

Crescent City Harbor District



Proposed Land Use Designatons

Crescent City Harbor District

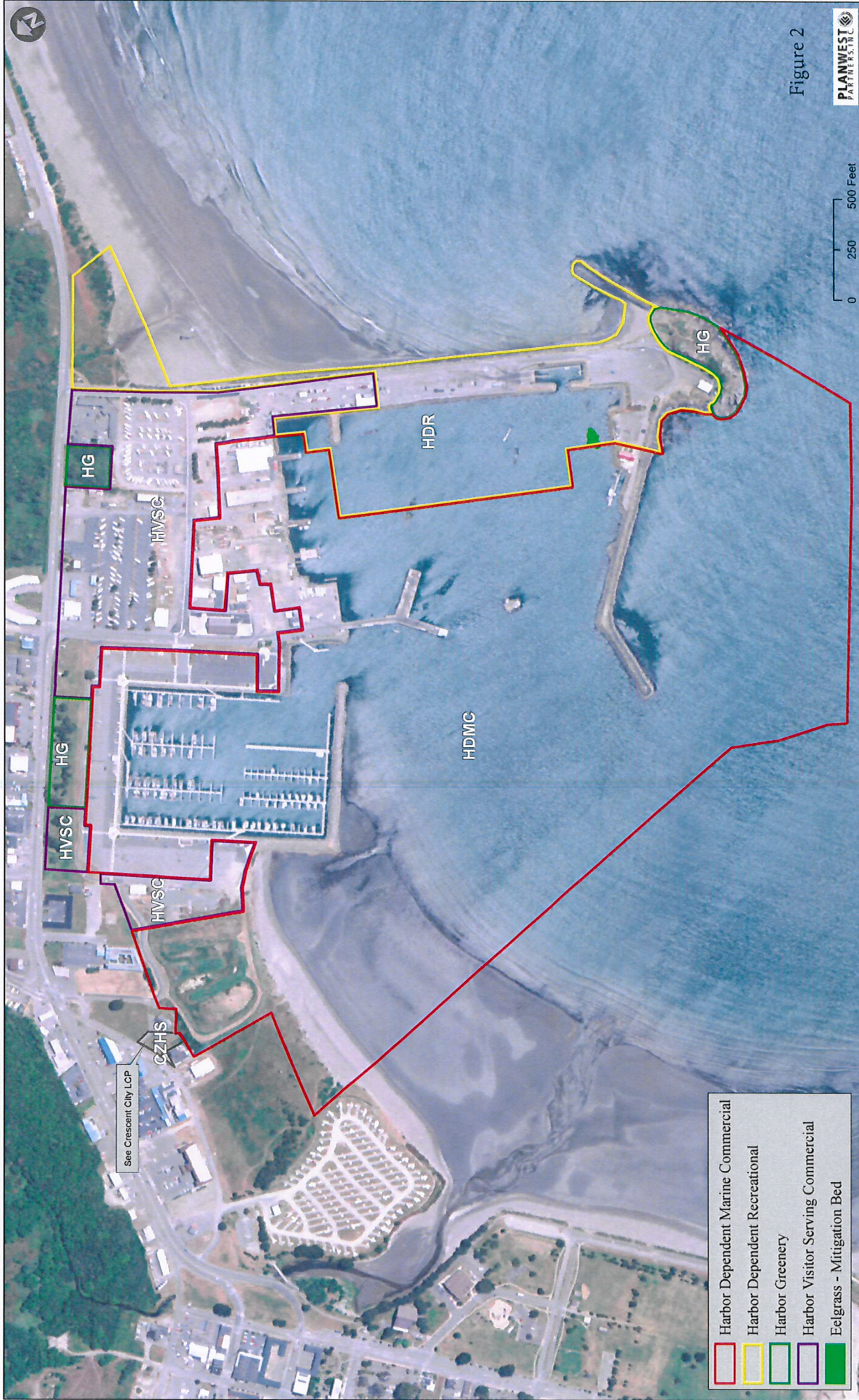


Figure 2



Figure 3

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2.0 Statement of Findings and Determination

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology /Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology / Water Quality
<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Tribal-Cultural Resources	<input type="checkbox"/> Utilities/Service Systems
<input type="checkbox"/> Mandatory Findings of Significance		

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

For

3.0 Environmental Impacts Evaluation and Checklist

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify:
 - a) the significance criteria or threshold used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Background

The LCP amendment includes the following expanded aesthetic goals and policies:

Goal 4.4.1-1 Protect and, where feasible, enhance the scenic and visual qualities of the coastal zone, including public views to and along the ocean and harbor.

4.4.1-1 Sandy Beach Area Development

New development on sandy beach areas are to be limited to those structures directly supportive of visitor-serving and recreational uses, such as lifeguard towers, recreational equipment, restrooms, and showers. Such structures will be designed and sited to minimize impacts to public coastal views.

4.4.1-2 Lighting Limitations

New development with exterior lighting (except traffic lights, navigational lights, and other safety or security lighting) shall be minimized to the maximum extent practicable while providing its intended luminary function, and shielded so that light is directed downward.

Discussion

a) Views of the Harbor's scenic features are primarily afforded from Highway 101 looking south and west. The Highway 101 segment that extends from Crescent City to Redwood National Park and adjoins the study area on the north is designated as a "Coastal View Corridor." Special corridor features are views of the ocean, beach, and maritime features of the harbor area. The views of the ocean, beach and boat basin from this location are presently framed by a row of mature evergreens along the roadway.

A "greenery strip" along Highway 101 is identified in the Del Norte County General Plan as a visual resource that should be the last portion of the harbor land area to be developed, and used for public day use recreational purposes, with little or no alteration to existing landforms, until that time. This area and Whaler Island are designated as "Greenery (G)" to be preserved for scenic values. The Greenery policy relating to timing has been removed because the timing of the development does not affect the impact on aesthetic resources.

Harbor Development would be concentrated mainly in areas of previous development and would not substantially obstruct scenic views from public viewing areas along 101. A **less than significant impact** is expected.

b) No scenic resources, historic buildings or state scenic highway resources are affected by the project. A “view corridor” does not equate with “scenic highway,” and there are no requirements for the establishment of restrictive ordinances similar to those suggested by the California Scenic Highways program. **No impact** is expected.

c) Visual resources that have been addressed in the Harbor District’s Land Use Plan’s Goals, Policies and Programs to protect and enhance the scenic values of the study area include the preparation of design review guidelines for new development. New development and landscaping improvements would complement the scenic character of the site and views of and through the site. Since new development would follow the guidelines set forth in the amended LCP, a **less than significant** impact is expected.

d) To the extent feasible, new Harbor area development shall shield and/or direct exterior lighting away from Environmentally Sensitive Habitat Areas (ESHAs) to minimize fish and wildlife impacts. Following the policies outlined in the proposed LCP, a **less than significant** impact is expected.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
AGRICULTURE AND FOREST RESOURCES: Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC section 12220(g), timber-land (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by GC section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use?				X

Background

According to the current County of Del Norte Local Coastal Use Plan (General Plan Coastal Element or Local Coastal Program [LCP]), prime agricultural lands may be defined by a number of different rating systems, including: areas mapped as USDA Class I or Class II soils under the Land Compatibility Classification System, areas with soils Storie Index Rating of 80 through 100, areas meeting the Williamson Act definition of prime agricultural lands (definition parallels Coastal Act definition), areas meeting the Del Norte County General Plan definition of prime agricultural lands. The Del Norte County LCP requires that development on coastal prime agricultural lands shall not be permitted unless allowable under Coastal Act Section 30241. Coastal Act Section 30241 requires that the maximum amount of prime agricultural land be maintained in agricultural production, and conflicts between urban and agricultural uses be minimized by a variety of means, including assuring that public facility expansions and non-agricultural development do not impair agricultural viability through degraded air or water quality.

Discussion

a, b, e) The Harbor lands covered by the proposed LCP do not have the capacity to support agriculture, are not rated as prime agricultural soils, and are not intended for such use under the Harbor Master Plan, Del Norte County General Plan, LCP, or Coastal Act. Therefore, **no impact** on these resources is expected.

c, d) Similarly, the study area does not include forest land, timberland, or Timberland Production-zoned areas and, therefore, would not result in the loss or conversion of any forest land. **No impact** would occur.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
AIR QUALITY: Would the project:				
a) Conflict with or obstruct Implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X

Background

The study area is located within the North Coast Air Basin (NCAB) and the jurisdiction of the North Coastal Unified Air Quality Management District (NCUAQMD). The NCAB currently meets all federal air quality standards; however, it has been designated as non-attainment (exceeds maximum limits) for California Ambient Air Quality Standards for particulate matter less than ten microns in size (PM10). To address this, the NCUAQMD adopted a Particulate Matter Attainment Plan in 1995. This plan presents available information about the nature and causes of PM10 standard exceedance, and identifies cost-effective control measures to reduce PM10 emissions, to levels necessary to meet California Ambient Air Quality Standards.

The Del Norte County General Plan calls for the County to continue to solicit and consider comments from local and regional agencies on projects that may affect regional air quality and to encourage that development be located and designed to minimize direct and indirect air pollutants. The amended LCP's air quality impact in the vicinity is expected to be minimal. Any new development in the project area will require subsequent review consistent with the Air Quality Policies established in the Del Norte County General Plan Coastal Policies.

Discussion

a) The amended LCP does not include any new sources of substantial stationary emissions and therefore would not conflict with or obstruct applicable air quality plan implementation. **No impact** is expected.

b) Short-term construction emissions will be addressed by standard dust-control measures in the building permit process. Vehicle and boat emissions would potentially increase from increased use of the site. These project-related emissions will not exceed any air quality standards. A **less than significant** impact is expected.

c) The primary increase in air pollutants would be related to increased vehicle trips in the vicinity of the harbor. Air emissions from these vehicle trips would not represent a cumulatively considerable net increase in criteria pollutants. A **less than significant** impact is expected.

d) The study area is not adjacent to a sensitive receptor (e.g., hospitals, daycare centers, schools, etc.) and would not result in substantial air pollutant concentrations. Therefore, **no impact** would occur.

e) New uses proposed in the Harbor District are similar to existing uses. No objectionable odors will be created by these uses. **No impact** is expected.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on				

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Depart. of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Depart. of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Background

The amended LCP includes the following goals and policies related to biological resources:

4.1.1-1 Biological Surveys

New Harbor area development shall prepare a site-specific survey and analysis by a qualified biologist when an initial site review indicates the presence of the following attributes important in determining whether a habitat area meets the definition of an environmentally sensitive habitat area (ESHA):

A. The presence of natural communities that have been identified as rare by the California Department of Fish and Wildlife.

B. The recorded or potential presence of plant or animal species designated as rare, threatened, or endangered under State or Federal law.

C. The presence or potential presence of plant or animal species that are not listed under State or Federal law, but for which there is other compelling evidence of rarity, such as designation as a 1B or 2 species by the California Native Plant Society.

D. The degree of habitat integrity and connectivity to other natural areas. Attributes to be evaluated when determining a habitat's integrity/connectivity include the habitat's patch size and connectivity, dominance by invasive/non-native species, the level of disturbance, the proximity to development, and the level of fragmentation and isolation.

4.1.1-2 Wetland Delineations

Applicants for development within the Harbor area shall prepare a survey and analysis with the delineation of wetland areas when the initial site survey indicates the presence or potential for wetland species or indicators. Wetland delineations shall be conducted in accordance with the definitions of wetland boundaries contained in CCR Title 14, section 13577(b).

4.1.1-3 ESHA Protection

Within the harbor area, wetlands and ESHAs are, to the extent feasible, protected from any significant habitat values disruption.

4.1.1-4 New Development Adjacent to ESHAs

New development adjacent to ESHAs are to be sited and designed to prevent impacts which would significantly degrade those areas and shall be compatible with the continuance of those habitat areas.

4.1.1-5 Buffers

Development in the Harbor area shall be required to provide buffer areas of sufficient size to maintain the biological integrity and preservation of the habitat they are designed to protect. Wetlands and ESHA shall have a minimum buffer width of 100 feet (Coastal Act standard setback). Smaller ESHA buffers may be allowed where it can be demonstrated that 1) a larger buffer is not possible due to site-specific constraints, and 2) the proposed narrower buffer is protective of the biological integrity of the wetland and/or ESHA given the site-specific characteristics of the resource and of the type and intensity of disturbance. Justification to be supported by biological report prepared by qualified biologist.

4.1.1-6 Mitigation Measures Monitoring

For allowable impacts to wetlands, ESHA and other sensitive resources, mitigation measure monitoring shall be required for a sufficient time period to determine if mitigation objectives and performance standards are being met, as a Mitigation Monitoring and Reporting Program. Mid-course corrections shall be implemented if necessary to meet objectives or performance standards. The submittal of monitoring reports is required during the monitoring period. The reports shall document the success or failure of the mitigation. To help insure that the mitigation project is self-sustaining, final mitigation project monitoring shall take place after at least five years with no remediation or maintenance activities other than weeding. If performance standards are not met by the end of the prescribed monitoring period, the monitoring period shall be extended or the applicant shall submit an amended application proposing alternative mitigation measures and implement the approved changes.

4.1.1-7 Use of Native Vegetation

New Harbor area development shall use native vegetation and prohibit invasive plant species in ESHAs and ESHA buffer areas.

4.1.1-8 Light Shielding

To the extent feasible, new Harbor area development shall shield and/or direct exterior lighting away from ESHAs to minimize fish and wildlife impacts.

4.1.1-9 Sensitive Resources Mitigation

New harbor area development will be required to provide habitat creation or substantial restoration mitigation for allowable wetlands, ESHA and other sensitive resource impacts that cannot be avoided through siting and design alternative implementation. Priority shall be given to on-site mitigation. Off-site mitigation measures shall only be approved when it's not feasible to fully mitigate impacts on-site.

Existing Conditions

A. Habitat Types

Past Harbor development has altered most of the natural features, native habitats, and plant communities within the study area. Undeveloped areas generally consist of upland ruderal vegetation communities and maintained lawns or landscaping, with the exception of Whaler Island. The habitat types of the project area identified in the 2011 W&K biological resources study and wetlands delineation are described below. Although the 2011 W&K wetlands delineation has expired, the information is still relevant in the discussion of general habitat types present.

1. Wetland Habitats:

The 2011 W&K wetland delineation of the project site identified a total of approximately 0.26 acres of one- and two-parameter wetlands pursuant to Coastal Commission methodology in addition to approximately 0.24 acres of three-parameter USACE jurisdictional wetlands. All Harbor associated wetland habitats likely to meet the California Coastal Act ESHA definition.

2. Marine and Tidal Habitats

The Crescent City Harbor includes marine and tidal habitats. All areas of the Harbor below the mean high water line (5.85 feet NAVD88 datum) are subject to USACE jurisdiction under Section 10 of the Harbors and Rivers Act of 1899, as described in detail in the 2011 W&K Wetland Delineation. All areas below the mean higher high water (6.49 feet NAVD88 datum) are subject to USACE jurisdiction under Clean Water Act Section 404. The marine and intertidal habitats associated with the Harbor likely meet the California Coastal Act ESHA definition. Onsite marine and intertidal habitats have been heavily modified as a result of past Harbor development. Eelgrass beds have been impacted by dredging and other projects. The ariel extent of eelgrass beds in 2016 can be seen in Figure 2. Historic sandy beaches similar to those to the north and south of the Harbor have been replaced with imported fill, rip rapped seawalls, and constructed boat basins protected by groins and breakwaters. Although heavily modified, the intertidal and open water habitats within the Harbor create suitable habitat for several marine and intertidal species, including the California sea lions that frequent several low-lying constructed features within the Harbor. The Harbor is identified as Essential Fish Habitat (EFH) under the Magnuson-Stephens Fisheries Conservation Act and provides suitable habitat for the Southern Oregon/Northern Coasts Coho salmon (SONCC).

