



US Army Corps
of Engineers®

Regulatory Branch
1455 Market Street
San Francisco, CA 94103-1398

SAN FRANCISCO DISTRICT

PUBLIC NOTICE

Project: Port of Richmond Terminal 3 Maintenance Dredging

NUMBER: 2007-00577S

DATE: July 13, 2007

RESPONSE REQUIRED BY: July 30, 2007

PROJECT MANAGER: Robert Lawrence

PHONE: (415) 503-6808

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1. **INTRODUCTION:** The Port of Richmond (through its agent, Ms. Christine Boudreau) has applied for a ten-year Department of the Army permit to maintenance dredge the Richmond Harbor Terminal 3 in Richmond, Contra Costa County, California. The purpose of the proposed dredging is to return the berth area at Terminal 3 (berth area) to its originally permitted depth to allow safe navigational depths for ocean-going vessels. This application is being processed pursuant to the provisions of Section 404 of the Clean Water Act (33 U.S.C. 1344); Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403); and Section 103 of the Marine Protection, Research and Sanctuaries Act, as amended (33 U.S.C. 1413).

2. **PROJECT DESCRIPTION:** As shown in the attached drawings, the applicant plans to remove approximately 22,252 cubic yards (cys) of sediment from the 3.16-acre (approximately) berth area in an initial episode and a total of approximately 88,000 cys over the life of the permit. Existing depths range from -30 to -38 feet mean lower low water (MLLW) in the Terminal 3 berth area. The design depth for the berth area is -38 feet MLLW plus an additional one-foot overdredge allowance. The material would be removed using a clamshell or hydraulic dredge and removed by barge to either the Alcatraz Disposal Site (SF-11) or the San Francisco Deep Ocean Disposal Site (SF-DODS).

Prior to each dredging episode, the Dredge Material Management Office (DMMO) will evaluate the sediments to be dredged for disposal or reuse

suitability. The DMMO includes representatives from the U.S. Environmental Protection Agency, San Francisco Bay Conservation and Development Commission (BCDC), San Francisco Bay Regional Water Quality Control Board (RWQCB), and the U.S. Army Corps of Engineers (Corps). The DMMO is tasked with approving sampling and analysis plans in conformity with testing manuals, reviewing the test results and reaching consensus regarding a suitable disposition for the material.

3. COMPLIANCE WITH VARIOUS FEDERAL LAWS:

National Environmental Policy Act of 1969 (NEPA): The Corps will assess the environmental impacts of the proposed action in accordance with the requirements of the National Environmental Policy Act of 1969 (42 U.S.C. Section 4371 et. seq.), the Council on Environmental Quality's Regulations, 40 C.F.R. Part 1500-1508, and Corps' Regulations, 33 C.F.R. Part 230 and 325, Appendix B. Unless otherwise stated, the Environmental Assessment will describe only the impacts (direct, indirect, and cumulative) resulting from activities within the Corps' jurisdiction. The documents used in the preparation of the Environmental Assessment will be on file with the U.S. Army Corps of Engineers, San Francisco District, Regulatory Branch, 1455 Market Street, San Francisco, California 94103-1398.

Endangered Species Act of 1973 (ESA): Section 7 of the Endangered Species Act requires formal consultation with the U.S. Fish and Wildlife Service

(FWS) and/or the National Marine Fisheries Service (NMFS) if a Corps permitted project may adversely affect any Federally listed threatened or endangered species or its designated critical habitat. Species and critical habitat currently identified as potentially impacted by the proposed project include Chinook salmon and steelhead trout.

Please note that programmatic biological opinions (BOs) were issued by FWS (March 12, 1999) and NMFS (September 18, 1998) for the Long Term Management Strategy for the placement of dredged material in the San Francisco Bay region. As a result of the BOs there are allowable time frames to dredge to protect the habitat for threatened (and endangered) species and the species themselves per Section 7 of the Endangered Species Act of 1973, as amended. If the dredge work is conducted within those time frames, there is no need for consultation.

