

## EXECUTIVE SUMMARY

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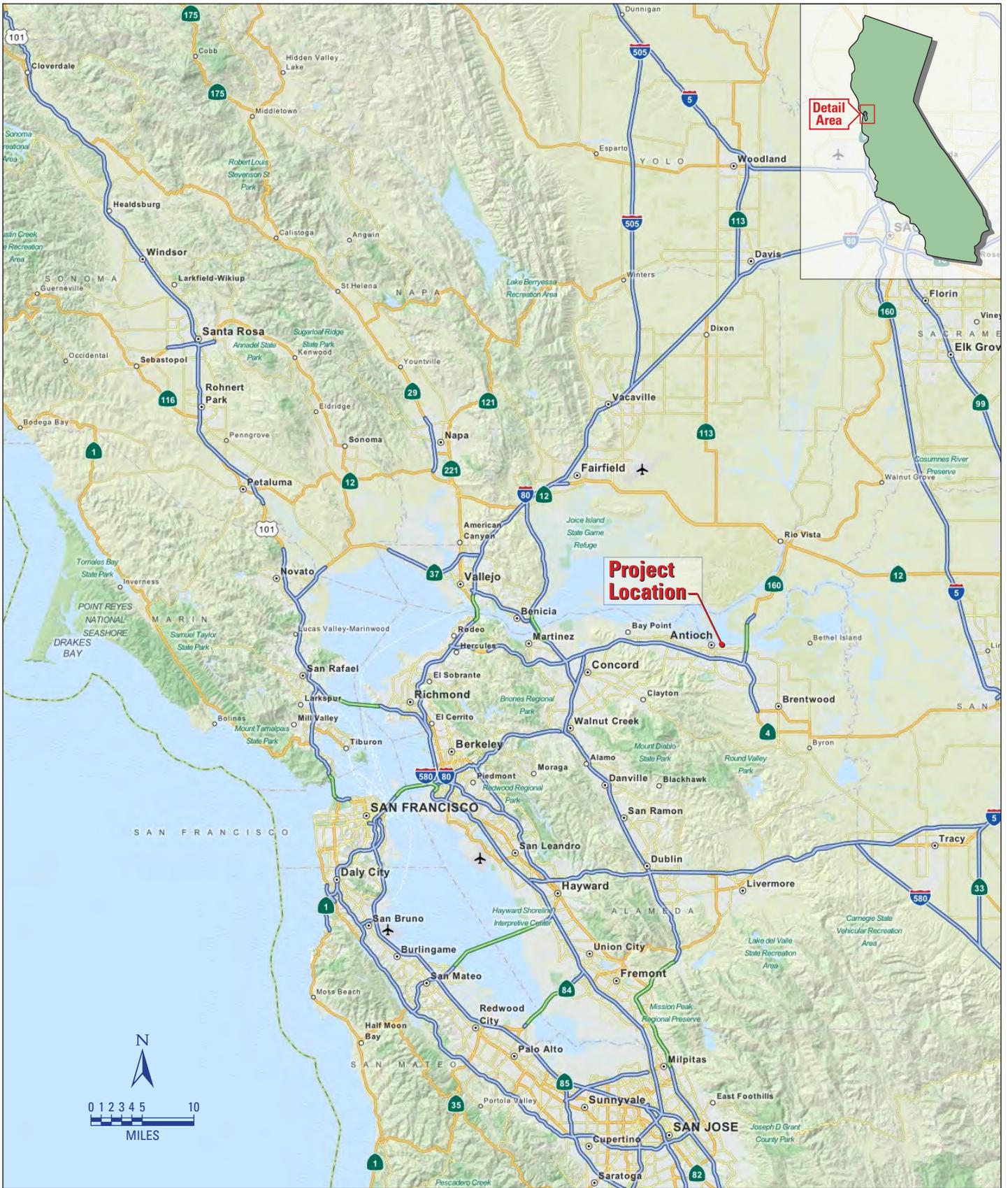
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2 This Mitigated Negative Declaration (MND) has been prepared by the California State  
3 Lands Commission (CSLC), as lead agency under the California Environmental Quality  
4 Act (CEQA) (Pub. Resources Code, § 21000 et seq.), in order to analyze and disclose  
5 the potential environmental effects associated with the proposed Georgia Pacific  
6 Gypsum Antioch Wharf Upgrade Project (Project). The Project would authorize Georgia  
7 Pacific Gypsum, LLC (GP Gypsum or Applicant) to repair/replace several deteriorated  
8 and damaged components at the existing GP Gypsum Antioch wharf (wharf/ship  
9 terminal). The wharf/ship terminal is covered under existing General Lease – Industrial  
10 Use No. PRC 1589.1, which the CSLC approved on October 27, 2011, and which  
11 expires November 30, 2016; GP Gypsum is seeking to amend the lease to conduct  
12 Project-related rehabilitation activities as required by Special Provision 4 of the lease.

