

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

DATE: August 23, 2018
TIME: Regular Session – 7:00 PM
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**
 - a) Approve contract with Mindy Hiley, Director of Administrative Services.
 - b) Adopt Resolution 2018-05. A resolution to enter into a contract and accept grant funds from the California Department of Fish and Wildlife for Secretariat Services for the Harbor Safety Committee of the Humboldt Bay Area.
- 5. Communications and Reports**
 - a) Staff Reports
 - b) District Counsel, District Planner, District Engineer and District Treasurer Reports
 - c) Executive Director's Report
 1. Harbor District Election on November 6, 2018: Candidacy Results.
 - d) Commissioner's Reports
 - e) Standing/Ad Hoc Committee Reports
- 6. Unfinished Business –**

No Unfinished Business
- 7. New Business**

No New Business
- 8. Administrative and Emergency Permits**
 - a) Administrative Permit A-2018-03 Fields Landing Maintenance Dredging**

Summary: HBHRCD is proposing regular maintenance dredging within Humboldt Bay at Fields Landing Boat Yard Travel Lift. Permit coverage is being requested for a total volume of up to 25,120 cy over ten years at Fields Landing. Dredging will be performed using a crane and/or excavator with a closed clamshell bucket. Material will be scooped from the bay floor and deposited in a scow and will be transported to the Humboldt Open Ocean Disposal Site (HOODS) where the dredged material will be deposited.

District staff determined that the project is exempt from CEQA pursuant to a Class 4 categorical exemption (Section 15304. (g) Minor Alterations to Land), which exempts maintenance dredging where the spoil is deposited in a spoil area authorized by all applicable state and federal regulatory agencies. A Notice of Exemption will be filed with the County.

Agenda for August 23, 2018 Regular Board Meeting

9. Adjournment

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



STAFF REPORT – HARBOR DISTRICT MEETING
August 23, 2018

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: August 23, 2018

Title: Adopt Resolution 2018-05. A resolution to enter into a contract and accept grant funds from the California Department of Fish and Wildlife for Secretariat Services for the Harbor Safety Committee of the Humboldt Bay Area.

STAFF RECOMMENDATION: Staff recommends that the Board: Adopt Resolution 2018-05.

BACKGROUND: The Office of Spill Prevention and Response (OSPR) Administrator in compliance with the Oil Spill Prevention and Response Act of 1990 as described in California Government Code 8670.23., established five regional Harbor Safety Committees (HSC) throughout California. Each HSC is responsible for planning for the safe navigation and operation of tankers, barges and other vessels within each of California’s major harbors and producing an annual Harbor Safety Plan (HSP). These functions are essential to the consistent achievement of maritime safety and the prevention of major marine oil spill incidents.

To ensure that HSCs have the necessary resources to execute their designated duties, the OSPR Administrator has made grant funds available in each region to provide an Executive Secretariat to act as the coordinator for facilitating all communications between HSCs, subcommittees, and the OSPR. The California Department of Fish and Wildlife has approved the Port of Humboldt Bay/Humboldt Bay Harbor, Recreation and Conservation District to conduct the Secretariat Services for the HSC of the Humboldt Bay Area, and to receive payment for these services.

DISCUSSION: The District will oversee the execution of the tasks listed in the contract.

ATTACHMENTS:

- A. Resolution 2018-05

**HUMBOLDT BAY HARBOR, RECREATION
AND CONSERVATION DISTRICT**

RESOLUTION NO. 2018-05

**A RESOLUTION TO ENTER INTO A CONTRACT AND ACCEPT FUNDS FROM THE
CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE FOR
SECRETARIAT SERVICES FOR THE HARBOR SAFETY COMMITTEE
OF THE HUMBOLDT BAY AREA**

WHEREAS, the People of the State of California have enacted the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 which appropriates funds for the creation and maintenance of the Harbor Safety Committees within the State of California; and

WHEREAS, the Port of Humboldt Bay/Humboldt Bay Harbor, Recreation and Conservation District is a member of the Harbor Safety Committee of the Humboldt Bay Area and the Dockmaster is Chair of this committee; and,

WHEREAS, the Port of Humboldt Bay/Humboldt Bay Harbor, Recreation and Conservation District applied to the California Department of Fish and Wildlife to conduct Secretariat Services for the Harbor Safety Committee of the Humboldt Bay Area; and,

WHEREAS, the California Department of Fish and Wildlife has approved the Port of Humboldt Bay/Humboldt Bay Harbor, Recreation and Conservation District to conduct the Secretariat Services for the Harbor Safety Committee of the Humboldt Bay Area and to receive payment for the services; and

WHEREAS, the California Department of Fish and Wildlife requires a resolution from the Humboldt Bay Harbor, Recreation and Conservation District accepting the Secretariat Contract and payment of fees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District hereby authorizes the Executive Director Larry Oetker to:

1. enter into a contract with the California Department of Fish and Wildlife to conduct Secretariat Services for the Harbor Safety Committee of the Humboldt Bay Area and
2. accept payment from the California Department of Fish and Wildlife for aforementioned services on behalf of the Humboldt Bay Harbor, Recreation and Conservation District, a public entity established under the laws of the State of California.

