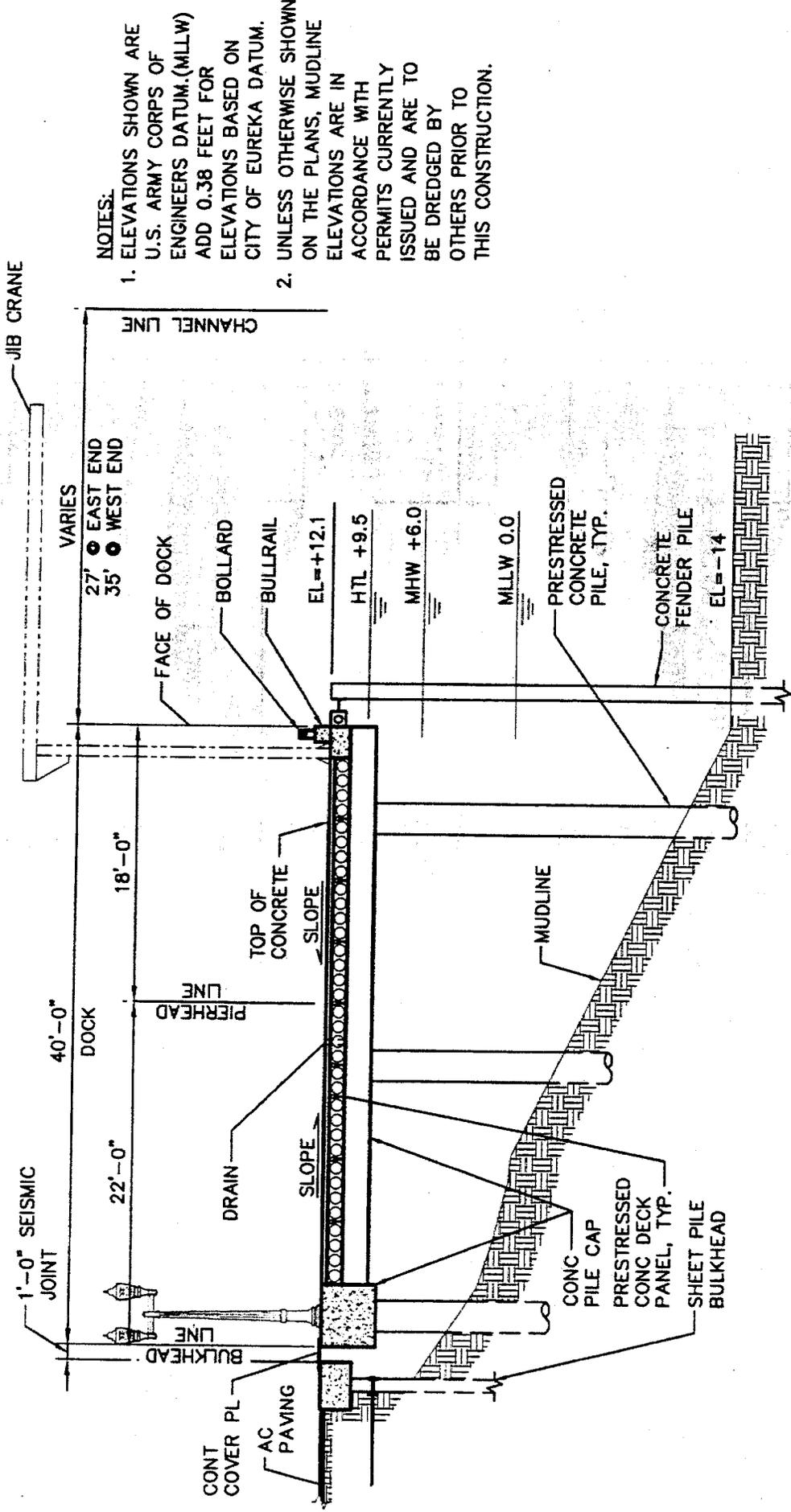
1. CITY OF EUREKA
2. EUREKA REDEVELOPMENT AGENCY
3. ROBERT DUNAWAY ESTATE
4. RITA SIGARD



CITY OF EUREKA
631 K STREET
EUREKA, CALIFORNIA

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 12A OF 20 DATE: JANUARY 2000

File No. 24855N



- NOTES:**
- ELEVATIONS SHOWN ARE U.S. ARMY CORPS OF ENGINEERS DATUM. (MLLW) ADD 0.38 FEET FOR ELEVATIONS BASED ON CITY OF EUREKA DATUM.
 - UNLESS OTHERWISE SHOWN ON THE PLANS, MUDLINE ELEVATIONS ARE IN ACCORDANCE WITH PERMITS CURRENTLY ISSUED AND ARE TO BE DREDGED BY OTHERS PRIOR TO THIS CONSTRUCTION.

