MITIGATED NEGATIVE DECLARATION
FOR
SIERRA PACIFIC DOCK MAINTENANCE DREDGING

APPLICANT:

Sierra Pacific Industries
1206 West 14th Street
Eureka, CA 95501

LEAD AGENCY:

Humboldt Bay Harbor, Recreation
& Conservation District
P.O. Box 1030
Eureka, CA 95502-1030

PREPARED BY:

PACIFIC AFFILIATES, INC.
A CONSULTING ENGINEERING GROUP
990 W. WATERFRONT DRIVE
EUREKA, CA 95501
(707) 445 3001

JUNE 30, 2014

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION by the Humboldt Bay Harbor, Recreation and Conservation District (Harbor District) for a proposal by Sierra Pacific Industries to perform maintenance dredging of approximately 20,000 cubic yards of bay sediment over the next twelve years. It is proposed to dredge 2,000 cubic yards in the initial dredging episode, with the remaining 18,000 cubic yards to be dredged over the remaining time allowed by the permits. Existing permits allow for dredging of 10,000 cubic yards of sediment at the dock. These permits will expire in 2016 and will be renewed at the adjusted dredged volume for an additional ten years.

Sierra Pacific Dock is located in the North Bay Channel of Humboldt Bay. The project site (dredge area) encompasses 1.25 acres of lands leased by Sierra Pacific Industries from the City of Eureka. The project involves clamshell dredging to a design depth of -35 feet MLLW plus an allowable one foot overdredge to -36 feet. A crane outfitted with a clamshell bucket will be used to retrieve sediment. The crane will be positioned either on a barge or on the dock during dredging. If a barge is used, dredged material will be pulled from the floor of the Bay and deposited into a containment area on the barge. Once the containment area is filled with sediment, it will be transferred to ten yard dump trucks positioned on the dock. If a barge is not used, dredged material will be placed directly into the dump trucks. The trucks will transport the sediment to a temporary retention basin located on the adjacent upland parcel where it will be deposited for temporary retention. After de-watering, the dredged sediment will be loaded into trucks and hauled to a permitted location for permanent disposal.

The purpose of the project is to restore adequate berthing depth at the Sierra Pacific Dock for the safety of vessels mooring at the facility.

The proposed Mitigated Negative Declaration will be available for the public's review and comment beginning August 6, 2014. Written comments are due at the Harbor District address noted below by September 5, 2014. The Harbor District Board of Commissioners will hold a public hearing and anticipates considering adopting the Mitigated Negative Declaration and approving the project at its regular meeting on September 25, 2014, which will begin at 7:00 pm at the Woodley Island Marina Meeting Room. The proposed Mitigated Negative Declaration and documents referenced in it will be available for review at the office of the Harbor District at the Woodley Island Marina, 601 Startare Drive. The Harbor District's mailing address is P.O. Box 1030, Eureka, CA 95502-1030. Questions may be addressed to Mr. Jack Crider, Chief Executive Officer at (707) 443-0801.

PROPOSED MITIGATED NEGATIVE DECLARATION
SIERRA PACIFIC DOCK – MAINTENANCE DREDGING

June 2014

Lead Agency
Humboldt Bay Harbor, Recreation and Conservation District
P.O. Box 1030
Eureka, CA 95502-1030
Phone (707) 443-0801
Contact: Mr. Jack Crider, Chief Executive Officer

Project Proponent
Sierra Pacific Industries

PROJECT DESCRIPTION

History

Historically, the Sierra Pacific Dock (aka Guynup Dock) on Humboldt Bay has been used for the import and export of timber products, primarily wood pulp, wood chips, lumber particle board and logs. Built in 1965 by the current owner of the property, Eureka Forest Products, the dock was leased in 1993 to the current lessee, Sierra Pacific Industries. The dock was last dredged in 1989 under a ten-year permit for maintenance dredging that expired prior to the leasing of the dock by Sierra Pacific. In 2006, permits were obtained for maintenance dredging at the facility. Among these were ten year permits from the U.S. Army Corp of Engineers (File No. 29536N), California Regional Water Quality Control Board (WDID 1B05028WNHU) and the California State Lands Commission (PRC 8708.9). A five year permit was also issued by the Humboldt Bay Harbor, Recreation and Conservation District, which expired in 2011.

Purpose of Project

The goal of the permit application is to secure a dredging permit from the Harbor District for the Sierra Pacific Dock. In an effort to coordinate the Harbor District Permit with the other permits, which will be renewed in 2016, a permit term of 12 years is requested. This would allow all permits, including the 10 year permits scheduled to be renewed in 2016, to expire concurrently in 2026.

Sierra Pacific currently uses the facility to export wood chips, though they also handle logs and lumber. For both import and export activities, barges moor at the dock while the goods are transferred. Dredging is required to maintain adequate berthing depth for the vessels, as well as to ensure the continued safe and convenient operation of the mooring facility.

Project Location

Eureka is located along the coast of Northern California in Humboldt County, approximately 270 miles north of San Francisco. Sierra Pacific's dock is located on the eastern shore of the North Bay Channel in Humboldt Bay, approximately ¼ of a mile west of Highway 101 at 1206 West 14th Street in Eureka. Project parcels are described as APN's 003-082-01 and 003-082-02; the former being a tideland parcel owned by the City of Eureka and the latter being the adjacent upland parcel owned by Eureka Forest Products, both of which are leased by Sierra Pacific Industries. The subject properties are located along the northern boundary of Section 28, Township 5 North, Range 1 West.

Project Description

Sediment has been accumulating at the dock since it was last dredged in 1989. In an effort to restore the draft depth of the dock to -35 feet MLLW (plus a one foot allowable overdredge), Sierra Pacific is proposing to dredge approximately 20,000 cubic yards of sediment from the area immediately west of the dock. Dredging activities would take place during a two week window of time in the fall from September 1st to November 30th. Approximately 2,000 cubic yards of sediment would be removed annually or biannually over the life of the dredging permits. A crane outfitted with a clamshell bucket will be used to complete the dredging. Sediment will be transported to a temporary dewatering basin on the upland parcel adjacent to the dock before being trucked to a permitted disposal site.

PROPOSED FINDING OF NO SIGNIFICANT EFFECT ON THE ENVIRONMENT

Based on the attached Initial Study and other pertinent information, the Sierra Pacific maintenance dredging project will not have a significant effect on the environment with the recommended mitigation measures. Mitigation measures have been added to the project to reduce potentially significant impacts to a less than significant level.

MITIGATION MEASURES

The mitigation measures below have been compiled from the attached Initial Study (their numbers are keyed to the environmental checklist). These mitigation measures have been added to the project, and they will reduce all potentially significant impacts of the proposed project to less than significant. Although no impact to cultural resources is expected, a mitigation measure is recommended as a precautionary reminder of requirements in case of an unexpected encounter with cultural resources.

IMPACT IV-1: Potential impacts to juvenile salmonids during out-migration (spring into early summer).

MITIGATION IV-1: It is proposed to mandate seasonal implementation of the project to ensure protection of sensitive salmonids. The clamshell maintenance dredging activities are scheduled to be conducted during the fall of each year (September 1 – November 30) with dredging activities lasting approximately 14 calendar days. Additionally, dredging will coincide with ebb and slack tides to minimize impacts to sensitive salmonids that may be present at the dredge site.

IMPACT V-1: Potential impacts to historical, archeological and human remains.

MITIGATION V-1: The Contractor will be notified of, and required to monitor for signs of potential undiscovered archeological, ethnic, religious, or paleontological resources. If significant cultural/archeological resources are discovered during dredging operations, dredging will be halted until a qualified cultural resources specialist is consulted. Subsurface surveys shall be conducted to determine the boundaries of the resource. If human remains are discovered, the Humboldt County Coroner must be contacted. Required procedures to be followed in the event of accidental discovery of cultural materials or human remains are described in Sections 15064.5(e) and 1564.5(f) of the State CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387).

TABLE OF CONTENTS

LIST OF FIGURES

I. GENERAL INFORMATION

1. Project Title:

Sierra Pacific Dock Maintenance Dredging

2. Lead Agency:

Humboldt Bay Harbor, Recreation and Conservation District
P.O. Box 1030
Eureka, California 95502-1030
Phone (707) 443-0801

3. Project Location:

Sierra Pacific's dock is located in the City of Eureka along the Northern California Coast in Humboldt County, approximately 270 miles north of San Francisco. Two parcels make up the project site: the upland parcel (APN 003-082-02) which is owned by Eureka Forest Products and leased by Sierra Pacific Industries; and the tideland parcel (APN 003-082-01) which is owned by the City of Eureka and also leased by Sierra Pacific. The subject properties are located along the northern boundary of Section 28, Township 5 North, Range 1 West. To access the site, travel west on 14th Street off Highway 101 in Eureka; the dock is located at 1206 West 14th Street. Dredging is required west of the face of the dock, which coincides with the west boundary of APN 003-082-01 and the U.S. Pierhead Line. Figures I and II are vicinity and site maps, and are included in this report following the Environmental Effects Section.

4. Project Applicant and Operator:

Sierra Pacific Industries
Attn: David Kiff
PO Box 5046
Eureka, CA 95501
Phone (707) 443-3111

5. Property Owner:

a) APN 003-082-01 (tideland parcel) is located on lands granted by the California State Lands Commission to the City of Eureka, 531 K Street, Eureka, 95501
b) APN 003-082-02 (upland parcel) is owned by Eureka Forest Products

6. General Plan Designation:

Both parcels, APN 003-082-01 and -02, are designated as Coastal Dependent Industrial (CDI).

7. Zoning:

Both parcels, APN 003-082-01 and -02, are zoned as Coastal Dependent Industrial (MC).

8. Agency Permit Requirements:

a) Humboldt Bay Harbor, Recreation and Conservation District - Permit
b) U.S. Army Corps of Engineers - Permit under Section 10 of Rivers and Harbors Act of 1899
c) California Regional Water Quality Control Board – 401 Water Quality Certification
d) California State Lands Commission – Dredging Lease
e) California Coastal Commission – Permit or exemption (these types of projects typically receive an exemption from permit requirements)

9. CEQA Requirements:

This project is subject to the requirements of the California Environmental Quality Act (CEQA). The Harbor District will act as the lead agency for the project. The purpose of an Initial Study is to provide a basis for determining whether to prepare an Environmental Impact Report or a Negative Declaration to satisfy the requirements of CEQA, (Public Resources Code, Div 13, Sec 21000-21177), and the State CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387). CEQA encourages lead agencies and applicants to modify their project to avoid significant adverse impacts (for example, CEQA Section 20180(c)(2) and State CEQA Guidelines Section 15070(b)(2) and discussion).