PASSED AND ADOPTED by the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District at a duly called meeting held on the 23rd day of August 2018, by the following polled vote:

AYES:

NOES:

ABSENT:

**RICHARD MARKS, President
Board of Commissioners**

ATTEST:

**PATRICK HIGGINS, Secretary
Board of Commissioners**

CERTIFICATE OF SECRETARY

The undersigned, duly qualified and acting Secretary of the HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, does hereby certify that the attached Resolution is a true and correct copy of RESOLUTION NO. 2018-05 entitled,

A RESOLUTION TO ENTER INTO A CONTRACT AND ACCEPT FUNDS FROM THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE FOR SECRETARIAT SERVICES FOR THE HARBOR SAFETY COMMITTEE OF THE HUMBOLDT BAY AREA

as regularly adopted at a legally convened meeting of the Board of Commissioners of the HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, duly held on the 23rd day of August 2018; and further, that such Resolution has been fully recorded in the Journal of Proceedings in my office, and is in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand this 23rd day of August 2018.

PATRICK HIGGINS, Secretary
Board of Commissioners

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



STAFF REPORT - HARBOR DISTRICT MEETING

August 23, 2018

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: August 23, 2018

TITLE: Review Administrative Permit A-2018-03 Fields Landing Maintenance Dredging

STAFF RECOMMENDATION: It is recommended that the Board: accept and file the permit as approved.

BACKGROUND: The HBHRCD is proposing regular maintenance dredging within Humboldt Bay at Fields Landing Boat Yard Travel Lift. Permit coverage is being requested for a total volume of up to 25,120 cy over ten years at Fields Landing. Dredging will be performed using a crane and/or excavator with a closed clamshell bucket. Material will be scooped from the bay floor and deposited in a scow and will be transported to the Humboldt Open Ocean Disposal Site (HOODS) where the dredged material will be deposited.

DISCUSSION: District staff determined that the project is exempt from CEQA pursuant to a Class 4 categorical exemption (Section 15304. (g) Minor Alterations to Land), which exempts maintenance dredging where the spoil is deposited in a spoil area authorized by all applicable state and federal regulatory agencies. A sampling and analysis plan was approved and the District took samples to confirm that the material is acceptable for disposal at HOODS. A Notice of Exemption will be filed with the County.

The District has released a Request for Proposals to dredge the Woodley Island Marina. The dredging of the Fields Landing Boat Yard was included as part of the Request for Proposals. The Fields Landing Boat Yard is operating under emergency conditions. The District received authorization from the Coastal Commission to proceed with dredging and has submitted permit applications to the Army Corps of Engineers, US EPA and State Water Quality Control Board. If these permits are not approved prior to the October 15th dredging season closure, the District may need to seek an emergency permits to ensure that dredging occurs this year.

ATTACHMENTS

- A. Fields Landing Boat Yard – Travel Lift Maintenance Dredging

Humboldt Bay Harbor, Recreation and Conservation District
Fields Landing Boat Yard - Travel Lift Maintenance Dredging

Fields Landing, Humboldt Bay, CA

PROJECT SUMMARY

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

Project Location: 1 Yard Road, Fields Landing, CA 95537

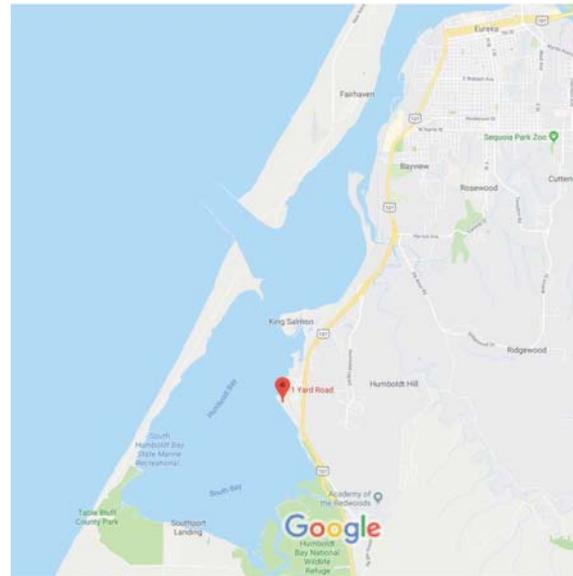
APN: 307-101-002

PROJECT DESCRIPTION

Introduction

Humboldt Bay Harbor, Recreation and Conservation District (HBHRCD or District) is proposing maintenance dredging over a ten-year period within Humboldt Bay at the Fields Landing Boat Yard travel lift dock. Located at the south end of the community of Fields Landing in Humboldt Bay, south bay area, the boat yard offers easy access to the Bay's Pacific Ocean entrance and to Highway 101 (Figure 1). Vessels may be hauled out of the water and moved via the 150-ton capacity travel lift - mobile boat lifting hoist. The two approximately 150-foot-long dock fingers are 26 feet apart and extend northwest from the shore towards the existing federal navigation channel.

