



**US Army Corps
of Engineers**®
San Francisco District

Regulatory Division
450 Golden Gate Avenue
San Francisco, CA 94102-3404

SAN FRANCISCO DISTRICT

PUBLIC NOTICE

PROJECT: Port of Redwood City Wharves Maintenance Dredging

PUBLIC NOTICE NUMBER: 2015-00058

PUBLIC NOTICE DATE: October 24, 2024

COMMENTS DUE DATE: November 23, 2024

PERMIT MANAGER: Melissa France

TELEPHONE: 415-503-6768

E-MAIL: Melissa.M.France@usace.army.mil

1. INTRODUCTION: The Port of Redwood City Harbor District, through its agent, Haley & Aldrich (Contact: Scott Bodensteiner) has applied for a ten-year Department of the Army permit to conduct maintenance dredging within the Port of Redwood City’s Wharves 1-4, the multi-use boat basin, and multi-use boat basin boatyard area located within in Redwood City, San Mateo County, California. The purpose of the proposed dredging is to return the Port to the original design depths in order to facilitate safe navigation for recreational boats. This Department of the Army Permit application is being processed pursuant to the provisions of Section 404 of the Clean Water Act of 1972, as amended (33 U.S.C. § 1344 *et seq.*) and Section 10 of the Rivers and Harbors Act of 1899, as amended (33 U.S.C. § 403 *et seq.*).

2. PROPOSED PROJECT:

Project Site Location: The project site located at Port of Redwood City located in Redwood City, San Mateo County, California.

Project Site Description: The site encompasses approximately 7.0 acres and is located within Redwood Creek, adjacent to Redwood City Harbor federal navigation channel, in South San Francisco Bay, as depicted in Figures 1-3.

Project Description: As shown in the attached drawings, the applicant plans to remove approximately 300,000 cys of material from 7.0 acres from wharves 1-

4, the multi-use boat basin at the Multi-agency maritime facility, and the multi-use boat basin boatyard area, over the life of the permit. The design depth of the dredge area is -34 feet mean lower low water (MLLW) within wharves 1-4, -8 feet MLLW at the multi-use basin, and -20 feet MLLW at the multi-use basin boatyard area, plus an overdepth allowance of 1 foot. The material would be removed using a clamshell or excavator and transported by barge to an in-bay disposal site, such as the Alcatraz Island Disposal site (SF-11), to the San Francisco Deep Ocean Disposal Site (SF-DODS), or to a beneficial reuse site, or to an upland disposal site. The permitted areas at Wharves 1-4 are consistent with the previously permitted dredge areas and depths. This permit request includes new dredge areas around the multi-use basin and boatyard basin.

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 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.

Basic Project Purpose: The basic project purpose

comprises the fundamental, essential, or irreducible purpose of the project, and is used by the Corps to determine whether the project is water dependent. Although the purpose of the project, as stated above, is for safe navigational depths, for consideration in Section 404(b)(1) (Clean Water Act), the basic purpose of the project is navigation.

Overall Project Purpose: The overall project purpose serves as the basis for the Section 404(b)(1) alternatives analysis and is determined by further defining the basic project purpose in a manner that more specifically describes the applicant's goals for the project, while allowing a reasonable range of alternatives to be analyzed. The overall project purpose is the disposal of dredged material from maintenance dredge projects in the San Francisco Bay Region consistent with the adopted LTMS (Long Term Management Strategy for the Placement of Dredged Material in the San Francisco Bay Region) EIR/EIS and LTMS Management Plan of 2001.

Project Impacts: The detrimental effects on erosion/sedimentation rates, substrate, water quality, fish habitat, air quality, and noise are all expected to be minor and short term. Over the life of the 10-year permit it is expected that the Port will conduct several dredge episodes that will impact up to 7 acres of benthic environment. No permanent negative effects such as undesired substrate alteration, decreased water quality, loss of fish habitat, decrease air quality, and noise pollution are anticipated. The beneficial effects on economics, employment, safety and navigation, and of the removal of contaminants, are major and long term.

Proposed Mitigation: The proposed dredging would take place at an established Port and would not result in a permanent loss of waters of the United States. Temporary impacts to aquatic resources would be mitigated by proposed minimization and avoidance measures, including conducting work only within the permitted environmental work windows. Therefore, no compensatory mitigation is proposed.