Section 15063(d) of the State CEQA Guidelines state the content requirements of an Initial Study are as follows:

(d) Contents. An Initial Study shall contain in brief form:
  (1) A description of the project including the location of the project;
  (2) An identification of the environmental setting;
  (3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that there is some evidence to support the entries;
  (4) A discussion of the ways to mitigate significant effects identified, if any;
  (5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls; and
  (6) The name of persons who prepared or participated in the Initial Study.

II. PROJECT DESCRIPTION

Purpose of Project

Sierra Pacific currently uses their facility primarily for the export of wood chips, but they also handle logs and lumber. For both import and export activities, barges moor at the dock while the goods are transferred. Dredging is required to maintain adequate berthing depth for the vessels, as well as to ensure the continued safe and convenient operation of the mooring facility. Dredging last occurred in 1989 under a ten-year permit for maintenance dredging that expired prior to Sierra Pacific's leasing of the dock. The following Initial Study was completed to evaluate the potential environmental impact of the project.

Project Description

According to a hydrographic survey conducted May 20, 2013 at the Sierra Pacific Dock, a large volume of sediment has accumulated within the berthing area since the last dredging episode. Current depths along the western face of the dock vary from -15 feet MLLW on the south end to -29 feet MLLW on the north end. To account for future sedimentation at the dock, Sierra Pacific is proposing a maintenance dredging project to remove no more than 20,000 cubic yards of sediment from the mooring area. This will allow the draft depth of the dock to be restored to the desired -35 feet MLLW (plus a one foot allowable overdredge to -36 feet MLLW). The standard dredge volume was calculated to be 12,570 cubic yards and the dredge volume with overdredge was calculated to be 15,630 cubic yards based on the 2013 survey. Dredging extents are described as follows: 80 feet westerly and perpendicular to the face of the dock, 100 feet northerly from the north end of the dock and 126 feet southerly from the south end of the dock (700 feet total parallel to dock), for a total footprint of approximately 1.25 acres (see Figure IV and V for dredging area).

Existing permits for the project allow for the removal of approximately 2,000 cubic yards of sediment annually and a total of 10,000 cubic yards over the life of the permit. Because the current permits expire in 2016 and not more than 6,000 cubic yards could be dredged before then, these permits will not be amended to accommodate the additional volume required to be dredged based on the 2013 survey. When new permits are applied for, the dredge volume will be adjusted accordingly. Should siltation rates at the dock prove to be higher than predicted, the applicant may apply for amendments to the permits to increase the dredge volume.

In order to minimize the environmental impacts on Humboldt Bay, all dredging activities will be required to take place in a two week block of time during the fall from September 1st to November 30th. During the fall and winter, the bay naturally becomes more turbulent and provides a higher rate of dispersion of the disturbed material that becomes suspended in the water. This timeframe will minimize the impact on juvenile salmonids migrating through the bay to the ocean as well as the major influx of spawning adult salmonids that travel through Humboldt Bay. Dredging activities will take place approximately 8 to 12 hours per day. Tides will in part determine hours of operation, as dredging would preferably coincide with ebb to slack tides. Dredging activities will halt for any ships or barges arriving at the dock.

Dredging will be performed by a crane outfitted with a clamshell bucket. The crane will be positioned either on a barge or on the dock during dredging. If a barge is used, dredged material will be pulled from the floor of the Bay and deposited into a containment area on the barge. Once the containment area is filled with sediment, it will be transferred to ten yard dump trucks positioned on the dock. If a barge is not used, dredged material will be placed directly into the dump trucks. The dump trucks will transfer the sediment to a temporary on-site sediment retention basin in the northeast corner of the upland property.

There are two design options proposed for the temporary retention basin. The first, and preferred, option is a bermed area within which the dredged material will be placed and allowed to dewater by combination of evaporation and percolation. The area would measure approximately 75 feet by 100 feet and will be 80% enclosed with a four foot high earth berm, see Figure II for a Site Plan and Figure III for Retention Basin Plan. The remainder of the basin will be enclosed by a 1 foot high berm which will allow equipment access, but will contain any free water that may be present. Dump trucks will unload the dredged material within the bermed area where it will remain for a minimum of two days. During this time, water will evaporate and/or percolate out of the sediment into the subgrade. The proposed site for the retention basin slopes gently toward the east, thus any incidental surface run-off will not flow directly back into the bay. Once adequately dried, the material will be piled within the retention basin for storage until it is loaded into trucks and hauled to a permitted location for permanent disposal.

The second alternative would be to construct a basin similar to that described above, however, it would be lined with plastic sheeting (or a similar impermeable liner) to contain the dredged sediment leachate. Once adequately dried, the sediment will be removed leaving only the liquid that percolated out of the sediment. If precipitation is predicted, the basin will be covered to keep any additional liquid from entering the basin. The leachate will remain in the retention area and be exposed during fair weather allowing it to evaporate, leaving only what remains of the sediment and the liner. These would both be disposed of at a permitted location.

Sediment Sampling

Prior to obtaining the maintenance dredging permits in 2006, sediments within the dredging prism were sampled and characterized, physically and chemically, in accordance with the Tier II guidelines set in the US EPA Inland Testing Manual. As part of the current effort to obtain dredging permits, sediment sampling was performed again on August 26, 2013. Sampling procedures were established in a sampling plan (*Sediment Sampling and Analysis Plan*, Pacific Affiliates, July 25, 2013) which was reviewed and approved by the U.S. Environmental Protection Agency (EPA) as well as all of the permitting agencies. Sediments were characterized in accordance with the Sediment Evaluation Framework for the Pacific Northwest (SEF), Table 6-3.

The objective of sediment sampling was to ensure the sediment to be dredged does not contain chemicals in concentrations that would cause or contribute to degradation of groundwater, water quality or the marine environment of Humboldt Bay during dredging or dewatering.

Sampling locations were chosen so the samples obtained are representative of the sediment to be dredged. Target sample depth was 0.5 feet below the maximum dredge depth of -36 feet MLLW (target depth of -36.5 feet MLLW). One full depth sample was achieved, sample A-4 on the north end of the dock. The remainder of the samples did not achieve full depth due to refusal of the sampler. From the south end of the dock moving north, sample A-1 reached -33.3 feet, A-2 reached -33.6 feet and A-3 reached -35.0 feet. See Figure IV for sample locations. Barring any conditions that could change sediment characteristics (i.e. discharges, accidental or otherwise), testing prior to future dredging episodes is not warranted. The exception to this would be if dredging reaches depths beyond what was sampled, as these sediments have not been characterized.

Enviromatrix Analytical Inc. was contracted to perform the sediment characterization. Enviromatrix is a State of California accredited environmental laboratory (ELAP No. 2564) located in San Diego, CA. Because Enviromatrix was unable to perform all of the required analyses, the following tests were subcontracted to the laboratories listed below:

- Grain size analysis - PTS Laboratories, Inc.
- Total Organic Carbon – Calscience Environmental Laboratories, Inc. (NELAP No. 03220CA)
- Furans and Dioxins – Ceres Analytical Laboratories, Inc. (NELAP No. 12280CA)

Of particular interest were the concentrations of dioxins and furans in the sediment because these compounds were not tested for during previous sediment analyses at the dock. There were five dioxins and six furans detected in the sediment samples, however, all were detected in concentrations below the Sample Quantitation Limit (SQL) established in the SAP with the exception of 1,2,3,4,6,7,8-HpCDD (66 pg/g, SQL = 5 pg/g). In the laboratory report, the majority of the detected concentrations were flagged as being below the lower quantitation limit but above zero. Those that were not flagged were: 1,2,3,4,6,7,8-HpCDD; OCDD; 1,2,3,4,6,7,8-HpCDF; and OCDF. OCDD was flagged as being detected in the method blank.

Using the Toxicity Equivalency Factors (TEFs) published by EPA[19], the Toxicity Equivalence (TEQ) of the dioxins and furans were calculated. TEQ values report toxicity-weighted concentrations of dioxins and furans, as some of the compounds have higher toxicity than others. When summed, the total TEQ provides toxicity information about the mixture of dioxins and furans present in the sediment. For the purpose of the evaluation, those compounds that were not detected in the sediment were assumed to have a concentration of one-half of the detection limit when calculating the TEQ. Based on this assumption, the TEQ for the sediment was 2.84 pg/g, which is relatively low and does not present a hazard to the environment.

Sediment samples were also analyzed for grain size distribution, Total Solids (TS)/Water Content, Total Organic Carbon (TOC), Total Sulfides, Ammonia, 10 metals, 17 Polycyclic Aromatic Hydrocarbons (PAH), Chlorinated Hydrocarbons, Phthalates, Phenols, Miscellaneous Extractables, Pesticides, Polychlorinated Biphenyls (PCBs), Tributyltin (TBT), Butyltins, Total Petroleum Hydrocarbons (TPH) and a number of other chemicals. A complete discussion of the sampling activities and laboratory test results is contained in the *Sediment Sampling and Analysis Report*, prepared by Pacific Affiliates dated December 2, 2013.

Based on the test results, the samples consisted of 64% sediment and 36% water. The sediment consisted of 24.55% medium sand, 34.45% fine sand, 31.95% silt and 9.05% clay with a median grain size of 0.121 mm.

Though a number of chemicals were detected in the sediment, none were detected at concentrations that would impair or degrade water quality or the marine environment. When comparing the results of the recent sediment analyses to the results of testing performed at the dock in 2006, the chemical concentrations have remained relatively the same. This includes metals, PAH's, PCB's, and Butyltins.

TPH was not detected at the dock in 2006[13]. In 2013, diesel was detected at 110 mg/kg, but gasoline and extended range hydrocarbons were not detected. Metals concentrations in 2013 were slightly lower than those detected in 2006, but were overall very similar. A number of PAH's were detected in the recent testing that were not detected at the dock in 2006. However, the concentrations detected are well below the screening levels established in SEF Table 6-3. No detectable concentrations of PCB's were discovered in 2006[13] or 2013. Dibutyltin was the only Butyltin detected in 2006[13]; there were no Butyltins detected in 2013.

The 2013 SPI Dock results were also compared to sediment test results from 11 City of Eureka waterfront mooring facilities and Woodley Island Marina which were all sampled in 2005. Though not all parameters tested for as part of the 2013 SPI project were analyzed in 2005, a number of them were. Results from the City of Eureka sites established a range of chemical concentrations that represent background levels of the chemicals in Humboldt Bay sediment.