A SECTION - DOCK AT FISHERMAN'S TERMINAL

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

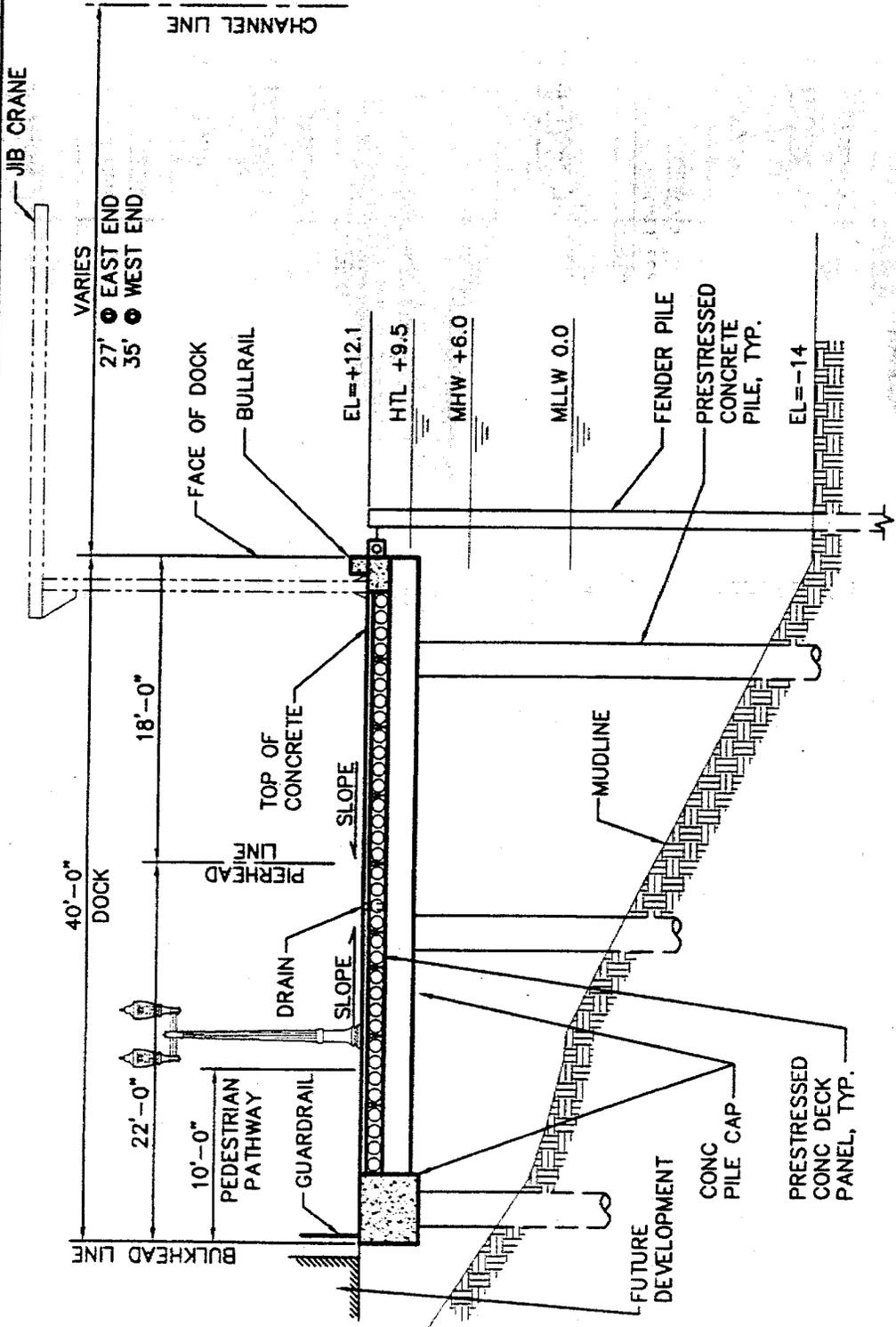
- CITY OF EUREKA
- EUREKA REDEVELOPMENT AGENCY
- ROBERT DUNAWAY ESTATE
- RITA SICARD



CITY OF EUREKA
631 K STREET
EUREKA, CALIFORNIA

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 13 OF 20 ³ DATE: JANUARY 2000

File No. 24855N



- NOTES:**
- ELEVATIONS SHOWN ARE U.S. ARMY CORPS OF ENGINEERS DATUM.(MLLW) ADD 0.38 FEET FOR ELEVATIONS BASED ON CITY OF EUREKA DATUM.
 - UNLESS OTHERWISE SHOWN ON THE PLANS, MUDLINE ELEVATIONS ARE IN ACCORDANCE WITH PERMITS CURRENTLY ISSUED AND ARE TO BE DREGED BY OTHERS PRIOR TO THIS CONSTRUCTION.

B SECTION - DOCK AT FISHERMAN'S TERMINAL

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

- CITY OF EUREKA
- EUREKA REDEVELOPMENT AGENCY
- ROBERT DUNAWAY ESTATE
- RITA SICARD

10 5 0 10 20
scale
1"=10'
feet

CITY OF EUREKA
631 K STREET
EUREKA, CALIFORNIA

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT

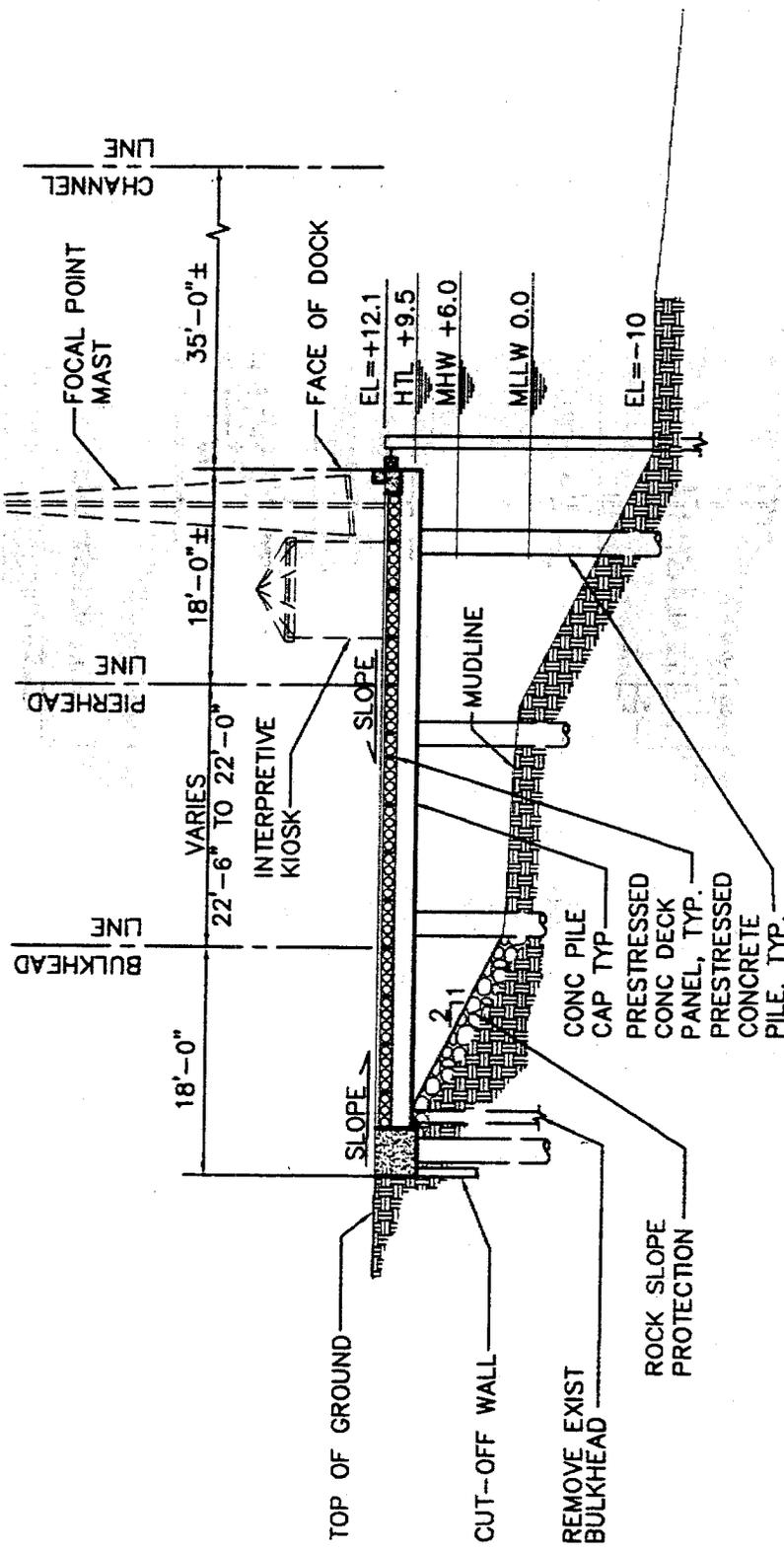
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA

APPLICATION BY: CITY OF EUREKA
SHEET: 14 OF 20 **DATE:** JANUARY 2000

File No. 24855N

NOTES:

1. ELEVATIONS SHOWN ARE U.S. ARMY CORPS OF ENGINEERS DATUM (MLLW). ADD 0.38 FEET FOR ELEVATIONS BASED ON CITY OF EUREKA DATUM.
2. UNLESS OTHERWISE SHOWN ON THE PLANS, MUDLINE ELEVATIONS ARE IN ACCORDANCE WITH PERMITS CURRENTLY ISSUED AND ARE TO BE DREDGED BY OTHERS PRIOR TO THIS CONSTRUCTION.



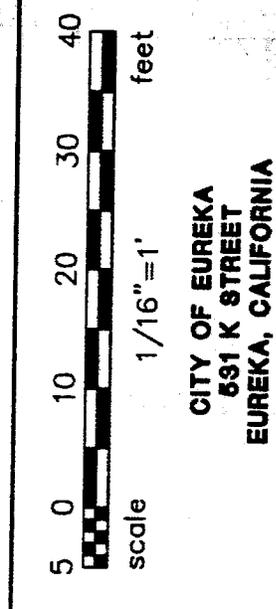
C SECTION - DOCK AT 'C' STREET PLAZA

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION

DATUM: MLLW - 0.0'

ADJACENT PROPERTY OWNERS:

1. CITY OF EUREKA
2. EUREKA REDEVELOPMENT AGENCY
3. ROBERT DUNAWAY ESTATE
4. RITA SICARD



IN: HUMBOLDT BAY

AT: EUREKA OLD TOWN WATERFRONT

COUNTY OF: HUMBOLDT

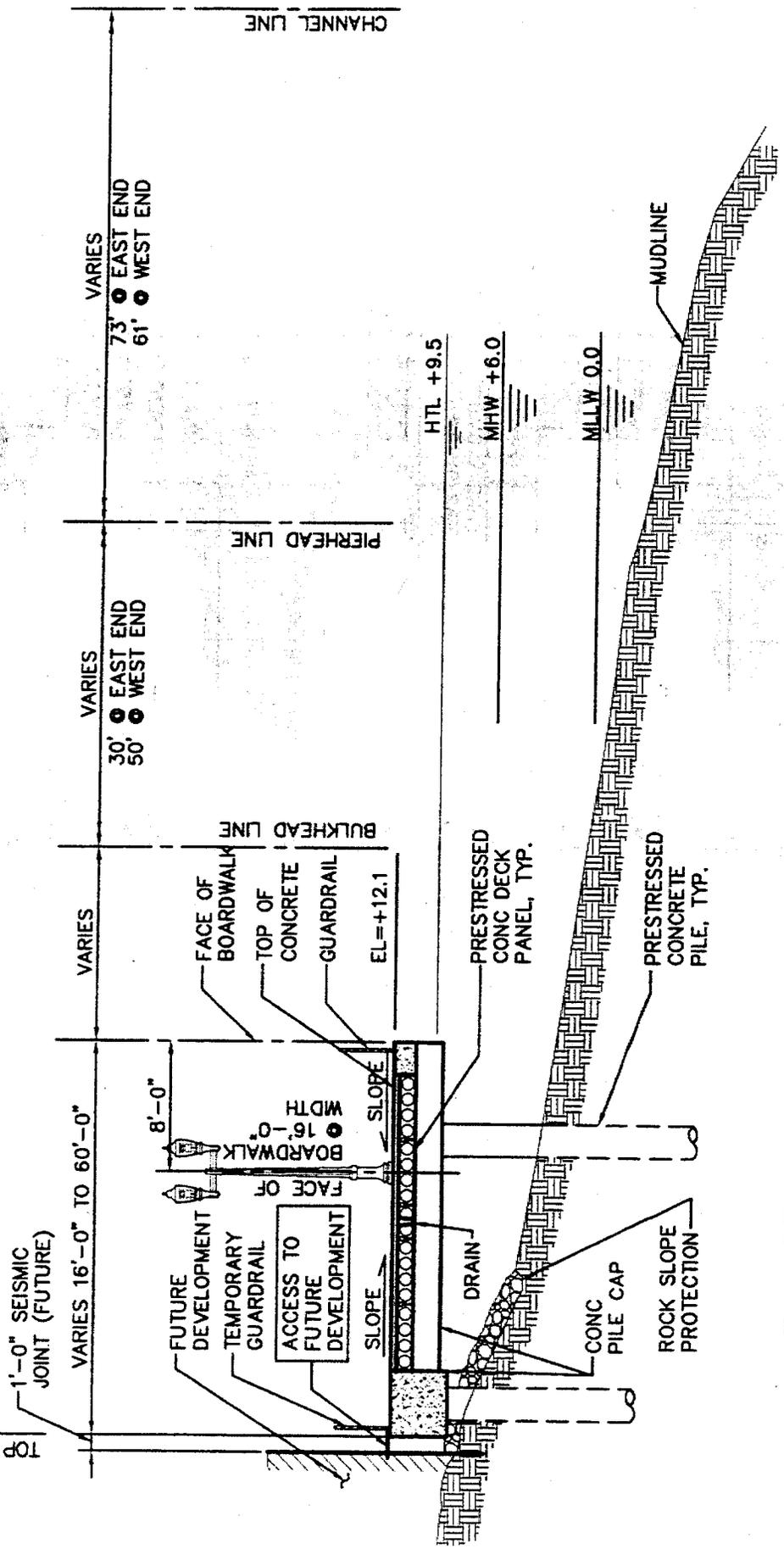
STATE: CALIFORNIA

APPLICATION BY: CITY OF EUREKA

SHEET: 15 OF 20 DATE: JANUARY 2000

File No. 24555A

NOTE:
 1. ELEVATIONS SHOWN ARE U.S. ARMY CORPS OF ENGINEERS DATUM (MLLW).
 ADD 0.38 FEET FOR ELEVATIONS BASED ON CITY OF EUREKA DATUM.



D SECTION - BOARDWALK BETWEEN 'C' AND 'D' STREETS

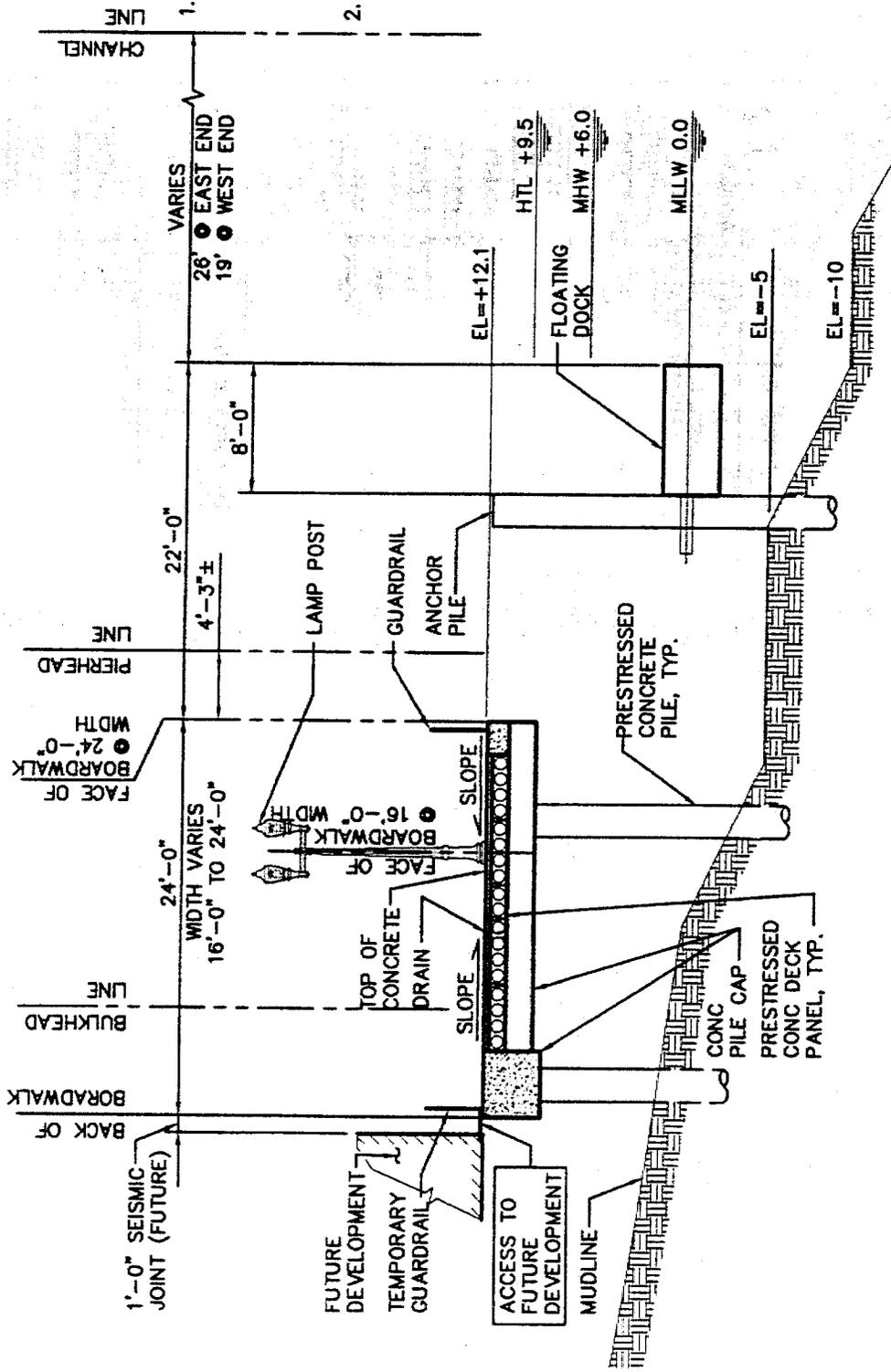
PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION
DATUM: MLLW - 0.0'
ADJACENT PROPERTY OWNERS:
 1. CITY OF EUREKA
 2. EUREKA REDEVELOPMENT AGENCY
 3. ROBERT DUNAWAY ESTATE
 4. RITA SICARD

