

**AGENDA
MEETING OF THE BOARD OF COMMISSIONERS
HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT**

DATE: August 22, 2019
TIME: Regular Session - 7:00 P.M.
PLACE: Woodley Island Marina Meeting Room

The Meeting Room is wheelchair accessible. Accommodations and access to Harbor District meetings for people with other handicaps must be requested of the Director of Administrative Services at 443-0801 at least 24 hours in advance of the meeting.

1. Call to Order Regular Session at 7:00 P.M. and Roll Call

2. Pledge of Allegiance

3. Public Comment

Note: This portion of the Agenda allows the public to speak to the Board on the various issues not itemized on this Agenda. A member of the public may also request that a matter appearing on the Consent Calendar be pulled and discussed separately. Pursuant to the Brown Act, the Board may not take action on any item that does not appear on the Agenda. Each speaker is limited to speak for a period of three (3) minutes regarding each item on the Agenda. Each speaker is limited to speak for a period of three (3) minutes during the PUBLIC COMMENT portion of the Agenda regarding items of special interest to the public not appearing on the Agenda that are within the subject matter jurisdiction of the Board of Commissioners. The three (3) minute time limit may not be transferred to other speakers. The three (3) minute time limit for each speaker may be extended by the President of the Board of Commissioners or the Presiding Member of the Board of Commissioners at the regular meeting of the District. The three (3) minute time limit for each speaker may be enforced by the President of the Board of Commissioners or the Presiding Member of the Board of Commissioners at the regular meeting of the District.

4. Consent Calendar - NONE

5. Communications and Reports

- a) Executive Director's Report
- b) Staff Reports
- c) District Counsel and District Treasurer Reports
- d) Commissioner and Committee Reports
- e) Others

6. Unfinished Business

- a) **Consider Sending the USACOE a Letter Regarding Improving Communication and Coordination of Services Associated with the Maintenance of the Federal Navigation Channel.**

Recommendation: Staff recommends that the Board: Receive public comments and submit a letter to the US Army Corps of Engineers.

Summary: The Harbor District continues to have an excellent long-term relationship with the USACOE regarding the maintenance of the federal navigation channel, jetty system, and associated infrastructure. During the 2019 emergency shoaling conditions, it became apparent that both the USACOE and the Harbor District could improve communications in order to provide better service to our mutual customers. In addition, the Harbor District over the last year has had significant staffing changes and has lost historic institutional knowledge regarding the respective roles and responsibilities in this government-to-government relationship. The purpose of this agenda item is to provide a background context and outline some of the issues that the District has experienced.

7. New Business

- a) **Approval to proceed with a Proposal from MM Diving, Inc. in the amount of \$54,500.00 for inspection and maintenance of the Outfall Line.**

Recommendation: Staff recommends that the Board: Accept the proposal from MM Diving, Inc. for inspection and maintenance of the outfall pipe.

Summary: The District owned outfall line at Redwood Marine Terminal II is a vital piece of infrastructure for the attraction and operation of large-scale tenancy at the Terminal. As well neighboring property owners are or will be connected to the outfall line. This piece of infrastructure is currently due for inspection and maintenance. MM Diving and its Principal have been providing such service on the outfall line since the mid 1990's. Their professional credentials along with their historical and working knowledge qualify them for such an assignment.

- b) **First Reading of Amendment 7 to Ordinance 6, An Ordinance Establishing Procedures for the Conduct of Meetings, Elections of Officers and the Passage or Approval of Ordinances and Resolutions for the Humboldt Bay Harbor, Recreation and Conservation District.**

8. Administrative and Emergency Permits

- a) **Administrative Permit A-2018-02 Amendment #1: Woodley Island Marina Maintenance Dredging**

Recommendation: Staff recommends that the Board: receive a report regarding issuance of Administrative Permit A-2018-02 Amendment #1 for Woodley Island Marina Maintenance Dredging.

Summary: Administrative Permit A-2018-02 allowed for maintenance dredging at Woodley Island Marina with dredged material disposal at the Humboldt Open Ocean Disposal Site (HOODS). District staff issued Amendment #1 to the permit which allows for optional dewatering of the dredged material at Redwood Marine Terminal II.