Federally-listed endangered adult winter-run Chinook salmon (*Oncorhynchus tshawytscha*) migrate through San Francisco Bay, as well as Suisun Bay and Honker Bay, to spawning areas in the upper Sacramento River during the late fall and early winter. Juveniles travel downstream through San Francisco Bay to the Pacific Ocean in the late fall as well. The movements of adult and juvenile salmon through the Bay system are thought to be rapid during these migrations. Since impacts to the water column during disposal events would be short-term, localized and minor in magnitude, no potentially adverse effects to winter-run Chinook salmon that may be near the disposal site are anticipated, if the dredge work is conducted from June 1 through November 30. If a permit is issued for this proposed project it will contain a condition that dredging is allowed only from June 1 through November 30 in any year, without consultation (pursuant to Section 7 of the ESA) with and approval from NMFS and the Corps.

Central California populations of steelhead trout (*Oncorhynchus mykiss*) were classified as federally threatened in August 1997. The steelhead that occur in San Francisco Bay are included in this ESU (evolutionarily significant unit) and therefore receive

protection under the Endangered Species Act. There is concern that steelhead migrating through the Bay to streams in the North Bay might enter Richmond Harbor. If a permit is issued for this proposed project it will contain a condition that dredging is allowed only from June 1 through November 30 in any year, without consultation (pursuant to Section 7 of the ESA) with and approval from NMFS and the Corps.

Additionally, the Corps has concerns regarding potential impacts to Pacific herring during its annual spawning season. The proposed maintenance dredging will occur within the traditional Pacific herring spawning grounds. As a result, the Corps will condition the permit (if issued) so that dredging will be allowed only from March 1 through November 30 in any year.

Magnuson-Stevens Fisheries Conservation and Management Act: This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The proposal would impact approximately 3.16 acres of EFH utilized by various species of sole, shark and rockfish. Our initial determination is that the proposed action would not have a substantial adverse impact on EFH or federally managed fisheries in California waters. This determination is based on the fact that the marina has been dredged several times in the past, the disposal site has been used since the 1960s for disposal and, therefore, both sites are considered to be disturbed and the proposed activity will result in no new impacts to EFH. Our final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with NMFS. The Terminal 3 berth area is located in Richmond Harbor in Richmond, Contra Costa County. The recently-deposited bottom sediments to be dredged during maintenance dredge activities are composed mainly (approximately 95%) of silts and clays (mud). It is presumed that fish species utilizing the area would be using it for feeding during a period of growth. When dredging occurs, the fish should be able to find ample and suitable foraging areas in and along the adjacent canal. As the infaunal

community recovers in the dredged area, fish species will return to feed. Because of the depth of the berth area, eelgrass is not expected to be established in this area.

Clean Water Act of 1972 (CWA):

a. Water Quality: Under Section 401 of the Clean Water Act (33 U.S.C. Section 1341), an applicant for a Corps permit must first obtain a State water quality certification before a Corps permit may be issued. The applicant has provided the Corps with evidence that a valid request has been submitted to the San Francisco Bay Regional Water Quality Control Board for State water quality certification. No Corps permit will be granted until the applicant obtains the required water quality certification. The Corps may assume a waiver of water quality certification 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, San Francisco Bay Region, 1515 Clay Street, Suite 1400, Oakland, California 94612 by the close of the comment period of this Public Notice.

b. Alternatives: Evaluation of this proposed activity's impact includes application of the guidelines promulgated by the Administrator of the Environmental Protection Agency under Section 404(b)(1) of the Clean Water Act (33 U.S.C. Section 1344(b)). The applicant has submitted an Analysis of Alternatives for the project and it will be reviewed for compliance with the guidelines. The applicant states that there are no practicable alternatives for his project.

Coastal Zone Management Act of 1972 (CZMA): Section 307 of the Coastal Zone Management Act requires the applicant to certify that the proposed project will comply with the State's Coastal Zone

Management Program, if applicable. No Corps permit will be issued until the State has concurred with the applicant's certification. Coastal development issues should be directed to the San Francisco Bay Conservation and Development Commission (BCDC), 50 California Street, Suite 2600, San Francisco, California 94111.

National Historic Preservation Act of 1966 (NHPA): Because the berth area has been dredged in the past, historic or archeological resources are not expected to occur in the project vicinity. If unrecorded resources are discovered during construction of the project, operations will be suspended until the Corps completes consultation with the State Historic Preservation Office (SHPO) in accordance with Section 106 of the National Historic Preservation Act.