3. Upland Habitats

The following natural communities may be ESHA, as defined by the California Coastal Act. As such, special consideration may be required for any activities in or near these areas.

Dune mat - This upland vegetation type occurs on a small stretch of beach in the northern portion of the project area. Characteristic species associated with the dune mat include: yellow sand verbena (*Abronia latifolia*), beach bursage (*Ambrosia chamissonis*), and sea rocket (*Cakile maritima*). Limited elements of this vegetation type also occur at the northern end of Crescent Beach and near the boat launch on Whaler Island, but cover and diversity of characteristic native species were generally low in these areas. These areas were mapped as “degraded dune” for planning purposes but are not likely habitats warranting special protection.

Northern coastal bluff scrub and northern coastal scrub - These upland vegetation types occur over much of the undeveloped portion of Whaler Island. Characteristic species associated with northern coastal bluff scrub include: seaside daisy (*Erigeron glaucus*), sea pink (*Armeria maritima*), maritime plantain (*Plantago maritima*), headland (curly) wallflower (*Erysimum menziesii* ssp. *concium*), and bluff lettuce (*Dudleya farinosa*). Northern coastal bluff scrub on Whaler Island is comprised of coyote brush (*Baccharis pilularis*), poison oak (*Toxicodendron diversilobum*), salal (*Gaultheria shallon*), and Henderson’s angelica (*Angelica hendersonii*).

Northern foredune grassland - Several stands of *Leymus mollis* form areas of this upland habitat type in the northwest portion of the study area near areas of dune mat vegetation.

Conifer individuals with non-native grass understory - A maintained upland non-native lawn studded with a conifer overstory of predominantly shore pine (*Pinus contorta*) is located within the eastern portion of the Harbor between existing parking areas and Highway 101. This area is unlikely to have any special protection for its biological resources, although certain wildlife or bird species may utilize the area for foraging or nesting.

B. Special-status Species

The 2011 W&K biological resources study evaluated the DFG California Natural Diversity Database (CNDDDB) and FWS listed and proposed threatened and endangered species and special-status species with potential to occur in the study area. The W&K study included those species listed by the FWS species list for Del Norte County and CNDDDB species records from the study area, including all adjacent USGS 7.5-minute quadrangles. W&K reviewed available literature sources to identify the habitat requirements and distribution of the listed special-status species known to occur in the vicinity. As a result, W&K identified two state- and federally-listed marine animal species, one state-listed fish, and four CNDDDB-listed plant species within the study area. These species are discussed below:

Steller sea lion (*Eumetopias jubatus*)

The Steller sea lion is federally-listed threatened, state-listed endangered, and is additionally protected under the federal Marine Mammal Protection Act (MMPA). Steller sea lions are known to occur approximately 4 miles north of the study area on St. George Reef rocks, but are not known to occur in the Harbor area. There is no designated critical

habitat for the Steller sea lion within the project area or vicinity. Although Steller sea lions may occur infrequently within the Harbor, the sea lions commonly found at constructed haul-out sites within the Harbor have been identified as California sea lions, which are protected under the MMPA, but are not threatened or endangered.

Southern Oregon/Northern California (SONCC) coho salmon (*Oncorhynchus kisutch*)

The federally threatened and state endangered SONCC coho occurs in Elk Creek, which flows into the northern end of the Crescent City Harbor. Coho spend a portion of their life cycle in freshwater and a portion in marine waters. Critical habitat for the coho includes all accessible reaches of all rivers (including estuarine areas and tributaries) between the Mattole River in California and the Elk River in Oregon (64 Federal Register 2409-24062), including Elk Creek. Coho may be present seasonally within marine waters of the Harbor and in nearby Elk Creek.

Coastal cutthroat trout (*Oncorhynchus clarkii clarkia*)

The state species of special concern coastal cutthroat trout occupies a variety of habitat types including low and upper reaches of large and small river systems, estuaries, sloughs, ponds, lakes, and nearshore ocean waters in the project area. The ditches and wetlands within the study area do not meet the habitat requirements for coastal cutthroat trout, but the fish may be present seasonally in the nearshore marine waters of the Harbor.

Wolf's evening primrose (*Oenothera wolfii*) - CNPS List 1B.1

This species occurs along near the beach in extreme northern portion of the Harbor, although some of the individuals may be hybrids. Individuals of the non-native species *O. glazioviana* were observed growing near the northwestern boundary of the study area. One non-flowering individual was identified northeast of the RV park, but its species identity was not certain.

Beach pea (*Lathyrus japonicus*) - CNPS List 2.1

This species was identified on the south side of the Anchor Way breakwater, intermixed with ice plant growing in gravel areas associated with the rock slope protection. Isolated patches of beach pea totaling approximately 1,340 square feet are currently located along the south edge of Anchor Way from Starfish way to Whaler Island. Plant coverage within the mapped populations ranged from 5% to 80%. Small scattered beach pea populations were also identified growing on natural sandy substrate of beaches to the north and south of the Harbor.

Tracy's romanzoffia (*Romanzoffia tracyi*) - CNPS List 2.3

Two small populations of Tracy's romanzoffia occur near coastal bluff scrub and coastal scrub vegetation in rocky areas adjacent to an existing trail on Whaler Island. The populations totaling approximately seven square feet have approximately 90% to 100% cover coverage.

Headland (curly) wallflower (*Erysimum menziesii* ssp. *concium*), no status

The headland wallflower is a FWS-identified regionally significant species. The plant occurs intermittently across much of Whaler Island at a density generally less than 5%.

Discussion

- a) The study area contains habitat for and populations of several special-status or protected species, including California sea lions, coho salmon, cutthroat trout, Wolf's evening primrose, beach pea, Tracy's romanzoffia, and the headland wallflower. Future project construction has the potential to cause direct and indirect impacts to these special-status species without incorporation of mitigation measures and should be evaluated on a case by case basis as required by the amended LCP policy. A **less than significant** impact is expected.
- b) As discussed above, several sensitive habitats have been identified within the Harbor area. These habitats include: one-, two-, and three-parameter wetlands; coastal dunes; northern coastal bluff scrub; tidal areas; and marine habitat including eelgrass beds. The study area includes several patches of eelgrass between the outer boat basin and Whaler Island. These eelgrass patches are undergoing transplant monitoring as part of the Outer Boat Basin Project. The proposed land use changes will have no effect on the continuing monitoring program. These identified sensitive habitats are protected under local, state, and federal regulations, which will be consulted prior to new project approval. A **less than significant** impact is expected.
- c) The revised LCP would not cause net loss of wetlands due to removal, filling, diking, or hydrological modification to any federally protected wetland, and, therefore a **less than significant** impact would occur.
- d) The amended LCP would not interfere substantially with the movement of any fish or wildlife species. Landward of the high tide line, the study area is predominantly developed uplands and, therefore, does not meet the habitat requirements for any native resident or migratory fish or meet the criteria for established native resident or migratory wildlife corridors. The project will not directly impact nor substantially restrict access to any identified sensitive habitat in the project area. A **less than significant** impact would occur.
- e) The Del Norte County LCP includes several Coastal Act-based policies that apply to biological resources, including among others: protection of environmentally sensitive coastal habitats, protection of sensitive species, protection of wetlands, establishment of buffer zones, and the protection of water resources. These policies apply on all project lands subject to Del Norte County jurisdiction, including all Harbor areas landward of the historic mean high tide line (State Land Grant Boundary). Review and approval by Del Norte County under these policies (or combined jurisdiction review under the California Coastal Commission) would ensure that the project would not conflict with local policies adopted to protect biological resources. A **less than significant** impact would occur.
- f) Several state and federal plans prepared for the protection of threatened and endangered species may apply to varying degrees in the study area, in particular the marine environment, which supports threatened and endangered anadromous fish species. The proposed LCP would not significantly impact any threatened or endangered species or habitat and, therefore, would not conflict with any related conservation plans. A **less than significant** impact would occur.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Background

The following LUP policy applies to cultural resources:

4.5.1-1 Inadvertent Discovery

Should any historical, archaeological, paleontological, or cultural sites or artifacts be discovered during any development activity in the Harbor LUP area, the applicable City of Crescent City or County of Del Norte discoveries policies shall apply.

Discussion

a-c) The LUP will not affect any identified historical, archaeological or paleontological resources. No archaeological or historical resources have been identified within the study area. The remains of two Tolowa villages are located in the harbor area, but outside of the study area. The area has been highly modified and disturbed by natural forces and human activities, which would minimize the likelihood of any Native American artifact preservation. The former Harbor Master was unaware of any cultural resources being discovered during the course of construction activities and improvements in the area. None of the existing structures within the Harbor study area are considered to be historically-significant. Therefore, **no impact** is expected.

d) There is the slight chance that new development will result in the disturbance of human remains. If that does occur then the Inadvertent Discovery policy will apply and the relevant County policies will be followed. A **less than significant** impact is expected.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			X	

Background

The Del Norte County General Plan establishes Seismic Safety policies and Geologic Hazards policies that would apply to any future development in the harbor, together with implementation programs including Flood Drainage Prevention Ordinance, Coastal Zone Hazard Zoning Ordinance, Grading, Excavating & filling Ordinance, and Uniform Building Code.

Discussion

- a) i) The Alquist-Priolo Earthquake Fault Zoning (AP) Act was passed into law following the destructive 1971 San Fernando earthquake. The AP Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the AP Act is to insure public safety by prohibiting locating most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. The study area is not bisected by any known fault and is not located within an AP Earthquake Fault Zone according to the AP Earthquake Fault Zone Maps prepared by the California Geological Society (Treadwell & Rollo 2011, 2011b). This impact would be **less than significant**.
- ii) The possibility of high-intensity ground shaking resulting from a large-magnitude earthquake make development in the Crescent City Planning and Harbor areas high risk (Del Norte County General Plan, 2003). Development provisions are in place within the County of Del Norte that require new development in the Plan area to meet strict seismic safety policies of the Del Norte General Plan, and the Coastal Hazard Zoning Ordinance. A **less than significant** impact is expected.
- iii) Liquefaction is the transformation of saturated, loose, fine-grained sediment to a fluid-like state because of earthquake shaking or other rapid loading. Liquefaction is known to occur in loose or moderately saturated granular soils with poor drainage, such as silty sands. Liquefaction is a prime concern in the Crescent City Harbor areas where the marine terrace consists of fine unconsolidated sands. However, development provisions are in place with the County of Del Norte that require new development in the project area to meet strict seismic safety policies of the Del Norte General Plan, and the Coastal Hazard Zoning Ordinance. Therefore, a **less than significant** impact is expected.
- iv) The study area is generally level and is therefore not subject to landslides. There is no apparent visual evidence of recent active landslides that would affect the project. Slope stability hazards associated with the proposed project are highly unlikely due to the topographic setting of the surrounding area. Implementation of the proposed project would not adversely impact persons or structures due to landslides. Therefore, **no impact** would occur.
- b) Since there are no substantial slopes or streams on the site, the potential for onshore erosion is low. However, there is the potential for flooding and coastal erosion processes. The harbor shoreline is protected by breakwater structures to reduce the erosive forces of waves and currents. A **less than significant** impact is expected.
- c) Development provisions are in place with the County of Del Norte that require new development in the project area to meet strict seismic safety policies of the Del Norte General Plan and the Coastal Hazard Zoning Ordinance. A **less than significant** impact is expected.

- d) Soils of the coastal area are comprised primarily of sand dunes, wet sand areas, and swamps. Soils in the coastal plain have low expansive clay content and are therefore not subject to shrink-swell properties (Del Norte County General Plan, 2003). Two exceptions are the Bayside and Hutsinpillar soils, which have sufficient subsoil clay. However, unless the soils are drained, the existing high water tables and wetness of the soils would preclude shrink-swell effects that result from soil wetting and drying cycles. A **less than significant** impact is expected.
- e) The project area is served by sanitary sewer provided by the city of Crescent City. While the proposed LCP encourages increased recreational uses in the Harbor District area, each increase will be analyzed separately for impacts on a project -level basis. A **less than significant** impact is expected.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			x	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				x

Background

Global temperatures are affected by naturally occurring and anthropogenic-generated (generated by humankind) atmospheric gases, such as water vapor, carbon dioxide, methane, and nitrous oxide. Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). Emissions of GHGs from human activities, such as electricity production, motor vehicle use, and agriculture, are elevating the concentration of GHGs in the atmosphere and have led to a trend of unnatural warming of the earth's climate, known as global warming or global climate change. Other than water vapor, the primary GHGs contributing to global climate change include the following gases:

- Carbon dioxide (CO₂), primarily a byproduct of fuel combustion;
- Nitrous oxide (N₂O), a byproduct of fuel combustion and also associated with agricultural operations such as the fertilization of crops;
- Methane (CH₄), commonly created by off-gassing from agricultural practices (e.g., livestock), wastewater treatment, and landfill operations;
- Chlorofluorocarbons (CFCs), which were used as refrigerants, propellants, and cleaning solvents, although their production has been mostly prohibited by international treaty;
- Hydrofluorocarbons (HFCs), which are now widely used as a substitute for chlorofluorocarbons in refrigeration and cooling; and

- Perfluorocarbons (PFCs) and sulfur hexafluoride (SF6) emissions, which are commonly created by industries such as aluminum production and semiconductor manufacturing.

Discussion

a) The revised LCP may result in a minor increase in motor vehicle use of the Harbor area, but improved non-motorized access and amenities in and around the Harbor would offset this minor increase. Therefore, the project would not significantly increase greenhouse emissions. There would be a **less than significant** impact.

b) In 2006, the California Global Warming Solutions Act (Assembly Bill 32) definitively established the state's climate change policy and set GHG reduction targets (Health & Safety Code §38500 et sec.), including setting a target of reducing GHG emissions to 1990 levels by 2020. AB 32 requires local governments to take an active role in addressing climate change and reducing greenhouse gas (GHG) emissions. While methodologies to inventory and quantify local GHG emissions are still being developed, recommendations to reduce residential GHG emissions include promoting energy efficiency in new development and improved coordination of land use and transportation planning on the city, county and subregional level, and other measures to reduce automobile use. The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. In fact, a beneficial effect from increased availability and use of public transit would be expected. **No impact** on GHG emissions would occur.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to				X

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
the public or the environment?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Background

The Del Norte County General Plan establishes Hazardous Materials policies that would apply to any future development in the harbor, together with implementation programs including Underground Storage of Hazardous Substance Ordinance, and the Hazardous Materials Response Plan. The proposed LCP includes the additional goals and policies of:

Goal 2.5.1-1 Minimize risks to new development within the Harbor Area from both geologic and flooding hazards, and to require new development involving human occupied structures in tsunami hazard areas to prepare and distribute, or otherwise post, constructive notice of tsunami risks and evacuation procedures.

Goal 2.5.1-2 Maintaining and enhancing where necessary critical structures such as revetments, breakwaters, groins, seawalls, retaining walls, and other protective construction integral to harbor serving coastal-dependent use functions.

