

# TECHNICAL MEMORANDUM

Coastal Dependent Industrial Site Inventory Review  
Assessor's Parcel Numbers 401-301-05, 401-301-09, 401-311-01

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Date: March 26, 2015  
Project No.: 7012.06

Prepared For: Sequoia Investments X, LLC

Prepared By: Ryan Wells, AICP  
Associate Planner



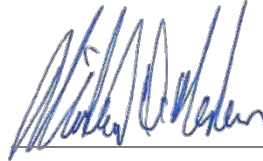
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Elizabeth Burks, AICP  
Senior Planner



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Reviewed By: Mike Nelson, AICP  
Planning Director



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Attachments: Appendix 1: Figures 1-13b  
Appendix 2: Section 3.1 Excerpted from *Port of Humboldt Bay Harbor Revitalization Plan* (PB Ports & Marine, Inc., 2003)  
Appendix 3: Key Marine Sites with Active Cargo Terminals Summary Table  
Appendix 4: Key Marine Sites with Inactive Cargo Terminals Summary Table  
Appendix 5: Key Marine Sites: Industrial, Commercial, and Other Sites Summary Table

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## 1.0 INTRODUCTION

This Technical Memorandum has been prepared to assist decision makers in considering a proposed General Plan Amendment that would change the existing General Plan Land Use (GPLU) and zoning designations for approximately 29.4 acres in the Fairhaven Business Park, from Industrial/Coastal-Dependent (MC) to Industrial/General (MG), while at the same time changing the existing GPLU and zoning designations for another approximately 29.4 acres, also located in the Fairhaven Business Park, from Industrial/General (MG) to Industrial/Coastal-Dependent (MC). This reconfiguration of MC- and MG-designated properties in the Fairhaven Business Park would result in zero net change in the number of acres designated MC or MG. The subject properties are identified as Assessor's Parcel Numbers (APN) 401-301-05, 401-301-09, and 401-311-01; hereinafter, Project Site. See attached Figures 1 and 2 (Appendix 1) for current and proposed GPLU and zoning designation configurations for the Project Site.

In April 2014, the Humboldt County Board of Supervisors approved a General Plan Petition which was submitted by LACO Associates (LACO), on behalf of FoxFarm Soil & Fertilizer Company (FoxFarm). Approval of the General Plan Petition allows FoxFarm to pursue a General Plan Amendment. Because the Project Site is within the Coastal Zone, to become effective, the requested General Plan Amendment must be approved by the Humboldt County Board of Supervisors, then certification by the California Coastal Commission (CCC).

## 2.0 HUMBOLDT BAY AREA PLAN

The Humboldt Bay Area Plan (HBAP) (Section 3.14B3) identifies a categorization of coastal dependent industrial facilities on Humboldt Bay, based on existing and available infrastructure to accommodate a potential new coastal dependent industrial operation.

*Priority 1 Sites: Sites with existing facilities suitable, with minor alteration, to accommodate [a] proposed use, or that could accommodate [a] proposed use through expansion.*

*Priority 2 Sites: Sites requiring the construction of new facilities, which do not convert wetlands. Preferred sites within this category are those requiring the least site alteration (e.g., dredging, grading, habitat modification).*

*Priority 3 Sites: Sites where the proposed use would require conversion of wetlands.*

*Priority 4 Sites: Sites requiring dredging of a new deep water channel.  
(Humboldt Bay Area Plan, County of Humboldt 1995)*

Because Priority 1 Sites are considered most desirable for coastal-dependent industrial development and use, proposed land use changes affecting these sites are carefully considered. The Project Site meets the criteria for a Priority 1 Site, as it contains the Fairhaven Terminal which encompasses 17 acres adjacent to Humboldt Bay, including the Fairhaven Dock (also known as the South Dock). The proposed General Plan Amendment will reconfigure GPLU and zoning designations on the Project Site and remove 160,000 square feet (3.67 acres) of covered storage from a Priority1 Site. To assist the County and CCC staff in their consideration of the proposed General Plan Amendment/Local Coastal Plan (LCP) Amendment, and the effect it may have on future development, this Technical Memorandum provides the results of a preliminary assessment of current levels and types of use of MC-zoned properties around Humboldt Bay, compared to similar information presented in *Port of Humboldt Bay Harbor Revitalization Plan* dated February 2003.