Metals at SPI were detected within the ranges detected from the 11 COE sites in 2005.[11,12] PCB's, Pentachlorophenol and Butyltins were all non-detect in 2013 and were mostly non-detect in 2005, but there were isolated positive results spread around the test sites. Detected PAH concentrations at SPI were well within the ranges detected around the bay. TPH as diesel was detected at SPI in 2013, though it was a lower concentration than was reported for TPH in 2005 around the bay. Similar to the compounds discussed above, the results of testing for dioxins and furans at SPI were very similar to the results from around the bay in 2005; however, three chemicals (1,2,3,7,8-PeCDD; 2,3,4,7,8-PeCDF; and 1,2,3,4,7,8,9-HpCDF) were detected in 2013 at the SPI Dock that were not detected around the bay in 2005. Detection limits used in 2005 were, for the most part, above the concentrations detected in 2013 for these three chemicals. As such, these chemicals may be present at the COE docks in similar concentrations to those detected at SPI. Calculated TEQ values ranged from 1.78 to 7.70 pg/g around Humboldt Bay in 2005. As described above, the calculated TEQ value from the SPI dock was 2.84 pg/g, which is on the lower end of background levels in Humboldt Bay.

Data comparisons show there has been little to no change to chemical levels in sediments at the Sierra Pacific Dock since previous sediment sampling performed in 2006. Furthermore, comparison with data from around the bay shows the sediments are typical of those found in Humboldt Bay. The levels of contaminates of concern that exist in the sediment are within the background concentrations of sediments around the bay. Representatives from the EPA and U.S. Army Corps (USACOE) reviewed the 2013 sediment sampling results and concurred with the

findings above; that is, the material to be dredged does not contain substantially elevated levels of contaminates of concern.

After reviewing the sampling results, the North Coast Regional Water Quality Control Board (NCRWQCB) requested the sediment samples be tested for seven additional metals (barium, beryllium, cobalt, molybdenum, selenium, thallium and vanadium). Enviromatrix had the original samples archived and was able to run the tests. A review of sediment testing data from several projects in the vicinity of the SPI Dock over the last ten years showed these metals were not tested for in the past. Test results were compared to two limits established for California Title 22 CFR Hazardous Waste Criteria[5] for each metal: Soluble Threshold Limit Concentration (STLC) and Total Threshold Limit Concentration (TTLC). If a detected concentration exceeds the TTLC, the sediment would be considered hazardous toxic waste. If a detected concentration exceeds ten times the STLC, further testing of the sediment is required. Of the metals tested for, the only metal that exceeded the STLC was vanadium (42.6 mg/kg; STLC 24 mg/l), however, it was less than double the STLC concentration, so no further testing is required. TTLC values are 100 times the STLC values for these metals, so detected concentrations were well below TTLC limits and should not be considered hazardous or toxic based on these results.

Permits

One permit renewal is required for the Sierra Pacific Dock maintenance dredging project. Permits from the USACOE (File No. 29536N) and NCRWQCB (WDID No. 1B05028WNHU), a dredging lease from the CA State Lands Commission (PRC 8708.9) and a written exemption from the California Coastal Commission are all current and set to expire in 2016. The maintenance dredging permit issued by the Harbor District for the project in 2006 expired in 2011. A new permit through the Harbor District will be applied for as part of this project. The remainder of the permits are scheduled to be renewed in 2016 prior to their expiration.

III. ENVIRONMENTAL SETTING

The following is a brief overview of the existing environmental conditions at the project site. Additional information about the environmental setting is presented in the environmental checklist, with a discussion of each item, as necessary.

The project site is located in northwest Eureka, Humboldt County, California. Highway 101 provides regional access to the City of Eureka. To access the site, travel west on 14th Street from Highway 101, through the intersection with Railroad Avenue, to the site at 1206 West 14th Street. Figure I is a vicinity map of the area. The dock is located on lands granted to the City of Eureka by the State Lands Commission and leased to Sierra Pacific Industries. Proposed dredging will occur on lands currently zoned Coastal Dependent Industrial (MC). The upland parcel where the retention basin for the dredge spoils will be located is also zoned Coastal Dependent Industrial (MC).

The dock structure is located approximately 1.6 miles north of the mouth of Elk River and extends approximately 50 feet from the U.S. Bulkhead Line to the U.S. Pierhead Line towards the North Bay Channel of Humboldt Bay. The rectangular shaped area subject to dredging is approximately 1.25 acres and extends 80 feet northwest from the docks' face and runs approximately 700 feet parallel to the dock. The bottom topography along the face of the dock quickly drops and water depths change accordingly from approximately -5.0 feet MLLW behind the dock to anywhere from -15 to -29 feet MLLW along the face of the dock. Current bottom elevations in the dredging prism range from -12 feet MLLW in the southeast corner of the dredge area to -35 feet MLLW in the northwest portion of the dredge area. The sediment proposed for dredging is unconsolidated sands and silts deposited since the last maintenance dredging of 1989. The City of Eureka storm drain located at the south end of the dock is presumed to be the primary contributor of sediment, though Elk River and a number of smaller waterways also contribute.

Birds

Humboldt Bay is a major wintering area and important stopover site for numerous species of migratory water-birds (Clowell 1994). Many species of shorebirds forage for invertebrates on intertidal mudflats, pastures, beaches, sandflats, shoreline eelgrass, and in marshes (Barnhart et al. 1992). Black bellied Plover (*Pluvialis squartarola),* Willet *(Catoptrophorus semipalmatus*), Long-billed Curlew (*Numenius americanus*), Marbled Godwit (*Limosa fedoa*), Dunlin (*Calidris alpine*), Western Sandpiper (*Calidras mauri*) and Least Sandpiper (*Calidris minutilla*) are shorebird species that may occur within the project area at low tide.

The California Brown pelican (*Pelecanus occidentalis califonicus)* is State and Federally listed as endangered (35 FR 8491-8498; June 2, 1970 and 35 FR 16047-16048; October 13, 1970). The Brown pelican migrates to the Channel Islands to mate by March and remain until May (USACOE, 2006). A significant pelican roost exists at the mouth of Elk River, approximately 1.6 miles south of the dock, well out of the project area. Based on visual observations at the site, there are typically not large numbers of pelicans present at the dock. As such, **the project is not expected to impact the above listed species.**

Ducks use open-water areas, water covered mudflats and eelgrass areas (Barnhart et al. 1992). Surf Scoters (*Melanitta perspicillata*), Bufflehead (*Bucephala albeola*), and Greater Scaup (*Aythya marila*) are among the most commonly observed waterfowl in Eureka (pers. Obs. Ron LeValley). Humboldt Bay is an important migratory stopover site for Black Brant (*Branta bernicla nigricans*), a small migratory goose that feeds almost exclusively on eelgrass, principally in the South Bay (Barnhart et al. 1992). Black Brant show up in numbers in the fall to early winter. Thousands of Black Brant are present on South Bay during the peak period of migration in April.

Diving birds occur primarily in open-water areas of Humboldt Bay. Double-crested Cormorants (*Phalacrocorax auritus*) are most abundant, followed by Red-throated Loons (*Gavia stellata*) and common Loons (*Gavia immer*). Western (*Aechmophorus occidentails*), Horned (*Padiceps auritus*), Eared (*P. nigricollis*) and Pied-billed (*Podilymbus podiceps*) grebes occur in the Eureka Channel.

Herons and egrets are regularly seen on Humboldt Bay (Barnhart et al. 1992, Harris 1996). Additionally, Humboldt Bay is important habitat for gulls and terns (Barnhart et al. 1992). In the summer, Western (*Larus occibentails*) and Heermann's (*Larus heermanni*) gulls are most common. From October to March the following gull species are present on Humboldt Bay (listed in approximate order of decreasing abundance): Western Gull, Glaucous-winged Gull (*L. glaucescens*), New Gull (*L. canus*), and California Gull (*L. californicus*).

Mammals

The Steller Sea Lion (*Eumetoopias jubatus*) was Federally listed as threatened by emergency rule in April 1990 (55 FR 13488) and was made permanent in December 1990 (56 FR 58184, November 18, 1991). Seals haul-out on mudflats exposed during ebb tides adjacent to small tidal channels in upper Arcata and South bays (pers. Obs.). Steller Sea Lions are rarely observed in the bay, but increasing numbers of California Sea Lions are roosting on docks and boats at Woodley Island. This species favors the outer coast, preferring to haul-out on offshore rocks and rocky islands. Steller sea lions do not breed in Northern California but may occur in this region during fall, winter and spring (Reeves et al. 2002). Steller sea lions are not often found in river mouths, bays, or estuaries (Reeves et al. 2002). The Sierra Pacific Dock experiences a rather high frequency of sea-going vessels. These species are accustomed to finding other areas to forage when sea-going traffic approaches. In addition, they are extremely mobile and routinely avoid human activities. **As such, no direct impacts would occur to these species from this project.**

Fish

The following Salmonid species are listed as State and Federally threatened and their critical habitats may occur in the action area. Southern Oregon/Northern California Coastal (SONCC) coho (*Oncorhynchus kisutch*) Evolutionary Significant Unit (ESU) was listed as threatened under the Endangered Species Act (ESA) by National Marine Fisheries Service (NMFS) on June 28, 2005 (70 FR 37160). Critical habitat for SONCC coho salmon was designated by NMFS on May 5, 1999 (64 FR 24049). The California Coastal (CC) Chinook salmon (*Oncorhynchus*

tshawytscha) ESU was listed as threatened under the ESA by NMFS on June 28, 2005 (70 FR 37160). Critical habitat for CC Chinook salmon was designated by NMFS on September 2, 2005 (70 FR 52488).

In addition, the Northern California (NC) steelhead Distinct Population Segment (*Oncorhynchus mykiss*) was federally listed as a threatened on January 5, 2006 (71 FR 834). Critical Habitat for NC steelhead was designated by NMFS on September 2, 2005 (70 FR 52488) (NMFS, 2006).

Juvenile salmon species migrate through Humboldt Bay to the Pacific Ocean from March through August. Juvenile coho salmon in California migrate to the sea between mid-April and May. It is assumed that coho salmon spend only a short time (few days to weeks) in the estuary before entering the ocean (Nickleson et al. 1992). Coho salmon spend two growing seasons in the ocean before returning to their natal streams to spawn at three year-olds (NMFS, 2005). CC Chinook salmon exhibit an ocean-type life history and outmigrate predominantly during April and July. Chinook salmon spend between one and four years in the ocean before returning to their natal streams to spawn (Myers et al. 1992). Juvenile steelheads live in freshwater usually two years in the California ESUs, then smolt and migrate to the ocean in March and April (Barnhart 1986). Smolts and adults migrate through estuaries, spending little time rearing. The timing of the project will limit the direct exposure of outmigrating juvenile salmonids to dredging activities.

It is proposed to mandate seasonal implementation of the project to ensure protection of sensitive salmonids. The clamshell maintenance dredging activities are scheduled to be conducted during the fall of each year (September 1 – November 30). Dredging activities will last approximately 14 days. In addition, dredging will coincide with ebb to slack tides to minimize impacts to salmonids that may be present at the dredge site; thus avoiding any impacts to sensitive out-migrating salmonids. **No direct impacts would occur to these species from this project**.