The Fields Landing Boat Yard dock was approved through Coastal Commission Application No. 80-P-21 and constructed in 1981. The original 1981 construction plans document the dredging depth of -15 feet Mean Lower Low Water (MLLW) with a one-foot overdraft allowance to a maximum of -16 ft. MLLW. The original project area has significantly filled in from the depth of -15 ft. MLLW as a result of natural deposition, with up to 12,120 cubic yards (cy) of material proposed to be removed during the initial dredging event(s) (Figures 2 and 3). This volume amount consists of the original "As Built" depth of -15 ft MLLW and 1 foot of overdredge.



Fields Landing Boat Yard Location Map



Fields Landing Boat Yard – Travel Lift Dock

The Harbor District is proposing to closely monitor the deposition of material and to conduct periodic maintenance dredging over the ten-year period to maintain the travel lift operations. It is anticipated that an additional 13,000 cy of material will be removed during episodic maintenance dredging over the 10-year permit period; for a maximum of 25,120 cy of material proposed to be removed under this permit.

Travel lift dock dredging is necessary as soon as possible; in May 2018 the Harbor District issued draft restrictions that significantly limit when boats can be hauled out of Fields Landing. Humboldt Bay is a Port of Refuge and the Fields Landing travel lift dock is used to haul out boats in case of an emergency. The marine oil spill response equipment is also stored on land directly adjacent to the travel lift fingers and needs to be deployed quickly in case of an emergency. In addition, the travel lift is utilized to haul out boats that have either sunk or are at risk of sinking into the bay. The Humboldt Bay Harbor Safety Committee which is comprised of the US Coast Guard, County Sheriff, Harbor District, and other Agencies discussed the need to maintain the Fields Landing Travel Lift at their recent May 2018 meeting. The Safety Committee stressed the travel lift is an essential piece of harbor safety infrastructure and that the inability to haul out or deploy the emergency response equipment via the travel lift due to the draft restrictions has significantly reduced the area's safety response capacity.

Project Background

The Fields Landing Boat Yard dock was constructed in 1981. There is no fueling station or industry on the land mass associated with this dock. Historically, a larger dock was located approximately 70 feet west of the existing dock structures, extending from the land mass approximately 150 feet into the bay in a northward direction. Historic photos show that the dock spanned the shoreline approximately 1,000 feet from north to south beyond Depot Road servicing a lumber mill and yard, where a historic railway extended further south. The historic dock structures were completely dismantled by 2010. Existing dock pilings remain. None of the historic dock area is within the Fields Landing Boat Yard dredging area (NHE, 2015).



Fields Landing Boat Yard Dock and Vicinity in 1948 and Present (Source: NHE, 2015)

Boat Yard Operations

Fields Landing Boat Yard is a secured boatyard owned and operated by HBHRCD. The facility site consists of boat storage areas; a boat cleaning and maintenance work yard; boat launch; rest rooms; covered boat repair shop, office, and store; storage area for the boat lift; and a dock. Vessels may be hauled out of the water and moved via the mobile boat lifting hoist (150 ton capacity). This secure facility is fenced and has 24-hour surveillance. A floating dock is secured to the outside (east) of the three existing pilings that extend towards the federal channel off the end of the eastern dock finger. This dock is used when multiple vessels are launched and to preform vessel checks after launching, prior to heading out to sea. The floating concrete dock is approximately 5 feet wide and 24 feet long (in 8 foot sections); similar to what is used at Woodley Island Marina. A gangway is installed to provide access from the pier to the floating dock.

The facility operates under an approved stormwater pollution prevention plan from the State Water Resources Control Board; which is available upon request. The facility has one industrial drainage area, which is nearly entirely paved. The industrial area at the site flows to a drainage inlet (DI) in the east portion of the site. During boat cleaning activities, the DI is plugged and wash water is run through a three-tank oil/water separator and settling system located adjacent to the DI. The three-tank oil/water separator system flows into a settling tank, and then to the Humboldt Community Services District (HCSD) sanitary sewer system. Boat cleaning activities are not permitted to occur during rain events. During the winter months when boat cleaning is not occurring, the DI is unplugged, a drainage inlet filter is inserted, and stormwater is conveyed from the DI by way of a buried culvert to the east drainage swale and, ultimately, to Humboldt Bay. There are two paved areas (north and west of the industrial area) and one gravel area (south of the industrial area) that are designated by facility operators for boat storage. No cleaning or maintenance activities occur in these areas.

Dredging Methods

Dredging will be performed using an excavator and/or crane with a closed clamshell bucket. Material will be scooped from the bay floor and deposited into a hopper scow. Once full, the scow will be transported to the Humboldt Open Ocean Disposal Site (HOODS) located three nautical miles northwest of the Humboldt Bay entrance where the dredged material will be deposited. The Harbor District will closely monitor the deposition of material and to conduct periodic maintenance dredging over the ten-year period to maintain the travel lift operations.