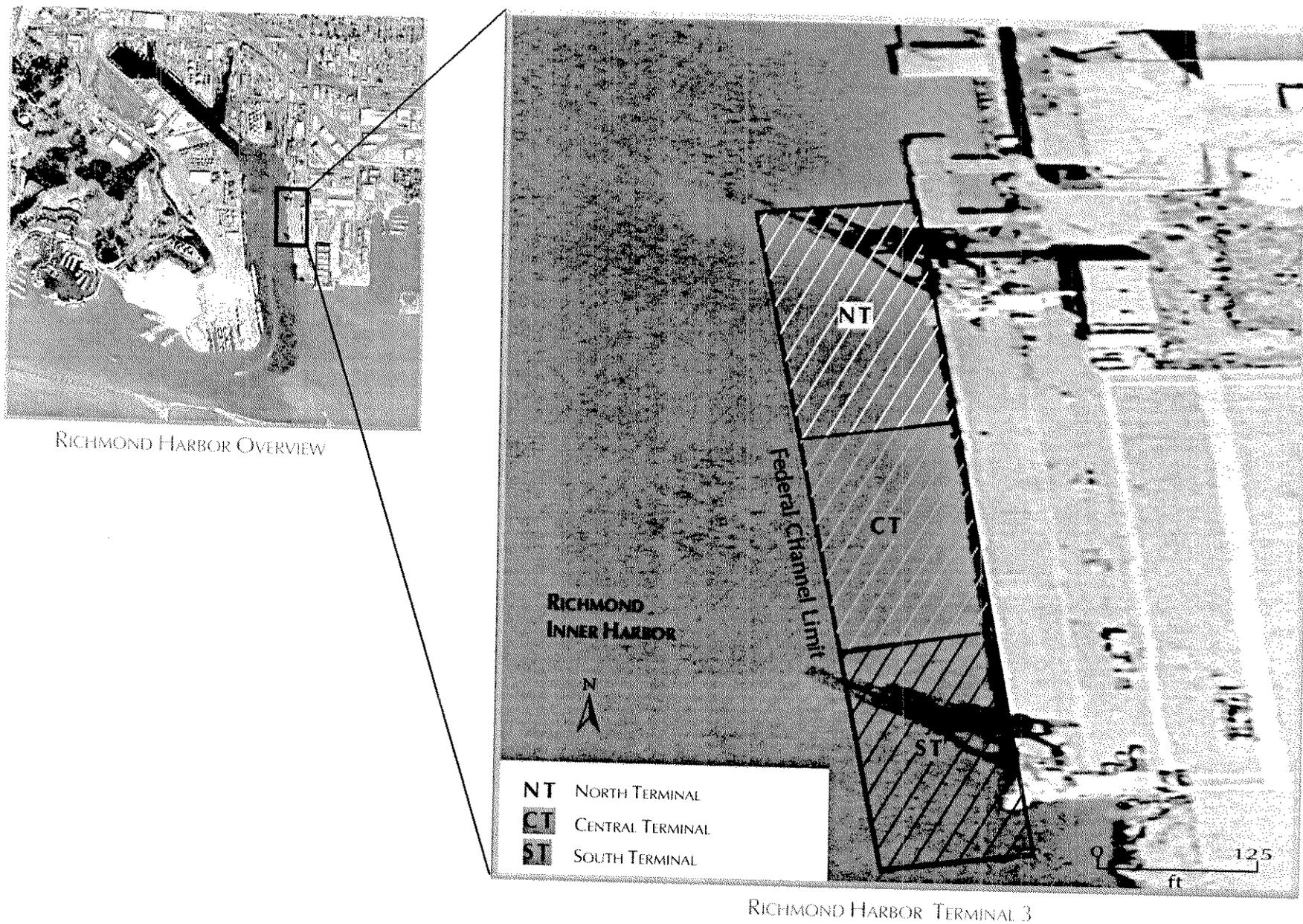
4. PUBLIC INTEREST EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impact, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits that reasonably may be expected to accrue from the proposed activity must be balanced against its reasonably foreseeable detriments. All factors that may be relevant to the proposal will be considered, including its cumulative effects. Among those factors are: conservation, economics, aesthetics, general environmental concerns, wetlands, historical properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline 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.