Policies

2.5.1-1 Sea Level Rise

The best available scientific information regarding the effects of long term sea level rise shall be considered in the preparation of findings and recommendations for all requisite geologic, geo-technical, hydrologic, and engineering investigations. Residential and commercial development at nearshore sites shall analyze potential coastal hazards from erosion, flooding, wave attack, scour and other conditions, for a range of potential sea level rise scenarios. The range of scenarios shall take into consideration local uplift or subsidence (if any) and up to a three foot rise in the statewide sea level over the next 100 years. The analysis shall also consider localized subsidence, local topography, bathymetry, and geologic conditions. A similar sensitivity analysis shall be performed for critical facilities, energy production and distribution infrastructure, and other development projects of major community significance using a minimum rise rate of 4.5 feet per century in conjunction with the documented uplift per year. These hazards analyses shall be used to identify current and future site hazards, to help guide site design and hazard mitigation and identify sea level rise thresholds after which limitations in the development's design and siting would cause the improvements to become significantly less stable. For design purposes, projects shall assume a minimum sea level rise rate of 3 feet per century and critical infrastructure shall assume 4.5 feet per century; greater sea level rise rates shall be used if development is expected to have an economic life greater than 100 years, if development has few options for adaptation to sea level higher than the design minimum, or if the best available and most recent scientific information supports a higher design level.

2.5.1-2 Tsunami Preparedness

Inundation hazard and evacuation route maps for the areas of the City and County that have experienced historic tsunami inundation or for areas where tsunami inundation modeling efforts have been undertaken for emergency response purposes shall be utilized in the considering impacts of development in or adjacent to tsunami run up and inundation areas as part of issuance of any Coastal Development Permit. Subsequent superseding investigations shall be incorporated into the Coastal permitting process.

2.5.1-3 Hazard Evaluation

Within the Harbor unincorporated area, proposed development and land use policy decisions shall be evaluated based on site-specific hazard information and the environmental hazards identified in this LUP and in FEMA Flood Insurance Rate Maps, California Geological Survey Geohazard Maps, California Department of Forestry and Fire Protection Fire Hazard Severity Zone Maps, U.S. Army Corps of Engineers and/or California Emergency Management Agency Tsunami Run-up maps and applicable Tsunami Safety Plans (evacuation mapping).

2.5.1-4 Tsunami Safety Plan

New development entailing the construction of structures intended for human occupancy, situated within historic, modeled, or mapped tsunami inundation hazard areas, shall be required to prepare and secure tsunami safety plan approval. The safety plan shall be prepared in coordination with the Del Norte County Office of Emergency Services, Sheriff's Office, and City or Tribal public safety agencies, and shall contain information relaying the existence of the threat of tsunamis from both distant and near-source seismic events, the need for prompt evacuation upon a tsunami warning or upon experiencing seismic shaking from a local earthquake, and the evacuation route to take from the development site to areas beyond

potential inundation. The safety plan information shall be conspicuously posted or copies of the information provided to all occupants.

Discussion

- a) Existing harbor uses include marine support facilities including fueling and boat repair. Fuel dispensing and underground fuel storage are the uses in the Harbor containing hazardous materials. Underground fuel storage tanks exist southwest of the harbor building in the Central Harbor Planning Area. These tanks are double-walled and are equipped with a continuous monitoring system. The system conducts a leak test every night and results are monitored each morning. The system and all lines are tested annually. Since existing protective measures are in place, the risk of exposing future land uses and the public to hazardous materials is **less than significant**.
- b) Proposed uses that may pose a threat due to release of hazardous materials will be subject to the County's Hazardous Materials policies and State and federal regulations regarding the handling and disposal of hazardous materials and wastes. The County shall continue to maintain a hazardous materials response capability for the control and cleanup of hazardous materials releases and accidents. A **less than significant** impact is expected.
- c) No school is within one quarter mile and no hazardous emissions should result from new uses. **No impact** is expected.
- d) There are no hazardous materials sites located in the project area. Therefore, **no impact** is expected.
- e) The project site is not located within an airport land use plan. Therefore, **no impact** is expected.
- f) The project site is not near a private airstrip. There will be **no impact**.
- g) The Del Norte County Office of Emergency Services (OES) coordinates countywide response to disasters. OES is responsible for alerting and notifying appropriate agencies when disaster strikes; coordinating all agencies that respond; ensuring resources are available and mobilized in times of disaster; developing plans and procedures for response to and recovery from disasters; and developing and providing preparedness materials for the public. The OES would coordinate evacuation planning in the event of seismic events, tsunamis, slope failure, floods, storms, fires, and hazardous materials spills. Proposed uses will not interfere with Del Norte County's or Crescent City's emergency response plans. **No impact** is anticipated.
- h) The study area does not include any wildlands adjacent to residences or urbanized areas. Proposed uses will not expose people or structures to significant risk involving wildland fires. **No impact** is expected.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through stream or river course alteration, in a manner which would result in substantial erosion or siltation onsite or offsite?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard Area 1 as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?			X	

Background

The Crescent City Harbor District Land Use Plan includes the following revised goals related to water quality:

Goal 4.2.1-1 New development shall be designed and managed to minimize the introduction of pollutants into harbor coastal waters and wetlands. The design shall also include measures to minimize post-project increases in stormwater runoff volume, flow rate, timing, duration, and peak runoff to the extent feasible.

Goal 4.2.1-2 New harbor development will, to the extent practicable, minimize impervious surface creation and increases and shall give precedence to a Low Impact Development (LID) approach to stormwater management. Where stormwater runoff will not be retained on-site using LID, new development shall provide an alternatives analysis.

Goal 4.2.1-3 New development within the harbor will, to the extent practicable, plan, site, and design development to protect and, where feasible, restore natural hydrologic features such as groundwater recharge areas, natural stream corridors, floodplains, and wetlands.

Discussion

a) The uses proposed in the Crescent City Harbor District Land Use Plan will not violate any water quality standards or waste discharge requirements. Water quality degradation from sewage in the harbor is avoided by disposing of all sewage from boats and shore side facilities through the city sewer system. The LUP's goals and policies address the potential impacts of future development to responsibly manage and protect aquatic and terrestrial resources and their habitats in and surrounding Crescent City Harbor. **No impact** or a beneficial impact is expected.

b) Proposed projects will be constrained by the LUP's water quality goals listed above. The City of Crescent City is served by water from the Smith River Plain groundwater basin. The Smith River provides an ample supply of high quality, fresh water (Urban Water Management Plan 2010). Future development that will overdraw this abundant resource will not be approved. **No impact** is expected.

c) Potential impacts of erosion and siltation are addressed in LUP policies, which indicates that no actions taken by the Board of Commissioners or Harbor District can result in significant and unavoidable decreases in water quality of Crescent Bay, including the sensitive habitat of Elk Creek. A Runoff Control policy also requires implementation of effective runoff control strategies and pollution prevention activities by incorporating the most current best management practices for all new development. **No impact** is expected.

d) Surface runoff for new development is addressed in LUP policies, which require implementation of effective runoff control strategies and pollution prevention activities by

incorporating the most current best management practices for all new development. A **less than significant impact** is expected.

e) Stormwater flow increases related to any additional impervious surfaces due to individual project construction would use best management practices and be constructed to drain in a similar fashion before and after project construction. A **less than significant impact** is expected.

f) The City of Crescent City commissioned a preliminary engineering report regarding planned improvements to the city’s water system. The project addresses water system components needing improvements including storage reservoirs, transmission pipelines and water meters (Coleman Engineering, 2017). These planned upgrades to the system will ensure that high water quality is maintained. In addition, the policies implemented in the amended LCP would not substantially degrade water quality. **No impact** is expected.

g, h) The proposed LCP would not place structures within a 100-year flood hazard area which would impede or redirect flood flows. Therefore, **no impact** would occur.

i) The revised LCP would not affect exposure to flooding due to dam failure. A **less than significant impact** is expected.

j) Tsunamis are long-wavelength, long-period ocean waves generated by an abrupt movement of large volumes of water. These waves can be caused by underwater earthquakes, landslides, volcanic eruptions, meteoric impacts, or onshore slope failures. As identified in the Crescent City Harbor Master Plan (RRM Design Group 2006) “Perhaps the biggest safety issue affecting the Harbor is its vulnerability to tsunamis as witnessed by the April 1964 event that decimated the Harbor.” The Harbor is configured and positioned relative to the underwater Mendocino fracture zone such that it is particularly susceptible to tsunamis generated around the Pacific Rim. As such, the Harbor has experienced two relatively major tsunami events in just the past 50 years; the Alaska Good Friday earthquake tsunami in 1964, and the Sendai, Japan tsunami in March of 2011. Each of these earthquakes caused significant damage to the Harbor. In November 2006, a quake in the Kuril Islands created a tsunami surge that hit the harbor causing severe damage to Inner Boat Basin. Because of the tsunami-prone orientation of the Harbor, it is at a relatively high risk of future tsunami inundation and damage. Project development should be aware of this risk and design projects to be compatible with applicable zoning and laws to minimize risk. With proper project design, a **less than significant impact** is expected.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency				

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Background

The revised LCP will address land use and planning by adopting the following goals and policies:

2.1.2-1: Land use Consistency

Land uses and new development in the coastal zone shall be consistent with the Harbor Land Use Plan Map and all applicable Local Coastal Program (LCP) policies and regulations.

Goal 2.2.1-1 The Harbor District will continue to allow new and infill development within and adjacent to the existing developed areas in the Harbor area subject to the density and intensity limits and resource protection policies of the Harbor Land Use Plan.

2.2.1-3 Non-Conforming Uses

When proposed development involves expansion or replacement of a legally non-conforming structure or use, the standards for non-conforming uses of either the City or County shall apply including any development standards and applicable Harbor Land Use Plan policies.

2.2.1-4 Waterfront-Oriented Commercial Uses

Continue and encourage waterfront-oriented commercial uses, including eating and drinking establishments and recreation and entertainment establishments, as a means of providing public access to the waterfront.

4.4.1-4 Greenery strip along Highway 101 adjacent to Citizens Dock Road

The G designation is intended as a placeholder, until such time as the Harbor proposes conversion to another use and development for Harbor purposes.

Zoning

In addition to the amended goals and policies listed above, the LUP changes to the Del Norte County zoning code to include updated provisions including new text in 21.47A Harbor Dependent Marine Commercial, 21.47B Harbor Dependent Recreational (HDR), 21.47C Harbor Visitor Serving Commercial (HVSC) and 21.47D Harbor Greenery Areas (G).

Discussion

a) The proposed LCP covers the existing Crescent City Harbor area located between Highway 101 and the Pacific Ocean. The Harbor is not positioned within any community such that the project would have the potential to physically divide an established community. Therefore, **no impact** would occur.

b) The entire Harbor area is within the California Coastal Zone; with all tidally influenced areas (including historically tidally influenced lands seaward of the state lands grant boundary) subject to retained Coastal Commission jurisdiction, and all areas landward subject to appealable local coastal jurisdiction under Del Norte County and Crescent City. In order to construct future projects, the Harbor District must obtain the appropriate local and state, or combined, coastal development permits, and in doing so would be in compliance with the Coastal Act and local coastal plans. Therefore, **no impact** is anticipated.

c) Although sections of the County of Del Norte Local Coastal Element apply to natural habitat conservation, Del Norte County does not have a specific habitat conservation plan or a natural community conservation plan that would apply to any part of the study area. The FWS has developed an action plan for the federally endangered western lily (*Lilium occidentale*) that occurs in the adjacent Crescent City Marsh Wildlife Area. The plan calls for habitat restoration and improving drainage conditions for the western lily populations within the Wildlife Area. The project would not have any direct or indirect impact on the species, its habitat, or action plan. NMFS has designated essential fish habitat (EFH) extending seaward to the high tide line along the in and around the Harbor. Essential fish habitat means those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. As discussed above, the amended LCP will comply with all applicable local, state, and federal policies, codes, and plans related to habitat conservation planning and natural community conservation. Therefore, a **less than significant** impact would occur.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion

a) The revised LCP would not result in the loss of availability of any known mineral resources of value to the region and residents of the state. **No impact** would occur.

b) There are no commercially developed mineral resources in the Crescent City Harbor Master Plan area. **No impact** would occur.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
NOISE: Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				x

Discussion

a) The study area is subject to natural noise sources and those that are generated by human activities. The primary noise source affecting the study area is traffic from Highway 101. The Del Norte County General Plan does not classify any of the existing or potential uses in the study area as “noise-sensitive” (such as residential or educational uses) that would need to be protected from noise. Furthermore, none of the current on-site uses generate noise that exceeds the General Plan’s maximum acceptable exterior noise levels (i.e., 65 dBA for commercial uses and 70 dBA for industrial and heavy commercial uses). Opportunities to enjoy the area’s natural sounds should be provided at visitor-serving facilities by incorporating operational windows in hotel, motel, and restaurant design. Naturally occurring sounds from the wind and waves, as well as local seals, are generally

considered to be pleasurable and an intrinsic part of coastal life. A **less than significant** impact is expected.

- b) No groundborne vibrations are anticipated in the study area. **No impact** is expected.
- c) Redevelopment of the harbor and intensification of land uses, relative to existing conditions may result in a slight increase in ambient noise levels. However, given the background noise levels of Highway 101, the ocean, and harbor activities, any increase would be **less than significant**.
- d) Short-term construction noise is expected to occur during construction activities associated with new development. Noise-sensitive land uses will not be in close proximity to construction activities. Furthermore, standard provisions in the County's Building Code address short term construction noise. There will be a **less than significant** impact.
- e) The study area is not subject to an airport land use plan. There will be **no impact**.
- f) The study area is not located in the vicinity of a private airstrip. There will be **no impact**.

Issues and Supporting Information	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				x
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				x
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				x

Discussion

- a) The revised LCP will not induce substantial population growth. Any indirect increase in population will be ancillary to permitted uses (caretaker accommodations). **No impact** is expected.
- b) The LCP will not displace any existing housing necessitating the construction of replacement housing elsewhere. **No impact** is expected.
- c) LCP Policies will not displace substantial numbers of people. **No impact** is expected.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?				x
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

Background

2.2.1-1 Public Services

New development shall be located in areas with adequate public services or in areas that are capable of having public services extended or expanded without significant adverse effects on coastal resources.

2.2.1-2 Parking

Where new development cannot meet current parking standards, lesser standards may be allowed only with: (a) a parking plan approved by the Harbor that in total provides shared parking to meet the combined needs of the businesses and/or uses involved; (b) the use of alternative modes of transportation such as public transit, bicycling or walking to the extent feasible; and (c) documentation that less parking will not result in interference with public access, or overcrowding or over use of any single area.

Discussion

a-e) The proposed LCP will not result in the need for new or physically altered governmental facilities nor will it affect response times for fire protection, police protection, or acceptable service ratios for schools, parks, or other public facilities. Increased need due to future development will be evaluated on a case by case basis. A **less than significant** impact is expected.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
RECREATION: Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Background

The proposed LCP has the following goals and policies related to recreational resources:

Goal 3.1.1-1 The Harbor District will protect, and where feasible, expand and enhance recreational opportunities within the Harbor.

Goal 3.1.1-2 The Harbor District will continue to provide a wide range of recreational activities opportunities at beaches under Harbor District control.

Goal 3.1.1-3 The Harbor District shall continue to protect public coastal access recreational opportunities through the provision of adequate support facilities and services.

3.1.1-2 Public Waterfront Access

New waterfront commercial area development shall be required, where appropriate, to provide public access to and along the waterfront. Where appropriate, new development will integrate public access into the project designs, such as restaurants with outdoor waterfront dining areas, walking paths, or charter and excursion vessel boarding areas.

3.1.1-3 Beach Strand Uses

The beach strand area between the Inner Boat Basin and Shoreline Campground (portion under Harbor District control), shall be reserved for water dependent recreational or industrial development and uses. (3.E.2)

3.1.1-4 Public Access in ESHAs

Public access improvements that are unavoidably located within Environmentally Sensitive Habitat Areas (ESHAs) shall be sited, designed, and maintained in a manner to avoid or minimize ESHA impacts.