Clamshell dredge operation temporarily effects include sediment suspension and increased turbidity. Turbid waters are expected to extend no more than 500 feet from work sites, and work is expected to be limited to only one portion of the project area at a time. Baseline turbidity will be measured and monitored upstream and downstream of the work site. If turbidity is found to exceed the 20% above background threshold, the District will take necessary action(s) to come into compliance, including one or more of the following: stop dredging and wait for sediment to settle; determine if dredging adjustments can be made to address the issue; and/or wait for the tides to ebb. Dredging will only continue when turbidity does not exceed the established threshold.

Schedule

Dredging is, by definition, "in-water" work. As such, there are specific work windows established by the regulatory agencies to minimize impacts to various fish species present in Humboldt Bay. The in-water

work window for Humboldt Bay is from July 1st to October 15th of each year. Dredging will occur during this work window, with construction occurring up to 24 hours per day, depending on contractor availability and scheduling. The initial proposed dredging (2018) is estimated to take less than two weeks and will occur during the in-water work window prior to October 15th.

Ocean Disposal

Ocean disposal at the Humboldt Open Ocean Disposal Site (HOODS) will be implemented for this project (Figure 4). Disposal at HOODS will be performed in accordance with Special Conditions established by the Environmental Protection Agency (EPA) and Army Corps, which may include bathymetric surveys, vessel tracking systems and record keeping/reporting. Scows shall only be transported to HOODS when ocean conditions will not interfere with safe transportation and will not create a risk of spillage, leak or other loss of dredge material. Specific cells within HOODS will be identified by EPA and Army Corps which shall be used for disposal.

Sediment Sampling

The protocols contained in the District's Sampling and Analysis Plan (SAP) (NHE, 2015) will be implemented in addition to an addendum to the SAP that has been prepared for the Fields Landing Boat Lift area (SHN, 2018). The SAP addendum addresses the sampling design that follows the Inland Testing Manual (ITM) sampling methodology to fulfill all agency requirements (Figure 5). Sediment sampling using the District's vibracore is scheduled to be conducted upon approval of the SAP addendum from the US Army Corps of Engineers (USACE) and the US Environmental Protection Agency (EPA). In addition, recent sampling was conducted by USACE in the immediately adjacent Federal Channel; two USACE core samples were taken very close to the proposed dredging area (Figure 6). These adjacent sediments were quite clean chemically, passed all the comprehensive ocean disposal testing (including 7 bioassay), and were determined by EPA and USACE to be suitable for ocean disposal at HOODS. Results for dredge material characterization taken in accordance with the SAP Addendum will be compared to the USACE samples and submitted to the USACE, EPA, and NCRWQCB as soon as they become available.

Endangered Species

Humboldt Bay provides habitat for a variety of plants, birds, fish, invertebrates and marine mammals, some of which are listed under the state and federal Endangered Species Acts (ESA). The following listed species have potentially suitable habitat within the vicinity of the proposed project site:

Green sturgeon (Acipenser medirostris)

The National Marine Fisheries Service (NMFS) listed the southern Distinct Population Segment (DPS) green sturgeon as "threatened" in 2006 (71 FR 17757) and designated Humboldt Bay as critical habitat effective October 9, 2009 (74 FR 52300). Green sturgeons migrate to coastal ocean waters, estuaries and bays after two to three years of rearing, where it is believed they spend the majority of their lives. Adults migrate up large coastal rivers to spawn every two to four years. Sub-adults and adults may forage in the project area during summer and fall months.

Longfin smelt (Spirinchus thaleichthys)

The state of California listed the longfin smelt as threatened under the California ESA in 2009. Adult and juvenile longfin smelt can be found in the open waters of estuaries, mostly in the middle or at the bottom of the water column. Spawning occurs in fresh water during the winter to early spring (February

through April) over sandy or gravel substrate. Longfin smelt larvae would not be present in the area during the late summer and fall. Juvenile and adult longfin smelt would have a moderate likelihood of presence during operations.

Salmonids

The Humboldt Bay watershed supports three species of salmonids listed as threatened under the federal ESA: Coho salmon, Chinook salmon and steelhead. NMFS designated critical habitat in northern California for each of the three salmonid species in February of 2000 (65 FR 42422 42481), (Federal Register 2000). The following migration time frames given are approximate and coincide with the peak runs.

Coho salmon (Onchorhynchus kisutch)

Southern Oregon/Northern California Coast (SONCC) coho salmon were listed under the federal Endangered Species Act (ESA) as threatened on June 18, 1997 (62 FR 33038) and under the California Endangered Species Act (CESA) in 2005. Coho salmon travel through Humboldt Bay as juveniles between February and June on their way to the ocean and again as adults from October through December while traveling to spawning grounds.

Chinook salmon (O. tshawytscha)

Chinook Salmon in the California Coastal ESU were listed as a threatened species under the federal ESA on September 16, 1999 (64 FR 50393). Similar to the coho salmon, Chinook salmon travel through Humboldt Bay on their way to the Pacific as juveniles from February through June and again as adults to their spawning grounds between October and November.

Steelhead (O. mykiss)

The Northern California (NC) DPS steelhead were listed under the ESA as threatened in 2006 (71 FR 834). Steelhead in the Northern California DPS were listed as a threatened species under the federal ESA on January 5, 2006 (50 FR). Similar to the coho and Chinook, the steelhead will travel through Humboldt Bay as a juvenile on its way to the Pacific and again as an adult to spawn in rivers. Steelhead will, however, make multiple spawning migrations in its adult years, so it will travel through Humboldt Bay to freshwater and back out to the Pacific between December and April.