13 The Project is located offshore on the San Joaquin River at 801 Minaker Drive, city of  
14 Antioch, Contra Costa County, approximately 2 miles west of the Senator John A.  
15 Nejedly Bridge (Antioch Bridge), and east of Suisun Bay (see Figures ES-1 and ES-2).  
16 The Project is expected to begin as soon as all project approvals are obtained, but no  
17 earlier than August 1, end no later than November 30, and take approximately 8 weeks  
18 to complete, including mobilization, timber removal, pile installation, repairs, and  
19 demobilization. Among other benefits, after the upgrades, the wharf would improve  
20 berthing and mooring capacities for the larger vessels that currently deliver the gypsum  
21 rock product under new shipping contracts. While the ships themselves are larger than  
22 ships that were commonly used for delivery in the past, the amount of gypsum rock  
23 being delivered and processed is not expected to increase after the Project. The  
24 gypsum rock, as under current practice, would be unloaded then transported through  
25 the existing hopper conveyor (unloading system on the wharf) seen in Figures ES-2 and  
26 ES-3 to the GP Gypsum Antioch plant (Plant). The Plant itself is not under the CSLC's  
27 jurisdiction. The gypsum rock would be used to produce wallboard products at the Plant.

28 The CSLC prepared an MND because it determined that, while the Initial Study  
29 identified potentially significant impacts related to the Project, measures have been  
30 incorporated into the Project proposal and agreed to by the Applicant that avoid or  
31 mitigate those impacts to a point where no significant impacts would occur.

### 32 PROPOSED PROJECT

33 GP Gypsum proposes to structurally upgrade several wharf components at the existing  
34 wharf/ship terminal consistent with California Building Code berthing requirements for  
35 Marine Oil Terminals (Cal. Code Regs., tit. 24, § 3101F et seq.), commonly and herein  
36 referred to as the Marine Oil Terminal Engineering and Maintenance Standards  
37 (MOTEMS). Although the wharf is not a marine oil terminal subject to MOTEMS  
38 regulations, GP Gypsum proposes to use applicable berthing and mooring provisions of



**Figure ES-1**

**Project Location**

Source: MapQuest/Grassetti Environmental



**Figure ES-2**

Existing Facilities and Surrounding Land Uses

Source: Grasseti Environmental



**Figure ES-3**

Overview of Existing and Proposed Project Features and Work Areas

Source: Ben C. Gerwick, Inc.

- 1 MOTEMS in the design criteria because MOTEMS is considered to be the “state of the  
 2 art” design code. The upgrades generally include removing or repairing existing wooden  
 3 structures and installing new concrete and steel structures (see Table ES-1).

**Table ES-1. Proposed Project Activities**

<b>Structures</b>	<b>Structural Dimensions</b>	<b>Pile Quantities and Sizes</b>	<b>Pile Length Below Mudline</b>
<b>Remove</b>			
Five existing timber breasting and mooring dolphins	21 feet long x 9.5 feet wide	140 14-inch-diameter treated timber piles	About 30 to 40 feet
Two existing wooden walkways connecting dolphins to the wharf and their supporting pilings	East walkway: 280 feet long x 6.67 feet wide West walkway: 200 feet long x 6.67 feet wide	10 14-inch-diameter treated timber piles	About 30 to 40 feet
<b>Install</b>			
Four new breasting dolphins	20 feet long x 13.5 feet wide	Four 72-inch-diameter hollow-core steel monopiles <sup>1</sup>	About 65 feet
Four new cone fender systems for the four new breasting dolphins	6 feet long x 6 feet wide (center located at 7.5 feet above mean lower low water)	Fender systems would be part of breasting dolphin systems	NA
Three new mooring dolphins	15 feet long x 12 feet wide	Three 42- to 48-inch-diameter hollow-core steel monopiles	55 feet
Nine new walkway segments connecting new mooring dolphins	<ul style="list-style-type: none"> <li>• Two each 66 feet long x 4 feet wide (handrail to handrail)</li> <li>• Two each 56 feet long x 4 feet wide</li> <li>• Two each 84 feet long x 4 feet wide</li> <li>• Two each 40 feet x 4 feet wide</li> <li>• One each 28 feet long x 4 feet wide</li> </ul>	Six 24- to 30-inch-diameter steel-pipe piles	About 40 to 50 feet
<b>Repair</b>			
One timber piling	14 inches diameter	14-inch-diameter timber pile	About 30 to 40 feet
12 stringers (beams/lumbers) on existing wharf	<ul style="list-style-type: none"> <li>• 4 inches long x 12 inches wide</li> <li>• 6 inches long x 12 inches wide</li> <li>• 10 inches long x 12 inches wide</li> <li>• 12 inches long x 12 inches wide</li> </ul>	NA	NA