3. STATE AND LOCAL APPROVALS:

Water Quality Certification: State water quality certification or a waiver is a prerequisite for the issuance of a Department of the Army Permit to conduct any activity which may result in a fill or pollutant discharge into waters of the United States, pursuant to Section 401 of the Clean Water Act of 1972, as amended (33 U.S.C. § 1341 *et seq.*). The applicant has recently submitted an application to the California Regional Water Quality Control Board (RWQCB) to obtain water quality certification for the project. No Department of the Army Permit will be issued until the applicant obtains the required certification or a waiver of certification. A waiver can be explicit, or it may be presumed if the RWQCB fails or refuses to act on a complete application for water quality certification within 60 days of receipt, unless the District Engineer determines a shorter or longer period is a reasonable time for the RWQCB to act.

Water quality issues should be directed 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.

Coastal Zone Management: Section 307(c) of the Coastal Zone Management Act of 1972, as amended (16 U.S.C. § 1456(c) *et seq.*), requires an applicant seeking a federal license or permit to conduct any activity occurring in or affecting the coastal zone to obtain a Consistency Certification that indicates the activity conforms with the state's coastal zone management program. Generally, no federal license or permit will be granted until the appropriate state agency has issued a Consistency Certification or has waived its right to do so.

Coastal zone management issues should be directed to the Executive Director, San Francisco Bay Conservation and Development Commission, 375 Beale Street, Suite 510, San Francisco, California 94105, by the close of the comment period.

4. COMPLIANCE WITH VARIOUS FEDERAL LAWS:

National Environmental Policy Act (NEPA):

Upon review of the Department of the Army Permit application and other supporting documentation, the Corps has made a *preliminary* determination that the project neither qualifies for a Categorical Exclusion nor requires the preparation of an Environmental Impact Statement for the purposes of NEPA. At the conclusion of the public comment period, the Corps will assess the environmental impacts of the project in accordance with the requirements of the National Environmental Policy Act of 1969 (42 U.S.C. §§ 4321-4347), the Council on Environmental Quality's Regulations at 40 C.F.R. Parts 1500-1508, and the Corps Regulations at 33 C.F.R. Part 325. The final NEPA analysis will normally address the direct, indirect, and cumulative impacts that result from regulated activities within the jurisdiction of the Corps and other non-regulated activities the Corps determines to be within its purview of federal control and responsibility to justify an expanded scope of analysis for NEPA purposes. The final NEPA analysis will be incorporated in the decision documentation that provides the rationale for issuing or denying a Department of the Army Permit for the project. The final NEPA analysis and supporting documentation will be on file with the San Francisco District, Regulatory Division.

Endangered Species Act (ESA): Section 7(a)(2) of the ESA of 1973, as amended (16 U.S.C. § 1531 *et seq.*), requires federal agencies to consult with either the U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS) to ensure actions authorized, funded, or undertaken by the agency are not likely to jeopardize the continued existence of any federally-listed species or result in the adverse modification of designated critical habitat. Based on this review, the Corps has made a preliminary determination that the following federally-listed species and designated critical habitat are present at the project location or in its vicinity, and may be affected by project implementation.

Central California populations of steelhead trout (*Oncorhynchus mykiss*) were federally classified as threatened in August 1997. The steelhead that occur in San Francisco Bay are included in this distinct population segment 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 San Francisco Bay and the Suisun Bay. 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.

The North American green sturgeon (*Acipenser medirostris*) was listed as threatened under the Endangered Species Act on July 6, 2006 (71 Fed. Reg. 17757). Critical habitat for the North American green sturgeon southern DPS includes the Sacramento River, lower Feather River, lower Yuba River, Sacramento-San Joaquin Delta, Suisun Bay, San Pablo Bay, and San Francisco Bay in California and was designated on October 9, 2009 (74 FR 52300). The southern DPS consists of populations originating from coastal watersheds south of the Eel River with spawning confirmed in the Sacramento River system. Adult green sturgeon must travel through the San Francisco Estuary to pass between the ocean and the Upper Sacramento River Basin spawning area. Additionally, the San Francisco Estuary provides important rearing and holding areas for juvenile and sub-adult green sturgeon.

The longfin smelt (*Spirinchus thaleichthys*) is listed as a threatened species under the Endangered Species Act. Juvenile longfin smelt have been collected throughout the Bay during the late spring, summer and fall by the California Department of Fish and Wildlife. Juveniles tend to inhabit the middle and lower portions of the water column and may be present at the proposed project location. The restriction on in-water work for the protection of federally-listed threatened and endangered species will also minimize the potential effects on longfin smelt.