Discussion

a) The proposed LCP would enhance recreational facilities in the harbor area. The circulation map (Figure 3) shows the bike and walking trails already present in the harbor area. A beneficial impact is expected. Recreational facilities around the Harbor would be improved under future development so any increased use of facilities would be offset by facility improvements. A **less than significant** impact is expected.

b) Recreation will be enhanced with the improvements associated with the amended LCP. Sensitive habitats that have been identified in the study area will be avoided by project improvements. Enhanced recreational uses will be designed not to have an adverse impact on the environment. **No impact** is expected.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation systems, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				<u>X</u>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

Background

The LCP amendment includes programs to promote alternative transportation options and provide adequate vehicle parking including the following:

The Harbor District will develop an overall parking and shared parking plan to meet the combined commercial and public needs of the Harbor while minimizing parking use conflicts between different uses and visitors during peak summer months. The parking plan shall address a site or sites for public transportation (future bus stops).

The Harbor District will continue to pursue funding to implement a long-range Harbor public trails and walkways plan. The Harbor District will continue to pursue pedestrian promenade development along the waterfront where one does not currently exist.

Discussion

- a) The proposed LCP would not significantly increase vehicle traffic in and around the Harbor. Although the improved amenities resulting from projects implemented in accordance with the revised LCP may draw additional users to the Harbor, the addition of a trail accessing the area from Crescent City and from Crescent Beach would allow users to easily access the Harbor using alternative transportation. As such, some of the existing and new users would likely use the trail to access the Harbor, thereby offsetting the increase in the number of users accessing the site in motor vehicles. Therefore, a **less than significant** impact would occur.
- b) The revised LCP would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Therefore, **no impact** would occur.
- c) The revised LCP may cause an increase in alternative transportation use in the project area because of the new alternative transportation facilities. The circulation map (Figure 3) shows bike and walking trails present within the harbor area. While alternative transportation can be incompatible with motor vehicle uses, as discussed above, future projects will be designed to safely accommodate both uses. Design features aimed at improving compatibility may include separation of trails from roads, lighting, and appropriate signs. **No impact** is expected.
- d) The revised LCP would not substantially increase hazards due to any design features (e.g., sharp curves or dangerous intersections) or incompatible uses. All future projects would adequately address this issue. Therefore, **no impact** will occur.
- e) The proposed LCP would not substantially alter the existing emergency access in the area. The study area is in close proximity to several access routes that could be used by emergency vehicles and personnel. A **less than significant** impact would occur.
- f) The 1984 Del Norte County Local Coastal Element and the California Coastal Act stress the importance of developing recreational facilities in the coastal zone (County of Del Norte 1984). The Del Norte County General Plan lists trail-related policies, including supporting the development of multi-use trails, trail connectivity, and providing trail access to recreation areas (County of Del Norte 2003). The 2006 Harbor Master Plan has a policy to protect and provide a wide range of recreational opportunities in the coastal zone (Crescent City Master Plan 2006). The revised LCP is consistent with these coastal recreation and transportation policies and would complement adopted policies, plans and programs regarding public transit, bicycle, and pedestrian facilities and would not decrease the performance or safety of such facilities. Therefore, **no impact** would occur.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
TRIBAL CULTURAL RESOURCES: Would the project:				
a) cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			X	
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				<u>X</u>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

Background

The updated LCP contains the following policy related to tribal cultural resources:

4.5.1-2 Tribal Notification

The Harbor will contact the Elk Valley Rancheria and Tolowa De'Ni Nation regarding any new proposed development on Whaler Island that has the potential to adversely impact the remaining undisturbed portion of the original island.

Discussion

a) Consultation with local Native American Tribal representatives indicate that Whaler Island is a site of sacred cultural significance. Since LCP Policies require that the Harbor contact the Elk Valley Rancheria and the Tolowa De'ni nation regarding any new proposed development that

has the potential to adversely impact the remaining undisturbed portion of the island, a **less than significant** impact is expected.

i) The proposed LUP changes will not disturb anything listed in the California Register of Historical Resources. **No impact** is expected.

ii) The proposed LUP changes will not alter any resources that have significance to a California Native American Tribe. Any future projects should pay particular attention to development proposed for Whaler Island to minimize disruption to this site. A **less than significant** impact is anticipated.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Background

The revised LCP includes the following expanded goals and policies related to utilities and services including water and wastewater management:

4.2.1-2 Best Management Practices

New Development shall incorporate Best Management Practices (BMPs) as early as feasible into the project design in the following progression:

Site Design BMPs; Source Control BMPs; Treatment Control BMPs.

When the combination of site design and source control BMPs are not sufficient to protect water quality as required by the LCP or Coastal Act, structural treatment BMPs will be implemented.

- a) The Crescent City Harbor District is currently served by the city of Crescent City's wastewater treatment plant. New projects within the study area must have adequate wastewater treatment facilities available to them. A **less than significant** impact is expected.
- b) The proposed LCP amendment will not require or result in the construction of new water or wastewater treatment facilities. While future development may require new construction or the expansion of existing facilities, projects will be evaluated on a case by case basis. A **less than significant** impact is expected.
- c) Any new stormwater drainage facilities that may be developed on the project site would be subject to Harbor District goals and policies, which require implementation of effective runoff control strategies and pollution prevention activities by incorporating current best management practices for all new development according to updated LUP policies. With appropriate future project review, a **less than significant** impact is expected.
- d) According to the 2015 Harbor District MSR, the water distribution system within the Harbor area has adequately sized water lines to meet the needs to future development with simple lateral extensions. **No impact** is expected.
- e) The Harbor District, in consultation with the city of Crescent City determined that wastewater treatment capacity will be sufficient to accommodate the proposed LCP amendment.
- f) The solid waste needs indicated in the Harbor Master Plan include the deposition of dredged materials. Dredged materials are related to dredging in the harbor to maintain boat access. This is an existing condition that will continue to be addressed as the outer boat basin needs dredging. A **less than significant** impact is expected.
- g) The Del Norte County General Plan establishes Solid Waste Disposal policies that apply to any future development in the harbor, together with implementation programs including the Del Norte Integrated Waste Management Plan and the Garbage Ordinance. The amended LCP will comply with all federal, state and local regulations related to solid waste so a **less than significant** impact is expected.

Issues and Supporting Information	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) The amended LCP would not:

- Substantially degrade environmental quality;
- Substantially reduce habitat for a fish or wildlife species;
- Cause a fish or wildlife population to fall below self-sustaining levels;
- Threaten to eliminate a plant or animal community;
- Reduce the numbers or range of a rare, threatened, or endangered species;
- Eliminate important examples of the major periods of California history or prehistory;

A **less than significant** impact is expected.

b) As discussed herein, the amended LCP avoids significant adverse impacts to the environment. A **less than significant** impact would occur with respect to cumulative impacts.

c) The revised LCP would not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. A **less than significant** impact is expected.

4.0 References

Coleman Engineering 2017. Preliminary Engineering Report City of Crescent City Water Improvement Project.

County of Del Norte 1984. Local Coastal Element.

County of Del Norte 2003. General Plan

Crescent City Harbor District 2017. Draft Harbor District Land Use Plan Goals Policies Programs.

Freshwater Environmental Services 2010. Urban Water Management Plan. Crescent City, CA

Planwest Partners, 2015. Crescent City Harbor District Municipal Service Review and Sphere of Influence Update.

RRM Design Group 2006. Crescent City Harbor District Master Plan.

GHD (Winzler and Kelly), 2011. Biological Resources Study and Botanical Surveys for Crescent City Harbor Site Plan Update, Crescent City, CA

GHD (Winzler and Kelly), 2011b. Wetlands Delineation for Crescent City Harbor, Crescent City, California

GHD (Winzler and Kelly), 2012. Crescent City Harbor District Promenade and Coastal Trail Initial Study and Mitigated Negative Declaration.

Treadwell & Rollo, 2011. Crescent City Harbor Supplemental Geotechnical Consultation, Crescent City, California.

Treadwell & Rollo, 2011b. Geotechnical Investigation Crescent City Harbor Rehabilitation, Crescent City, California.



Crescent City Harbor District

(707) 464-6174

101 Citizens Dock Road
Crescent City, California 95531

COMMISSIONERS
Ronald A Phillips,
President

Patrick A. Bailey,
Secretary

James Ramsey,

Brian L. Stone,

Wes White

NOTIFICATION OF CONSULTATION OPPORTUNITY

DATE:

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

TO: Elk Valley Rancheria
Tolowa Dee-ni' Nation

The Crescent City Harbor District has determined that an application to the County of Del Norte and City of Crescent City is complete for Crescent City Harbor District Local Coastal Program Amendment (Crescent City and Del Norte County Land Use Plan and Zoning Changes). Below please find a proposed project description, project address, and name of District point of contact, pursuant to PRC § 21080.3.1 (d). A map showing the project location is attached.

Proposed Project: Crescent City Harbor District Local Coastal Program Amendment including Crescent City and Del Norte County Land Use Plan and Zoning Changes.

Location: Crescent City Harbor in Del Norte County, California (T 16N, R 1W, sections 28 and 33, Humboldt Base and Meridian).

District Contact: Charlie Helms, CEO/Harbormaster
Crescent City Harbor District
(707) 464-6174 <chelms@ccharbor.com>

Application Information on File at Harbor District Offices at 101 Citizen's Dock Road Crescent City, CA . Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with the Crescent City Harbor District.

Very Respectfully,
Signature:

Date:

Attachment Figure 1: Land Use Diagram



Crescent City Harbor District
(707) 464-6174
101 Citizens Dock Road
Crescent City, California 95531

COMMISSIONERS
Ronald A Phillips,
President

Patrick A. Bailey,
Secretary

James Ramsey,

Brian L. Stone,

Wes White

Notice of Intent to Adopt a Negative Declaration

Project Title: Crescent City Harbor District Local Coastal Program Amendment
(Crescent City and Del Norte County Land Use Plan and Zoning Changes)

Lead Agency: Crescent City Harbor District
101 Citizens Dock Road
Crescent City, California 95531

Lead Agency Contact: Charlie Helms, CEO/Harbormaster <chelms@ccharbor.com>
Crescent City Harbor District (707) 464-6174

Project Location: Crescent City Harbor is located on the northern California coast, approximately 350 miles north of San Francisco and 17 miles south of Oregon - California state border, at the southeastern edge of the Crescent City incorporated area, in Del Norte County, California (T 16N, R 1W, sections 28 and 33, Humboldt Base and Meridian.).

**General Plan Land
Use Designations:**

Del Norte County Greenery: G
Harbor Dependent: HD Harbor Dependent Commercial HDC
Harbor Dependent Recreation: HDR Harbor Related HR

Crescent City
Coastal Zone Harbor Dependent: CZHD Harbor Dependent: HD

Zoning: The LCP amendment updates the Del Norte County zoning code sections:
21.47A Harbor Dependent Marine Commercial, 21.47B Harbor Dependent Recreational (HDR),
21.47C Harbor Visitor Serving Commercial (HVSC) and 21.47D Harbor Greenery Areas (G).

Project Description:

The Crescent City Harbor District (CCHD) is proposing Crescent City and Del Norte County Local Coastal Program (LCP) Policies, Programs, and Standards to govern areas landward of the mean high tide line. Harbor District land uses, subject to City or County coastal planning authority, must comply with Del Norte County General Plan Coastal Policies and City of Crescent City General Plan Local Coastal Plan land use designations and development standards. Adoption of the Harbor Land Use Plan will require that the Del Norte County and Crescent City General Plans and Local Coastal Programs be modified to incorporate the revised land use designations together with the goals, policies and programs outlined in that document. Subsequently, the City and County will apply to California Coastal Commission for certification of the Crescent City Harbor Master Plan as Crescent City Harbor’s LCP.

The proposed Initial Study/Negative Declaration will be available for public review and comment beginning **November 10 2017**, at the Crescent City Harbor District’s office at 101 Citizens Dock Rd Crescent City, CA 95531, online at <http://www.ccharbor.com>, or by request (707) 464-6174. Written comments are due at 101 Citizens Dock Rd Crescent City, CA 95531 or chelms@ccharbor.com by **December 10 2017**.

CCHD will consider adopting the Negative Declaration at a public meeting on or after [redacted] at the District Office at 101 Citizen’s Dock Road in Crescent City. Questions or comments may be directed to Charlie Helms, CEO/Harbormaster chelms@ccharbor.com (707) 464-6174.

Signature: _____

Date:



November 7, 2017

Agenda Item #5: Presentation of Power Purchase Agreement (PPA) with Renewable Energy Capital (REC). Harbor Counsel has approved the PPA which is being presented at this meeting.

Background: Harbor Counsel Robert Black has reviewed and approved as to form the Power Purchase Agreement (PPA) with Renewable Energy Capital (REC) that is being presented to the Harbor Commission at this meeting. The PPA is attached to this background document.

Recommendation: Discuss and approve the Power Purchase Agreement with Renewable Energy Capital. Direct staff to proceed accordingly.



November 7, 2017

Agenda Item #6: Approve the purchase of a 2011 Hyster Challenger Lift Truck for \$18,800 before taxes and delivery charges. The Harbor District has three forklifts, the newest of which was manufactured in 1984, and two of the forklifts are no longer functioning. Harbor Maintenance Team has advised that replacement parts are no longer available.

Background: The Harbor District has three forklifts all acquired as surplus. Replacement parts can no longer be obtained from the manufacturers for any of the three units. Working forklifts are critical to the operation of the harbor for tasks such as gear changes for the commercial fishing fleet, movement of camels for piling protection, and lifting of fish totes. Deputy Harbormaster Lane Tavasci has spent substantial time locating used forklifts which would be appropriate for Harbor District usage. The Hyster forklift being sold by Pape Material Handling.

Another option would be lease-to-own. For this forklift, no down payment would be required and the payments would be \$440 per month for 48 months with total of payments equaling \$20,016.

In case the Hyster forklift is sold before approval is given by the Harbor Commission, another option would be for the Commission to authorize that the Harbor District spend up to \$22,000 including sales tax to secure a replacement forklift or to enter into a lease to own with monthly payments no more than \$530 per month for 60 months and a \$1 residual payment for total payments of \$31,800.

Recommendation: Approve the purchase or lease of a forklift to replace one of the older forklifts. Purchase price would not exceed \$22,000 including taxes for a used unit or a lease-to-own program for a used forklift not to exceed \$450 per month for 48 months with a \$1 residual; or authorize a new forklift with monthly payments for 60 months not to exceed \$530 with a residual not to exceed \$1 for a \$27,293 sale price H60XT Lift Truck, 6,000 pound capacity; or some similar payment arrangement

PAPE MATERIAL HANDLING

2736 Jacobs Avenue

Eureka, CA 95501

OFFICE:707-443-3015

TO: Crescent City Harbor District
101 Citizens Dock Rd
Crescent, Ca

Date : Nov 2, 2017

We are pleased to submit the following proposal for your approval.