Longfin smelt (*Spirinchus thaleichthys*) was listed by the State of California as threatened under the California Endangered Species Act on June 25, 2009. Longfin smelt live year round in Humboldt Bay. Adults typically spawn in the fresh or brackish water of coastal rivers from January to March of each year. Newly hatched larvae flow downstream to brackish water at the river's mouth and eventually disperse throughout the estuary. Juveniles remain in the estuary for two years until they reach maturity at which time they spawn.

Clamshell dredging activities may affect, but will not likely adversely affect the longfin smelt. Impacts caused by dredging, such as increased turbidity, noise and equipment in the dredge area, are temporary and will cease after dredging has been completed. Longfin smelt would likely avoid the dredge area, choosing to forage in an unimpacted area of the Bay. Therefore, no adverse effects are expected to occur to longfin smelt or their habitat as a result of the dredging project.

The existing critical habitats within the project area include the water column and subtidal mudflats. These habitats provide rearing habitat and a migratory corridor for the fish species listed above.

Eelgrass Beds

The dredging activities will not cause any disturbance to eelgrass (*Zostera marina*) beds, which are considered to be an Essential Fish Habitat (EFH) by the USACOE and recognized as important ecological communities by State and Federal Resource Agencies (NMFS, U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Wildlife (CDFW)). Eelgrass beds are recognized as important ecological communities in Humboldt Bay because of their multiple physiological and biological values. Physically, eelgrass beds dampen wave and current action, trapping suspended particulates, and reducing erosion by stabilizing the sediment. Eelgrass beds also improve water clarity, cycle nutrients, and generate oxygen during daylight hours. Biologically, eelgrass habitat offers predation refuge and food sources for species present in Humboldt Bay (NMFS, 2005).

Eelgrass beds were not observed within the dredging prism, but do exist along the mudflats between the shoreline and the dock. A steep grade break can be found along the face of the dock. Elevations drop from approximately -5 feet MLLW where the eelgrass is located behind the dock to depths ranging from -12 to -29 feet MLLW in front of the dock where dredging is required. A clamshell dredge located on the dock will transfer the dredged material from the dredging prism off the face of the dock directly into trucks located on the dock. Dredging activities will not impact the area behind the dock where the eelgrass beds are located. **Therefore no direct impacts would occur to these species from this project**.

IV. ENVIRONMENTAL EFFECTS

With recommended mitigation measures, no significant adverse effects are expected from any of the proposed activities. An environmental checklist follows which addresses all potential adverse effects and recommends mitigation to ensure significant impacts to the environment do not occur as a result of this project.

V. ENVIRONMENTAL CHECKLIST AND EXPLANATORY NOTES

Eureka Forest Products/Sierra Pacific Industries
Sierra Pacific Dock Maintenance Dredging

NOTE ABOUT CHECKLIST: This checklist is essentially the checklist portion of Appendix G of the State CEQA Guidelines, final text approved on October 26, 1998 which has been modified somewhat by Pacific Affiliates for clarity. Explanations of the findings noted in each of the seventeen issue categories (I through XVII) follow each tabular issue section. Where appropriate and where noted, an explanation addresses more than one specific item.

The environmental factors checked below would be potentially affected by this project. The significance level is indicated using the following notation: 0=No Impact, 1=Less than Significant; 2=Less than Significant with Mitigation; 3=Potentially Significant. This notation varies from Appendix G for clarity and information.

0	Aesthetics	0	Agricultural Resources	1	Air Quality
2	Biological Resources	0	Cultural Resources	1	Geology and Soils
0	Hazards and Hazardous Materials	1	Hydrology and Water Quality	0	Land Use and Planning
0	Mineral Resources	1	Noise	0	Population and Housing
0	Public Services	0	Recreation	1	Transportation
1	Utilities and Service Systems	1	Mandatory Findings of Significance		

I. AESTHETICS – Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Have and adverse effect on a scenic vista?				**X**
b) Damage scenic resources, such as trees, rock outcroppings, and historic buildings, within a scenic highway?				**X**
c) Degrade the existing visual character or quality of the site and its surroundings?				**X**
d) Create a new source of light or glare that would adversely affect day or nighttime views in the area?				**X**

I,a,b) Proposed activities will occur in areas that previously have been disturbed by industrial use and infrastructure and will not affect scenic views. There are no state designated scenic highways in the vicinity of the proposed project. Sediment removal will occur below the subtidal zone, which will never be visible from above the water.

I.c) Temporary changes to the existing visual character of the project site and dock will occur due to the presence of dredging equipment and other construction equipment for the dredged sediment de-watering basin. The changes may be visible to vehicle traffic along portions of Railroad Avenue depending on the amount of logs/chips stored in the yard at the time and by vessel traffic in Humboldt Bay. Upon project completion, both the upland de-watering area and the dock will be restored to their pre-project condition. Mitigation for aesthetic impacts is not warranted.

I.d) The project will not create additional light sources.

II. AGRICULTURAL RESOURCES – in determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Convert Prime Farmland Unique Farmland, or Farmland of statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				**X**
c) Involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?				**X**

II.a-c) There is no farmland in the project area and the project has no bearing on agriculture. The project takes place beyond the tidal zone and is zoned Coastal Dependent Industrial (MC). The upland parcel is industrial in use and is designated Coastal Dependent Industrial (MC). Mitigation is not warranted.

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?				**X**
b) Violate any air quality standard or contribute to an existing or projected air quality violation, including in relation to asbestos in construction materials or earth?			**X**	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?				**X**
d) Expose sensitive receptors to substantial pollutant concentrations?				**X**
e) Create objectionable odors affecting a substantial number of people?				**X**
f) Otherwise degrade the atmospheric environment?				**X**
g) Substantially degrade alter air movement, moisture, temperature or other aspects of climate?				**X**

III.a-g) The North Coast Unified Air Quality Management District (NCUAQMD) is currently listed as “attainment” or “unclassified” for all federal and state ambient air quality standards, with the exception of the state standard for 24-hour particulate matter less than ten micrometers in diameter (PM_{10}). Nearly all areas of the state are classified as non-attainment for PM_{10}. Construction activities will result in temporary emissions of diesel engine combustion products from dredge equipment and vehicles. Any net increase of PM_{10} will be miniscule and brief, and not a cumulatively considerable increase. Operation of heavy equipment on the site, and a number of properties in the vicinity, occurs daily. Asbestos containing material will not be involved in this project. No separate mitigation is necessary to prevent a significant impact. No atmosphere effects, other than those noted above, are expected.

IV. BIOLOGICAL RESOURCES – Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Have an adverse affect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations; or by the California Department of Fish and Wildlife, the U.S Fish and Wildlife Service, or the National Marine Fisheries Service?		**X**		
b) Have an adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations; or by the California Department of Fish and Wildlife, the US Fish and Wildlife Service, or the National Marine Fisheries Service?				**X**
c) Have an adverse effect on federally protected wetlands, either individually or in combination, with the known or probable effects of other activities through direct removal, filling, hydrological interruption, or other means?				**X**
d) Interfere with the movement of any resident or migratory fish and wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?		**X**		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan or other approved local, regional, or state habitat conservation plan?				**X**
g) Otherwise degrade the biotic environment?			**X**	

IV.a) The following Federally and State threatened listed salmonid species and their critical habitats may occur in the action area: Southern Oregon/Northern California Coastal (SONCC) coho (*Oncorhynchus kisutch*) Evolutionary Significant Unit (ESU) was listed as threatened under the Endangered Species Act (ESA) by National Marine Fisheries Service (NMFS) on June 28, 2005 (70 FR 37160). Critical habitat for SONCC coho salmon was designated by NMFS on May 5, 1999 (64 FR 24049); The California Coastal (CC) Chinook salmon (*Oncorhynchus tshawytscha*) ESU was listed as threatened under the ESA by NMFS on June 28, 2005 (70 FR 37160). Critical habitat for CC Chinook salmon was designated by NMFS on September 2, 2005 (70 FR 52488). In addition, the Northern California (NC) steelhead Distinct Population Segment (*Oncorhynchus mykiss*) was Federally listed as threatened on January 5, 2006 (71 FR 834). Critical Habitat for NC steelhead was designated by NMFS on September 2, 2005 70 FR 52488) (NMFS, 2006).

The project is not likely to result in adverse effects to adult SONCC coho salmon and the CC Chinook salmon because it is expected that adult salmon migrating would utilize the deeper portion of the North Bay Channel which is outside the expected spatial extent of the physical effects of the project activities. Therefore, exposure of individual adult salmonids to the dredging activity would be minimal and insignificant.

Juvenile salmon species migrate through Humboldt Bay to the Pacific Ocean from March through August. Juvenile coho salmon in California migrate to the sea between mid-April and May. It is assumed that coho salmon spend only a short time (few days to weeks) in the estuary before entering the ocean (Nickleson et al. 1992). Coho salmon spend two growing seasons in the ocean before returning to their natal streams to spawn at three years old (NMFS, 2005). CC Chinook salmon exhibit an ocean-type life history and outmigrate predominantly during April and July. CC Chinook salmon spend between one and four years in the ocean before returning to their natal streams to spawn (Myers et al. 1992). Juvenile steelheads live in freshwater usually two years in the California ESUs, then smolt and

migrate to the ocean in March and April (Barnhart 1986). Smolts and adults migrate through estuaries, spending little time rearing (NMFS, 2005). The timing of the project will limit the direct exposure of outmigrating juvenile salmonids to dredging activities. The project is proposed to occur annually during the fall months between September 1st and November 30th and take approximately 14 days to complete. This time frame was chosen to avoid the seasonal out-migration of juvenile salmonids. In addition, dredging will be conducted during daylight hours when fish are not moving, there is only a remote chance that the clamshell could directly injure or kill Coho, Chinook, or steelhead if they stray into the project area. However, once the dredging begins, the salmonids would likely avoid the turbid and noisy project area. Mitigation measure IV-1 is proposed to mandate seasonal implementation of the project to ensure protection of sensitive salmonids. No other mitigation is warranted.

Prior to issuance of a Notice to Proceed, the USACOE will consult with NMFS regarding potential impacts to special status species pursuant to the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et. seq.) from the dredging of the Sierra Pacific Dock. The consultation is in accordance with Section 7 of the Endangered Species Act for the listed salmonids and their critical habitat as well as consultation on Essential Fish Habitat under the Magnuson-Stevens Fishery Conservation Management Act for this project. The consultation will ensure that the dredging activities will result in minimal adverse impacts to special status species that may be present in the project area during dredging operations.

IMPACT IV-1: Potential impacts to juvenile salmonids during out-migration (spring into early summer).