- b) **Administrative Permit A-2018-03 Amendment #1: Fields Landing Boatyard Maintenance Dredging**

Recommendation: Staff recommends that the Board: receive a report regarding issuance of Administrative Permit A-2018-03 Amendment #1 for Fields Landing Boatyard Maintenance Dredging.

Summary: Administrative Permit A-2018-03 allowed for maintenance dredging at Fields Landing Boatyard with dredged material disposal at the Humboldt Open Ocean Disposal Site (HOODS). District staff issued Amendment #1 to the permit which allows for optional dewatering of the dredged material at the Fields Landing Boatyard or at Redwood Marine Terminal II.

9. Adjournment

STAFF REPORT – HARBOR DISTRICT MEETING
August 22, 2019

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: August 14, 2019

TITLE: **Consider Sending the USACOE a Letter Regarding Improving Communication and Coordination of Services Associated with the Maintenance of the Federal Navigation Chanel.**

STAFF RECOMMENDATION: Staff recommends the Board: Receive public comments and submit a letter to the USACOE.

BACKGROUND: The Harbor District continues to have an excellent long-term relationship with the USACOE regarding the maintenance of the federal navigation channel, jetty system, and associated infrastructure. During the 2019 emergency shoaling conditions, it became apparent that both the USACOE and the Harbor District could improve communications in order to provide better service to our mutual customers. In addition, the Harbor District over the last year has had significant staffing changes and has lost historic institutional knowledge regarding the respective roles and responsibilities in this government-to-government relationship. The purpose of this agenda item is to provide a background context and outline some of the issues that the District has experienced.

DISCUSSION: 2018 was the best year in shipping in several years, and the maritime industries around Humboldt Bay were optimistic about their growth. In September 2018, the USACOE workplan for Humboldt Bay included approximately \$5 million to dredge the entrance channel; an additional \$3 million to dredge the inner channel along the Samoa Peninsula and Eureka waterfronts; and an additional \$8 million was allocated to complete much need repairs to the North Jetty. The USACOE had allocated a significant amount of resources to Humboldt Bay and the Port was on the verge of a long-planned tune-up to serve our growing maritime industries.

In January and February 2019, Humboldt Bay experienced significant sediment deposits in the entrance channel near buoy # 9 which resulted in extremely dangerous shoaling conditions and the closure of Humboldt Bay to commercial shipping from January to July 2019. The Harbor District, Humboldt County, State, and federal governments all enacted declarations of

emergencies. As a result of the loss of all shipping traffic, the maritime industries around Humboldt Bay were significantly affected. One active dock was forced to close and the tug, longshoreman, bar pilots, and other supporting industries were severely impacted.

From January through July, the Harbor District and USACOE were in almost weekly communication, and as a result, the \$3 million allocated for the inner channel dredging was reallocated to the emergency conditions around buoy # 9. In April, the USACOE deployed their dredge Yaquina to conduct emergency dredging around buoy # 9. The aging Yaquina was undergoing annual maintenance and inspections before being deployed and continued to experience mechanical problems while in Humboldt Bay which resulted in the Yaquina being dockside under repairs more time than actually dredging to remove the emergency shoaling. In late June, the USACOE deployed their dredge Essayons and in July deployed the Manson contracted dredge Bayport to remove the emergency shoaling and regularly scheduled maintenance dredging of the entrance channel of Humboldt Bay.

By the end of July, the Yaquina, Essayons and Bayport, and had ultimately removed approximately 1.2 million cubic yards around buoy # 9 and the entrance to Humboldt Bay. In mid-July the Port was able to allow the Green Diamond Chip Export Facility to load a half ship and by the end of July the Port was cleared to load full loads. After five months and a significant amount of political, staff, and financial resources, the private sector, Harbor District, Humboldt County, State, and federal governments all worked together, and the emergency conditions were removed. During this difficult time, professional relationships were strengthened, and a few feathers were ruffled. The Harbor Districts goal is to reflect, debrief, learn, and work to improve our infrastructure, plans, procedures and staff training so that we are better positioned to serve the community during difficult emergency situations.