ONE (1) 2011 HYSTER CHALLENGER LIFT TRUCK MODEL H60FT
Unit T6411

6,000 POUND CAPACITY @ 24" LOAD CENTER (BASIC CAPACITY)
MODEL: H60FT Mazda 2.2 Liter
FUEL TYPE: LIQUID PROPANE GAS
TRANSMISSION: POWERSHIFT with LEVER CONTROL
TIRES: PNEUMATIC DRIVE: SINGLES
TIRE SIZES: DRIVE: 28X9-15 STEER: 6.00 X 9
UPRIGHT: 3-STAGE, 187" Max Fork Height, 83" Lowered Height
CARRIAGE: 42" WIDE HOOK with SIDE SHIFT
LOAD BACKREST: 48" HIGH
FORKS: STANDARD
HYDRAULIC CONTROL VALVE: 3-WAY
HOSE GROUP: 3-WAY INTERNALLY MOUNTED
ACCESSORIES COWL MOUNTED HYDRAULIC LEVERS
42" WIDE SIDE SHIFT
HOURS – 6,046



Price with new paint Delivered \$ 18,800.00

*** Financing Available on Your Good Credit***

No Down Payment in Advance, 48 months @ \$440.00 per month Plus tax

Respectfully Submitted;

NAME Manny hernandez TITLE Territory Manager

(This Quotation shall become a contract only upon signature by the Sales
Manager or Seller at its business offices.)

SUBMITTED BY: _____ *Manny Hernandez*

(Salesperson)



November 7, 2017

Agenda Item #7: Presentation of final revision of Harbor Ordinance #48 addressing Storage Yards and Areas. Discuss, approve and publish for public comment

Background: Ordinance #48 addresses updates to Section 8.300 - Storage Yards & Areas, E) temporary Crab Pot Storage. The Ordinance specifies times during which crab pots can be stored in numbered spaces alongside the marina for no charge and specifies when such storage will have a charge. The Ordinance also specifies assignment of storage spaces, cleaning of storage spaces, exemptions from fees due to unexpected circumstances outside of the control of the Harbor's Commercial fishermen, and other items.

The Ordinance proposal is attached to this background document.

Recommendation: Recognize the Great American Smokeout

8.300 – Storage Yards & Areas

E) Temporary Crab Pot Storage

- 1) **Designated Areas.** The Harbormaster or designee shall designate certain areas of District property to be used for the storage of crab pots. The area shall be divided into individual spaces and marked with numbers and/or letters for identification. No Crab pots are allowed to be stored at any other area, other than tenants designated space. **(Except as noted in Section E-2) of this Chapter)**
- 2) **Recovered Crab Pots.** Must be unloaded ONLY at Citizens Dock hoist area. Then immediately transferred to the designated space located at the Southern corner of Public hoist & cable dock seawall.
- 3) **Lottery.** Each person with a current **annual** berthing permit who enters his or her name before 12:00 PM on the last Wednesday of October shall be included in a lottery for assignment of storage space(s). At such a time as the Harbormaster shall designate **on or** before the last workday of October, the District shall hold a drawing to assign spaces for all requests received by the deadline date. Lottery results will be posted at the Harbor office.). **All other persons with a crab season berthing permit may use up to two (2) spaces. To be allocated by Harbor Office.**
- 4) **Rental.** After the lottery is held by the last day of October, **all others may rent spaces on a first come, first serve basis. They must contact the Harbor office of the space(s) number(s).**
- 5) **Free Storage.** As of the last Friday of October to the last Friday of November, for a total of no more than thirty (30) days, storage in a designated fee free storage area will be available for all persons with valid berthing permits until the official crabbing season opens. Failure to comply, will result in being assessed the monthly space fee rate. (See Chapter 15.200 - Fee Schedule)
- 6) **Registration.** Any person using a designated area to store crab pots, free or paid, must register with the Harbor District office.
- 7) **End of Season.** All crab pots shall be removed from the harbor area within thirty (30) days of the end of the official crabbing season. Failure to comply, will result in being assessed the monthly space fee rate. (See Chapter 15.200 - Fee Schedule Table)
- 8) **Storage.** Any crab pots or other gear which are stored on District property and not in compliance with this section will be "RED TAGGED" and may be removed by the Harbormaster and the owner charged storage fees.. Any crab pots which are found on District property and are not properly marked for identification will be removed and turned over to the Department of Fish & Game. (See Chapter 15.200 - Fee Schedule)
- 9) **Cleaning.** If District Staff is required to clean up any space, the registered party will then be charged current district labor rates, per the current Fee schedule. (See Chapter 15.200 - Fee Schedule)
- 10) **Liability of Lessee.** The provisions of subsection C – Liability of Lessee – also apply to any person renting a designated space under this section.
- 11) **EXEMPTION. The Harbor Master or designee may issue an exemption to Temporary Crab Pot Storage under Section 8.300 (E5), If the Crab Season is officially delayed, affected by a weather event or by any other outside imposed delay.**

(Ord. No. 33-2000, Ord. No. 48-2017)

Business Items

1. Consent Agenda

- A) Approval of the warrant list since October 3, 2017
- B) Approval of the Minutes of the October 3, 2017 Harbor Commission Regular Meeting
- C) Approval of the Minutes of the October 3, 2017 Harbor Commission Special Meeting

Action: On a motion by Commissioner Ramsey, seconded by Commissioner Stone.

Motion carried with a 4-0 polled vote.

President Phillips asked for public comment NONE received

2. Review and discuss Ordinance 48 proposal update.

Deputy Harbormaster Tavasci based on the Oct 3 meeting, made changes requested by Board (proposed Ordinance 48 was presented in written form). Discussion included clarification on Lottery draw for spaces, #1 spot will be used for visitor parking, and the red tag system. President Phillips affirmed that we should add into the ordinance that in the event of uncontrollable circumstances on Crab season, fisherman would not be charged crab pot storage fees. Harbormaster Helms stated it will be listed under #5, Free Storage, in Ordinance. Commissioner Stone suggested it could read something along the lines of, "The Harbormaster may issue an exception to the temporary crab pot storage under 8.300E, Storage Yards & Areas, when crabbing season is delayed, or by another condition that may be required, beyond the control of the fisherman."

Public Comment

President Phillips asked for comment, and received the following: Debbie Lewis asked for clarification on the scenario of fisherman on strike. Would they have to pay storage fees if they are not making money? Harbormaster Helms clarified that since it is imposed on the fleet by an outside force, there would be consideration of a grace period. Commissioner White suggested putting that in the language of the Ordinance.

On a motion by Commissioner Ramsey, seconded by Commissioner White to approve as Amended Ordinance #48, with uncontrollable circumstances and waived fees as addressed.

Motion Carried with 4-0 polled vote.

3. Presentation by David Finigan, Realtor, in response to the Harbor Commission's request for Real Estate Professional representation in lease property marketing.

Mr. Finigan started by thanking commissioners for taking a positive step! Mr. Finigan stated that it became apparent after lengthy conversation with Harbormaster Helms; it is premature to ask a realtor to do something at this point in time. He applauds the direction the Board is going and the work they've done. Mr. Finigan is willing to help in ways needed with the help and direction of the Board. Harbormaster Helms stated several ways to pay for Realtors assistance in leasing property and marketing.

CRESCENT CITY HARBOR DISTRICT

ORDINANCE NO. 48

AN ORDINANCE OF THE BOARD OF HARBOR COMMISSIONERS OF THE CRESCENT CITY HARBOR DISTRICT ADOPTING A FEE SCHEDULE

The following ordinance, consisting of ten (10) sections, was duly and regularly adopted by the Board of Harbor Commissioners of the Crescent City Harbor District, County of Del Norte, State of California, at a regularly scheduled meeting of the Board held on **November 07, 2017** by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Attest:

Cecilia Bodmer, Secretary to the Board

Ronald A. Phillips, President

Patrick A. Bailey, Secretary



November 7, 2017

Agenda Item #8: Recognize the American Cancer Society's "Great American Smokeout" event on November 16, 2017. Harbor Commissioner White asked that this item be placed on the agenda to recognize the American Cancer Society's efforts

Background: To quote from the American Cancer Society's website, the Great American Smokeout, "Every year, on the third Thursday of November, smokers across the nation take part in the American Cancer Society Great American Smokeout event. Encourage someone you know to use the date to make a plan to quit, or plan in advance and then quit smoking that day. By quitting – even for 1 day – smokers will be taking an important step toward a healthier life and reducing their cancer risk."

Recommendation: Recognize the Great American Smokeout



Crescent City Harbor District

(707) 464-6174

101 Citizens Dock Road

Crescent City, California 95531

COMMISSIONERS
Ronald A Phillips,
President

Patrick A. Bailey,
Secretary

James Ramsey,

Brian L. Stone,

Wes White

NOTIFICATION OF CONSULTATION OPPORTUNITY

DATE:

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

TO: Elk Valley Rancheria
Tolowa Dee-ni' Nation

The Crescent City Harbor District has determined that an application to the County of Del Norte and City of Crescent City is complete for Crescent City Harbor District Local Coastal Program Amendment (Crescent City and Del Norte County Land Use Plan and Zoning Changes). Below please find a proposed project description, project address, and name of District point of contact, pursuant to PRC § 21080.3.1 (d). A map showing the project location is attached.

Proposed Project: Crescent City Harbor District Local Coastal Program Amendment including Crescent City and Del Norte County Land Use Plan and Zoning Changes.

Location: Crescent City Harbor in Del Norte County, California (T 16N, R 1W, sections 28 and 33, Humboldt Base and Meridian).

District Contact: Charlie Helms, CEO/Harbormaster
Crescent City Harbor District
(707) 464-6174 <chelms@ccharbor.com>

Application Information on File at Harbor District Offices at 101 Citizen's Dock Road Crescent City, CA . Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with the Crescent City Harbor District.

Very Respectfully,
Signature:

Date:

Attachment Figure 1: Land Use Diagram

1 A Split Ballot Initiative

The Harbor Districts Council, Robert Black, has suggested that we go to a split initiative process as a way of lowering the voter threshold from a 2/3rds vote for passage to a 50% voter threshold. This two-part initiative process would split the ballot initiative into 2 parts as follows:

- a) The first question or ballot initiative would ask should we pass a tax (TOT, Sales Tax or Special Assessment) that would go to the general fund of the county, and
- b) The second question or ballot initiative would ask the public to specifically earmark the funds for the harbor.

According to our legal counsel this would bring the voter threshold down to 50% for passage by our initiatives. After further discussion with the county clerk, she forwarded the court case citation to her county counsel. After further review the county council has agreed with the legal decision in the court case and the voter threshold could be presented to the voters at the 50% threshold only if the language on the ballot initiative that is proposed follows the language used in the court case.

A/R Aging Summary

As of November 4, 2017

Name or Type

	As of November 4, 2017					TOTAL
	Current	1 - 30	31 - 60	61 - 90	> 90	
TLC Inc						
ALBER SEAFOOD INC	25.00	3,780.00	0.00	-25.00	-75.00	3,705.00
ARTHUR C. AHO	0.00	4,418.42	0.00	0.00	0.00	4,418.42
BAF FISHERS, INC.	0.00	292.00	0.00	0.00	0.00	292.00
BOUNTFUL OCEANS INC.	25.00	0.00	0.00	0.00	0.00	25.00
C RENNER PETROLEUM	50.00	20.00	0.00	0.00	0.00	70.00
CAITO FISHERIES HOIST #1 & #9	0.00	562.52	0.00	0.00	0.00	562.52
CANDY BLEDSAW & HAROLD SISEMORE	2,212.31	0.00	0.00	0.00	0.00	2,212.31
CHART ROOM RESTAURANT	0.00	400.00	0.00	0.00	0.00	400.00
CHART ROOM STORE	0.00	4,395.21	0.00	0.00	0.00	4,395.21
CHRISTOPHE NICOLAS	0.00	250.00	0.00	0.00	0.00	250.00
COAST REDWOOD ART	25.00	0.00	0.00	0.00	0.00	25.00
COREY BURMEISTER	0.00	500.00	0.00	0.00	0.00	500.00
CRAIG STRICKHOUSER	0.00	475.00	0.00	0.00	0.00	475.00
CRESCENT CITY GRAB SHACK	473.83	0.00	0.00	0.00	0.00	473.83
DAN COLLINS	0.00	300.00	0.00	0.00	0.00	300.00
DAVID HADDAD	0.00	2,520.00	0.00	0.00	0.00	2,520.00
DEFIANT INC-MS SAM	Jard	135.00	315.50	0.00	0.00	450.50
DENNIS BRADLEY	MS. Sam	0.00	7,560.00	0.00	0.00	7,560.00
DOUGLAS STRIPLIN-JOHN ZIMMERMAN	RV Park	0.00	100.00	0.00	0.00	100.00
ENGLUND MARINE	Dry Storage	75.00	0.00	0.00	0.00	75.00
F/V GLADNICK INC	Land Tenant	0.00	275.42	0.00	0.00	275.42
FASHION BLACKSMITH INC.	GLADNICK	75.00	950.00	0.00	0.00	1,025.00
GEORGE JOBB	Land Tenant	0.00	2,553.00	0.00	0.00	2,553.00
GLOBAL HOIST #3& #4	RV Park	0.00	400.00	0.00	0.00	400.00
JOHN SNOOK	Hoist	2,955.41	0.00	0.00	0.00	2,955.41
JONATHON BEARDON	Live aboard	0.00	150.00	0.00	0.00	150.00
JULIE ANN STUART	Stormy II	28.15	210.00	0.00	0.00	238.15
JUSTINE BRIGGS	RV Park	500.00	0.00	0.00	0.00	500.00
KENNETH LOYD	RV Park	0.00	400.00	0.00	0.00	400.00
KEVIN PINTO	DREAMER TOO	2,394.00	0.00	0.00	0.00	2,394.00
	KRISTEN GAI	50.00	0.00	0.00	0.00	50.00



Crescent City Harbor District Profit & Loss Budget Performance September 2017

	Sep 17	% of		% of Ttl		% of Total		% of Total	
		Total Inc	Budget	Budget	of Budget	Inc	YTD Budget	Budget Inc	Annual Budget
Income									
4010 · Inner Boat Basin	6,719.81	5.96%	8,135.88	7.63%	31,029.72	9.18%	36,904.03	11.49%	330,000.00
4015 · Outer Boat Basin	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	175.00
4020 · Utilities Income / Land Tenants	1,808.96	1.60%	3,186.61	2.99%	5,040.56	1.49%	9,328.98	2.91%	34,000.00
4021 · Utilities Income / Inner Boat	0.00	0.00%	1,666.68	1.56%	-390.96	-0.12%	5,000.04	1.56%	20,000.00
4025 · Gift Shop Income	1,765.29	1.56%	1,113.18	1.04%	6,194.58	1.83%	6,182.67	1.93%	16,000.00
4026 · Gift shop RV Park	912.59	0.81%	416.68	0.39%	3,078.42	0.91%	1,250.06	0.39%	5,000.00
4040 · Hoist	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
4042 · Poundage Fee on Hoists	930.99	0.83%	1,995.47	1.87%	6,145.92	1.82%	11,606.80	3.61%	55,000.00
4045 · Launching Ramp Fees	1,375.00	1.22%	1,496.00	1.40%	6,196.37	1.83%	2,834.28	0.88%	14,000.00
4047 · Laundry Income	120.50	0.11%	101.50	0.10%	300.75	0.09%	131.00	0.04%	400.00
4048 · Laundry Facility RV Park	582.60	0.52%	500.00	0.47%	1,583.48	0.47%	1,500.00	0.47%	6,000.00
4050 · Other Services	310.00	0.27%	16.68	0.02%	1,983.15	0.59%	50.04	0.02%	200.00
4060 · Liveboard Fees	300.00	0.27%	108.33	0.10%	900.00	0.27%	325.03	0.10%	1,300.00
4065 · Fish Sales	150.00	0.13%	0.00	0.00%	300.00	0.09%	150.00	0.05%	150.00
4070 · Rents & Concessions	69,456.42	61.55%	60,781.74	57.02%	178,709.96	52.87%	168,906.16	52.61%	624,000.00
4073 · RV Rentals	25,628.89	22.71%	21,308.91	19.99%	83,042.69	24.57%	63,926.81	19.91%	255,707.00
4075 · Storage	941.50	0.83%	1,844.50	1.73%	2,942.75	0.87%	3,851.70	1.20%	15,000.00
4078 · Scrap Metal Sales	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
4080 · Transients	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
4095 · Workdock	123.00	0.11%	0.00	0.00%	240.46	0.07%	25.00	0.01%	200.00
4170 · Travelift Income	131.00	0.12%	1,588.00	1.49%	3,206.75	0.95%	4,617.00	1.44%	13,500.00
4171 · Mobile Crane	825.00	0.73%	187.50	0.18%	1,650.00	0.49%	844.50	0.26%	7,000.00
4173 · Public Hoist	20.00	0.02%	70.00	0.07%	220.00	0.07%	90.00	0.03%	500.00
4174 · Layover	0.00	0.00%	1,326.00	1.24%	215.25	0.06%	2,012.00	0.63%	8,000.00
4175 · Late Fees	739.60	0.66%	643.63	0.60%	2,192.37	0.65%	1,184.63	0.37%	6,000.00
4176 · Harbor Vessels	0.00	0.00%	283.33	0.27%	0.00	0.00%	850.03	0.26%	3,400.00
4180 · Miscellaneous Income	0.00	0.00%	0.00	0.00%	3,211.35	0.95%	0.00	0.00%	0.00
4190 · Purchase Discounts	0.00	0.00%	0.90	0.00%	0.00	0.00%	5.27	0.00%	100.00
4195 · Used Oil Pymts	0.00	0.00%	-166.68	-0.16%	0.00	0.00%	-500.06	-0.16%	-2,000.00