MITIGATION IV-1: It is proposed to mandate seasonal implementation of the project to ensure protection of sensitive salmonids. The clamshell maintenance dredging activities are scheduled to be conducted during the fall from September 1st to November 30th. Dredging activities will last approximately 14 days. In addition, dredging will coincide with ebb to slack tide to minimize impact to salmonids that may be present at the dredge site; thus avoiding any impacts to sensitive out-migrating salmonids.

IV.b) The dredging activities will not cause any disturbance to eelgrass (*Zostera marina*) beds, which are considered to be an Essential Fish Habitat (EFH) by the USACOE and recognized as important ecological communities by the State and Federal Resource Agencies (NMFS, US FWS and the CDFW).

Eelgrass beds were not observed within the dredging prism, but do exist along the mudflats in the vicinity of the project area. Eelgrass beds are located behind the dock on the shallow mudflats located between the shoreline and the dock. A steep grade break can be found along the face of the dock. -5.0 feet MLLW behind the dock to anywhere from -15 to -29 feet MLLW along the face of the dock. Current bottom elevations in the dredging prism range from -12 feet MLLW in the southeast corner of the dredge area to -35 feet MLLW in the northwest portion of the dredge area. A clamshell dredge located on the dock will transfer the dredged material from the dredging prism off the face of the dock directly into trucks located in the dock. Dredging activities will not impact the area behind the dock where the eelgrass beds are located. As indicated in the project description, tides will also determine times of operation, as dredging of sediment would preferably coincide with ebb to slack tide. **Therefore, no direct impacts would occur to these species from this project.**

IV.c) There are no wetlands within the project area, including at the temporary dewatering basin on the upland parcel; therefore, no wetlands would be effected by the dredging project. Permanent disposal of the dredged sediments will be at an approved site, which will also not involve any impacts to wetlands.

IV.d) Potential impacts on the movement of migratory fish or wildlife involve migrating adult salmonids and out-migrating juvenile salmonids. Adult salmon migrating would utilize the deeper portions of the channels in the bay which are outside the expected spatial extent of the physical effects of the project activities. Adults are also likely to avoid the noisy and turbid conditions created during dredging activities. Therefore, exposure of individual adult salmonids to the dredging activity would be minimal and insignificant. Juvenile salmonids out-migrate through Humboldt Bay during spring and early summer. Since the proposed project is to occur during the fall, as described in Mitigation measure IV-1, no impacts are expected. No other mitigation is warranted.

IV.e,f) There are no tree preservation or other habitat protection policies for habitat within the designated project area. Impacts are not anticipated and mitigation is not warranted.

IV.g) The project will occur in previously dredged areas yet could temporarily impact benthic biota in the localized footprint of the dredging area. The excavation site covers approximately 1.25 acres of inner bay lands. Based on the sampling and analyses conducted in August 2013, the dredge material consists of approximately 32 percent silt, 9 percent clay, and 59 percent sand. The dredging would remove benthic organisms, which would degrade the quality of the Essential Fish Habitat. The exposed bottom material would be the same as the removed substrate although somewhat deeper and should repopulate with the same ecosystem. No mitigation is warranted.

V. CULTURAL RESOURCES –Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Cause an adverse change in the significance of a historical resource, as defined in section 15064.5?		**X**		
b) Cause an adverse change in the significance of an archeological resource, pursuant to Section 15064.5?		**X**		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				**X**
d) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

V.a,b,d) There are no known sites of archeological or historical importance on the subject parcel. Since dredging previously occurred in 1989, all material uncovered and removed in this area will be recent deposits. No archeological or historical sites of importance were encountered or reported after the work was completed. Nevertheless, a precautionary mitigation measure is added to insure the protection of archeological and historical sites. This mitigation measure will also address actions that should be taken should human remains be discovered at the dredge site.

IMPACT V-1: Potential impacts to historical, archeological and human remains.

MITIGATION V-1: The Contractor will be notified of, and required to monitor for signs of, potential undiscovered archeological, ethnic, religious, or paleontological resources. If significant cultural/archeological resources are discovered during dredging operations, dredging will be halted until a qualified cultural resources specialist is consulted. Subsurface surveys shall be conducted to determine the boundaries of the resource. If human remains are discovered, the County Coroner must be contacted. Required procedures to be followed in the event of accidental discovery of cultural materials or human remains are described in sections 15064.5(e) and 1564.5(f) of the State CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387).

V.c) No unique paleontological resources or unique geological features are known to exist in the project area.

VI. GEOLOGY AND SOILS – Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.			**X**	
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?				**X**
b) Result in soil erosion or the loss of topsoil?				**X**
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			**X**	
d) Be located on expansive soil, as defined in table 18-1B of the Uniform Building Code (1994), creating risks to life or property?				**X**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				**X**

VI.a) Properties in Eureka are at risk of experiencing strong earthquakes, as is much of California. The proposed project site may be subject to strong seismic shaking and associated issues. There is no increased exposure to geologic hazards for people or property due to the proposed project. An existing hazard at the site is an earthquake related tsunami, but the risk is not increased by project implementation.

VI.b) The proposed dredging will not involve disturbance to terrestrial soils. The location of the temporary dewatering basin will be located on an industrial site which consists of gravel fill, not topsoil or native soils.

VI.c,d) The project is not located on expansive soil or unstable geologic soil units. As described in the project and shown on the typical cross section (Figure 5), dredge area boundaries will be cut to a slope and allowed to stabilize at the soils natural angle of repose which will provide stability for the adjacent bay sediments. Currents in the bay will move sediments around and additional sediments will be deposited in the area to further stabilize the area. Minimal soil movement is expected and the extents of impacted areas will be limited to just beyond the dredge prism. The existing pilings of the dock will support the dredging depth of -36 feet MLLW.

VI.e) The project does not involve the construction of septic systems or other wastewater systems, therefore there will be no impact.

VII. HAZARDS AND HAZARDOUS MATERIALS- Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				**X**
b) Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				**X**
c) Have hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				**X**
e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and consequently result in a safety hazard for people residing or working in the project area?				**X**
f) Be located within the vicinity of a private airstrip, and consequently result in a safety hazard for people residing or working in the project area?				**X**
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				**X**
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				**X**

VII.a) The proposed project will not create a hazard to the public or the environment. No hazardous material will be used in the project, except for diesel to fuel the trucks and equipment for dredging. Nevertheless, due to the short term of the dredging project no impacts are expected.

VII.b) No reasonably foreseeable upset or accident conditions will exist on the site as a result of the project. See the discussion in Section II above regarding the nature of the sediment and water that will be dredged, stockpiled on site and ultimately hauled off site.

VII.c) No existing or proposed schools occur within a quarter mile of the facility.

VII.d) The project area is not included in any listing of hazardous material sites compiled pursuant to Government Code Section 65962.5.

VII.e,f) The project area is located approximately 1.5 miles northeast of the Eureka Municipal Airport, thus will not present a safety hazard for people working in the project area.

VII.g) The project will have no bearing on any emergency plan.

VII. h) The project site including the dock and the upland parcel are not considered to be wildfire hazard areas.

VIII. HYDROLOGY AND WATER QUALITY-Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Violate any applicable water quality standards or waste discharge requirements?			**X**	
b) Deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?				**X**
c) Alter the existing drainage pattern of the site area, including through the alteration of the course of a stream or river, in a manner that would result in erosion or siltation on- or off-site?				**X**
d) Alter the existing drainage pattern of the site area, including through the alteration of the course of a stream or a river, or increase the rate of amount of surface runoff in a manner that would result in flooding on- or off-site?				**X**
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?				**X**
f) Place housing within 100-year floodplain, as mapped on Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				**X**
g) Place within a 100-year floodplain structures that would impede or redirect flood flows?				**X**
h) Expose people or structures to a significant risk of loss, injury, or death involving: 1) flooding, including flooding as a result of the failure of a levee or dam or 2) inundation by seiche, tsunami, or mudflow?			**X**	
i) Otherwise degrade water quality?			**X**	
j) Change the amount of surface water in water body?				**X**
k) Change currents of the course or direction of water movements?				**X**

VIII.a) Dredging may affect water quality parameters such as pH, suspended solids (SS), and turbidity. Turbidity near the dredge site would increase because of additional SS in the water column. Due to the short duration of the project and since ambient water quality conditions recur shortly after the dredging event, the associated effects of dredging on these water quality variables would be adverse but short-term and minor in magnitude. Any suspended sediment would be disbursed quickly as the waters in the bay are always in motion, except during a tide change. In addition, the use of a closed clamshell bucket will be effective in minimizing the amount of sediment that may become re-suspended into the Humboldt Bay waters.

Leachate percolating from the dewatering basin, located on the upland parcels, into groundwater and Humboldt Bay will likely not contain elevated levels of the constituents of concern. If the percolation method is chosen for dewatering, additional testing may be required to fully assess the potential impacts to the sediments and groundwater near the retention basin. No significant impacts are anticipated.

VIII.b-g) The project area is submerged and subtidal and there will be no effect on surface water drainage, groundwater recharge, or groundwater levels. No alterations to course or flow of stream, rivers, floodwaters, or surface run-off are expected at the project site or disposal area. The project will not place permanent structures in the 100-year floodplain and the disposal area is outside the flood-plain area. Following the drying of the dredge spoils, the de-watering basin will be dismantled and removed from the upland parcel.

VIII.h) An existing hazard at the dredge site is an earthquake related tsunami, but the risk is not increased by project implementation, and exposure to tsunami risk is low. As the proposed project involves work on an existing facility (dock berthing maintenance), there is no additional exposure to the potential hazard, any actual effect of this project on tsunami behavior is not predictable. By project definition, no new structures, dams, or levee are involved.

VIII. i) All water quality impacts are as described in Section VIII.a. No additional water quality impacts are expected.

VIII. j,k) There will be no changes in surface water or currents of Humboldt Bay as a result of the proposed project. The dredging will not materially change movements of water in Humboldt Bay. The alteration of the bottom will be negligible.

IX. LAND USE AND PLANNING- Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Physically divide an established community?				**X**
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				**X**
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				**X**

IX.a-c) By its nature, the proposed project will not physically divide the community or conflict with any land use plans or policies. A timber product handling facility currently exists at the site and the proposed project is consistent with existing zoning regulations. There are no conservation plans in the area with which the proposed project would conflict. No mitigation is warranted.

X. MINERAL AND ENERGY RESOURCES- Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Result in the loss of availability of a known mineral that would be of value to the region and the residents of the state?				**X**
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**
c) Result in the use of energy or non-renewable resources in wasteful or inefficient manner?				**X**

X.a-c) No mineral resources are known to exist at the project site. The use of energy and other resources for the construction and operation of this project is not considered a wasteful or inefficient use of energy. Mitigation is not warranted.