ATTACHMENTS:

- A. Outline issues that the District has experienced during the 2019 emergency shoaling (will be presented at Board meeting).

STAFF REPORT – HARBOR DISTRICT MEETING
August 22, 2019

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: August 14, 2019

TITLE: Approval to Proceed with a Proposal from MM Diving, Inc. in the Amount of \$54,500.00 for Inspection and Maintenance of the Ocean Outfall Line.

STAFF RECOMMENDATION: Staff recommends the Board: Authorize the Executive Director to enter into a contract with MM Diving, Inc. plus 10% contingency.

BACKGROUND: The District owned outfall line at Redwood Marine Terminal II is a vital piece of infrastructure for the attraction and operation of large-scale tenancy at the Terminal. Currently DG Fairhaven utilizes the outfall and both Nordic Aquafarms and the proposed new Samoa Wastewater Treatment Plant is in the process of permitting to utilize the outfall. The State Lands Commission Lease requires that the outfall be regularly inspected. MM Diving and its Principal have been providing such service on the outfall line since the mid 1990's. Their professional credentials along with their historical and working knowledge makes them uniquely qualified for the tasks.

DISCUSSION: As part of the contract, MM Diving will inspect the length of the outfall; replace anode protection devices on the joints; and open diffuser ports as necessary. Staff is in the process of preparing a rate study which outlines the fees required to cover the District's cost to inspect, maintain, and operate the ocean outfall.

ATTACHMENTS:

- A. MM Diving, Inc. Proposal

MM DIVING Inc.

UNDERWATER CONSTRUCTION

CA. Class A-General Engineering License # 817400

8910 Soda Bay Road, H1

Kelseyville CA 95451

Telephone: (707) 465-0909



2019 Samoa Outfall Proposal

5/7/19

Humboldt Bay Harbor District

Mr. Larry Oetker

Larry- As discussed, the Samoa Outfall is due for maintenance and inspection. Fire One would support the dive operation and the vessel water pumps utilized to power the diver operated jetting equipment. Dive crew will consist of five personnel consisting of ADCI Diving Supervisor and four ADCI divers.

Background: The Samoa Outfall was extended in the 1990's. The extension project went poorly resulting in 4 sections of pipe instead of one due to the pipe fracturing during the pulling process. The four sections were then spooled together by another contractor. MM Diving was formed and began diving the outfall in 1998. MM Diving has closed flange gaps, replaced substandard bolts, sealed leaks, wet welded anodes to mixed flange materials to prevent electrolysis, closed off the majority of diffusers with toggle type bolts and jetted the open diffusers to maintain effluent flow.

There are four sections of the outfall extension, Section 1 (1500'), Section 2 (1900'), Section 3 (800') and section 4 (1000'). All sections are connected by Joint 1, Joint 2, Joint 3 and Joint 4. Each joint is a different configuration with different flanges. When exposed two 22-pound zinc anodes are attached to the flange makeups comprised of different materials. Joint 4 and Joint 2 are the primary targets for zinc anodes if exposed. Attached zincs are 100% depleted annually.

There are 7 pairs of open diffusers on the inshore side of Section 1. The diffuser openings are approximately 2-inch diameter. On the last inspection in 2017, the open diffusers were buried on the North side and just exposed on the South side. The pipe was filled internally with sediment, sticks, sand dollars and other debris. Fire One's pumps were utilized with an internal jet and flow was established to all seven pair of open diffusers.

MM Diving proposes one day to make Fire One dive ready and set up the decompression chamber in the storage yard. One 12- hour dive day to clear the open diffusers. One 12- hour day to inspect joints and install anodes as burial allows and a half day to unload the vessel.

MM DIVING INC.
A UNDERWATER CONSTRUCTION COMPANY
Member
ADCI
Association of Diving Contractors International

1

Dive Day One:

Locate inshore diffusers, unbolt diffuser ports, secure internal jet nozzle to diffuser bolt pattern and jet internal debris from the 7 open diffuser ports. It is recommended that additional head pressure be provided from the water tank located on the beach during the jetting process. If additional discharge is required divers will expose additional diffuser ports, remove the toggle bolt blinds and also jet the internal debris.