10 5 0 10 20
 scale 1" = 10' feet

CITY OF EUREKA
 631 K STREET
 EUREKA, CALIFORNIA

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 16 OF 20 DATE: JANUARY 2000

File No. 24855A



NOTES:
 1. ELEVATIONS SHOWN ARE U.S. ARMY CORPS OF ENGINEERS DATUM (MLLW). ADD 0.38 FEET FOR ELEVATIONS BASED ON CITY OF EUREKA DATUM.
 2. UNLESS OTHERWISE SHOWN ON THE PLANS, MUDLINE ELEVATIONS ARE IN ACCORDANCE WITH PERMITS CURRENTLY ISSUED AND ARE TO BE DREGED BY OTHERS PRIOR TO THIS CONSTRUCTION.

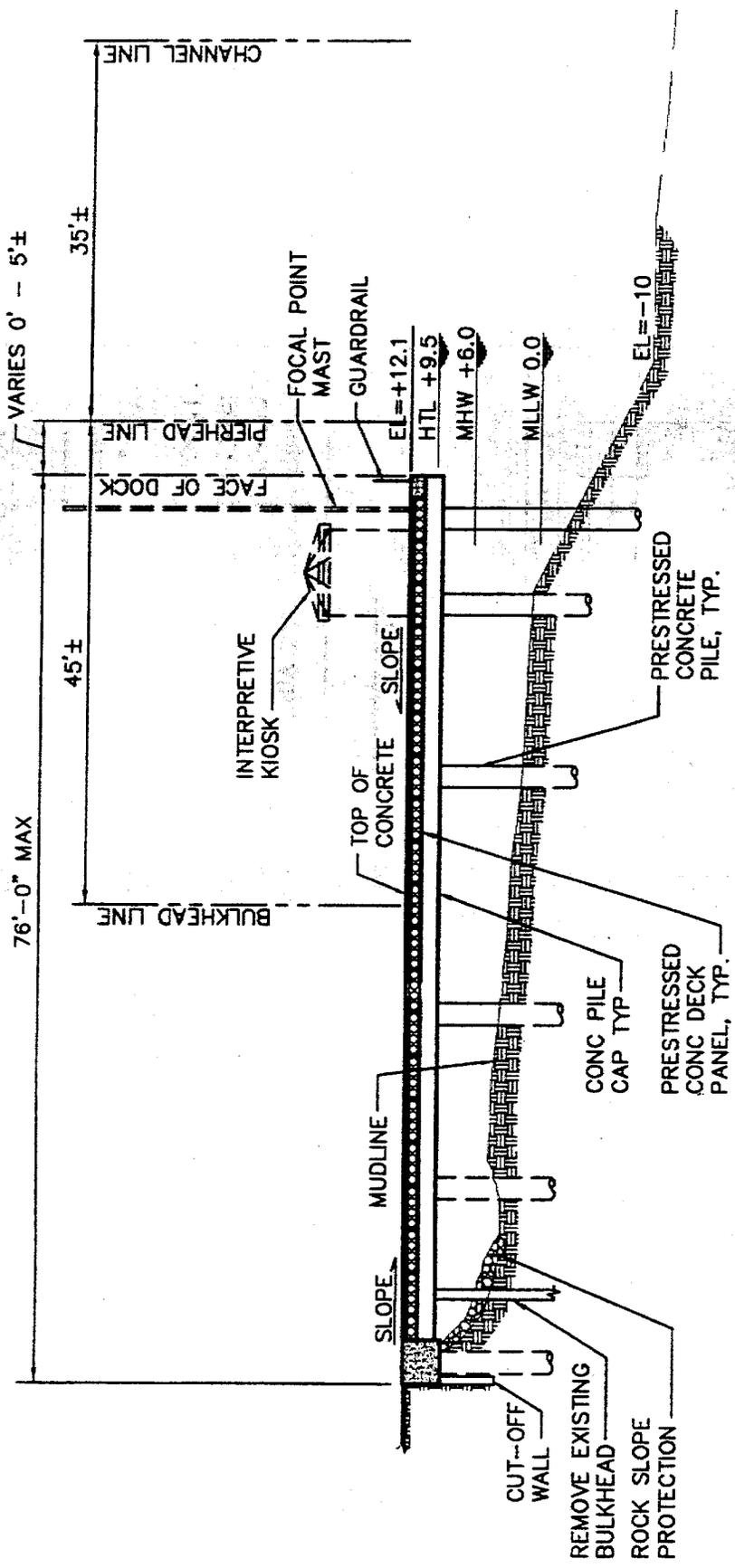
E SECTION - BOARDWALK & FLOATING DOCK BETWEEN 'D' AND 'E' STREETS

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION
DATUM: MLLW - 0.0'
ADJACENT PROPERTY OWNERS:
 1. CITY OF EUREKA
 2. EUREKA REDEVELOPMENT AGENCY
 3. ROBERT DUNAWAY ESTATE
 4. RITA SICARD

scale 3/32" = 1'
 5 0 5 10 15 20 25 feet
 CITY OF EUREKA
 631 K STREET
 EUREKA, CALIFORNIA

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 17 OF 20 DATE: JANUARY 2000

File No. 21855N



NOTES:

- ELEVATIONS SHOWN ARE U.S. ARMY CORPS OF ENGINEERS DATUM (MLLW). ADD 0.38 FEET FOR ELEVATIONS BASED ON CITY OF EUREKA DATUM.
- UNLESS OTHERWISE SHOWN ON THE PLANS, MUDLINE ELEVATIONS ARE IN ACCORDANCE WITH PERMITS CURRENTLY ISSUED AND ARE TO BE DREDGED BY OTHERS PRIOR TO THIS CONSTRUCTION.