XI. NOISE – Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Generate or expose persons to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				**X**
b) Generate or expose persons to excessive ground-borne vibration or ground-borne noise levels?				**X**
c) Result in permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				**X**
d) A temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?			**X**	
e) Be located within an airport land use plan or, where such a plan has not been adopted. Within two miles of a public airport or public use airport, and consequently expose people residing or working in the project area to excessive noise levels?				**X**
f) Be within the vicinity of a private airstrip, and consequently expose people residing or working in the project area to excessive noise levels?				**X**

XI.a-d) There will be a temporary increase in sound levels during the dredging operations. The crane used for dredging will be the loudest equipment, which will be similar to a heavy truck. Surrounding properties are industrial and commercial and will not be interfered with by the sound levels associate with the dredging activities. Ten-yard dump trucks will be used to transport the dredged sediment from the dredging site to the decant site. Semi-trucks will be used to haul the dewatered sediment to the authorized disposal site. The trucks and crane will generate additional noise, but the noise will not be out of character for the area as trucks and heavy equipment operate in the area every day. The increase in noise levels will last only as long as the dredging operations and this impact is not considered to be significant enough to warrant mitigation.

XI. e,f) The project is located approximately 1.5 miles northeast form the Eureka Municipal Airport. The workers at the site will not be exposed to excessive noise levels due to air traffic.

XII. POPULATION AND HOUSING - Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Include substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				**X**
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**
c) Displace substantial number of people, necessitating the construction of replacement housing elsewhere?				**X**

XII.a-c) The project is maintenance dredging of an existing infrastructure with no expansion of use or capacity expected. This project will not be growth inhibitive, but rather a means to ensure safety at the existing maritime facility. The project will have no effect on population or housing. Mitigation is not warranted.

XIV. PUBLIC SERVICES – Would the project result in 1) adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 2) the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Fire Protection?				**X**
b) Police Protection?				**X**
c) Schools?				**X**
d) Parks?				**X**
e) Roads?				**X**
f) Other public facilities?				**X**

XIII.a-d.f) Except in an emergency, the project will place no demand on fire and police services. The project will not place additional demands on schools, parks, or other services. Mitigation is not warranted.

XIII.e) The truck traffic associated with the dredged sediment off-loading, transportation, and disposal will place ordinary wear and tear on the roads traversed. This potential impact is considered insignificant and mitigation is not warranted.

XIV. RECREATION	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				**X**
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				**X**

XIV.a,b) By its nature, the project will have no adverse effects on recreational facilities. Neighborhood parks or other recreational facilities will not be impacted as a result of this project, and the project does not include the construction or expansion of recreational facilities.

XV. TRANSPORTATION- Would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Cause an increase in traffic that is substantial in relation to the existing traffic load capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersection)?			**X**	
b) Exceed, either individually or cumulatively, a level of service established by the county congestion management agency for designated roads or highways?				**X**
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				**X**
d) Substantially increase hazards to a design feature (e.g., farm equipment)?				**X**
e) Result in inadequate emergency access?				**X**
f) Result in inadequate parking capacity?			**X**	
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				**X**
h) Adversely affect rail, waterborne, or airborne transportation?				**X**

XV.a) The proposed project will result in a temporary increase in vehicular traffic, including approximately ten additional truck trips per day. The dredge spoils will be allowed to dry in the spoil retention basin for approximately two days prior to transportation of the dredge spoils to an authorized disposal site. This amount of additional truck traffic on the roads is considered insignificant, thus mitigation is not warranted.

XV.b-e,g,h) By its nature, the project will have no adverse effects on other aspects of transportation.

XV.f) There is no effect on existing parking, nor any demand for new parking. Minor changes in parking would be temporary and only affect the Sierra Pacific facility on-site parking, which is ample for anticipated needs.

XVI. UTILITIES AND SERVICE SYSTEMS – would the project:	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				**X**
b) Require or result in the construction of new facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, for any of the following utilities?				
i) Water treatment or distribution facilities?				**X**
ii) Wastewater collection, treatment, or disposal facilities?				**X**
iii) Storm water drainage facilities?				**X**
iv) Electric power or natural gas?				**X**
v) Communications systems?				**X**
c) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needs?				**X**
d) Result in determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				**X**
e) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			**X**	
f) Comply with federal, state, and local statues and regulations related to solid waste?				**X**

XVI.a-d) The proposed project will have no bearing on wastewater treatment or utility requirements. The proposed project does not include new water entitlements and it will not affect the quantity of water used at the facility. No mitigation is warranted.

XVI. e,f) The proposed project requires disposal of up to 2,000 cubic yards of dredged sediments during each dredging episode over the life of the permit. Dredged material will be transported to an authorized disposal site after being decanted, aerated and dried in the dredge spoil retention basin. Prior to implementing dredging, an agreement with a designated disposal facility will be made regarding the quantity and quality of the material to be disposed of.

XVII. MANDATORY FINDINGS OF SIGNFICANCE	**Potentially Significant**	**Less Than Significant With Mitigation**	**Less Than Significant**	**No Impact**
a) Does the project have the potential to degrade the quality of the environment, substantially reduce habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			**X**	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other projects, as defined in Section 15130).			**X**	
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			**X**	

XVII.a,c) There is the potential for temporary and/or minor effects in the impact categories of air quality, biological resources, geology and soils, water quality, noise, transportation, and utility and service systems. Identification of these less than significant impacts are outlined within the checklist. The analysis presented in this document demonstrates that, per the specifics detailed in the project description and proposed mitigation measures, the proposed action will have no substantial adverse effects on the environment or on people.

XVII.b) The project's impacts will not add appreciably to any existing or foreseeable future significant cumulative impact, such as species endangerment, wetland loss, or air quality degradation. Incremental impacts, if any, will be negligible and undetectable. This project will not be growth inducing or growth inhibitive, but rather a means to ensure safety of the existing facility. This project is not contingent on or otherwise related to the development of any other project.

VI. REFERENCES

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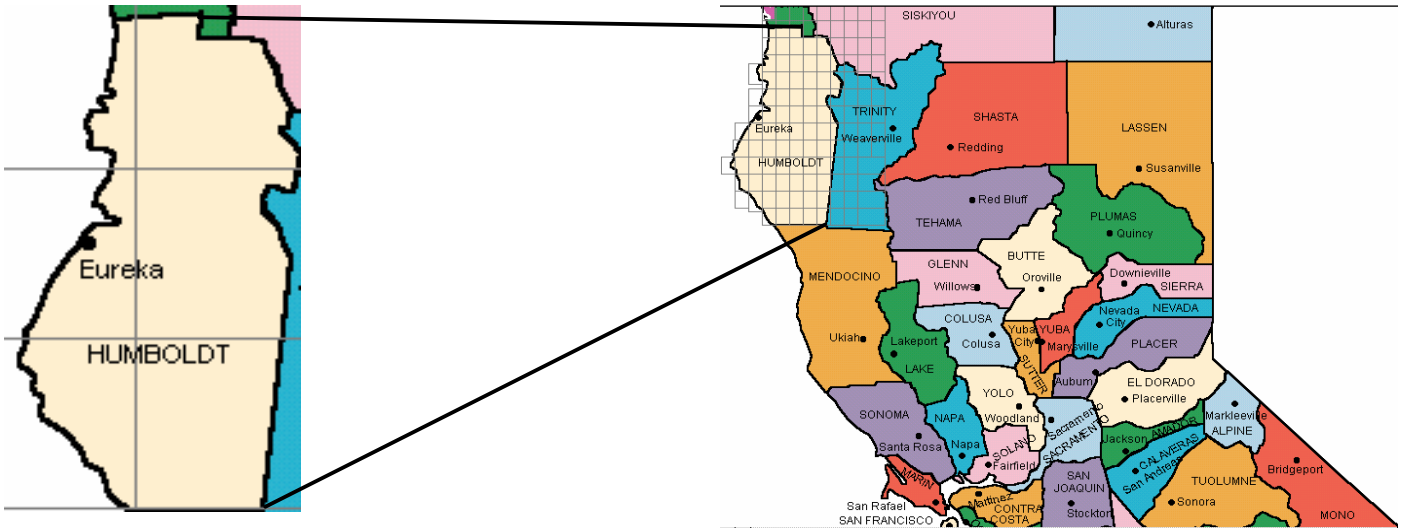
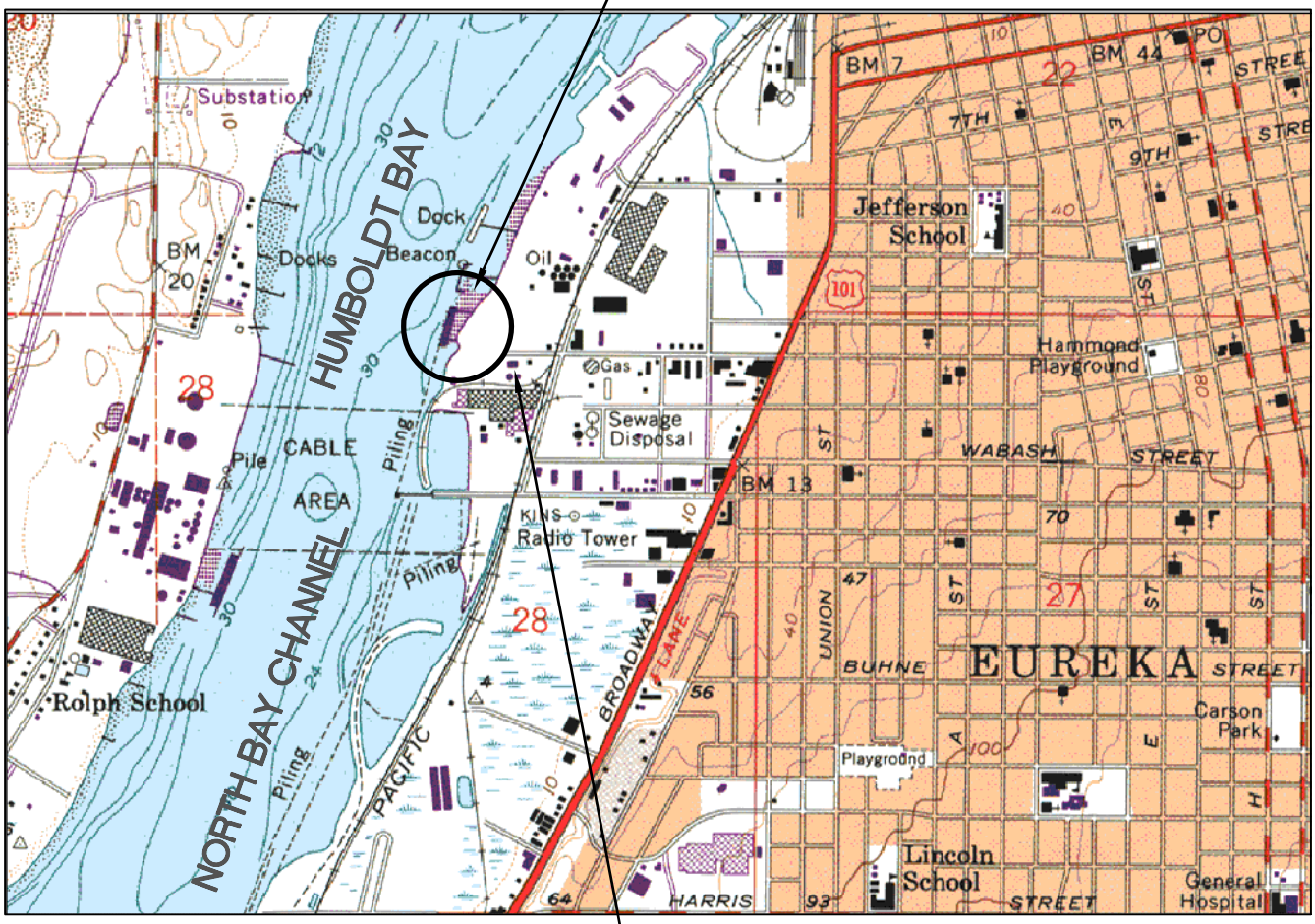
VII. APPENDIX I - FIGURES