Environmental Effects

Potential impacts on these species could include injury or mortality of individuals due to entrainment in the dredging equipment, exposure to sediment-associated contaminants, and turbidity produced by dredging. In addition, short-term degradation of water quality, such as increased turbidity from disturbance of sediment or spills or leakage from machinery could occur during dredging activities. This could result in localized disturbance of juvenile and adults, potentially resulting in stress, disruption of essential behaviors, or physiological impairment. Impacts on designated critical habitat could result from loss of foraging and cover due to the removal of subtidal benthic substrate and associated benthic invertebrates from dredging.

Dredging activities are not expected to have a significant environmental impact based on the timing and duration of dredging and amount of potential and occupied habitat affected. The dredging equipment is slow moving and makes sufficient noise to alert any animals to allow them time to flee the area. It is not

so noisy that it will exceed sound thresholds for disturbance or injury to fish or marine mammals. Short-term, localized increases in suspended sediments will occur, but are expected to disperse within 500 feet. Humboldt Bay is naturally turbid, so localized suspended sediments are not expected to have an effect.

The salmonid species discussed above are not expected to be in Humboldt Bay during the project work window (July 1 to October 15). Fish and marine mammals, including green sturgeon and longfin smelt, may be in the project area during construction, but would likely flee to other areas of the bay. With the activity taking place between the shore and channel, there is sufficient room for fish and mammals to travel around the area. Since these species are likely to avoid equipment while dredging occurs, there would not likely be any direct impacts from encounters with the dredge, contact with turbid water, or decreased water quality. The mechanical clamshell dredge will effectively eliminate the possibility of entrainment and reduce turbidity.

In summary, dredging activities are not expected to have a significant environmental impact based on the timing and duration of dredging and amount of potential and occupied habitat affected. The dredging equipment is slow moving and makes sufficient noise to alert any animals to allow them time to flee the area. It is not so noisy that it will exceed sound thresholds for disturbance or injury to fish or marine mammals. Short-term, localized increases in suspended sediments will occur, but are expected to disperse within 500 feet. Humboldt Bay is naturally turbid, so localized suspended sediments are not expected to have an effect. Potential impacts to endangered species are similar to those described in the Woodley Island Marina dredging application. Conservation and protection measures have been designed to limit the risk of project-related impacts to threatened and endangered species and designated critical habitat in Humboldt Bay.

Eelgrass & Benthic Habitat

The area surrounding the travel lift provides soft bottom eelgrass habitat that may be habitat for a variety of benthic organisms. The proposed dredging would involve removal of much of this soft bottom habitat area. However, impacts to tidal mudflats and eelgrass were mitigated when the Fields Landing Boat Yard was developed and the dock was constructed (1980-81). At the time, it was recognized that the travel lift would require periodic maintenance dredging and mitigation was required to ensure that creation of the lift and its subsequent maintenance dredging would not result in a net loss of habitat. Per the Coastal Commission Staff Report for Application No. 80-P-21, one acre of tidal mudflat and eelgrass was mitigated for as part of the original dredging project (Attachment 2). It is the District's understanding that the mitigation area was part of the "Broadway-wetlands Restoration". Therefore, potential eelgrass impacts resulting from the proposed maintenance dredging were fully mitigated when the dock was constructed.

Conservation and Protection Measures

Conservation and protection measures have been designed to limit the risk of project-related impacts to threatened and endangered species and designated critical habitat in Humboldt Bay. The following protection measures would minimize the risk of impacts on listed fish species and habitat:

- Dredging activities will only be performed between July 1 and October 15 of each calendar year to avoid impacts to salmonids migrating through Humboldt Bay.

- Clamshell and excavator dredging is a slow and controlled process allowing marine life time to escape as the equipment approaches. There are no suction or jetting pressures involved. Operator has the ability to limit descent speeds to minimize sediment dispersion.
- Vegetable based or biodegradable hydraulic fluids shall be used, if possible, in equipment operating over water or without secondary containment. Note, not all equipment is compatible with these types of fluids.
- Equipment shall be inspected and serviced prior to mobilization. Routine inspections shall occur through the project and leaks shall be repaired immediately when discovered.
- Spill kits equipped with enough material to provide preliminary containment for a volume of material that can reasonably be expected to spill shall be maintained on the barge and the dock. Spill containment trays shall be placed around all equipment on the barge deck.
- Dredging will not extending beyond the overdredge depths as described herein and in the attached typical cross-sections.
- Turbidity will be monitored upstream and downstream of work sites to ensure turbidity is limited to 500-feet from the project area.

CEQA Compliance

The District intends to issue a Class 4 Categorical Exemption from CEQA per Section 15304 (g) Minor alterations to land including maintenance dredging where the soils are deposited in an area authorized by all state and federal regulatory agencies.