## 3.0 PORT OF HUMBOLDT BAY HARBOR REVITALIZATION PLAN

In 2003, Humboldt Bay Harbor, Recreation & Conservation District (HBHRCD) partnered with PB Ports & Marine, Inc., City of Eureka (City), and the County to develop the Port of Humboldt Bay Harbor Revitalization Plan, which was aimed at establishing a new and sustainable maritime focus for the communities around Humboldt Bay (Bay). The Port of Humboldt Bay Harbor Revitalization Plan (hereinafter, Plan) identified 16 key sites around the Bay.

According to the Plan, the 16 key sites; totaling 1,315 acres, comprise "all current and potential marine industrial and commercial properties in Humboldt Bay from the Samoa Bridge (CA 255) to the end of Fields Landing Channel on the mainland, and from the Samoa Bridge to the channel entrance on the Samoa Peninsula" (PB Ports & Marine, 2003). Eighty separate parcels were grouped into the 16 key sites based on overall site size, adjacent channel depth, current use, potential availability for use/reuse, and existing or previous development. Table 1, below, identifies the 16 key sites, often named according to their ownership or use at the time, and categorized based on the presence or absence of active cargo terminals or current use. The Port of Humboldt Bay Harbor Revitalization Plan did not assign a priority ranking to the 16 key sites as described in the Humboldt Bay Area Plan. However each of these sites has channel access, and some level of existing facilities. Therefore we presume all of the sites would qualify for a priority ranking of 1 or 2

Table 1. Key Sites (PB Ports & Marine, Inc., 2003)

Sites With Active Cargo Terminals	Sites With Inactive Cargo Terminals	Other Industrial, Commercial & Public Sites
Schneider Dock Eureka Forest Products/Preston Prop.* Chevron Terminal Humboldt Bay Forest Products* Samoa Pacific Chip Export Dock Simpson Property/Fairhaven Terminal	Dock B/Balloon Track* Phillips Petroleum Fields Landing Terminal Area* Simpson-Samoa (Redwood Dock) Site* Samoa Pacific Pulp Mill Dock	Halvorsen/City Sites* HSU Boating Center Commercial Street/C Street Docks* Parcel 4 Eureka Airport Property

\*Site includes contiguous parcels under separate ownership.

## 4.0 METHODS

The purpose of this Technical Memorandum is to compare The Port of Humboldt Bay Harbor Revitalization Plan's written description and visual characteristics of the 16 key sites from 2003, with the current status (June 2014), to assess the growth or decline in the demand for coastal dependent properties and associated facilities, in particular covered warehouse/storage facilities.

To document the changes, LACO staff reviewed and compared aerial photographs of the 16 key sites using imagery from the National Agricultural Imagery Program (NAIP), coordinated by the Natural Resources Conservation Service (NRCS). The aerial images from NAIP 2004 and NAIP 2012 were reviewed for the addition or removal of site features, such as docks, buildings, stockpiled materials (such as timber), or other changes in general character of the sites (e.g., additional paving). NAIP 2004 and NAIP 2012 were, respectively, the earliest and most recent aerial imagery data sets available on the NRCS public-access website.

To assist in assessing and documenting current site uses and conditions and any known changes since 2003 when the Port of Humboldt Bay Harbor Revitalization Plan was published, LACO staff conducted interviews with Jack Crider, CEO of HBHRCD; Tim Petrusha, Bar Pilot Captain for HBHRCD; Miles Slattery, Deputy Director of Public Works for the City of Eureka; and Dave Schneider, owner of the Schneider Dock properties.