5. 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

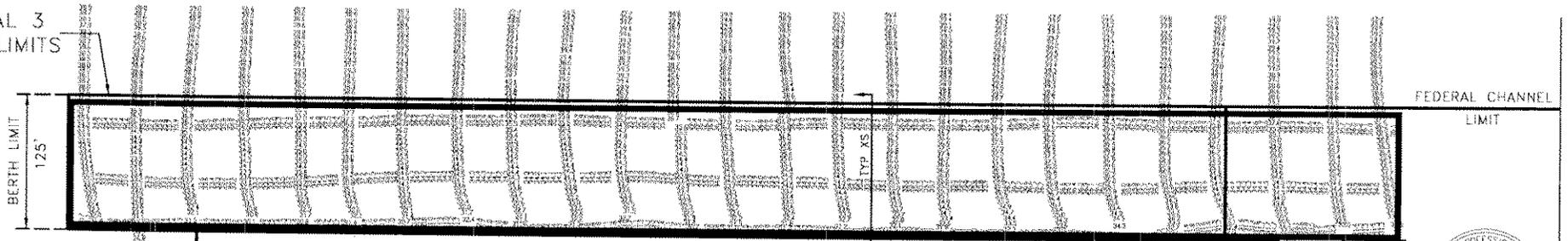
activity. Any comments received will be considered by the Corps to determine whether to issue, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other 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 in the proposed activity.

6. SUBMISSION OF COMMENTS: Interested parties may submit, in writing, any comments concerning this activity. Comments should include the applicant's name and the number and the date of this Public Notice, and should be forwarded so as to reach this office within the comment period specified on Page 1. Comments should be sent to Mr. Robert Lawrence at the U.S. Army Corps of Engineers, San Francisco District, Regulatory Branch, 1455 Market Street, San Francisco, California 94103-1398. It is the Corps' policy to forward any such comments that include objections to the applicant for resolution or rebuttal. Any person may also request, in writing, within the comment period of this Public 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 name is indicated in the first paragraph of this Public Notice or by contacting Mr. Robert Lawrence of our office at telephone number (415) 503-6808 or by E-mail at: robert.j.lawrence@usace.army.mil. Details on any changes of a minor nature that are made in the final permit action will be provided upon request.

Figure 1. Richmond Terminal 3 (north, central, south) Proposed Dredging Area



TERMINAL 3
DREDGE LIMITS



FEDERAL CHANNEL
LIMIT

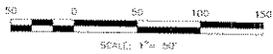
TERMINAL 3

GENERAL NOTES

1. BATHYMETRY SURVEYED BY GBA ON APRIL 13, 2007
2. SOUNDINGS ARE CORRECTED TO MEAN LOW LOW WATER.
3. PLAIN GRID, BEARINGS AND COORDINATES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCSR83), LAMBERT CONFORMAL PROJECTION, ZONE 10, AS DESCRIBED IN SPECIAL PUBLICATION NO. 253 PUBLISHED BY THE NATIONAL OCEAN SURVEY.
4. SOUNDINGS WERE TAKEN BY FATHOMETER AND ARE SHOWN TO THE NEAREST TENTH OF A FOOT. TIDE STATION REFERENCED TO USACE TIDAL MEANMENT "B-1", ELEVATION 14.00' MLW (1983-2001 TIDAL EPOCH), LOCATED ON THE NORTHEAST CORNER OF BARRAGE 7 AT PEDERSEN POINT IN RICHMOND INNER HARBOR.
5. HORIZONTAL POSITIONING SYSTEM USED IS NAVSTAR GPS WITH U.S. COAST GUARD DIFFERENTIAL BEACON.
6. THE BATHYMETRIC INFORMATION SHOWN ON THIS DRAWING IS BASED ON SURVEYS MADE ON THE DATES INDICATED AND CAN ONLY BE CONSIDERED AS INDICATING THE CONDITIONS EXISTING AT THAT TIME.
7. LOCATIONS OF PERS, DOCKS, SHORELINE AND OTHER PLANIMETRICS ARE APPROXIMATE IN NATURE.



CAUTION
THIS PLAN MAY
BE REDUCED
DO NOT SCALE
ORIGINAL SCALE



DRAWN: BGC
DESIGNED: BGC
CHECKED: RAG
REVIEWED: _____



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MATSON NAVIGATION COMPANY
TERMINAL 3 - PORT OF RICHMOND, CA
CONDITION HYDROGRAPHIC SURVEY
SOUNDINGS OBTAINED ON APRIL 13, 2007

DATE: 04/17/07
SCALE: 1" = 50'
SHEET 1 OF 1 SHEETS

FIGURE 2
DREDGE AREA
PORT OF RICHMOND
TERMINAL 3

Figure 3. Typical Cross Section