ATTACHMENTS

Attachment A – Maps and Figures

- Figure 1 - Project Location Map
- Figure 2 - Proposed Dredging Plan
- Figure 3 - Typical Dredging Cross Section
- Figure 4 - Region 9 Ocean Dumping Sites, EPA
- Figure 5 - Proposed Sampling Locations
- Figure 6 - USACE Fields Landing Channel Sampling Locations
- Figure 7 - Fields Landing Dredging “As Built” 1981

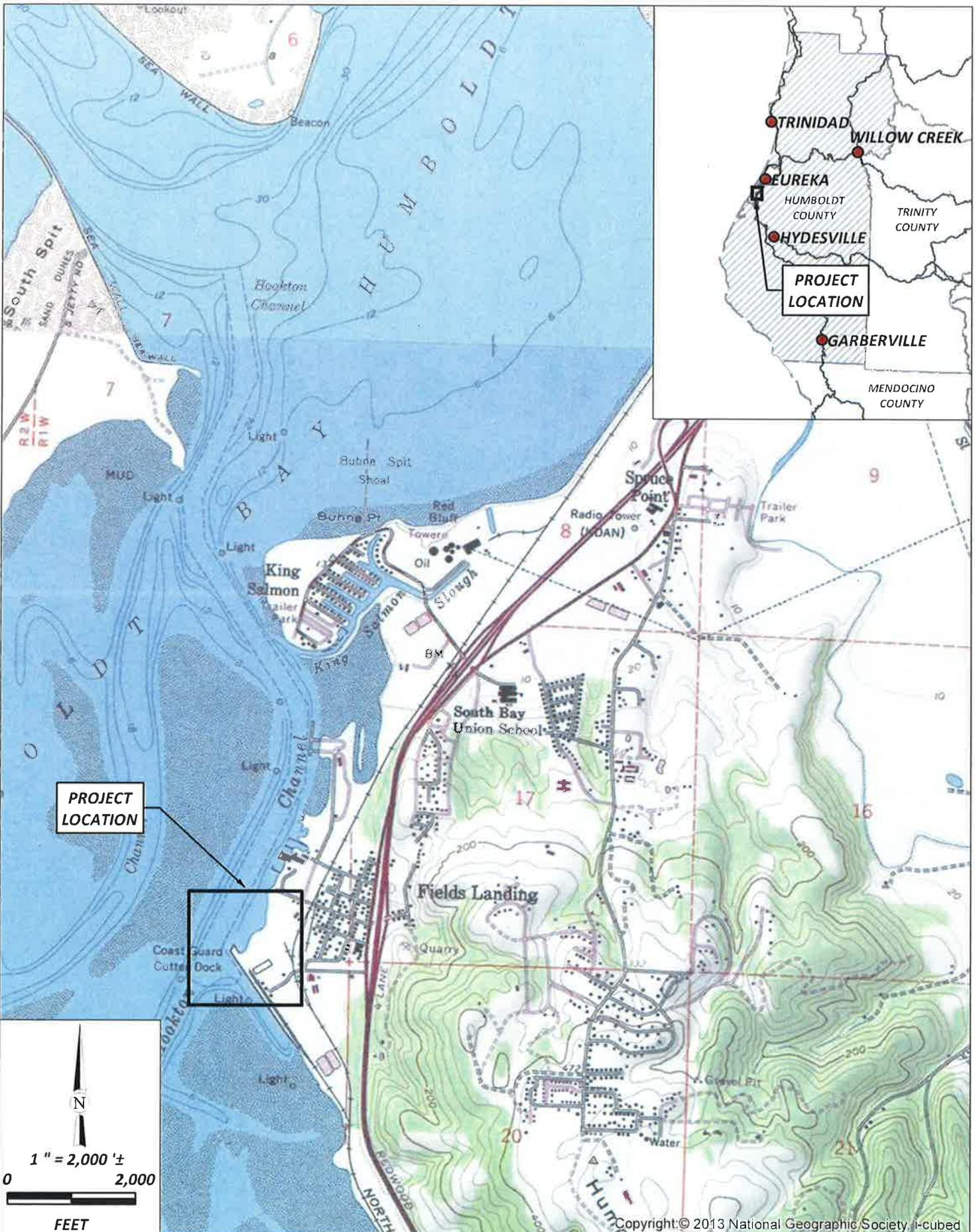
Attachment B - Coastal Commission Staff Report for Application No. 80-P-21

REFERENCES

Northern Hydrology & Engineering, December 2015 (NHE, 2015). Sampling and Analysis Plan, Humboldt Bay Harbor, Recreation and Conservation District and City of Eureka Sediment Characterization for 2016-2021 Maintenance Dredging.

SHN Engineers and Geologists, July 11, 2018 (SHN, 2018). Addendum to Maintenance Dredging Sampling and Analysis Plan, submitted to Debra O’Leary, U.S. Army Corps of Engineers.

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SHN
Consulting Engineers
& Geologists, Inc.