Dive Day two:

Continue jetting if required, inspect terminus, exposed joints and install anodes as exposure and time allows.

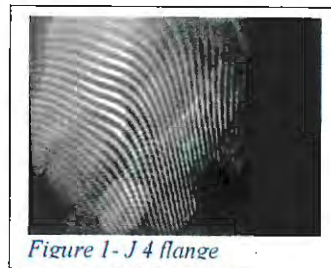
Cost:

Travel, Mob/De-mob Fire One. \$15,000

Dive Day One: \$19,750.

Dive Day Two: \$19,750.

Total estimated cost \$54,500



Additional days \$19,750

Delays days outside of our control preventing going out to sea \$7200 per day.

Although confident that as in the past two dive days will be sufficient for the work load described, many variables may affect productivity, primarily pipe exposure. With the low flow rate the open diffusers are barely exposed and most of Section 1 heading inshore or offshore has been buried since the mill closed. Additional days if required will be agreed to prior to proceeding and work will only proceed when an adequate weather widow is forecasted.

Please do not hesitate to contact me directly if you or SHN have any questions or if I may be of further service.

Vic Markytan
President
MM Diving Inc.
707-954-0623



Solutions for a hostile environment.....

MM DIVING INC.
A UNDERWATER CONSTRUCTION COMPANY
Member
ADCI
Association of Diving Contractors International

AMENDMENT NO. 7 TO ORDINANCE 6

ESTABLISHING PROCEDURES FOR THE CONDUCT OF MEETINGS, ELECTION OF OFFICERS AND THE PASSAGE OR APPROVAL OF ORDINANCES AND RESOLUTIONS FOR THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT DOES HEREBY AMEND ORDINANCE NO. 6 AS FOLLOWS:

The following words are hereby inserted from Article III, Meetings, Section 2:

Regular meetings shall be held without notice on the 2nd and 4th Thursday of each month from January through October of each year, and on the 2nd Thursday of November and December each year at 7:00 PM at the Office of the District, until otherwise provided by Ordinance or Resolution of the Board of Commissioners of the District. In the event a regular meeting day shall be a legal holiday, said meeting shall be held on the next succeeding Thursday.

PASSED AND ADOPTED THIS xxx DAY OF xxx, 2019 BY THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT BY THE FOLLOWING POLLED VOTE:

AYES:

NOES:

ABSENT:

GREG DALE, PRESIDENT
Board of Commissioners

ATTEST:

LARRY DOSS, SECRETARY
Board of Commissioners

STAFF REPORT - HARBOR DISTRICT MEETING
August 22, 2019

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: August 12, 2019

TITLE: **Administrative Permit A-2018-02 Amendment #1: Woodley Island Marina Maintenance Dredging**

RECOMMENDATION: Staff recommends that the Board: receive a report regarding issuance of Administrative Permit A-2018-02 Amendment #1 for Woodley Island Marina Maintenance Dredging.

BACKGROUND: Administrative Permit A-2018-02 allowed for maintenance dredging at Woodley Island Marina with dredged material disposal at the Humboldt Open Ocean Disposal Site (HOODS). District staff issued Amendment #1 to the permit which allows for optional dewatering of the dredged material at Redwood Marine Terminal II.

ATTACHMENTS:

- A. Permit A-2018-02 Amendment #1
- B. California Environmental Quality Act Categorical Exemption for Permit A-2018-02 Amendment #1

COMMISSIONERS

- 1st Division
Larry Doss
- 2nd Division
Greg Dale
- 3rd Division
Stephen Kullmann
- 4th Division
Richard Marks
- 5th Division
Patrick Higgins

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



July 10, 2019

ADMINISTRATIVE PERMIT AMENDMENT

Humboldt Bay Harbor, Recreation and Conservation District
601 Startare Drive
Eureka, CA 95501