<sup>1</sup> A monopile foundation uses a single, generally large-diameter, foundation structural element to support all the loads.

1 The proposed upgrades will not result in any changes in the volume of gypsum rock off-  
2 loading at the facility, changes to the terminal capacity, delivery schedules, or onshore  
3 Plant capacity or operations. As illustrated above, the wharf upgrade plan entails  
4 demolition of five existing timber breasting and mooring dolphins (containing a total of  
5 150 14-inch-diameter creosote treated timber piles) and their replacement with four new  
6 breasting dolphins, each with a cone fender system, and three new mooring dolphins,  
7 with connecting walkways. The new dolphins will be hollow core steel monopoles. The  
8 breasting dolphins will be 72 inches in diameter with tip elevations of about minus 97  
9 feet (installed about 65 feet below the mudline); the mooring dolphins will be 42 to 48  
10 inches in diameter with tip elevations of about minus 56 to minus 61 feet (installed at  
11 about 51 to 56 feet below the mudline). The walkway support piles will be 24 to 30  
12 inches in diameter with tip elevations about minus 43 to minus 67 feet (installed about  
13 38 to 48 feet below the mudline). Removal of the existing creosote treated timber piles  
14 will occur with a clamshell bucket or a chain; an attempt will be made to remove the  
15 piles in their entirety by vertically pulling them; if the piles break or snap, the clamshell  
16 bucket would be used to grasp the remaining stump and complete the removal. While  
17 complete removal is preferred, the CSLC recognizes that field conditions and the  
18 possible deteriorated state of the piles may necessitate abandonment in place of an  
19 unknown number of timber piles. Therefore, if a pile breaks or snaps 3 feet or more  
20 below the mudline during the removal attempt, the remaining pile stub would be left in  
21 place, and the location recorded. GP Gypsum would monitor the area periodically to  
22 ensure any abandoned pile stubs remain buried over time.

23 Construction will be entirely supported from barges moored in the water. Construction  
24 activities and materials will be staged from barges anchored close to each specific work  
25 area. Two general types of barges will be used during construction – material barges  
26 and derrick barges. Material barges typically have a flat deck for optimal loading of  
27 materials. These barges will store construction materials such as timber, steel piles,  
28 precast concrete, fenders, and handrails and will be secured to the derrick barges.  
29 Derrick barges are equipped with revolving cranes built into the barge that will be used  
30 for pile driving and removal, and are connected to mooring anchors and spuds used to  
31 secure the floating equipment in place during construction. Barges will be positioned  
32 around the wharf by tugboats. Currently, the barges anticipated for use on the Project  
33 have a home port at the contractor's yard, 200 Cutting Boulevard, Richmond, CA; the  
34 tug boats anticipated for use on the Project are expected to come from Pier 50 in the  
35 Port of San Francisco.

36 All demolition and construction activities are anticipated to occur between August 1 and  
37 November 30, in order to minimize impacts to sensitive fish species. During this period,  
38 an estimated 24 days of in-water construction is planned; no vessel deliveries of  
39 gypsum shipments would take place during the construction period.

1 The original solid deck walkways of the wharf will be replaced with new light-permitting  
2 walkway decks constructed of grip strut type planking (expanded metal grating). The  
3 total shadowed area has been reduced by 157 square feet by narrowing the walkways.

#### 4 **EXISTING CONDITIONS**

5 The Project wharf is located on approximately 1.4 acres of ungranted sovereign lands.  
6 The overall 780-foot-long wharf/ship terminal structure includes the 199-foot-long main  
7 wharf and several dolphins and walkways totaling 581 feet in length (see Figure ES-3).  
8 The facility can accommodate 584-foot-long (Canadian Steamship Lines International  
9 [CSL] Trailblazer) to 804-foot-long (CSL Acadian) ships; the wharf improvements under  
10 the Project would not increase the capacity of the facility to accommodate additional  
11 deliveries. The wharf, which was originally built in 1955, is constructed of timber piles,  
12 timber cap beams, timber stringers, and timber decking. The main part of the wharf  
13 supports breasting timber dolphins<sup>2</sup> and a hopper conveyor system that unloads  
14 material to be delivered to the Plant. Additional timber dolphins (connected by wooden  
15 walkways) extend upstream and downstream from the main wharf platform to provide  
16 further mooring and berthing capabilities. The hopper on the wharf unloads gypsum  
17 rock, generally transported from Mexico, from the ships docking at the terminal  
18 approximately once every 4 weeks; each unloading event takes approximately 24 hours  
19 to complete.

