

June 21, 2011

**Amended Public Notice for Water Quality Certification and/or Waste Discharge Requirements (Dredge/Fill Projects)**

Crescent City Harbor District – Inner Boat Basin Rehabilitation  
WDID No. 1A10115WNDN

Del Norte County

A public notice (attached below) was posted for this project on April 4, 2011. This amended public notice is intended to notify the public that the April 29, 2011 Water Quality Certification will be amended to allow the Crescent City Harbor District to perform additional dredging and rock slope protection (RSP) activities in the Inner Boat Basin. The additional proposed activities are necessary to address additional damage to the Inner Boat Basin that was caused by the March 2011 tsunami event.

The previously issued Water Quality Certification provides authorization for RSP repairs to 400 linear feet and 6,300 square feet of existing RSP around the perimeter of the Inner Boat Basin. The Water Quality Certification also provides authorization for dredging to remove up to 7,424 cubic yards of accumulated sediment from the Inner Boat Basin. The revised project description includes RSP repairs to 2,500 linear feet (45,000 square feet) of the existing RSP and includes increased dredging to remove up to 78,000 cubic yards of sediment.

Regional Water Board staff are proposing to regulate this project pursuant to Section 401 of the Clean Water Act (33 USC 1341) and/or Porter-Cologne Water Quality Control Act authority. In addition, staff will consider all comments submitted in writing and received at this office by mail during a 21-day comment period that begins on the first date of issuance of this notice and ends at 5:00 p.m. on the last day of the comment period. If you have any questions, please contact staff member Dean Prat at (707) 576-2801 within 21 days of the posting of this notice.

April 4, 2011

**Public Notice for Water Quality Certification and/or Waste  
Discharge Requirements (Dredge/Fill Projects)**

Crescent City Harbor District – Inner Boat Basin Rehabilitation Project  
WDID No. 1A10115WNDN

Del Norte County

On October 25, 2010, the North Coast Regional Water Quality Control Board (Regional Water Board) received an application from the Crescent City Harbor District (Applicant), requesting Federal Clean Water Act, section 401, Water Quality Certification for activities associated with restoration and rehabilitation of the Crescent City Harbor – Inner Boat Basin. The proposed project will cause disturbances to waters of the United States associated with Pacific Ocean in the Smith River Plain Hydrologic Subarea No. 103.11.

On November 15, 2006, an 8.3 magnitude earthquake occurred in the Kuril Islands of Japan that generated a tsunami that reached the California coast. A series of waves engulfed the harbor at Crescent City causing extensive damage to the docks and berthing system of the inner boat basin. The tsunami event created excessive side forces on all the docks in the basin causing the concrete docks to flex beyond their structural limits resulting in cracking of the concrete and breaking of the whaler boards that hold the sections of the docks together. Approximately 37,000 square feet of the 57,100 square feet of floating docks were damaged beyond repair and the remaining 20,100 square feet is severely damaged but is still being used. All 161 dock support pilings were damaged resulting in the loss of structural integrity of the overall berthing system. The tsunami event also deposited approximately 7,400 cubic yards of additional sediment within the inner boat basin and displaced an estimated 8,056 cubic yards of rock slope protection (RSP) at various locations around the inner boat basin.

The proposed project will restore the inner boat basin to its pre-disaster capacity and function as well as reduce the likelihood of damage from future tsunami events. The Harbor Commission considered ten dock configuration layouts during their February 16, 2010 public meeting. The preferred and proposed alternative mimics the pre-disaster layout and also provides adequate distribution of all sizes of boat slips sufficient to meet current needs while providing flexibility to accommodate additional boats in all categories. The preferred alternative includes the installation of a wave attenuator as part of the replacement of “H” dock and installation of socketed piles.