California Ridgeway's Rail (*Rallus longirostris*)

obsoletus) is listed as endangered under the Endangered Species Act. The rail's historical range is from Humboldt Bay to Morro Bay; however, the species presently only occurs within the tidal salt and brackish marshes around San Francisco Bay. Because these habitats have been heavily developed, these rails are found only in patches in the North Bay, in small populations in San Pablo Bay and Suisun Marsh, and are most common in the larger tidal marshes of the South Bay. Rail nesting season begins in mid-March and extends into August. Nests are located low to the ground in gumplant and pickleweed with cordgrass. Projects within 250 feet of known nesting locations would be restricted to conducting work from September to February to avoid impacts to nesting rails.

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. Dredging outside this environmental work window would require consultation with the National Marine Fisheries Service (NMFS) (pursuant to Section 7 of the Endangered Species Act) and approval from the NMFS and the Corps. Other environmental work windows may apply depending on proximity to rail nesting habitat.

Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA): Section 305(b)(2) of the MSFCMA of 1966, as amended (16 U.S.C. § 1801 *et seq.*), requires federal agencies to consult with the National Marine Fisheries Service (NMFS) on all proposed actions authorized, funded, or undertaken by the agency that may adversely affect essential fish habitat (EFH). EFH is defined as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. EFH is designated only for those species managed under a Federal Fisheries Management Plan (FMP), such as the *Pacific Groundfish FMP*, the *Coastal Pelagics FMP*, and the *Pacific Coast Salmon FMP*. As the federal lead agency for this project, the Corps has conducted a review of digital maps prepared by NMFS depicting EFH to determine the presence or absence of EFH in the project area. Based on this review, the Corps has made

a preliminary determination that EFH is present at the project location or in its vicinity, and that the critical elements of EFH may be adversely affected by project implementation. The proposed project is located within an area managed under the Pacific Groundfish, the Coastal Pelagic and/or the Pacific Coast Salmon FMPs.

The Corps and NMFS completed a programmatic EFH consultation on June 9, 2011 for maintenance dredging. One of NMFS's key concerns with dredging is potential impacts to eelgrass beds. The "Baywide Eelgrass Inventory of San Francisco Bay," prepared by Merkel and Associates, dated October 2004, does not show the area in and around the Port of Redwood City as having any eelgrass beds. Therefore, eelgrass is not expected to be established in this area and the Corps does not anticipate that the proposed dredging would affect eelgrass and eelgrass minimization measures are not required.

National Historic Preservation Act (NHPA): Section 106 of the NHPA of 1966, as amended (16 U.S.C. § 470 *et seq.*), requires federal agencies to consult with the appropriate State Historic Preservation Officer to take into account the effects of their undertakings on historic properties listed in or eligible for listing in the *National Register of Historic Places*. Section 106 of the NHPA further requires federal agencies to consult with the appropriate Tribal Historic Preservation Officer or any Indian tribe to take into account the effects of their undertakings on historic properties, including traditional cultural properties, trust resources, and sacred sites, to which Indian tribes attach historic, religious, and cultural significance.

Because the Port of Redwood City has been previously dredged, historic or archeological resources are not expected to occur in the project vicinity. If unrecorded archaeological resources are discovered during project implementation, those operations affecting such resources will be temporarily suspended until the Corps concludes Section 106 consultation with the State Historic Preservation

Officer or the Tribal Historic Preservation Officer to take into account any project related impacts to those resources.

5. COMPLIANCE WITH THE SECTION 404(b)(1) GUIDELINES: Projects resulting in discharges of dredged or fill material into waters of the United States must comply with the Guidelines promulgated by the Administrator of the Environmental Protection Agency under Section 404(b) of the Clean Water Act (33 U.S.C. § 1344(b)). An evaluation pursuant to the Guidelines indicates the disposal of dredged material is not dependent on location in or proximity to waters of the United States to achieve the basic project purpose. This conclusion raises the (rebuttable) presumption of the availability of a less environmentally damaging practicable alternative to the project that does not require the discharge of dredged or fill material into waters of the U.S.