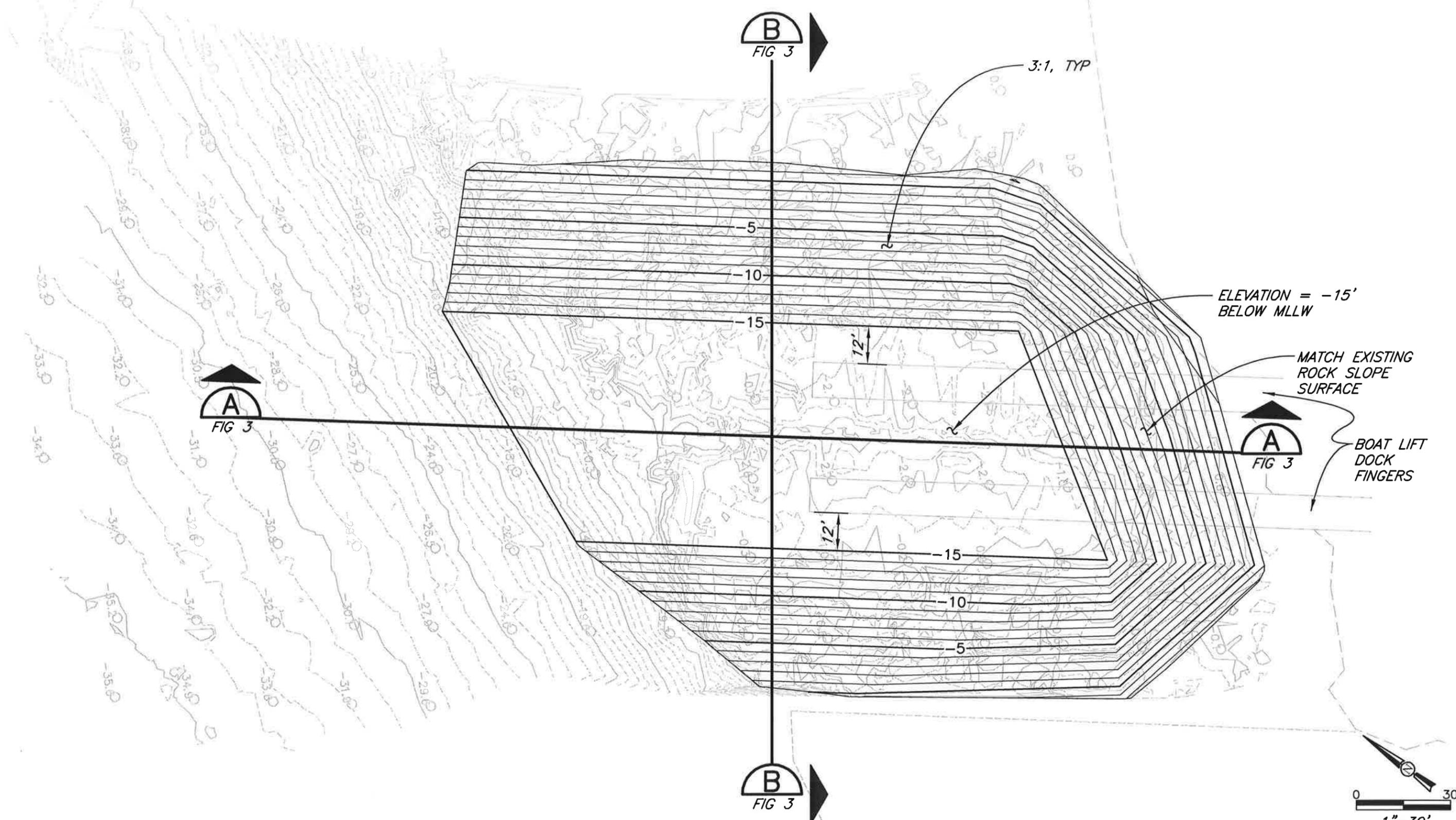
HBHRCD
Fields Landing Boat Yard Lift Dock
Eureka, California

Project Location Map
SHN 016240.020
Figure 1

July 2018

Figure1_ProjectLocationMap

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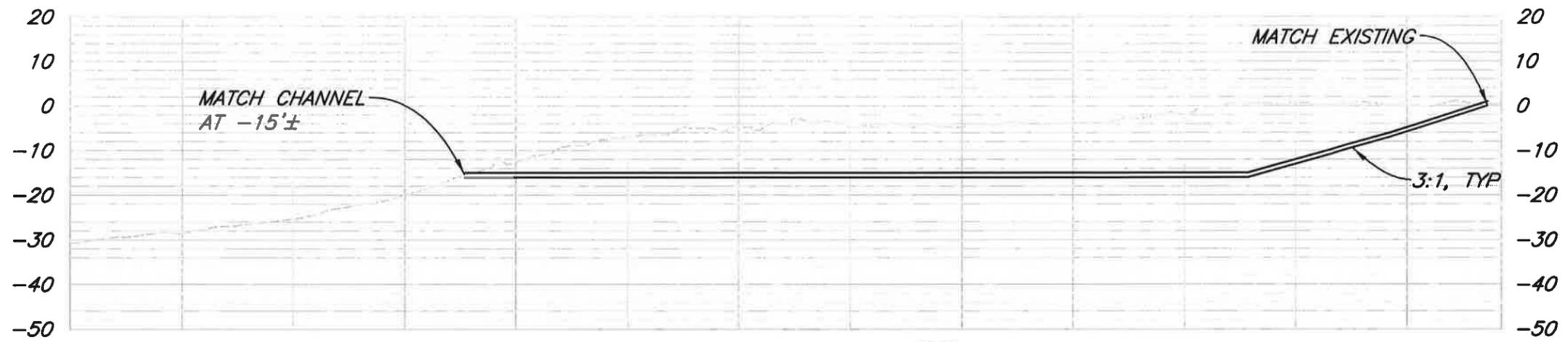


SHN
Consulting Engineers
& Geologists, Inc.