20 The wharf is in need of repairs because of damage to the structures from years of use  
21 and deterioration from the marine environment. The last repairs on the wharf were  
22 completed in 1984. In 2008, an underwater study was completed that described the  
23 wharf condition as in

24 *...generally fair to good condition, and has areas requiring upgrades and/or*  
25 *improvements. There are areas of the structure that require repair and or*  
26 *replacements. These areas include damaged or missing piling.*

27 At this time, the wharf structures are so deteriorated that they must be repaired in order  
28 for the facility to continue to receive shipments of gypsum rock. As listed in Table ES-1,  
29 above, the proposed Project-related activities consist of removing, installing, and  
30 repairing various wharf components.

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<sup>2</sup> Dolphins are generally divided into two types, breasting dolphins and mooring dolphins. Breasting dolphins serve the following purposes: assist in berthing of vessels by taking up some berthing loads; keep the vessel from pressing against the pier structure; and serve as mooring points to primarily restrict the longitudinal movement of the berthing vessel. Mooring dolphins are used for mooring only and for securing the vessels by mooring lines. They also are commonly used near pier structures to primarily control the transverse movement of berthing vessels.

1 Access to the wharf is via Minaker Drive then across the Plant property. The wharf is  
 2 situated approximately 90 feet north of the shore, adjacent to the Plant; two units of the  
 3 Antioch Dunes National Wildlife Refuge (Refuge) are located to the east and west of the  
 4 Plant near the wharf but on the shore; and West Island is across the main channel of  
 5 the river, to the north of the wharf. Other industrial uses are spread along the shoreline  
 6 to the north and south. The nearest residences lie about 1,800 feet to the south of the  
 7 wharf and the nearest school is about 0.9 mile from the Project site.

8 **ENVIRONMENTAL IMPACTS AND PROPOSED MITIGATION MEASURES**

9 The environmental factors checked below in Table ES-2 would be potentially affected  
 10 by this Project; a checked box indicates that at least one impact would be a “Potentially  
 11 Significant Impact” except that the Applicant has agreed to Project revisions, including  
 12 the implementation of mitigation measures (MMs), that reduce the impact to “Less than  
 13 Significant with Mitigation,” as detailed in Section 3 of this MND. Table ES-3 lists  
 14 proposed MMs designed to reduce or avoid potentially significant impacts. With  
 15 implementation of the MMs, all Project-related impacts would be reduced to less than  
 16 significant.

**Table ES-2. Environmental Issues and Potentially Significant Impacts**

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forest Resources	<input type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural and Paleontological Resources	<input type="checkbox"/> Geology and Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Hydrology and Water Quality
<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities and Service Systems	
<input checked="" type="checkbox"/> Mandatory Findings of Significance		
<input type="checkbox"/> Other Major Areas of Concern: Commercial Fishing and Environmental Justice		

**Table ES-3. Summary of Proposed Project Mitigation Measures**

<b>Biological Resources</b>	
MM BIO-1	Timing of Work
MM BIO-2	Restriction on Equipment Movements
MM BIO-3	Designation of an Agency-Approved Project Biologist
MM BIO-4	Worker Environmental Awareness Program
MM BIO-5	Wildlife Protections
MM BIO-6	In-Water Turbidity Protections
MM BIO-7	Minimize Underwater Sound from Pile-Driving
MM BIO-8	Toxic Substances Protections
MM BIO-9	Protection of Migratory Birds
<b>Cultural Resources</b>	
MM CUL-1	Discovery of Previously Unknown Cultural Resources
MM CUL-2	Unanticipated Discovery of Human Remains
<b>Hazards and Hazardous Materials</b>	
MM BIO-6	In-Water Turbidity Protections (see above)
MM BIO-8	Toxic Substances Protections (see above)
<b>Hydrology and Water Quality</b>	
MM BIO-6	In-Water Turbidity Protections (see above)
MM BIO-8	Toxic Substances Protections (see above)

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