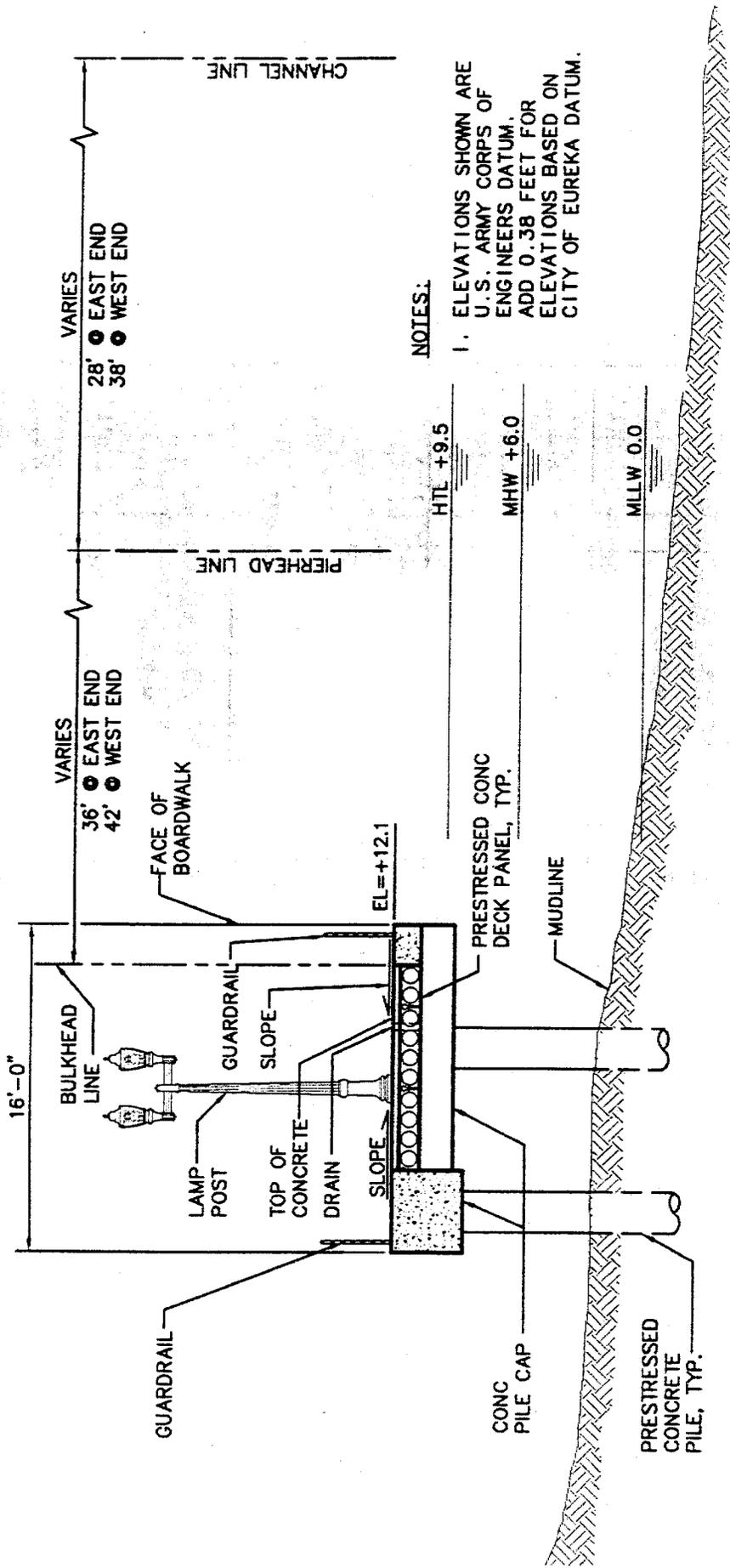
F SECTION - 'F' STREET PLAZA

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION
DATUM: MLLW - 0.0'
ADJACENT PROPERTY OWNERS:
 1. CITY OF EUREKA
 2. EUREKA REDEVELOPMENT AGENCY
 3. ROBERT DUNAWAY ESTATE
 4. RITA SICARD

5 0 10 20 30 40
 scale 1/16"=1' feet
 CITY OF EUREKA
 631 K STREET
 EUREKA, CALIFORNIA

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 18 OF 20 DATE: JANUARY 2000

File No. 24 855A



NOTES:
 1. ELEVATIONS SHOWN ARE U.S. ARMY CORPS OF ENGINEERS DATUM. ADD 0.38 FEET FOR ELEVATIONS BASED ON CITY OF EUREKA DATUM.

H SECTION - BOARDWALK EAST OF 'F' STREET

PURPOSE: INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION
DATUM: MLLW - 0.0'
ADJACENT PROPERTY OWNERS:
 1. CITY OF EUREKA
 2. EUREKA REDEVELOPMENT AGENCY
 3. ROBERT DUNAWAY ESTATE
 4. RITA SIGARD

scale 1/8" = 1' feet

5 0 5 10 15 20

CITY OF EUREKA
 631 K STREET
 EUREKA, CALIFORNIA

IN: HUMBOLDT BAY
AT: EUREKA OLD TOWN WATERFRONT
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA
SHEET: 20 OF 25 DATE: JANUARY 2000

File No. 248351V

TABLE 1
COMPARISON OF EXISTING AND PROPOSED PROJECT ELEMENTS
 (REVISED 2/2/2000)

Project Element **Existing/Demolition** ^{1,2,3} **New Construction; total** ^{1,2,3} **New Construction within High Tide Line (HTL)** ^{1,2,3}