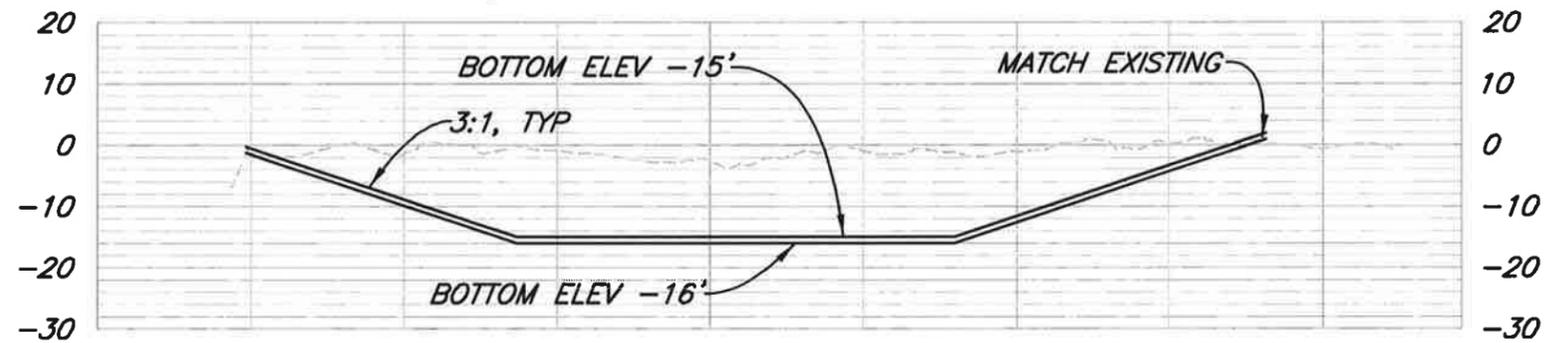
HBHRCD
Fields Landing Boat Yard Lift Dock
Eureka, California
July 2018

Proposed Dredging Plan
with Cross Section Locations
SHN 016240.020
016240-020-DRDG-QTY-FLANDING
Figure 2

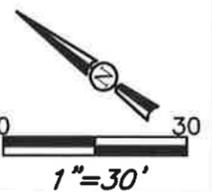
\\Eureka\Projects\2016\016240-Engr-HBHRCD\020-dredge-support\Fields Landing Boat Lift\DWG_SAVED:7/16/2018 1:51 PM CNEWELL_PLOTTED:7/6/2018 2:38 PM CHRIS D. NEWELL



SECTION A
SCALE: 1"=30' H&V FIG 2



SECTION B
SCALE: 1"=30' H&V FIG 2



	HBHRCD Fields Landing Boat Yard Lift Dock Eureka, California	Typical Cross Sections	
	July 2018	016240-020-DRDG-QTY-FLANDING	SHN 016240.020 Figure 3



COUNTY OF HUMBOLDT
Office of Elections & Voter Registration

2426 6th Street
Eureka, CA 95501-0788
707-445-7481
Fax 707-445-7204

TO: Humboldt Bay Harbor, Recreation and Conservation District
PO Box 1030
Eureka, CA 95502

FROM: Lucinda Jackson, Administrative Analyst

DATE: August 16, 2018

SUBJECT: Statewide General Election on November 6, 2018
Candidacy Results

RECEIVED

AUG 17 2018

H.B.H.R. & C.D.

The Humboldt Bay Harbor, Recreation and Conservation District governing board Division 4 available 4-year seat will go to election on November 6, 2018. Qualified candidates for this race include the following:

- ✓ Richard Marks
- ✓ Marian Brady

For additional candidate contact information, please visit the Office of Elections website:
<https://humboldt.gov/elections>.

The Humboldt Bay Harbor, Recreation and Conservation District governing board Division 3 available 4-year seat will not go to election on November 6, 2018, due to an insufficient number of qualified candidates.

Pursuant to Election Code, Section 10515, when the number of qualified candidates filing for a seat equals the number of available seats, those qualified candidates shall be appointed in lieu of election by the Humboldt County Board of Supervisors. The Office of Elections received declarations of candidacy from the following qualified candidate:

Division	Name	Term
3	Stephen Kullmann	4 years

Certificate of Election and Certificate of Appointment In Lieu of Election will be mailed to the district after the Statewide General Election on November 6, 2018.

Please feel free to contact our office anytime if you have questions.