RE: Woodley Island Marina Maintenance Dredging

Administrative Permit No. A-2018-02 Amendment #1

The Humboldt Bay Harbor, Recreation and Conservation District (District) approved the permit for the above referenced maintenance dredging on **August 28, 2018**. Proposed activities involve dredging using an excavator and/or crane with a closed clamshell bucket and ocean disposal of dredged materials at the Humboldt Open Ocean Disposal Site (HOODS), the District is now proposing beneficial use of the dredged materials. Dewatering would occur at The Harbor District's Redwood Marine Terminal II (Terminal II) property as described in the Project Description Amendment dated May 20, 2019. The following conditions remain applicable:

1. The maintenance dredging shall not result in enlargement or expansion of dredged areas.
2. All dredged material and debris shall be removed from the site and disposed of only at an authorized disposal site.
3. No construction materials, debris, or waste shall be placed or stored where it may be subject to entering waters of Humboldt Bay.
4. To prevent and address spill of equipment fuels, lubricants, and similar materials the work shall incorporate the following measures:
 - a. No equipment fueling, shall occur on, within or immediately adjacent to the Bay.
 - b. All equipment used during dredging shall be free of oil and fuel leaks at all times.
 - c. All spills shall be reported immediately to the appropriate public and emergency services response agencies.

5. Any other permits or approvals required by other agencies must be obtained before commencing work.
6. Any change from the proposed dredging detailed in the application materials must be submitted in writing and coordinated and approved in advance by the District.

Neither the Humboldt Bay Harbor, Recreation and Conservation District, nor its Board of Commissioners, nor any Officer of the District, shall be liable to any extent, for the injury or damage to any person or property, or for the death of any person arising out of or connected with, the work authorized by this Permit, and the Permittee shall indemnify and hold this Harbor District, its Commissioners and Officers free and harmless from any liability for any such injury, death or damages.

The District has determined that the project is exempt from CEQA pursuant to a Class 4 categorical exemption which exempts minor alterations in the condition of land, water, and/or vegetation which do not remove healthy, mature, scenic trees. This includes minor temporary use of land having negligible or no permanent effects on the environment and maintenance dredging where spoils are deposited in an area authorized regulatory agencies (Section 15034(e)&(g)). A Notice of Exemption will be filed with the County.

This Permit A-2018-02 Amendment #1 is valid as of this date through August 28, 2028. Appeals may be made at the next regular session of the Board at 7:00 p.m. in the Woodley Island Marina Conference Room.

Please sign below and return the original of this letter to the District; keep a copy for your records.



Adam Wagschal

July 10, 2019

Permittee/Agent

Date

If there are any questions with regards to this permit, please contact this office referring to the Permit number indicated above.

COMMISSIONERS

1st Division

Larry Doss

2nd Division

Greg Dale

3rd Division

Stephen Kullmann

4th Division

Richard Marks

5th Division

Patrick Higgins

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



CALIFORNIA ENVIRONMENTAL QUALITY ACT - NOTICE OF EXEMPTION

To: County of Humboldt
 County Clerk
 825 5th Street
 Eureka, CA 95501

From: Humboldt Bay Harbor, Recreation, and
 Conservation District
 601 Startare Drive
 Eureka, CA 95501
 districtplanner@humboldtbay.org

Project Title: Fields Landing Boat Yard & Woodley Island Marina Maintenance Dredging and Dredged Material Dewatering

Project Applicant: Humboldt Bay Harbor, Recreation, and Conservation District

Project Location: Fields Landing Boat Yard is located at 1 Yard Road, Fields Landing, CA (APN 307-101-002). Woodley Island Marina is on the north side of the Eureka Inner Channel, along the southwest portion of Woodley Island, within the City of Eureka. Redwood Marine Terminal II (RMT II) is located at 364 Vance Ave., Samoa, CA (APNs 401-112-011, -012, -021 and -024).

Background: In 2018 the Humboldt Bay Harbor, Recreation and Conservation District (District) received regulatory approvals for maintenance dredging at the Field's Landing Boat Yard and Woodley Island Marina. Approved dredging activities involve using an excavator and/or crane with a closed clamshell bucket and ocean disposal of dredged materials at the Humboldt Open Ocean Disposal Site (HOODS). As an alternative to ocean disposal, the District is now proposing dewatering of dredged materials for potential beneficial use. Dewatering of dredged material from Fields Landing would take place at Fields Landing or Redwood Terminal II (RMT II). Dewatering of dredged material from Woodley Island Marina would occur at Redwood Terminal II.