The interviews consisted of the following questions, which were customized to meet the position of the interviewee and the condition of the property that they represented:

1. What is the current level of operations at your facility/site?
2. What is the current level of shipping volumes that you've experienced/observed, as compared to the early 2000's?
3. Have there been any recent investments into new coastal-dependent industrial infrastructure or facilities?

LACO staff also conducted a site visit to each of the key sites, noting the level of industrial activity, especially coastal- dependent activity.

Changes in ownership of parcels within the key sites were noted using ParcelQuest ([www.parcelquest.com](http://www.parcelquest.com)), a subscription-based program containing parcel ownership information and recent changes in title for properties in California. Figure 3 (Appendix 1) provides an index for locating the 16 key sites in the other attached figures. Figures 4a through 13b contain the NAIP 2004 and NAIP 2012 aerial images showing the 16 key sites. Significant changes to a key site, such as the addition or removal of buildings, docks, or material stockpiles, are highlighted and noted in the NAIP 2012 figures. The findings from the interviews, site visits, and aerial imagery comparison are noted in the following section 4.0 (Key Sites Current Status). Appendix 3, 4 and 5 are summary tables that list features of sites with active cargo terminals (Appendix 3), sites with inactive cargo terminals (Appendix 4) and sites with other use such as commercial and industrial (Appendix 5). The summary tables were originally included in the Humboldt Bay Harbor and Revitalization Plan and have been updated to include the 2014 information.

## 5.0 KEY SITES CURRENT STATUS

The summaries of the 16 key sites are provided below in Sections 5.1 through 5.3. These summaries were developed based on aerial imagery review, site visits, and select interviews. The 2004 and 2012 aerial imagery (2004 and 2012 NRCS NAIP) are provided in Appendix 1.

The Port of Humboldt Bay Harbor Revitalization Plan includes a separate summary table for key sites with active cargo terminals, key sites with inactive cargo terminals, and sites with industrial, commercial and other uses. Appendix 3, 4, and 5 include the original information from the 2003 Port of Humboldt Bay Harbor Revitalization Plan and updated information reflecting changes in ownership, level and type of use, and status of docks and other facilities. In some cases, changes in environmental status are also reflected. Length of waterfront, site acreage, and access issues were not confirmed during this update. The changes to zoning are generally a result of more precise records search, rather than approved zoning amendments. Table 2 provides a summary of key site use classification acreage using information from Appendix 3, 4 and 5.

Table 2. Total Key Site Acreages Based on Use Classification

Key Site Use Classification	Total Acres
Key Marine Sites – With Active Cargo Terminals	348.5 acres
Key Marine Sites – With Inactive Cargo Terminals	431 acres
Key Marine Sites – Industrial, Commercial & Other	535.5 acres
TOTAL	1,315 acres

The Fairhaven Terminal is considered an active cargo terminal albeit with low activity. The Fairhaven Terminal is approximately 10-15 acres or 3%-4% of the total active cargo terminal acreage.

## 5.1 Key Sites – With Active Cargo Terminals

### Schneider Dock

The Schneider Dock site appears to be the facility currently exporting the highest volume of materials out of the Bay. The dock activity in 2003 was generally limited to intermittent berthing of non-cargo vessels. In 2014, two ships carrying 33,000 tons of wood chips, each departed from the California Redwood Company's Chip Export Dock, and six half-ships of whole logs were exported to Asia from the Schneider Dock. According to the property owner, the limitation on half-ships is due to the limited channel depth adjacent to the dock. Since 2004, two new covered buildings, totaling approximately 18,900 square feet (0.43 acre), were added to the site. The Schneider Dock site is shown on Figures 4a and 4b (Appendix 1).