Crescent City Harbor District Profit & Loss Budget Performance September 2017

	% of Ttl		% of Total		% of Total		% of Total	
	Sep 17	Total Inc	Budget	Jul - Sep 17	Inc	YTD Budget	Budget Inc	Annual Budget
6420 · Legal Notices	0.00	0.00%	0.00	0.00%	0.00%	200.00	0.06%	600.00
6423 · Misc Expense	0.00	0.00%	-69.95	-0.07%	0.00%	20,075.00	6.25%	0.00
6430 · Permits & Testing	0.00	0.00%	12,002.03	11.26%	0.02%	26,392.20	8.22%	40,000.00
6440 · Outside Services	1,916.76	1.70%	7,243.33	6.79%	5.59%	30,335.13	9.45%	40,000.00
6560 · Payroll Expenses	69,436.89	61.54%	80,016.56	75.06%	66.27%	226,017.35	70.39%	904,436.10
6568 · Pre-Employment Physicals	0.00	0.00%	40.00	0.04%	0.04%	80.00	0.02%	640.00
6575 · Project-Master Plan	8.55	0.01%	0.00	0.00%	4.26%	0.00	0.00%	0.00
6580 · Projects-Harbor Enhancements	0.00	0.00%	500.00	0.47%	0.00%	1,500.00	0.47%	6,000.00
6583 · Vistor Center	0.00	0.00%	0.00	0.00%	1.78%	0.00	0.00%	0.00
6586 · Project-Web Site	0.00	0.00%	166.68	0.16%	0.59%	500.06	0.16%	2,000.00
6615 · Removal Abandon Boats-Non Grant	0.00	0.00%	666.68	0.63%	0.00%	2,000.06	0.62%	8,000.00
6620 · R&M	3,054.98	2.71%	3,176.09	2.98%	2.07%	6,944.26	2.16%	80,000.00
6724 · Security	350.42	0.31%	653.65	0.61%	0.17%	2,432.61	0.76%	4,000.00
6750 · Operating Supplies	2,628.77	2.33%	842.30	0.79%	2.84%	2,644.79	0.82%	20,000.00
6770 · Supplies-Office & Admin	1,354.33	1.20%	1,802.31	1.69%	1.84%	3,967.66	1.24%	15,000.00
6800 · Telephone	532.94	0.47%	584.00	0.55%	0.62%	1,752.00	0.55%	7,000.00
6829 · Utilities	18,962.80	16.80%	20,056.42	18.81%	17.02%	61,548.54	19.17%	281,593.72
6900 · Travel-Training Meetings&Local	691.52	0.61%	1,299.44	1.22%	0.99%	3,357.02	1.05%	12,000.00
6910 · Travel-GSA Screening Trips	0.00	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00
6920 · Uniform Cleaning Service	255.07	0.23%	255.12	0.24%	0.26%	783.84	0.24%	3,500.00
Total Expense	447,687.86	396.74%	483,044.15	453.12%	434.91%	1,536,453.22	478.53%	5,962,086.82
	-336,073.23		-376,990.96		-1,135,853.10	-1,217,519.73		-4,556,454.82
4110 · Del Norte County Taxes	0.00	0.00%	0.00	0.00%	10.85%	33,332.23	10.38%	320,000.00
4111 · County Taxes Prior Year	0.00	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00
4150 · Interest Income	0.00	0.00%	34.07	0.03%	0.00%	105.17	0.03%	346.30
4151 · Interest LAIF	0.00	0.00%	0.00	0.00%	1.16%	3,921.70	0.00%	1,153.70
4370 · DNLTC RSTP Starfish Way	0.00	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00
4500 · 2006 Tsunami Nov	0.00	0.00%	0.00	0.00%	0.00%	0.00	0.00%	0.00

Crescent City Harbor District

A/R Aging Summary

As of November 4, 2017

Name or Type	Current	1 - 30	31 - 60	61 - 90	> 90	TOTAL
TLC Inc	25.00	3,780.00	0.00	-25.00	-75.00	3,705.00
ALBER SEAFOOD INC	0.00	4,418.42	0.00	0.00	0.00	4,418.42
ARTHUR C. AHO	0.00	292.00	0.00	0.00	0.00	292.00
BAF FISHERS, INC.	25.00	0.00	0.00	0.00	0.00	25.00
BOUNTFUL OCEANS INC.	50.00	20.00	0.00	0.00	0.00	70.00
C RENNER PETROLEUM	0.00	562.52	0.00	0.00	0.00	562.52
CAITO FISHERIES HOIST #1 & #9	2,212.31	0.00	0.00	0.00	0.00	2,212.31
CANDY BLEDSAW & HAROLD SISEMORE	0.00	400.00	0.00	0.00	0.00	400.00
CHART ROOM RESTAURANT	0.00	4,395.21	0.00	0.00	0.00	4,395.21
CHART ROOM STORE	0.00	250.00	0.00	0.00	0.00	250.00
CHRISTOPHE NICOLAS	25.00	0.00	0.00	0.00	0.00	25.00
COAST REDWOOD ART	0.00	500.00	0.00	0.00	0.00	500.00
COREY BURMEISTER	0.00	475.00	0.00	0.00	0.00	475.00
CRAIG STRICKHOUSER	473.83	0.00	0.00	0.00	0.00	473.83
CRESCENT CITY CRAB SHACK	0.00	300.00	0.00	0.00	0.00	300.00
DAN COLLINS	0.00	3,780.00	0.00	0.00	0.00	3,780.00
DAVID HADDAD	135.00	315.50	0.00	0.00	0.00	450.50
DEFIANT INC-MS SAM	0.00	7,560.00	0.00	0.00	0.00	7,560.00
DENNIS BRADLEY	0.00	100.00	0.00	0.00	0.00	100.00
DOUGLAS STRIPLIN-JOHN ZIMMERMAN	75.00	0.00	0.00	0.00	0.00	75.00
ENGLUND MARINE	0.00	275.42	0.00	0.00	0.00	275.42
F/V GLADNICK INC	75.00	950.00	0.00	0.00	0.00	1,025.00
FASHION BLACKSMITH INC.	0.00	2,553.00	0.00	0.00	0.00	2,553.00
GEORGE JOBB	0.00	400.00	0.00	0.00	0.00	400.00
GLOBAL HOIST #3& #4	2,955.41	0.00	0.00	0.00	0.00	2,955.41
JOHN SNOOK	0.00	150.00	0.00	0.00	0.00	150.00
JONATHON BEARDON	28.15	210.00	0.00	0.00	0.00	238.15
JULIE ANN STUART	500.00	0.00	0.00	0.00	0.00	500.00
JUSTINE BRIGGS	0.00	400.00	0.00	0.00	0.00	400.00
KENNETH LOYD	2,394.00	0.00	0.00	0.00	0.00	2,394.00
KEVIN PINTO	50.00	0.00	0.00	0.00	0.00	50.00

Crescent City Harbor District
A/R Aging Summary
As of November 4, 2017

KIM BROWN	Ingot	0.00	2,993.00	0.00	0.00	0.00	2,993.00
LAURA ARCHULETTA	'LALA A'U PULELEHUA'	0.00	1,796.00	0.00	0.00	0.00	1,796.00
LENDA BECK	RV Park	0.00	400.00	0.00	0.00	0.00	400.00
MARVIN GREENE	RV Park	0.00	400.00	0.00	0.00	0.00	400.00
MARY MCKINNY	RV Park	0.00	400.00	0.00	0.00	0.00	400.00
MAXINE SENIVONGS	RV Park	0.00	530.00	0.00	0.00	0.00	530.00
MELVIN FOGLE	'SEA BELLE'	0.00	2,394.00	0.00	0.00	0.00	2,394.00
MICHAEL MCCUTCHEON	DONITA	0.00	3,590.00	0.00	0.00	0.00	3,590.00
MITCHELL MILLER	RV Park	400.00	0.00	0.00	0.00	0.00	400.00
MIYA RENEE HARRINGTON	RV Park	0.00	500.00	0.00	0.00	0.00	500.00
MM DIVING, INC	Land Tenant	35.00	560.00	0.00	0.00	0.00	595.00
NOR-CAL SEAFOOD HOIST #6	Hoist	1,460.71	0.00	0.00	0.00	0.00	1,460.71
NORTH COAST OCEAN SPORTS & GRILL	Land Tenant	800.00	0.00	0.00	0.00	0.00	800.00
OCEAN GOLD SEAFOODS	SEA CLIPPER	25.00	0.00	0.00	0.00	0.00	25.00
PACIFIC CHOICE HOIST #7	Hoist	1,964.88	0.00	0.00	0.00	0.00	1,964.88
PACIFIC CHOICE SEAFOOD	Land Tenant	4,114.43	0.00	0.00	0.00	0.00	4,114.43
PACIFIC NATIVE FISHERIES	WILD WINDS	405.00	405.00	0.00	0.00	0.00	810.00
POLLUX INC	POLLUX	25.00	0.00	0.00	0.00	0.00	25.00
RENEE JONES	RV Park	0.00	400.00	-35.00	0.00	0.00	365.00
RICHARD AXELSON	LADY RENEE	125.00	100.00	100.00	0.00	0.00	325.00
RICHARD NEHMER	RESOLUTION	237.50	25.00	25.00	0.00	0.00	287.50
RICHARD NEHMER (SPORT BOAT)	Sport Boat	0.00	-50.00	0.00	0.00	0.00	-50.00
ROBERT BURCHELL	Dry Storage	25.00	0.00	0.00	0.00	0.00	25.00
RON K. WAINSCOTT (RV PARK)	RV Park	0.00	400.00	0.00	0.00	0.00	400.00
Rudi Stolt	Pursuit	0.00	256.00	0.00	0.00	0.00	256.00
Rudi Stolt (Survival Too)	Survival Too	2,469.00	0.00	0.00	0.00	0.00	2,469.00
Sean Eaddy	Midori	50.00	0.00	0.00	0.00	0.00	50.00
Smedley, G	Medical	0.00	87.91	0.00	0.00	0.00	87.91
Spirit of 76 Inc	'Spirit of America	0.00	4,710.00	0.00	0.00	0.00	4,710.00
Stanco Enterprises	'Mistasea'	4,435.00	0.00	0.00	0.00	0.00	4,435.00
Sunshine Fishing	Ocean Citizen	0.00	2,520.00	0.00	0.00	0.00	2,520.00
Ted Orndoff	Indigo Bleu	0.00	180.00	0.00	0.00	0.00	180.00
Terry Dusenbury	RV Park	0.00	400.00	0.00	0.00	0.00	400.00

Crescent City Harbor District

A/R Aging Summary

As of November 4, 2017

	25.00	70.75	25.00	0.00	0.00	120.75
Thomas H. Danielsen	25.00	70.75	25.00	0.00	0.00	120.75
Thomas Shannon	0.00	400.00	0.00	0.00	0.00	400.00
Timothy D.Potter	4,510.00	0.00	0.00	0.00	-64.05	4,445.95
TNT Seafoods Inc.	3,150.00	0.00	0.00	0.00	0.00	3,150.00
USCG, MLCPA	0.00	2,166.66	0.00	0.00	0.00	2,166.66
Waldo V. Taylor 2005	0.00	101.12	75.00	0.00	0.00	176.12
Whitewater Inc	75.00	0.00	0.00	0.00	0.00	75.00
Wild Planet Hoist #11 & 12	2,500.00	0.00	0.00	0.00	0.00	2,500.00
Zachary Korin	0.00	400.00	0.00	0.00	0.00	400.00
Total	35,855.22	58,222.51	190.00	-25.00	-139.05	94,103.68

Pre payment

	Current	1 - 30	31 - 60	61 - 90	> 90	TOTAL
JUDITH ENGELSMA & BARBARELLA PARK	0.00	0.00	0.00	-50.00	0.00	-50.00 Over payment
MARK O'REILLY	0.00	0.00	0.00	-50.00	0.00	-50.00 Over payment
ANDY SCHNEIDER	0.00	0.00	0.00	0.00	-60.45	-60.45 Over payment
LCZ UNLOADERS HOIST #2	0.00	0.00	0.00	0.00	-4,145.56	-4,145.56 Over payment
LCZ UNLOADERS HOIST #5	0.00	0.00	0.00	0.00	-3,770.55	-3,770.55 Over payment
Tara Dawn Inc	0.00	0.00	0.00	0.00	-20.00	-20.00 Over payment
RON WAINSCOTT (MARINA)	0.00	0.00	0.00	0.00	-19.00	-19.00 Over payment
RONALD HOWARD	0.00	0.00	0.00	0.00	-14.00	-14.00 Over payment
KAT VON ZIMMERMAN	0.00	0.00	0.00	0.00	-20.00	-20.00 Over payment
CARRIE COOK	0.00	0.00	-50.00	0.00	0.00	-50.00 Over payment
CHARLES J. WILLIAMS	0.00	-120.10	0.00	0.00	0.00	-120.10 Over payment
CHARLES J. WILLIAMS	0.00	-300.00	0.00	0.00	-35.25	-335.25 Over payment
Total	0.00	-420.10	-50.00	-100.00	-8,084.81	-8,654.91

Crescent City Harbor District
 A/R Aging Summary
 As of November 4, 2017

60 Days or more

	Current	1 - 30	31 - 60	61 - 90	> 90	TOTAL	
KIM DEGRAVE	0.00	0.00	0.00	0.00	100.00	100.00	Deposits only in 61 RV Park 100.00 or more
JUSTIN SCHADER	0.00	0.00	0.00	0.00	25.00	25.00	Deposits only in 61 RV Park 25.00 or more
CECIL BLANKENSHIP	0.00	0.00	0.00	0.00	50.00	50.00	Deposits only in 61 RV Park 50.00 or more
JESSICA BORG	0.00	0.00	0.00	0.00	200.00	200.00	Deposits only in 61 RV Park 200.00 or more
Shawnean Gay	400.00	0.00	0.00	0.00	68.75	468.75	Deposits only in 61 RV Park 468.75 or more
FAWN STRYKER	0.00	0.00	0.00	38.70	0.00	38.70	Deposits only in 61 RV Park 38.70 or more
	400.00	0.00	0.00	38.70	443.75	882.45	
PAT BAILEY	1,795.50	29.94	29.49	32.01	267.50	2,154.44	Last Payment OTAGO 8/14/17 200.00
BROOKE MICHELLE, LLC.	0.00	45.74	48.03	47.69	987.58	1,129.04	Payments 10/19- BROOKE MICHELLE 200.00 11/2-300.00 Invoice from 8/31/17 no
ANDREW EVANOW	53.42	53.00	25.00	150.00	0.00	281.42	payment ORACLE 281.42
GILL ANGELO III	263.82	264.36	267.47	274.97	5,114.85	6,185.47	Last Payment Ruth Ann 10/11/17 300.00
MARTY LOPEZ	0.00	0.00	298.13	318.48	15,565.44	16,182.05	Last Payment Linda Dawn 09/01/17 2300.00
ERIK KARLE	0.00	0.00	0.00	35.00	0.00	35.00	Left messages BBQ 35.00
ERIC HOOPER	58.64	61.10	66.11	64.76	384.39	635.00	Last Payment Dry Storage 10/09/17 200.00

Crescent City Harbor District
A/R Aging Summary
As of November 4, 2017

	Dry Storage	121.20	122.37	120.93	118.77	718.13	1,201.40	Last Payment 10/26/17	200.00
DAVID BENNETT									
	Dry Storage	0.00	166.46	164.01	161.95	1,038.62	1,531.04	Last Payment 02/28/17	700.00
MICHAEL SMITH									
Total		2,292.58	742.97	1,019.17	1,203.63	24,076.51	29,334.86		

Crescent City Harbor District Local Coastal Program Amendment *REVISED DRAFT November 2, 2017*

This proposed Local Coastal Program (LCP) Amendment would change the zoning designations and descriptions for the Crescent City Harbor District (CCHD). The amendment will continue to encourage and support waterfront oriented commercial uses including eating, drinking and recreation establishments. It will promote a transition to diverse uses of the waterfront area as the region moves from an economy dominated by commercial fishing to one that encourages more recreational uses and tourism.