Project Summary:

Fields Landing Dewatering - A temporary dewatering basin would be constructed at the Field's Landing site on top of existing asphalt or concrete surfaces. The dewatering basin would be constructed with k-rails or other structures supporting an impermeable liner. The edges of the liner would be held in place with soft weights, such as sandbags. Dredged material would be transferred over land or pumped to the temporary dewatering basin. After settling to achieve enough clarity to be within 20% of the background turbidity of the bay, water would be gently let off the top through a controlled opening. A pipe would route the water to an existing storm drain inlet adjacent to the dredging area.

RMT II Dewatering - A barge containing the dredged material would be towed to the RMT II dock. An existing sea chest and pumps at the terminal would draw-in bay water and pump it directly into the hopper to reslurry the dredge material. Alternatively, a portable screened pump may be used. All bay water pumping will follow required screening standards. Dredge slurry would be pumped from the hopper to existing water clarifiers. After settling to achieve enough clarity to be within 20% of the background turbidity of the bay, water would be gently let off the top through a

controlled opening. A pipe would route the water to an existing storm drain inlet adjacent to the RMT II dock.

Before discharging to the bay at either location, the water would be filtered through baffles, pipe filter socks, and/or drop inlet filters. During discharge to Humboldt Bay, bay water and decant water turbidity would be monitored using a handheld turbidity meter. If discharge water turbidity exceeds bay water turbidity by 20% or more then discharging would cease. Discharge would not restart until solids within the dewatering structures have adequately settled and/or filtering methods have been adjusted in order to meet the turbidity standard.

Pertinent California Environmental Quality Act (CEQA) Exemption: The District has determined that the project is exempt from CEQA pursuant to a Class 4 categorical exemption which exempts minor public or private alterations in the condition of land, water, and/or vegetation which do not remove healthy, mature, scenic trees (Section 15304. Minor Alterations to Land). This includes minor temporary use of land having negligible or no permanent effects on the environment and maintenance dredging (15034(e)&(g)).

Rationale for Exemption: The project involves maintenance dredging and dewatering of dredged materials for potential beneficial use. The proposed activities would use either a temporary dewatering basin and/or existing facilities and would have no permanent effects on the environment. The project would take place within existing developed areas and would not remove trees or other vegetation. Prior to dredging, material within the dredging areas would be sampled using the Incremental Sampling Methodology (ISM). The bay water intake will be screened based on National Marine Fisheries Service (NMFS) criteria. Dredging and dewatering activities would be conducted in accordance with discharge requirements established by the Regional Water Quality Control Board and U.S. Army Corps of Engineers. The decant water would be discharged back to its source of Humboldt Bay.

The District has further determined that the use of the categorical exemption is not barred by any of the exceptions set forth in CEQA Guidelines Section 15300.2. The material supporting the above finding is on file with the District and available for review upon request at the address listed below.

Contact: Larry Oetker, Executive Director
Humboldt Bay Harbor, Recreation and Conservation District
601 Startare Drive, Eureka, CA 95501

Signature: _____

Date: _____

STAFF REPORT - HARBOR DISTRICT MEETING
August 22, 2019

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: August 12, 2019

TITLE: **Administrative Permit A-2018-03 Amendment #1: Fields Landing Boatyard Maintenance Dredging**

RECOMMENDATION: Staff recommends that the Board: receive a report regarding issuance of Administrative Permit A-2018-03 Amendment #1 for Fields Landing Boatyard Maintenance Dredging.

BACKGROUND: Administrative Permit A-2018-03 allowed for maintenance dredging at Fields Landing Boatyard with dredged material disposal at the Humboldt Open Ocean Disposal Site (HOODS). District staff issued Amendment #1 to the permit which allows for optional dewatering of the dredged material at the Fields Landing Boatyard or at Redwood Marine Terminal II.