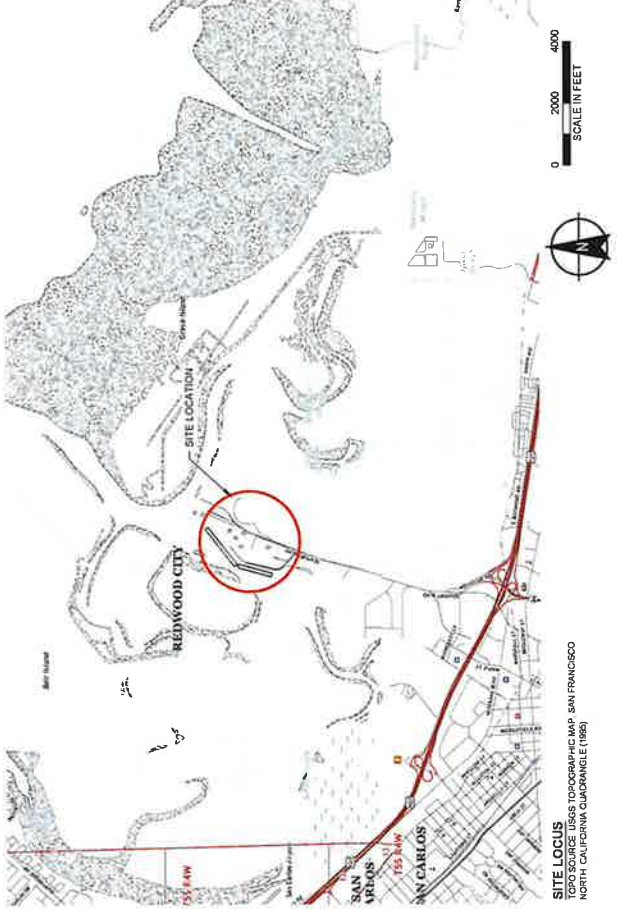
6. PUBLIC INTEREST EVALUTION: The decision on whether to issue a Department of the Army Permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the project and its intended use on the public interest. Evaluation of the probable impacts requires a careful weighing of the public interest factors relevant in each particular case. The benefits that may accrue from the project must be balanced against any reasonably foreseeable detriments of project implementation. The decision on permit issuance will, therefore, reflect the national concern for both protection and utilization of important resources. Public interest factors which may be relevant to the decision process include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and the needs and welfare of the people.

7. CONSIDERATION OF COMMENTS: The Corps is soliciting comments from the public; federal, state and local agencies and officials; Native American Nations or other tribal governments; and other interested parties in order to consider and evaluate the impacts of the project. All comments received by the Corps will be considered in the decision on whether to issue, modify, condition, or deny a Department of the Army Permit for the project. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, and other environmental or public interest factors addressed in a final environmental assessment or environmental impact statement. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the project.

8. SUBMITTING COMMENTS: During the specified comment period, interested parties may submit written comments to Melissa France, San Francisco District, Operations and Readiness Division, 450 Golden Gate Avenue, 4th Floor, Room 1111, San Francisco, California 94102-3404; comment letters should cite the project name, applicant name, and public notice number to facilitate review by the Permit Manager. Comments may include a request for a public hearing on the project prior to a determination on the Department of the Army permit application; such requests shall state, with particularity, the reasons for holding a public hearing. All substantive comments will be forwarded to the applicant for resolution or rebuttal. Additional project information or details on any subsequent project modifications of a minor nature may be obtained from the applicant and/or agent, or by contacting the Permit Manager by telephone or e-mail cited in the public notice letterhead. An electronic version of this public notice may be viewed under the *Current Public Notices* tab on the US Army Corps of Engineers, San Francisco District website: <http://www.spn.usace.army.mil/Missions/Regulatory>.