The Crescent City Harbor Commission held a public workshop to review the LCP Amendment on August 24 2017, and a public meeting on November 7 2017.

The Crescent City Harbor Commission submittal is considered consistent with the requirements of the Coastal Act and the regulations which govern such proposals (California Code of Regulations Coastal Act Title 14 Sections 30501, 30510, 30514 and 30605, and Sections 13551, 13552 and 13553).

Land Use Plan Goals Policies Programs

CHAPTER 1 INTRODUCTION

1.0 Introduction and Purpose

1.1 Organization and Application

1.1.1 Coastal Act

1.1.2 Goals, Policies and Programs Descriptions

Goal: A general, overall, ultimate purpose, aim or end toward which the Harbor will direct effort. Goals are a general expression of community values and, therefore, are abstract in nature. Consequently, a goal is not quantifiable, time-dependent, or suggestive of specific actions for its achievement.

Policy: A specific mandatory statement binding the Harbor's action and establishing the standard of review to determine whether land use and development decisions, or other Harbor actions are consistent with the Harbor LUP.

Program: An action, activity, or strategy in response to adopted policy to achieve a specific goal.

CHAPTER 2 HARBOR LAND USE AND DEVELOPMENT

2.0 Harbor Land Use and Development

2.1 Land Use

2.1.1 Land Use Categories

Policy

2.1.1-1 Land Use Category Descriptions

The land use categories described below establish the type, density and intensity of land uses within the coastal zone for the Harbor area. Development in each land use area shall adhere to

Goal 2.3.1-2 The Harbor District will identify, encourage and provide lower-cost visitor-serving and recreation facilities; for example, interpretive panels, informative exhibits and if feasible an interpretative center.

Goal 2.3.1-3 The Harbor shall continue to provide and protect public beaches as a means of providing free and/or lower-cost recreational opportunities.

Goal 2.3.1-4 The Harbor will encourage the operation of passenger/ sightseeing boats, passenger/fishing boats ("day boats"), and long-term boat rentals and sales.

Policies:

2.3.1-1 South Beach Uses

South Beach shall continue to be available for public recreational uses and the Harbor District shall encourage the County to prohibit uses on South Beach that would interfere with public access and coastal resources enjoyment.

2.3.1-2 Tidelands and Submerged Lands Use

The Harbor District shall administer tidelands and submerged lands use in a manner consistent with the tidelands trust and all applicable laws, including 1963 Statutes Chapter 1510.

2.3.1-3 Consistency with Public Trust Restrictions

The Harbor District shall ensure the consistency of a proposed use with the public trust restrictions and the public interest at the time any tideland lease is re-negotiated or renewed.

2.3.1-4 Visitor-Serving Commercial Recreational Facilities Priority

On visitor-serving and/or recreational use designated lands (Harbor Visitor Serving Commercial and Harbor Dependent Recreational), the Harbor District shall give priority to visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over other commercial uses, except for aquaculture and coastal-dependent industry.

2.3.1-5 Visitor Accommodation Affordability

New overnight visitor accommodation developments shall be encouraged to provide a range of rooms and room prices serving a variety of income ranges. Consistent with Coastal Act Section 30213, the City or County within the harbor area shall in no event (1) require that overnight room rental be fixed at a certain amount for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private land; nor (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

2.3.1-6 Visitor Accommodation Retention

If and when average Del Norte County visitor accommodations annual occupancy rates exceed 70%, removal or conversion of existing lower cost visitor serving accommodations shall be prohibited unless (1) the converted facility will be replaced with another facility offering the same or a greater number of lower cost visitor serving units, or (2) an in lieu fee in an amount necessary to off-set the cost to replace the lower cost visitor serving units in coastal Del Norte County is imposed. Lower cost facilities shall be defined as any facility with room rates that are below 75% of the Statewide average room rate, and higher cost facilities shall be defined as any facility with room rates that are 125% above the Statewide average room rate. Statewide

2.4.1-3 Harbor Dependent Marine Commercial

The Harbor Dependent Marine Commercial (HDMC) designation is to be applied to areas that have historically provided [commercial](#) fishing related activities, facilities, and employment. And, also provide suitable area for the continuation of these coastal-dependent and coastal-related uses.

2.4.1-4 Harbor Dependent Recreational

The Harbor Dependent Recreational (HDR) designation is to be applied to areas that have historically provided sport fishing, visitor-serving uses, and related activities, facilities, and employment. These areas provide the physical area for continuation and expansion of these coastal-dependent and coastal-related uses.

2.4.1-5 Coastal-Dependent Industrial

Coastal-dependent, harbor based industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this Harbor Plan. However, where new or expanded tanker facilities and/or oil and gas development cannot feasibly be accommodated consistent with other Harbor Policies, they may nonetheless be permitted in accordance with this section and Public Resources Code Sections 30261 and 30262 if: (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

2.5 Hazards and Protective Devices

2.5.2 Tsunami Inundation and Sea Level Rise

Goal 2.5.1-1 Minimize risks to new development within the Harbor Area from both geologic and flooding hazards, and to require new development involving human occupied structures in tsunami hazard areas to prepare and distribute, or otherwise post, constructive notice of tsunami risks and evacuation procedures.

Goal 2.5.1-2 Maintaining and enhancing where necessary critical structures such as revetments, breakwaters, groins, seawalls, retaining walls, and other protective construction integral to [harbor](#) serving coastal-dependent [uses in the harbor](#). [e-functions](#).

Policies:

2.5.1-1 Sea Level Rise

The best available scientific information regarding the effects of long term sea level rise shall be considered in the preparation of findings and recommendations for all requisite geologic, geo-technical, hydrologic, and engineering investigations. Residential and commercial development at nearshore sites shall analyze potential coastal hazards from erosion, flooding, wave attack, scour and other conditions, for a range of potential sea level rise scenarios. The range of scenarios shall take into consideration local uplift or subsidence (if any) and up to a three foot rise in the statewide sea level over the next 100 years. The analysis shall also consider localized subsidence, local topography, bathymetry, and geologic conditions. A similar sensitivity analysis shall be performed for critical facilities, energy production and distribution infrastructure, and other development projects of major community significance using a minimum rise rate of 4.5 feet per century in conjunction with the documented uplift per year.

The facilities serving the commercial fishing industry and recreational boating shall be protected to the extent feasible from geologic and flooding hazards.

Programs:

- New development Applications in areas of known or potential geologic or seismic hazards should include a geologic/soils/geotechnical /liquefaction potential study that identifies any geologic hazards affecting the proposed project site, any necessary mitigation measures, and a risk assessment of the proposed development applicable to the project site. Require such reports to be signed by a licensed Certified Engineering Geologist or Geotechnical Engineer.
- The Harbor shall continue to participate in the County wide effort to develop and implement the Del Norte County Office of Emergency Services tsunami evacuation plan.
- The Harbor shall periodically review and update tsunami preparation and response policies/practices to reflect current inundation maps and design standards.

CHAPTER 3 ACCESS AND RECREATION

3.0 Access and Recreation

3.1. Shoreline Access

Goal 3.1.1-1 The Harbor District will protect, and where feasible, expand and enhance recreational opportunities within the Harbor.

Goal 3.1.1-2 The Harbor District will continue to provide a wide range of recreational activities opportunities at beaches under Harbor District control.

Goal 3.1.1-3 The Harbor District shall continue to protect public coastal access recreational opportunities through the provision of adequate support facilities and services.

Policies:

3.1.1-1 Vertical and Lateral Access

Harbor Development shall not impair the public’s right to vertical and lateral access to and along the shoreline except where access would constitute a public hazard. Specific examples of potential hazards include:

- a) Boat and ship building and repair facilities.
- b) Processing and packaging plants for fish and/or marine products and their associated piers. This includes aquaculture and mariculture activities
- c) Marine products purchasing and storage facilities
- d) Marine service areas involving flammable liquids.
- e) Emergency facilities (police and fire protection) including but not limited to the Coast Guard facility subject to Coast Guard access permission.
- f) Marine loading and unloading facilities.
- g) Citizens’ Dock during high levels of commercial activity.
- h) Areas where security of vessels within the harbor is an issue.
- i) The inner breakwater at Whaler’s Island.

3.2.1 Vessel Launching

Policies:

3.2.1-1 Whaler Island Trailer Launch Ramp

The Harbor District will protect, maintain, and improve to the extent feasible the Whaler Island trailer launch ramp as a low-cost public launching facility.

3.2.1-2 Discourage Safety Conflicts

The Harbor District will discourage conflicts in commercial/industrial areas that would expose the public to hazards or safety risks.

Programs:

- The Harbor District will pursue funding to design and construct a self-help small watercraft launching facility for use by individuals to launch kayaks or other similar craft which may or may not include the existing boat hoist site adjacent to Citizens' Dock.
- The Harbor District will develop and implement a signage program to assist boat owners and operators and the public to locate public launching facilities.

3.2.2 Berthing and Storage

Policies:

3.2.2-1 Berthing Opportunities

The Harbor District will continue to provide a variety of berthing opportunities reflecting regional slip size and affordability demand.

3.2.2-2 Dry Storage Areas

The Harbor District will consolidate and organize designated dry storage areas.

Programs:

- The Harbor District will continue to enforce ordinances that require moored and docked vessels to be seaworthy and navigable and thereby promote a positive harbor image. Seaworthiness shall be determined by safety inspection and vessel operation to Harbormaster's satisfaction.
- The Harbor District will, where feasible, expand and enhance visiting vessel facilities and services, including public mooring and docking facilities, dinghy docks, guest docks, club guest docks, pump-out stations and other features, through Harbor, and private means.

3.2.3 Harbor Support Facilities

Policies:

3.2.3-1 Vessel Support Facilities

The Harbor District will protect, and where feasible, expand and enhance harbor facilities necessary to support berthed or moored vessels.

3.2.3-2 Waterfront Uses Support

The Harbor District will protect, and where feasible, expand and enhance existing harbor support uses serving the needs of existing waterfront uses, recreational boaters, the boating community, and visiting vessels.

given the site-specific characteristics of the resource and of the type and intensity of disturbance. Justification to be supported by biological report prepared by qualified biologist.

4.1.1-6 Mitigation Measures Monitoring

For allowable impacts to wetlands, ESHA and other sensitive resources, mitigation measure monitoring shall be required for a sufficient time period to determine if mitigation objectives and performance standards are being met, as a *Mitigation Monitoring and Reporting Program*. Mid-course corrections shall be implemented if necessary to meet objectives or performance standards. The submittal of monitoring reports is required during the monitoring period. The reports shall document the success or failure of the mitigation. To help insure that the mitigation project is self-sustaining, final mitigation project monitoring shall take place after at least five years with no remediation or maintenance activities other than weeding. If performance standards are not met by the end of the prescribed monitoring period, the monitoring period shall be extended or the applicant shall submit an amended application proposing alternative mitigation measures and implement the approved changes.

4.1.1-7 Use of Native Vegetation

New Harbor area development shall use native vegetation and prohibit invasive plant species in ESHAs and ESHA buffer areas.

4.1.1-8 Light Shielding

To the extent feasible, new Harbor area development shall shield and/or direct exterior lighting away from ESHAs to minimize fish and wildlife impacts.

4.1.1-9 Sensitive Resources Mitigation

New harbor area development will be required to provide habitat creation or substantial restoration mitigation for allowable wetlands, ESHA and other sensitive resource impacts that cannot be avoided through siting and design alternative implementation. Priority shall be given to on-site mitigation. Off-site mitigation measures shall only be approved when it's not feasible to fully mitigate impacts on-site.

Programs:

- Limited public access improvements and minor educational, interpretative and research activities and development may be considered resource dependent uses. Measures, including, but not limited to, trail creation, signage, boardwalks, and fencing, shall be implemented as necessary to protect wetlands, ESHAs, and other sensitive biological habitat.

4.2 Water Quality

4.2.1 Water Quality

Goal 4.2.1-1 New development shall be designed and managed to minimize the introduction of pollutants into harbor coastal waters and wetlands. The design shall also include measures to minimize post-project increases in stormwater runoff volume, flow rate, timing, duration, and peak runoff to the extent feasible.

Goal 4.2.1-2 New harbor development will, to the extent practicable, minimize impervious surface creation and increases and shall give precedence to a Low Impact Development (LID) approach to stormwater management. Where stormwater runoff will not be retained on-site using LID, new development shall provide an alternatives analysis.

4.2.1-7 Runoff Controls

New development within 100 feet of a wetland or ocean waters, or that will or does discharge directly to a wetland or ocean waters, and where new development results in the creation, addition, or replacement of 2,500 square feet or more of impervious surface area shall be subject to the additional requirements to protect coastal water quality. These may include: A Water Quality Management Plan; 85th Percentile Design Standard for Treatment Control BMPs; Runoff Reduction; and Best Management Practices, as described in definitions.

4.2.1-8 Impervious Surfaces

New harbor development shall, to the extent practicable, minimize impervious surface increases, especially directly-connected impervious-areas.

4.2.1-9 BMP Monitoring

Required structural BMPs shall be inspected, cleaned, and repaired as necessary to ensure proper functioning for the life of the development.

Programs:

- Markers or stenciling shall be required for all storm drain inlets constructed or modified by new development, to discourage dumping and other illicit storm drain discharges.
- The Harbor District shall require development to use native plant species for landscaping, to reduce the need for irrigation, landscaping pesticides and fertilizers, and to reduce the potential for invasive non-native plant species.