ATTACHMENTS:

- A. Permit A-2018-03 Amendment #1
- B. California Environmental Quality Act Categorical Exemption for Permit A-2018-03 Amendment #1

COMMISSIONERS

- 1st Division
 - Larry Doss
- 2nd Division
 - Greg Dale
- 3rd Division
 - Stephen Kullmann
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 Eureka, California 95502-1030



July 10, 2019

ADMINISTRATIVE PERMIT AMENDMENT

Humboldt Bay Harbor, Recreation and Conservation District
 601 Startare Drive
 Eureka, CA 95501

RE: Fields Landing Boat Yard Travel Lift Maintenance Dredging

Administrative Permit No. A-2018-03 Amendment #1

The Humboldt Bay Harbor, Recreation and Conservation District (District) approved the permit for the above referenced maintenance dredging on **August 28, 2018**. Proposed activities involve dredging using an excavator and/or crane with a closed clamshell bucket and ocean disposal of dredged materials at the Humboldt Open Ocean Disposal Site (HOODS), the District is now proposing beneficial use of the dredged materials. Dewatering would occur at either the Harbor District’s Fields Landing Boat Yard and/or Redwood Marine Terminal II (Terminal II) properties as described in the Project Description Amendment dated May 20, 2019. The following conditions remain applicable:

1. The maintenance dredging shall not result in enlargement or expansion of dredged areas.
2. All dredged material and debris shall be removed from the site and disposed of only at an authorized disposal site.
3. No construction materials, debris, or waste shall be placed or stored where it may be subject to entering waters of Humboldt Bay.
4. To prevent and address spill of equipment fuels, lubricants, and similar materials the work shall incorporate the following measures:
 - a. No equipment fueling, shall occur on, within or immediately adjacent to the Bay.
 - b. All equipment used during dredging shall be free of oil and fuel leaks at all times.
 - c. All spills shall be reported immediately to the appropriate public and emergency services response agencies.

5. Any other permits or approvals required by other agencies must be obtained before commencing work.
6. The Harbor District shall be notified at least five days prior to any dredging activities authorized by this permit.
7. Any change from the proposed dredging detailed in the application materials must be submitted in writing and coordinated and approved in advance by the District.

Neither the Humboldt Bay Harbor, Recreation and Conservation District, nor its Board of Commissioners, nor any Officer of the District, shall be liable to any extent, for the injury or damage to any person or property, or for the death of any person arising out of or connected with, the work authorized by this Permit, and the Permittee shall indemnify and hold this Harbor District, its Commissioners and Officers free and harmless from any liability for any such injury, death or damages.

The District has determined that the project is exempt from CEQA pursuant to a Class 4 categorical exemption which exempts minor alterations in the condition of land, water, and/or vegetation which do not remove healthy, mature, scenic trees. This includes minor temporary use of land having negligible or no permanent effects on the environment and maintenance dredging where spoils are deposited in an area authorized regulatory agencies (Section 15034(e)&(g)). A Notice of Exemption will be filed with the County.

This Permit A-2018-03 Amendment #1 is valid as of this date through August 28, 2028. Appeals may be made at the next regular session of the Board at 7:00 p.m. in the Woodley Island Marina Conference Room.

Please sign below and return the original of this letter to the District; keep a copy for your records.



Adam Wagschal

July 10, 2019

Permittee/Agent

Date

If there are any questions with regards to this permit, please contact this office referring to the Permit number indicated above.

COMMISSIONERS

1st Division

Larry Doss

2nd Division

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3rd Division

Stephen Kullmann

4th Division

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Humboldt Bay
Harbor, Recreation and Conservation District
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CALIFORNIA ENVIRONMENTAL QUALITY ACT - NOTICE OF EXEMPTION

To: County of Humboldt
 County Clerk
 825 5th Street
 Eureka, CA 95501

From: Humboldt Bay Harbor, Recreation, and
 Conservation District
 601 Startare Drive
 Eureka, CA 95501
 districtplanner@humboldtbay.org

Project Title: Fields Landing Boat Yard & Woodley Island Marina Maintenance Dredging and Dredged Material Dewatering

Project Applicant: Humboldt Bay Harbor, Recreation, and Conservation District

Project Location: Fields Landing Boat Yard is located at 1 Yard Road, Fields Landing, CA (APN 307-101-002). Woodley Island Marina is on the north side of the Eureka Inner Channel, along the southwest portion of Woodley Island, within the City of Eureka. Redwood Marine Terminal II (RMT II) is located at 364 Vance Ave., Samoa, CA (APNs 401-112-011, -012, -021 and -024).