The proposed project includes dredging to remove 7,424 cubic yards of sediment that was deposited within the inner boat basin. The U.S. Army Corps of Engineers (ACOE) determined that removal of approximately 27,000 cubic yards of sediment will be required to restore the inner boat basin to the original recommended depth of 12 feet below the mean lower low water level. The ACOE's bathymetric surveys showed that 7,800 cubic yards of silt was deposited between February 2006 and July 2007. The yearly average sediment deposition has been 565 cubic yards with a monthly average of 47 cubic yards. Adjusting for the date of the tsunami and the date of the ACOE's 2006 survey provides an estimate of 7,424 cubic yards that is attributed to the tsunami event. The Harbor District is responsible for removal of the remaining amount of sediment through their routine maintenance dredging. The 7,424 cubic yards of

dredged material will be placed in the Harbor District's existing near shore dredge material disposal basins or hauled to an approved offshore disposal site. The Office of Emergency Services (OES) has authorized removal of the same amount of material from the disposal basins including transportation to an approved upland disposal site.

There are two revetment areas within the inner boat basin that require extensive repair. Most of the RSP is missing from these two areas and the geo-fabric is crumpled and exposed. These damaged RSP areas are located in the southeast corner of the basin and are approximately 45 feet and 150 feet in length. There are also eight other areas where spot repairs are required as the underlying fabric is visible but most of the RSP still remains. The damaged RSP areas will require replacement of the fabric and placement of one and two ton rock. The spot repairs may only require placement of rock depending on the condition of the fabric. The RSP repairs will be conducted within the footprint of the existing revetment materials with the new materials being placed at approximately the same slope as the existing adjacent RSP materials such that no further encroachment into the water will occur.

The existing 161 steel piles within the inner boat basin are either 12 inches or 14 inches in diameter. The piles vary in depth into the ocean floor but are typically about 8 feet deep. OES inspected the existing piles and determined that they would all have to be replaced based on the intensity and height of the waves that caused the docks to pound against the piles, breaking them loose from their footings. The damaged piles will be removed by a barge-mounted vibratory hammer pile driver or winched out by crane.

The anticipated hydraulic force on the pilings requires the creation of concrete-filled sockets in the underlying soft rock to develop sufficient resistance to overturning. The proposed method for pile installation involves vibratory driving of a steel casing through the sediment on the bottom of the ocean and approximately six inches into the underlying rock. The steel casing diameter will be larger than the pile to be installed. After the sediment within the casing is removed a drill will be used to create a socket in the rock at the required depth of 20 to 40 feet depending on the location. A new concrete pile (or steel pile in limited locations) will be lowered into the hole, and the drilled socket and annular space between the pile and casing will be filled with grout. Two barges will be required; a drill barge to drill the sockets and a derrick barge to install the casings, place the piles, and place the grout.

The proposed dredging activities will result in temporary impacts to 1.35 acres (58,982 square feet) of ocean floor within the inner boat basin. RSP repair activities will result in up to 400 linear feet and 6,300 square feet of permanent impacts to waters of the United States. All permanent impacts associated with RSP repairs are to areas where RSP previously existed. The existing piles that will be removed during this project cover a 233 square foot area of the sea floor. The proposed new piles will result in 506 square feet of permanent impact to the sea floor.

Compensatory mitigation is not required for the proposed project. Noncompensatory mitigation includes implementation of Best Management Practices for erosion control. The proposed project is expected to begin in 2011 and it is expected to take two years to complete.

The Applicant has applied for authorization from the United States Army Corps of Engineers to perform the project under Nationwide Permit, pursuant to Clean Water Act, section 404. The Applicant has also applied for a Coastal Development Permit. A Lake

or Streambed Alteration Agreement from the California Department of Fish and Game is not required. The Crescent City Harbor District determined that this project is statutorily exempt from CEQA review (Section 15269 – Emergency Projects). Regional Water Board staff have determined that this project is categorically exempt from CEQA review (Section 15269 – Emergency Projects) and anticipate filing a Notice of Exemption for the proposed project.

The information contained in this public notice is only a summary of the Applicant's proposed activities. The application for Water Quality Certification in the Regional Water Board's file contains additional details about the proposed project including maps and design drawings. The application and Regional Water Board file are available for public review.

Regional Water Board staff are proposing to regulate this project pursuant to Section 401 of the Clean Water Act (33 USC 1341) and/or Porter-Cologne Water Quality Control Act authority. In addition, staff will consider all comments submitted in writing and received at this office by mail during a 21-day comment period that begins on the first date of issuance of this letter and ends at 5:00 p.m. on the last day of the comment period. If you have any questions, please contact staff member Dean Prat at (707) 576-2801 within 21 days of the posting of this notice.

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