SITE AERIAL
MAP SOURCE: 2018 MICROSOFT CORPORATION © DIGITAL GLOBE © CNES DISTRIBUTION AIRBUS DS



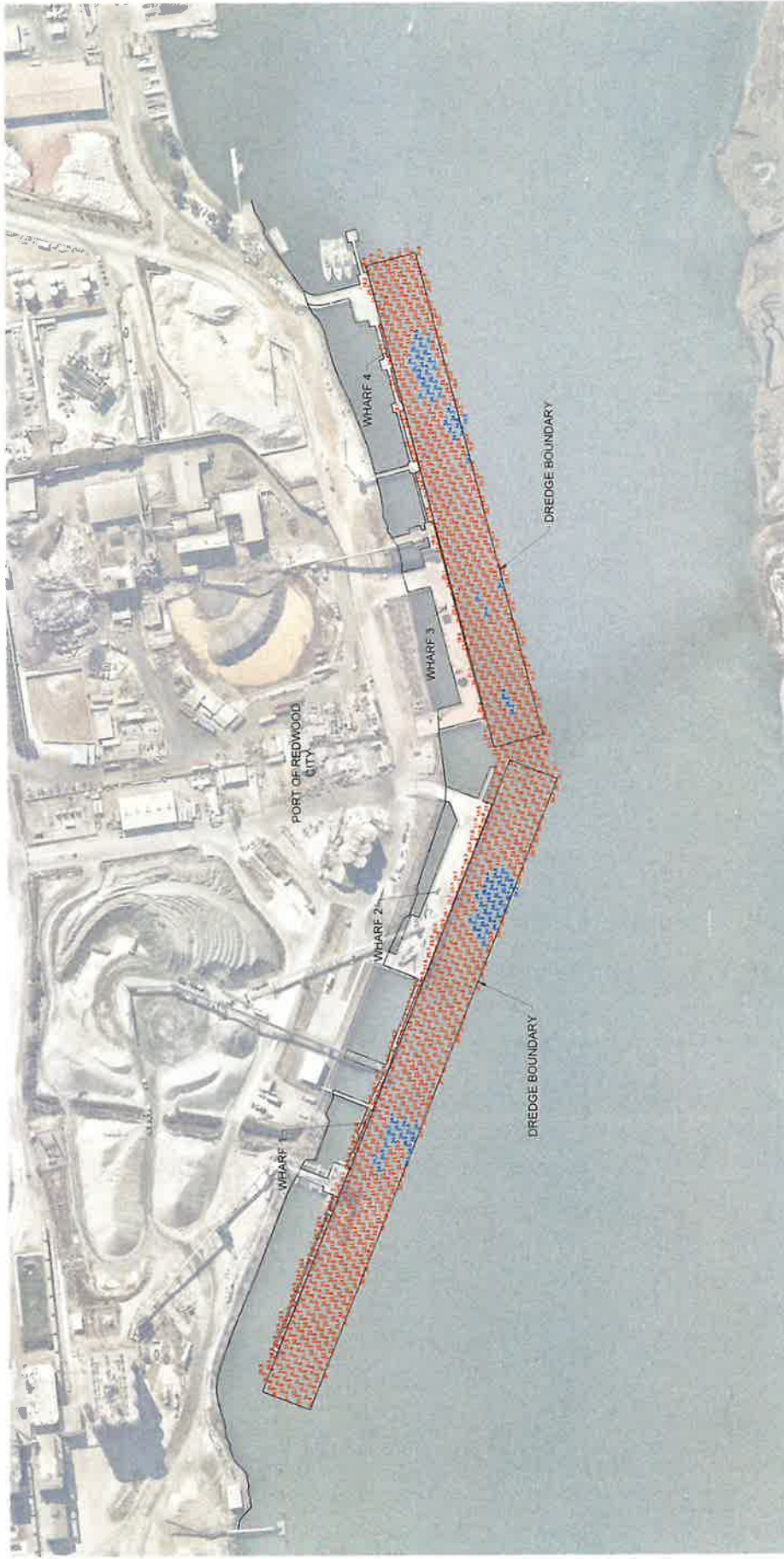
SITE LOCUS
MAP SOURCE: 1930 CALIFORNIA MAP SAN FRANCISCO
NORTH CALIFORNIA QUADRANGLE (1928)

HALEY ALDRICH
PORT OF REDWOOD CITY WHARVES 1-4
MAINTENANCE DREDGING 2021 PROJECT
REDWOOD CITY, CA

VICINITY MAP

SCALE AS SHOWN
JANUARY 2023

FIGURE 1



OVERALL SITE PLAN

SCALE AS SHOWN
 JANUARY 2023

FIGURE 2

NOTES

- 1 THE EXISTING BATHYMETRY DATA DEPICTED IS FROM BATHYMETRIC SURVEY COMPLETED BY GAHAGAN & BRYANT ASSOCIATES, INC. ON OCTOBER 11, 2022. THE CONDITIONS SHOWN DO NOT DEPICT CURRENT CONDITIONS AS MAINTENANCE DREDGING WAS PERFORMED AFTER THE SURVEY. THE DATA SHOWN IS INTENDED TO REPRESENT A TYPICAL POST-SHOALING / PRE-DREDGING CONDITION OF THE SITE.