SIERRA PACIFIC DOCK



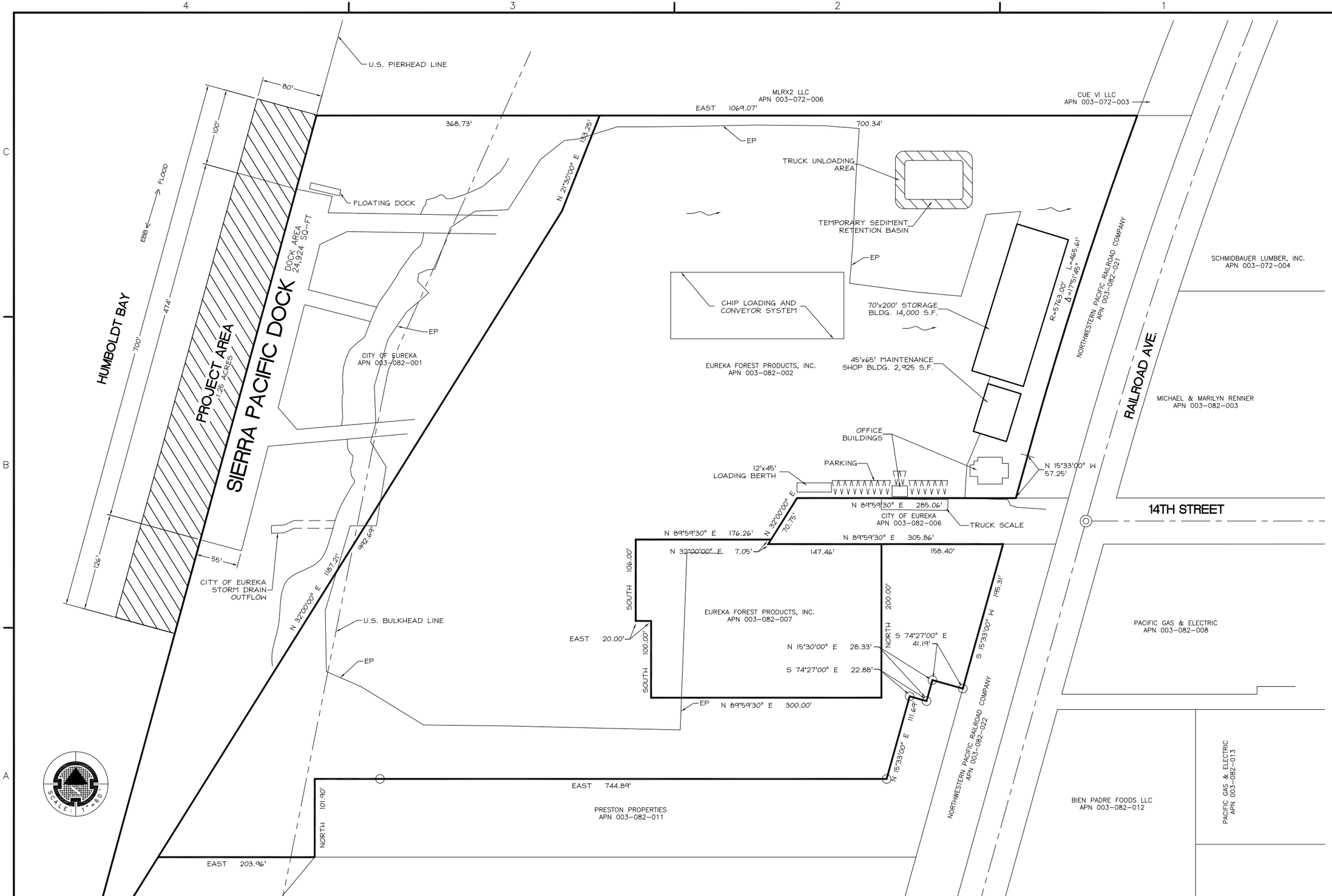
FORMER MGP

N

SCALE: 1"=2,400'

0 600 1,200 2,400

EUREKA FOREST PRODUCTS 1206 WEST 14TH STREET Eureka, California	VICINITY MAP - SIERRA PACIFIC DOCK FIGURE I	PACIFIC AFFILIATES CONSULTING ENGINEERS 990 W. WATERFRONT DRIVE, EUREKA, CA 95501 TEL (707) 445-3001 FAX(707)445-3003



LOCATIONS AND ELEVATIONS OF UTILITIES SHOWN ARE PROVIDED FOR INFORMATION ONLY. SUCH INFORMATION MAY NOT BE COMPLETE OR ACCURATE. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL AGENCIES INVOLVED AND LOCATION ALL UTILITIES THAT MAY BE IMPACTED BY HIS WORK.

REVISIONS	BY

PACIFIC AFFILIATES
CONSULTING ENGINEERS
990 W. WATERFRONT DRIVE, EUREKA, CA 95501
TEL (707) 445-3001 • FAX (707) 445-3003

REGISTERED PROFESSIONAL ENGINEER
TRAVIS L. SCHNEIDER
67393
EXP. 12-31-2014
CIVIL
STATE OF CALIFORNIA

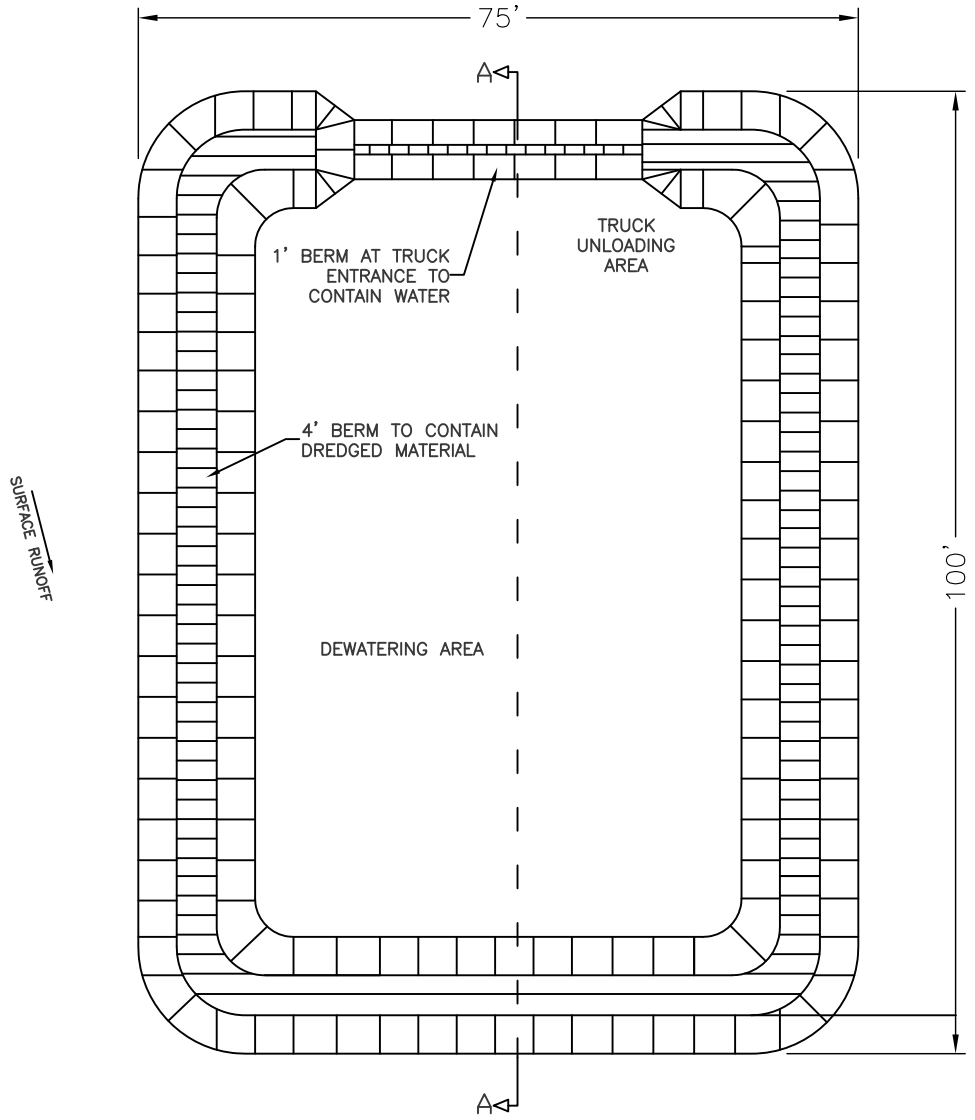
FIGURE II
SITE PLAN

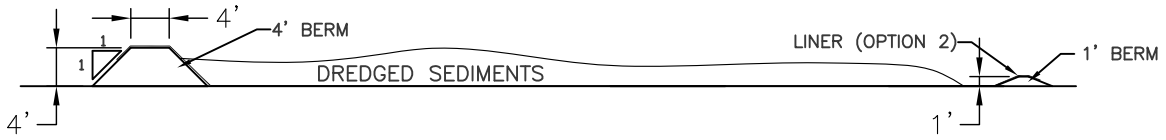
SIERRA PACIFIC DOCK
1206 WEST 14TH ST.
EUREKA, CA 95501
APN 003-082-001 & -002

Date: March 18, 2011
Scale: 1"=60'
Drawn by: JB

SHEET NUMBER
C-1

JOB NUMBER
900





CROSS SECTION A - A

SCALE 1" - 20'