4.3 Diking, Filling, Dredging, and Dredge Spoils Disposal

4.3.1 Diking, Filling, Dredging, and Dredge Spoils Disposal

Goal 4.3.1-1 Because periodic maintenance dredging is fundamentally necessary for harbor functioning, the Harbor District recognizes that a permanent solution for both large and small grain dredge material must be found to ensure long term sustainability of the harbor.

Policies:

4.3.1-1 Project Siting

Diking, dredging, or filling of harbor lands and waters shall only be permitted for those uses consistent with Coastal Act Sections 30233 and 30607.1, the applicable Local Coastal Plan, and this Harbor LUP. All projects shall take place in the least environmentally damaging feasible site and only after all feasible mitigation measures have been assured.

4.3.1-2 Dredge Disposal

The upland dredge materials disposal site shall continue to be designated as such. The Harbor District will continue to operate the upland dredge ponds until an alternative site for disposal of fine grained dredge material is secured.

4.3.1-3 Offsite Dredge Disposal

The Harbor District will pursue to the best of its ability, permanent offshore, near shore and on-shore dredging sediment disposal site(s) within an economical distance of the Harbor.

Programs:

- Continue to cooperate with the U.S. Army Corps of Engineers in their maintenance and delineation of federal navigational channels within the Harbor in the interest in providing

DEFINITIONS – *To be adopted by reference*

Low Impact Development (LID) integrates site design strategies with small-scale, distributed BMPs to replicate the site’s natural hydrologic balance through infiltration, evapotranspiration, harvesting, detention, or retention of stormwater close to its source.

Water Quality Management Plan. The applicant shall submit a Water Quality Management Plan (WQMP) prepared by a qualified licensed professional. The WQMP shall include a characterization of the potential pollutants and a hydrologic characterization of runoff flows resulting from the proposed development, and specify the BMPs that will be implemented to minimize post-construction water quality impacts. The WQMP shall describe the selection of Treatment Control BMPs, and preparer shall first consider the BMP, or combination of BMPs, that is most effective at removing the pollutant(s) of concern, or provide a justification if that BMP is determined to be infeasible.

85th Percentile Design Standard for Treatment Control BMPs. For post-construction treatment of runoff, Treatment Control BMPs (or suites of BMPs) shall be sized and designed to treat, infiltrate, or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume based BMPs, and/or the 85th percentile, 1-hour storm event (with an appropriated safety factor of 2 or greater) for flow-based BMPs.

Runoff Reduction Goal. The post-development peak stormwater runoff discharge rate shall not exceed the estimated pre-development rate where an increased discharge rate will result in increased potential for downstream erosion or other adverse habitat impacts.

Best Management Practices: Site design and source control BMPs must be included in all developments. Source control BMPs are structural features or operational practices that control pollutant sources and keep pollutants segregated from runoff.

Land Use Diagram

The Land Use Diagram (Figure 2) shows Crescent City Harbor zoning designations. Harbor Dependent Marine Commercial (HDMC) zoning includes the Inner Boat Basin area and Citizen’s Dock; primarily to provide services for recreational and commercial fishing use. The HDMC designation also applies to the dredging materials spoils area at the north end of the Harbor District area. Harbor Dependent Recreational zoning extends along Anchor Way to Whaler Island and includes the Outer Boat Basin and a stretch of beach along Highway 101. Harbor Greenery designations apply to Whaler Island, a wetlands area and Highway 101 frontage. Harbor Visitor Serving Commercial (HVSC) zoning includes land just outside Citizen’s Dock and the Inner Boat Basin and includes planned restaurant and parking areas. The HVSC designation extends down Anchor Way to include the building in front of the outer boat basin. Eelgrass beds are present near Whaler Island in areas designated HDR and HDMC. The table below shows the acreages of the proposed land use changes compared to the current designations:

Crescent City Harbor District - Proposed Land Use Changes			
Land Use	Harbor District Proposed (Land Only)	Proposed Ac.	County Ac.
CZHS	City - Coastal Zone Harbor Service	0.39	
HDMC	Harbor Dependent Marine Commercial	54.81	
HDR	Harbor Dependent Recreational	24.35	
HVSC	Harbor Visitor Serving Commercial	28.628 34	
HG	Harbor Greenery (existing County Designation)	5.57	5.10

Crescent City Harbor District - Proposed Land Use Changes

Land Use	Harbor District Proposed (Land Only)	Proposed Ac.	County Ac.
CZHS	City - Coastal Zone Harbor Service	0.39	
HDMC	Harbor Dependent Marine Commercial	53.81	
HDR	Harbor Dependent Recreational	24.35	
HVSC	Harbor Visitor Serving Commercial	28.91	
HG	Harbor Greenery (existing County Designation)	5.94	5.10
Existing County General Plan (Land Only)			
HD	Harbor Dependent		40.57
HDC	Harbor Dependent Commercial		10.92
HDR	Harbor Dependent Recreation		25.13
HR	Harbor Related		32.83
Totals (2% discrepancy due to map methods)		<u>113.40</u>	<u>114.56</u>
Harbor HDMC compared to Co HD/HDC		53.81	51.50
Harbor HDR/HVSC compared to Co HDR/HR		53.26	57.96

- pedestrian access within the harbor, and seafood sales.
- E. Outdoor seasonal sales and events.
- F. Aquaculture, Mariculture, and auxiliary facilities.
- G. Accessory uses and buildings appurtenant to a permitted use.
- H. Maintenance dredging and dredge materials disposal at approved disposal sites.
- I. Nonflashing signs appurtenant to any permitted use not exceeding forty square feet in aggregate.
- J. Parking areas.

21.47C – Harbor Visitor Serving Commercial (HVSC) –New Del Norte County Zoning designation intended to provide for accommodations, conveniences, goods and services intended to primarily serve Harbor Area visitors where specific use does not necessarily require location immediately adjacent to waters of the Harbor.

The principal uses allowed in this district are as follows:

Section: 21.47C.020 Principally permitted use. The principal permitted Harbor Visitor Serving Commercial use includes, but is not limited to, uses such as:

- A. Visitor serving facilities that provide overnight accommodations such as hotels, motels, and hostels.
- B. Bait and tackle shops, fuel sales for boats, party boat offices, recreational boat sales and rental, boat and boat motor sales and service, commercial fisheries supply stores, marine electronic shops, and dry storage for trailerable boats.
- C. Dry storage of commercial fishing gear.
- D. Custom fish processing.
- E. Restaurants, drinking places, cafes, retail shops (including specialty shops), and seafood sales.





Index of Commissioners Updates and Topics
Date Range: 14 October to 5 November, 2017

Date	Topic	Notes
14 October	Update on Triplicate story on Brown Act Violation	
23 October	Update Commissioners on CA. Assoc of Harbor Masters and Port Captains Training Conference	
25 October	Sarah Sieloff, Center for Creative Land Recycling, contact from conference	
25 October	USACE recap of meetings during CAHMPC conference – dredge material removal & 10 Year Dredge permit application status	
26 October	Update on Coast Guard Auxiliary meeting and election	
27 October	Update on Lynn Sadler being removed from Deputy Director post at DBW	
28 October	News about DBW and transmittal of resume for L Sadler position	
29 October	2017 Legislative Update from APEX Group	
31 October	IGRC meeting notice	
31 October	Domoic acid report	
1 November	MPA Meeting at Harbor District Meeting Room	
2 November	Draft Agenda for Harbor Commission Meeting	
2 November	Report on Baseline study meeting from CA. Dept. of Fish and Wildlife held at CCHD	
3 November	Final Draft of HC Meeting Agenda	
3 November	IGRC Meeting Agenda	

**CEO Report for
Board of Harbor Commissioners 7 November, 2017 Meeting**

Action Updates

- We received the Recargo check for \$1,000 as their good faith payment recognizing the lease agreement for the electric vehicle charging station which will be located behind Fishermen's Restaurant.
- Inspection of the REC Solar Power installation at the Humboldt Bay Harbor District will be scheduled for either Thursday, November 9, or Friday, November 10, by Humboldt County. Harbor Management staff will have a representative at Humboldt Bay to review the installation.
- The U.S. Army Corps of Engineers has assigned Mr. John Dingler to investigate the status of the disposal efforts of dredged material located in the Harbor District Dewatering pond and to determine how to move forward with the Dredge Material Management Plan.
- Working with May, Abrahamsen & Barsanti (MAB), Certified Public Accountants, to institute separation of duties practices in our accounting/book keeping activities. If all goes according to schedule, MAB will be performing our bank reconciliations beginning at the end of December. I am directing our staff to enter change of address notices to our financial institutions authorizing them to send CCHD monthly statements directly to MAB.

We are also working with TechWild, our IT service, and with Scribble, our Harbor operating system, to coordinate the installation of Quick Books 2017. This version of the book keeping software will provide a simple interface between CCHD and MAB.

Having a separation of accounting duties provides a safety factor for both the public and the elected Board of Commissioners. Utilizing a Certified Public Accounting firm to look over the Harbor's book keeping functions on a monthly basis will provide an additional layer of oversight for the Harbor's financial operations.

- LED lighting has been installed along Anchor Way. The lights are included in a rebate program. The lights have been attached to the poles at a height that our Maintenance Team is able to service them, which they could not do with the prior lighting arrangement.
- An LED light has also been installed at the Alber/Pacific Seafood loading dock between the two buildings. This has also been installed at a height that can be reached by Harbor equipment.
- Crescent City Harbor District Harbor Safety Meeting is scheduled for Thursday, November 9 at the Coast Guard Auxiliary Hall.
- The Coast Guard will be performing some upgrades at the Coast Guard Hall at no charge to the Harbor District. The Auxiliary is planning to donate their meeting room tables to the Harbor District. The tables are similar to the one we are currently using in our Harbor District Meeting Room.
- David's Haunted Mansion, the first fundraiser for Friends of the Harbor, raised \$8,615 in ticket sales, \$85 in food sales and \$64 in the 50/50 raffle over its eight day run in the old Englund Marine building. The event was insured and the Fire Marshall inspected and passed the facility before the event began. The proceeds from the event will be split between the Friends of the Harbor and the people that provided the decorations and staffing for the Haunted House.
- The Harbor Maintenance team assessed the condition of the St. George Yacht Club building. The west side of the facility is completely compromised due to water intrusion. Some of the studs have rotted away from the base of the building. On the south and east side of the building, there is extensive dry rot. Due to numerous roof leaks, the ceiling and roof trusses have also been compromised.
- The Harbor Facebook page has finally reached 2,000 likes. This morning the page had 2,003 likes. Our page was created in 2013. Other Facebook pages have Likes numbering:
 - **Crescent City Harbor District – 2003 Likes**
 - The City of Crescent City - 2,059 likes
 - Del Norte County – 1702 Likes
 - Del Norte County Sheriff – 5221 Likes

- Humboldt Bay Harbor District – 499 Likes
 - City of Eureka – 2005 Likes
 - Port of Brookings Harbor – 3646 Likes
 - Noyo Harbor District – 349 Likes
 - Port of Newport Oregon – 433 Likes
- Tech Wild, the Harbor District’s IT provider, has installed a monitoring screen for the Harbor’s video camera surveillance above the receptionist’s desk at the Harbor Office. The screen is currently divided among four cameras. The system has the ability to display video from up to sixteen cameras.
 - Working to schedule an appointment with Bob Black and David Finigan to discuss creating a working agreement for Mr. Finigan to represent CCHD in leasing transactions.
 - George Williamson, PlanWest Partners, will be presenting the latest updates and edits to the Harbor District Land Use Plan at the November 7, 2017, Harbor Commission Meeting.

Goal Progress Report

Debt Reduction Update: The Debt Reduction/Fundraising Options will be discussed at the November 7, 2017, Harbor Commission meeting. Commissioners Stone and Commissioner White, the Ad Hoc committee addressing some of the fundraising issues, have prepared a report for the first November Harbor Commission meeting.

Litigation Update: Autumn Luna believes that there won’t be substantial activity until January of 2018 in this area. There will be an update on litigation in the Closed Session of the November 7, 2017 Harbor Commission meeting.

Revenue Generation RV Park:

RV Development Process - October Timeline Activities:

- Stover Engineering should have cost estimates for the tent/tiny home site and the RV Park by mid-November/early December.

- Stover Engineering has committed to be responsible for the permitting process and that the Harbor District will not, at this point, need to select a permitting consultant.

RV Project Funding Process – October Timeline Activities:

- Met with Peter Jarausch, Project Manager, California Coastal Conservancy, at the Conservancy office in Oakland on October 17, 2017 to discuss the Conservancy’s funding participation in the development of the tourist development, specifically the RV Park and the tent/tiny home sites. At Port San Luis the Conservancy provided funding for final design, permits and environmental review documents for their \$400,000 investment. Mr. Jarausch included Karyn Gear, North Coast Regional Manager, who is his supervisor and one of four Regional Managers for the Conservancy. The four districts are:
 - North Coast
 - San Francisco Bay Area
 - Central Coast
 - South Coast

We will supply the Conservancy with the development figures that Stover Engineering is putting together for the District as soon as we have them.

- I met with Andrea Lueker, Harbor Manager, Port San Luis to discuss the Coastal Conservancy’s participation in their development project. This is the first partnership/development agreement ever drafted between a Port and the Conservancy. I have a copy of the Conservancy Staff recommendation and the project timeline available for your review.
- Working with Stover Engineering to refine financial projections from Bud Surles initial report for tourist lodging development.

Revenue Generation Tsunami Experience:

Tsunami Experience Development Process – October Timeline Activities:

- Stover Engineering has been retained to create preliminary engineering and conceptual drawings and cost estimates for the Tsunami Experience. We do not have an estimated time for submission of these deliverables.

Tsunami Experience Project Funding Process – October Timeline Activities:

- Contacted Stacy Shull on September 23 and sent her data on the Tsunami Experience tourist attraction/vertical evacuation development project. Ms. Shull is the Grant Writer that has worked successfully with two of our marina tenants to find funding for vessel re-powering projects. Have an appointment scheduled with Ms. Shull for mid-November to discuss any funding options she may have found.

Supporting Activities for identifying Fundraising/Investment Prospects for CCHD development:

- I had a preliminary meeting with Sarah Sieloff, Executive Director, Center for Creative Land Recycling on utilizing their services. From their website: “The Center for Creative Land Recycling is the leading national nonprofit dedicated to transforming communities through land recycling. This means converting abandoned or vacant commercial and industrial properties to assets that benefit the community, create jobs and generate new tax revenues. We help transformations happen by educating and convening communities, government agencies, and the private sector to create optimal conditions for reinvestment. Over the past 20 years, we have assisted in bringing millions of dollars in grants to places across the U.S. and trained nearly 10,000 community-oriented specialists through our professional workshops.”

We are discussing development options for the area across from Fashion Blacksmith and grant options for mitigating the concrete pads that still exist on the old Waste Water Treatment plant site. Additionally, the Center will help us with locating technical assistance for both mitigation and development pathways.

- Setting an appointment with Toni Self, Del Norte County, to discuss possible Over-the-Counter Community Development Block Grant opportunities for Harbor Development Projects.

CRESCENT CITY HARBOR DISTRICT
BOARD OF HARBOR COMMISSIONERS
REGULAR MEETING NOVEMBER 7, 2017

SPEAKER SIGN-IN SHEET

PLEASE PRINT YOUR NAME SO THAT IT WILL BE SPELLED
CORRECTLY IN THE MINUTES. THANK YOU!

1. Lisa Buenterschoen 11-7-2017
2. _____
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