Background: In 2018 the Humboldt Bay Harbor, Recreation and Conservation District (District) received regulatory approvals for maintenance dredging at the Field's Landing Boat Yard and Woodley Island Marina. Approved dredging activities involve using an excavator and/or crane with a closed clamshell bucket and ocean disposal of dredged materials at the Humboldt Open Ocean Disposal Site (HOODS). As an alternative to ocean disposal, the District is now proposing dewatering of dredged materials for potential beneficial use. Dewatering of dredged material from Fields Landing would take place at Fields Landing or Redwood Terminal II (RMT II). Dewatering of dredged material from Woodley Island Marina would occur at Redwood Terminal II.

Project Summary:

Fields Landing Dewatering - A temporary dewatering basin would be constructed at the Field's Landing site on top of existing asphalt or concrete surfaces. The dewatering basin would be constructed with k-rails or other structures supporting an impermeable liner. The edges of the liner would be held in place with soft weights, such as sandbags. Dredged material would be transferred over land or pumped to the temporary dewatering basin. After settling to achieve enough clarity to be within 20% of the background turbidity of the bay, water would be gently let off the top through a controlled opening. A pipe would route the water to an existing storm drain inlet adjacent to the dredging area.

RMT II Dewatering - A barge containing the dredged material would be towed to the RMT II dock. An existing sea chest and pumps at the terminal would draw-in bay water and pump it directly into the hopper to reslurry the dredge material. Alternatively, a portable screened pump may be used. All bay water pumping will follow required screening standards. Dredge slurry would be pumped from the hopper to existing water clarifiers. After settling to achieve enough clarity to be within 20% of the background turbidity of the bay, water would be gently let off the top through a

controlled opening. A pipe would route the water to an existing storm drain inlet adjacent to the RMT II dock.

Before discharging to the bay at either location, the water would be filtered through baffles, pipe filter socks, and/or drop inlet filters. During discharge to Humboldt Bay, bay water and decant water turbidity would be monitored using a handheld turbidity meter. If discharge water turbidity exceeds bay water turbidity by 20% or more then discharging would cease. Discharge would not restart until solids within the dewatering structures have adequately settled and/or filtering methods have been adjusted in order to meet the turbidity standard.

Pertinent California Environmental Quality Act (CEQA) Exemption: The District has determined that the project is exempt from CEQA pursuant to a Class 4 categorical exemption which exempts minor public or private alterations in the condition of land, water, and/or vegetation which do not remove healthy, mature, scenic trees (Section 15304. Minor Alterations to Land). This includes minor temporary use of land having negligible or no permanent effects on the environment and maintenance dredging (15034(e)&(g)).

Rationale for Exemption: The project involves maintenance dredging and dewatering of dredged materials for potential beneficial use. The proposed activities would use either a temporary dewatering basin and/or existing facilities and would have no permanent effects on the environment. The project would take place within existing developed areas and would not remove trees or other vegetation. Prior to dredging, material within the dredging areas would be sampled using the Incremental Sampling Methodology (ISM). The bay water intake will be screened based on National Marine Fisheries Service (NMFS) criteria. Dredging and dewatering activities would be conducted in accordance with discharge requirements established by the Regional Water Quality Control Board and U.S. Army Corps of Engineers. The decant water would be discharged back to its source of Humboldt Bay.

The District has further determined that the use of the categorical exemption is not barred by any of the exceptions set forth in CEQA Guidelines Section 15300.2. The material supporting the above finding is on file with the District and available for review upon request at the address listed below.

Contact: Larry Oetker, Executive Director
Humboldt Bay Harbor, Recreation and Conservation District
601 Startare Drive, Eureka, CA 95501

Signature: _____

Date: _____