SOUNDINGS LEGEND

DREDGE ELEVATION -34' (MLLW)	COLOR
ABOVE -34.0'	RED
-34.0' AND BELOW	BLUE

LEGEND

DREDGING BOUNDARY



DREDGE BOUNDARY



DREDGE BOUNDARY

SCALE IN FEET

0 120 240 360 480

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LEGEND

- PROPOSED NEW BOATYARD APPROACH
- MULTI-AGENCY MARITIME FACILITY
- NEW WORK DREDGE AREA
- PREVIOUSLY PERMITTED DREDGE AREA

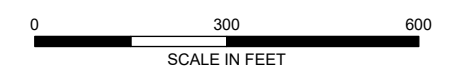
DREDGE DESIGN DEPTHS

DREDGE AREA	DESIGN DEPTH (-FT MLLW)*
WHARVES 1-4	34
NEW BOATYARD APPROACH	20
MULTI-AGENCY MARITIME FACILITY	8

* DOES NOT INCLUDE A 1-FT OVERDREDGE ALLOWANCE.

NOTES

1. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE.
2. AERIAL IMAGERY SOURCE: NEARMAP, 14 JUNE 2024

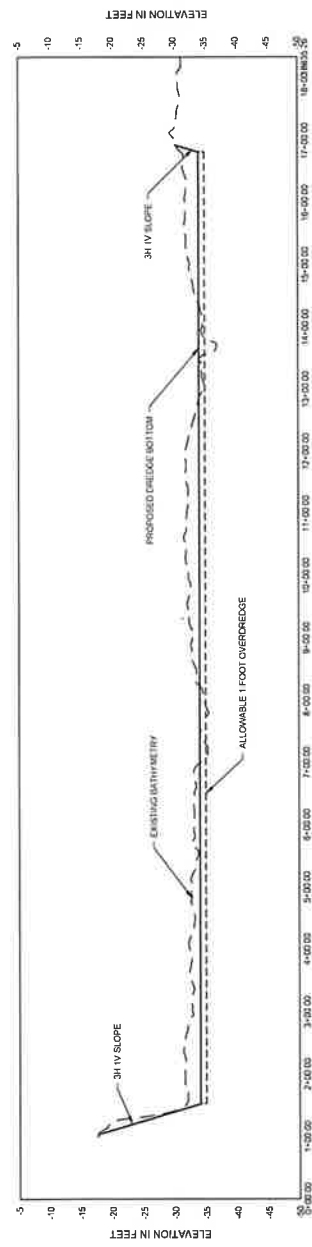


HALEY ALDRICH PORT OF REDWOOD CITY
 MAINTENANCE DREDGING PROJECT
 REDWOOD CITY, CALIFORNIA

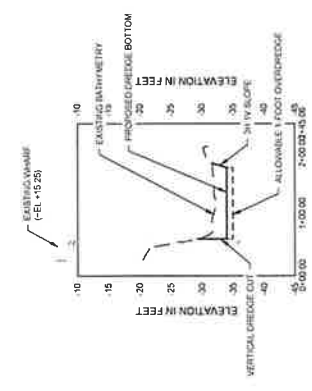
SITE PLAN AND DREDGE AREAS

AUGUST 2024

FIGURE 2



1 TYPICAL DREDGING CROSS-SECTION
 SCALE: 1" = 100'



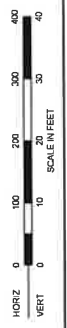
2 TYPICAL DREDGING CROSS-SECTION
 AGAINST AN EXISTING WHARF
 SCALE: 1" = 100'

NOTES

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LEGEND

- EXISTING BATHYMETRY
- - - PROPOSED DREDGING BOTTOM
- · · ALLOWABLE 1-FOOT OVERDREDGE



PORT OF REDWOOD CITY WHARVES 1-4
 MAINTENANCE DREDGING 2021 PROJECT
 REDWOOD CITY, CA

TYPICAL SECTIONS

SCALE AS SHOWN
 JANUARY 2023

FIGURE 3

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LEGEND

- PROPOSED NEW BOATYARD APPROACH
- MULTI-AGENCY MARITIME FACILITY
- NEW WORK DREDGE AREA
- PREVIOUSLY PERMITTED DREDGE AREA

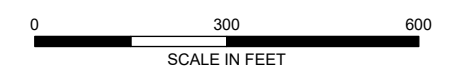
DREDGE DESIGN DEPTHS

DREDGE AREA	DESIGN DEPTH (-FT MLLW)*
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NOTES

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2. AERIAL IMAGERY SOURCE: NEARMAP, 14 JUNE 2024



HALEY ALDRICH PORT OF REDWOOD CITY
 MAINTENANCE DREDGING PROJECT
 REDWOOD CITY, CALIFORNIA

SITE PLAN AND DREDGE AREAS

AUGUST 2024

FIGURE 2