Fisherman's Terminal Dock			
Fixed Dock	5,600 sf; pier and piling	14,480 sf; deck over water	14,480 sf; deck over water
Bulkhead; sheet pile	1,800 sf; piling	341 sf; piles only	341 sf; piles only
Fill and pavement	0	380 lf	380 lf
C Street Plaza	0	13,976 sf (3,456 cy)	10,750 sf (1,791 cy)
Fixed Dock	1,060 sf; pier and piling	3,640 sf; deck over water	3,640 sf; deck over water
Floating Dock	550 sf	88 sf; piles only	88 sf; piles only
Bulkhead Wall/Cutoff Wall	100 sf	64 lf	64 lf
Rock Slope Protection	0	70 lf; 1,450 sf (160 cy)	70 lf; 1,450 sf (160 cy)
Boardwalk			
Fixed Dock	19,193 sf; pier and piling	23,590 sf; deck over water	23,590 sf; deck over water
Rock Slope Protection	9,700 sf; piling	506 sf; piles only	506 sf; piles only
C to D Street east of F Street	0	270 lf; 3,950 sf (439 cy)	270 lf; 3,950 sf (439 cy)
Floating Dock	0	190 lf; 910 sf (101 cy)	190 lf; 910 sf (101 cy)
F Street Plaza			
Fixed Dock	3,040 sf	5,491 sf; deck over water	5,491 sf; deck over water
Floating Dock	0	108 sf; piles only	108 sf; piles only
Bulkhead Wall/Cutoff Wall	0	9,500 sf; deck over water	9,500 sf; deck over water
Rock Slope Protection	890	208 sf; piles only	208 sf; piles only
	100 sf	0	0
	0	138 lf	138 lf
		110 lf; 1,120 sf (124 cy)	110 lf; 920 sf (102 cy)

1. sf = square feet
2. lf = lineal feet
3. cy = cubic yards

Sheet 21 of 25



PROPOSED MITIGATION PROJECT: (SEE FIGURE 2)

CITY OF EUREKA "PARCEL 4"

BAYSHORE MALL

US 101

TRUESDALE STREET

Sheet 22 of 25



INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION PROJECT
MITIGATION PLAN

LOCATION MAP
CITY OF EUREKA PARCEL 4

SHN 098175.100
AUGUST, 1999



File No. 2485519

Project 2:
Excavate upland fill; create saltmarsh connection between isolated saltmarsh habitats

Existing Saltmarsh with Pt. Reyes Birdsbeak

Project 1:
Remove concrete foundations; (~4,200 sf); restore intertidal mudflat and saltmarsh