**Eureka Forest Products/Simpson Timber Company (formerly Preston Properties)**

The 12-acre Preston Properties portion of the site is now owned by Simpson Timber Company; Eureka Forest Products retains ownership of the 17 acres to the north. Eureka Forest Products ships wood chips by barge to a pulp mill on the Columbia River. The Simpson Timber Company portion of the site does not appear to have any shipping-related export. The site appears to be used for lumber storage and staging only. An active site remediation is underway in the drainage along the western portion of the site. The Eureka Forest Products/Simpson Timber Company site is shown on Figures 4a and 4b (Appendix 1).



**Chevron Terminal**

Conditions at the Chevron site have remained relatively unchanged since the 2003 report. Every seven to ten days the dock receives an ocean barge dedicated to carrying fuel. An ethanol additive is trucked to the site and mixed with the market fuel, and then the mixed fuel is trucked to regional stations. The Chevron Terminal site is shown on Figures 5a and 5b (Appendix 1).



**Fairhaven Business Park/Fairhaven Terminal**

In 2005, the Fairhaven Business Park was purchased by Sequoia Investments X, LLC. The site currently houses FoxFarm Soils & Fertilizer Company's storage, manufacturing, and distribution operation. A log debarker was operating on the site for a brief period in 2011; the debarked logs were shipped to China from the Fairhaven Dock (aka South Dock). The debarker was removed from the site in May 2014. Since 2004, a number of pulp processing materials tanks have been removed from the waterfront, as well as an approximately 32,000-square-foot (0.73 acre) building from the former pulp processing facility. Raw materials for FoxFarm's products are stored on the concrete pads, totaling approximately 780,000 square feet (17.9 acres), located on the western side of Bendixsen Street. The Fairhaven Business Park/Fairhaven Terminal site is shown on Figure 6a and 6b (Appendix 1).



## 5.2 Key Sites – With Inactive Cargo Terminals

### Dock B/Balloon Track

Ownership of the Balloon Track parcels has changed from Union Pacific to CUE VI, LLC and David Schneider. Although ambitious visions for private development have been sought, the parcels remain undeveloped and relatively vacant. The Dock B parcels (west of Waterfront Drive) remain undeveloped. However, the southern parcel is leased by David Schneider for whole log storage prior to overseas shipping. Dock B itself remains in an advanced state of disrepair. The Dock B/Balloon Track site is shown on Figures 7a and 7b (Appendix 1).

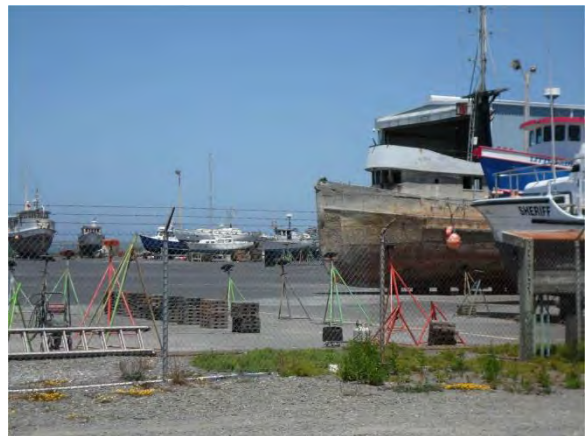


### Renner Petroleum (formerly Philips)

The Renner Petroleum site, last sold by CBE, LLC to the current owner on April 2007, does not currently import petroleum products via pipeline. The former liquid bulk facility is now a staging site for local and regional truck-based oil distribution. The former liquid bulk pipeline has been removed and areas on the site that were contaminated by past use are now under active soil remediation. The dock is not being used for any import or export. A photograph of the site was not possible due to poor visual access from a public roadway and lack of expressed permission from property owner. The Renner Petroleum site is shown on Figures 4a and 4b (Appendix 1).

### Fields Landing Terminal

The Fields Landing Terminal site remains primarily inactive, with the exception of the boat repair yard which is owned by the HBHRCD and leased to a private operator. No new buildings or infrastructure have been constructed on the site since 2003. An approximately 900-foot dock, previously in an advanced state of disrepair, was removed from the site in 2010; the pilings from the dock remain. The Fields Landing Terminal site is shown on Figures 8a and 8b (Appendix 1).