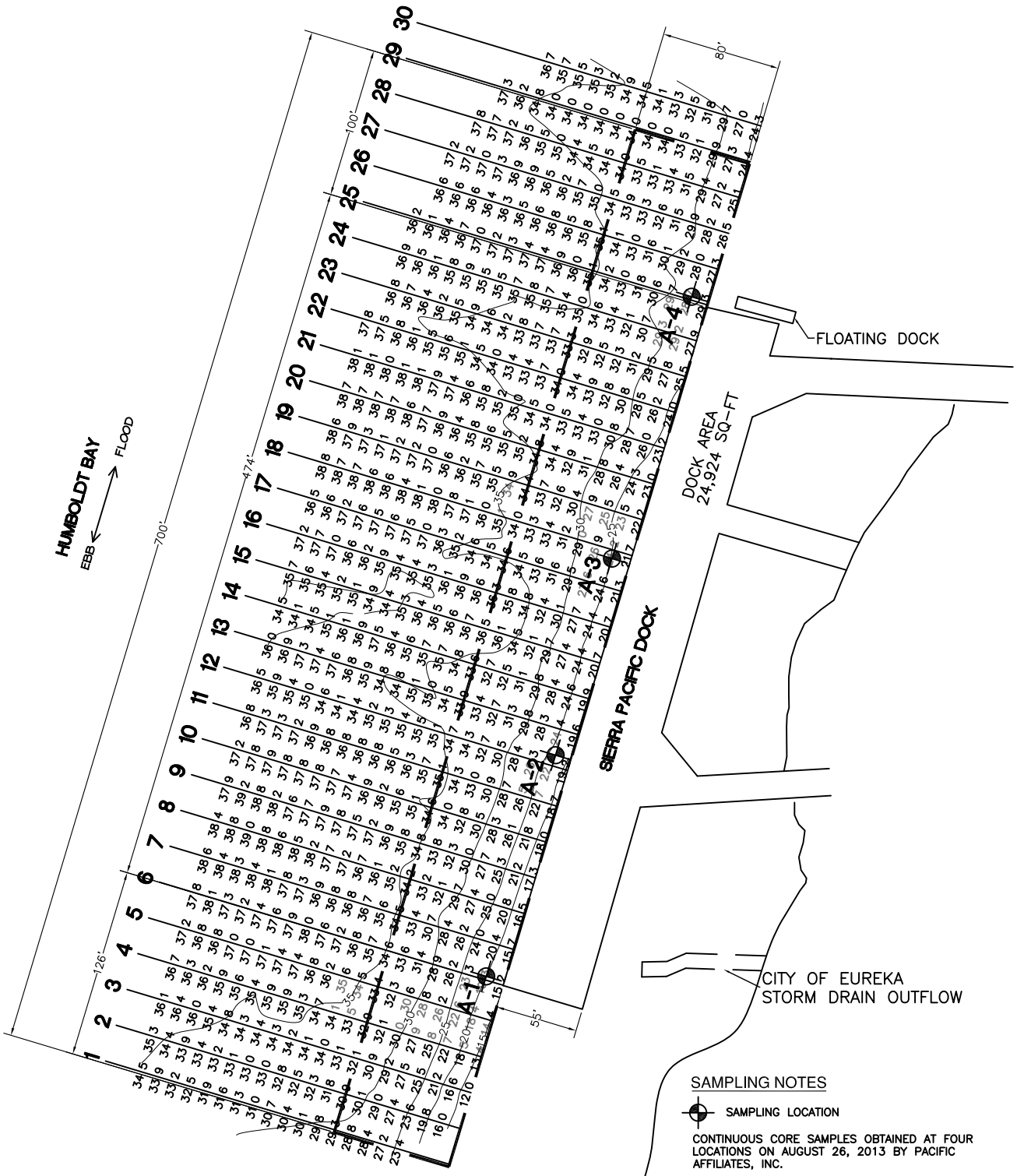
RETENTION BASIN OPTIONS:

1. CONSTRUCT THE BASIN AS SHOWN ABOVE AND ALLOW LEACHATE FROM THE DREDGED SEDIMENTS TO PERCOLATE INTO THE GROUNDWATER.
2. CONSTRUCT THE BASIN AS SHOWN ABOVE AND INSTALL IMPERMEABLE LINER OVER THE BASIN TO RETAIN ALL LEACHATE.

SCALE: 1"=20'

0 5 10 20

EUREKA FOREST PRODUCTS 1206 WEST 14TH STREET Eureka, California	RETENTION BASIN SIERRA PACIFIC DOCK FIGURE III	PACIFIC AFFILIATES CONSULTING ENGINEERS 990 W. WATERFRONT DRIVE, EUREKA, CA 95501 TEL (707) 445-3001 FAX(707)445-3003



SAMPLING NOTES

SAMPLING LOCATION

CONTINUOUS CORE SAMPLES OBTAINED AT FOUR LOCATIONS ON AUGUST 26, 2013 BY PACIFIC AFFILIATES, INC.

VIBECORE-D CORING DEVICE USED TO OBTAIN SAMPLES

SAMPLE	CORE LENGTH	WATER DEPTH	TIME
A-1	14.0 FT	25FT	17:15
A-2	10.9 FT	28FT	16:45
A-3	10.8 FT	31FT	16:15
A-4	7.8 FT	37FT	14:15

N

SCALE: 1"=100'

0 50 100 200

SURVEY NOTES

SURVEYED BY PACIFIC AFFILIATES CONSULTING ENGINEERS MAY 20, 2013.

SOUNDINGS ARE REFERENCED TO THE DATUM OF MEAN LOWER LOW WATER USING PACIFIC AFFILIATES TIDAL POINT, TIED BY SURVEY TO USGS BRASS DISK "1940" LOCATED IN THE CONCRETE SEA WALL, USCG STATION HUMBOLDT BAY, ELEVATION 14.28' MLLW.

SOUNDINGS ARE SHOWN TO THE NEAREST FOOT AND TENTHS OF A FOOT.

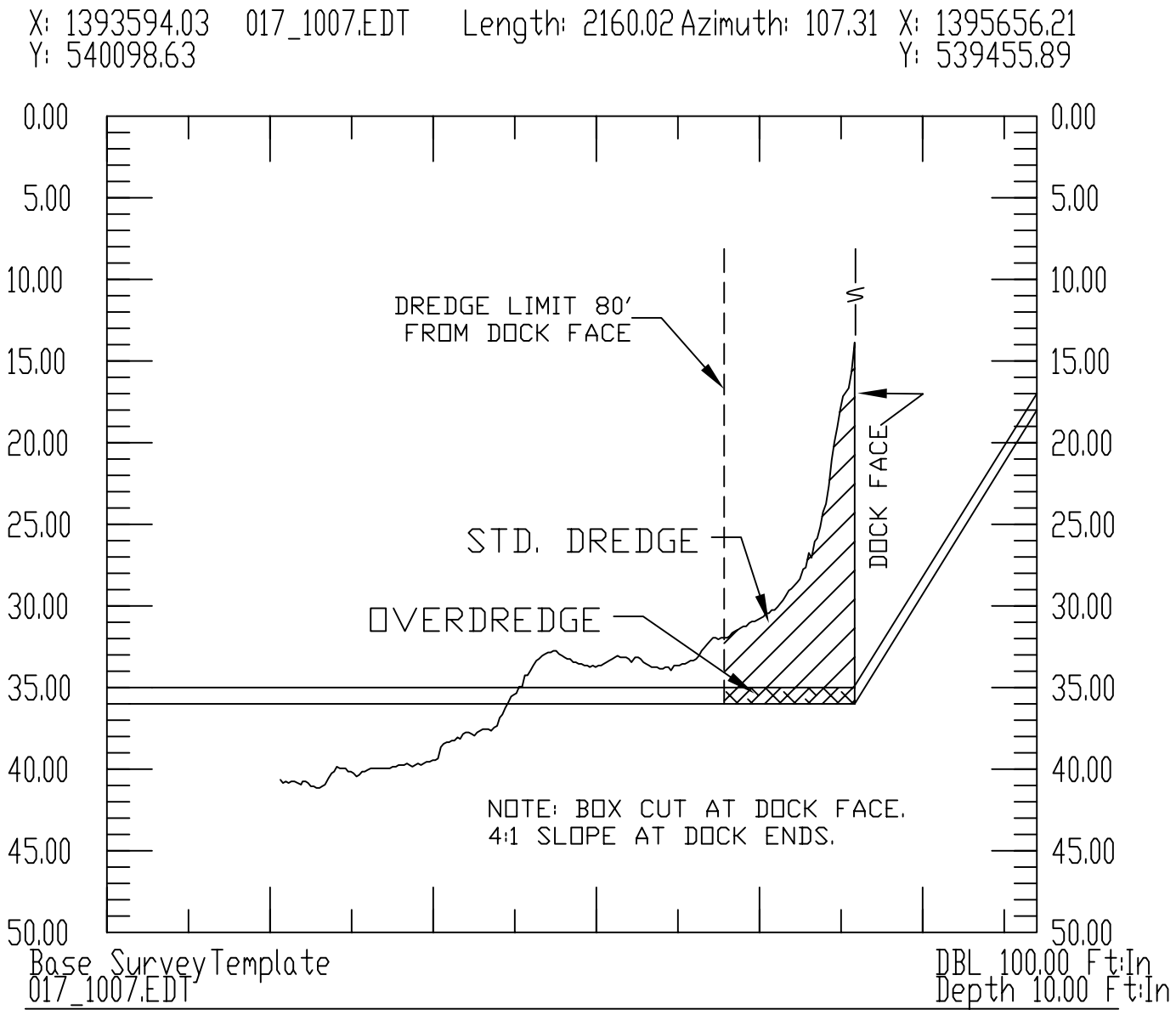
VERTICAL DATUM UTILIZED – MEAN LOWER LOW WATER (MLLW). HORIZONTAL CONTROL REFERENCED TO NAD27, CALIF. ZONE 1, LAMBERT CONFORMAL PROJECTION.

SURVEY REPRESENTS THE CONDITIONS ON THE DATE SURVEYED (MAY 20, 2013).

EUREKA FOREST PRODUCTS
1206 WEST 14TH STREET
Eureka, California

SIERRA PACIFIC DOCK
BATHYMETRIC SURVEY
FIGURE IV

PACIFIC AFFILIATES
CONSULTING ENGINEERS
990 W. WATERFRONT DRIVE, EUREKA, CA 95501
TEL (707) 445-3001 FAX(707)445-3003



SCALE: H: 1"=100'
V: 1"=10'

EUREKA FOREST PRODUCTS 1206 WEST 14TH STREET Eureka, California	TYPICAL CROSS SECTION SIERRA PACIFIC DOCK FIGURE V	PACIFIC AFFILIATES CONSULTING ENGINEERS 990 W. WATERFRONT DRIVE, EUREKA, CA 95501 TEL (707) 445-3001 FAX(707)445-3003