Sheet 23 of 25



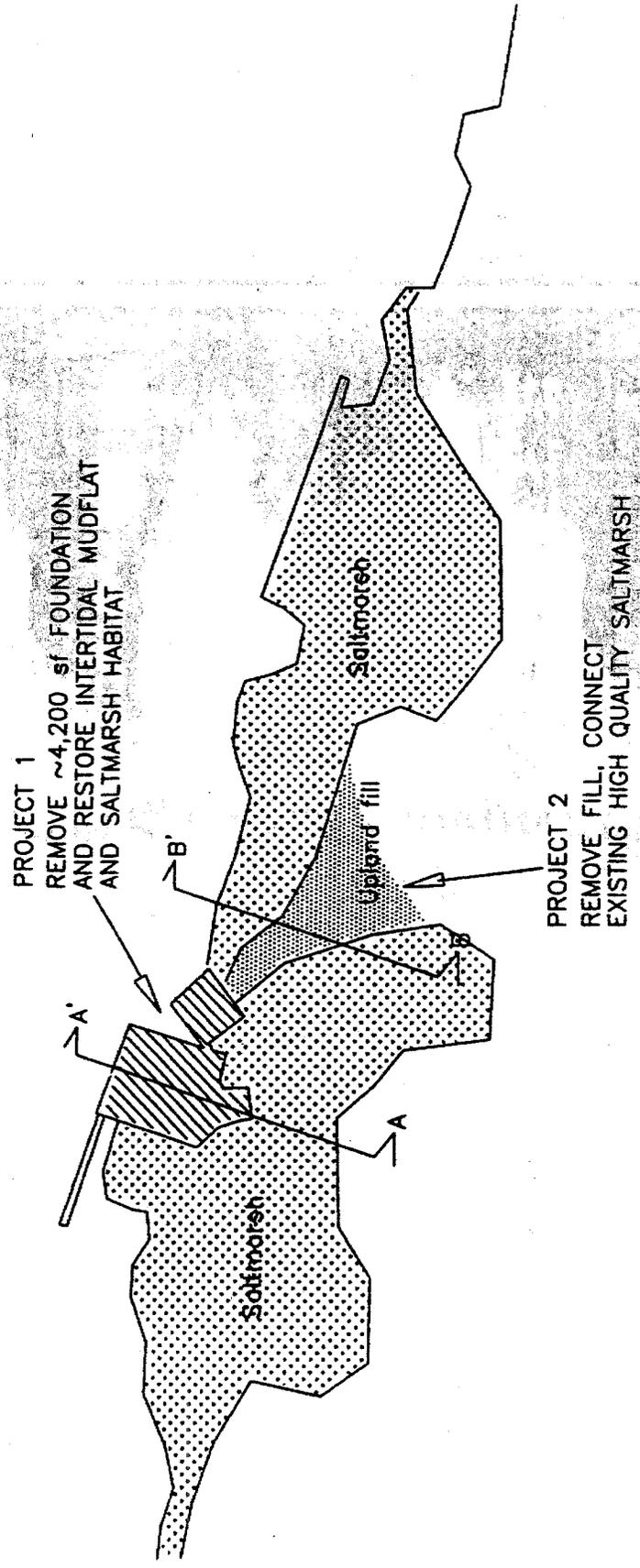
INNER CHANNEL DOCK AND BOARDWALK REVITALIZATION PROJECT

PROPOSED MITIGATION
CITY OF EUREKA PARCEL 4
4/12/93 AERIAL PHOTOGRAPH

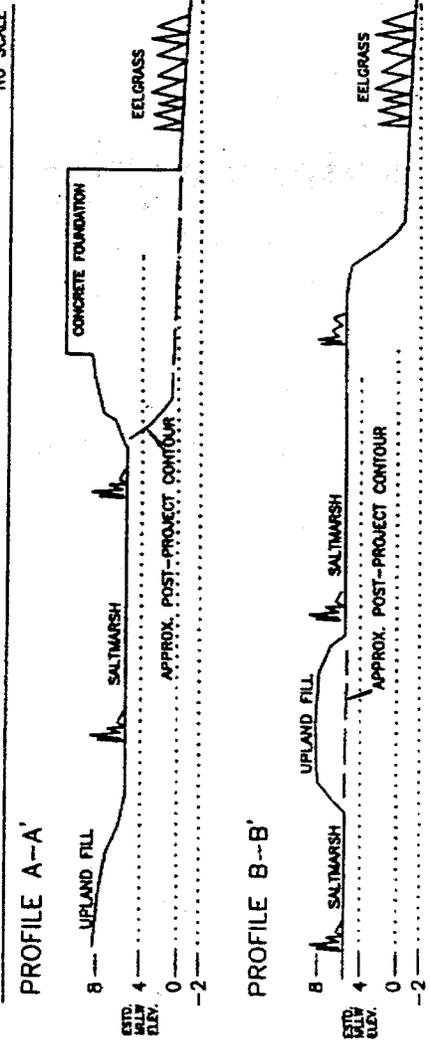
SHN 098175.100
AUGUST, 1999



File No. 24855A



CROSS-SECTIONS



Sheet 24 of 25

INNER CHANNEL DOCK AND
 BOARDWALK REVITALIZATION PROJECT
 CITY OF EUREKA PROPERTY PARCEL 4

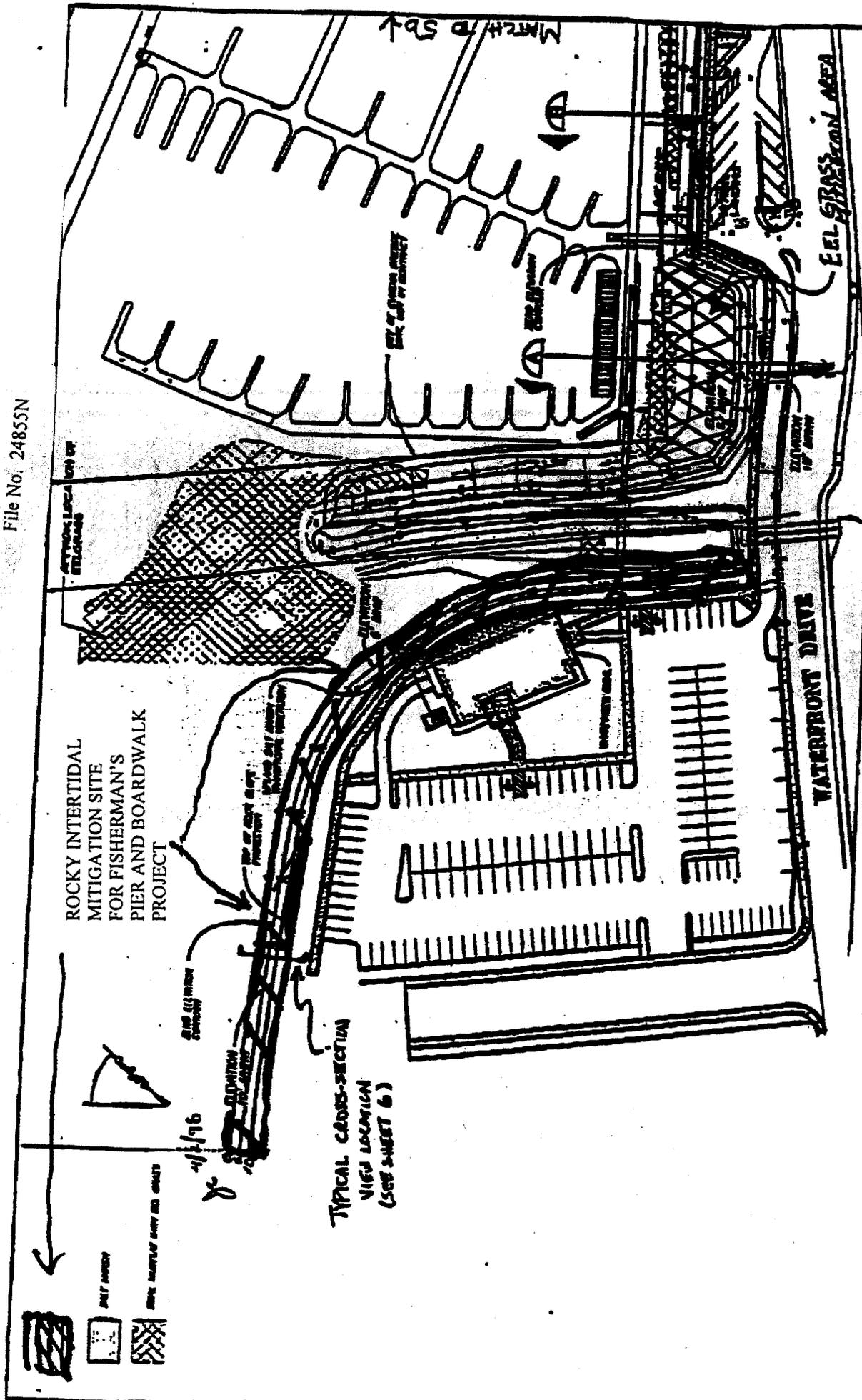
MARINE RESOURCE MITIGATION PLAN
 PLAN AND CROSS-SECTION VIEWS

SHN 098175.100
 AUGUST, 1999

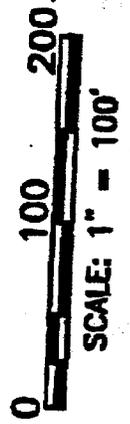


FIGURE 3

File No. 24855N



Date: January 2000



CITY OF EUREKA
531 K STREET

IN: HUMBOLDT BAY
AT: EUREKA SMALL BOAT BASIN
COUNTY OF: HUMBOLDT
STATE: CALIFORNIA
APPLICATION BY: CITY OF EUREKA