**HBHRCD Redwood Dock 1 (formerly Simpson-Samoa [Redwood] Dock)**

In 2004, Simpson-Samoa Company conveyed a portion of the site, containing Redwood Dock 1, to HBHRCD. Ownership of the other parcels making up the site appears to have changed to various new owners since 2003. The Samoa Town Master Plan for the town of Samoa (owned by the Samoa Group) continues to move forward through the entitlements and permitting phases. In 2012 the 39,000-square-foot (0.89 acre) remaining portion of the original Hammond Lumber Company warehouse was demolished. A new solid waste transfer station, currently non-operational, was constructed on private property along Vance Avenue in 2006. Redwood Dock 1 remains in a state that cannot support ship berthing. HBHRCD has long-term plans to revive the dock for industrial and commercial uses. The HBHRCD Redwood Dock 1 site is shown on Figures 9a and 9b (Appendix 1).



**HBHRCD Redwood Dock 2 (formerly Samoa-Pacific Pulp Mill Dock)**

Since 2003 when the owner of the site was identified as Samoa-Pacific, ownership of the site has changed multiple times. In August 2013 HBHRCD acquired a portion of the site (specifically, the former Samoa-Pacific Pulp Mill site) from Freshwater Tissue Company. David Schneider has recently purchased the undeveloped Parcel 4 (south of the former LP Mill site). Redwood Dock 2 has recently been re-decked to support anticipated liquid bulk export of pulp liquors. Recently HBHRCD has been discussing lease options for various aquaculture and other industrial operators. On the adjacent former LP Mill site, two of the three recovery boilers have been removed. The HBHRCD Redwood Dock 2 site is shown on Figures 10a and 10b (Appendix 1).



**CRC Chip Export Dock (formerly Samoa-Pacific)**

The CRC Chip Export Dock was purchased from Samoa-Pacific in 2005. The chip conveyor was renovated around 2011. There were two chip export shipments carrying roughly 33,000 tons of chips each in 2014. The CRC Chip Export Dock site is shown on Figures 10a and 10b (Appendix 1).



**Humboldt Bay Forest Products**

In the 2003 Plan, the Humboldt Bay Forest Products (HBFP) site description includes an active 600-foot log export dock; the dock is now considered inactive due to its poor condition and lack of recent export activity. The most recent log export activity occurred prior to the summer of 2009. The 200-foot dock on an HBHRCD-owned parcel, south of the HBFP property, is also inactive, due to condition and title issues. No new development is evident on the site. The Humboldt Bay Forest Products site is shown on Figures 11a and 11b (Appendix 1).



### 5.3 Key Sites – Industrial, Commercial, and Other

#### Halvorsen/City Sites

The Halvorsen/City sites have remained relatively unchanged since 2003. No new development is evident on the site. The site remains primarily used for special events and general recreation for the public. The site contains multiple public docks for small private watercraft. The Halvorsen/City sites are shown on Figures 12a and 12b (Appendix 1).



#### Humboldt Bay Aquatic Center (formerly HSU Boating Center)

The Humboldt Bay Aquatic Center was completed in 2007 on the site of the former Humboldt State University (HSU) Boating Center. The Humboldt Bay Aquatic Center is a multipurpose facility that provides recreation and education opportunities for the local community, HSU students and staff, and clientele beyond Humboldt County. The Center provides rooms to rent for conferences, classes, receptions, and a variety of other events. The site also contains an approximately 200-foot dock for small watercraft. The Humboldt Bay Aquatic Center is shown on Figures 12a and 12b (Appendix 1).



#### Commercial - C Street Docks

A new, approximately 19,500-square-foot (0.45 acre) fishermen's terminal building was constructed on City property at the foot of C Street in 2010. On the Humboldt Bay frontage of the same property, a new 420-foot dock, complete with a concrete deck and four jib cranes, was constructed. The fishermen's terminal building houses a local fish distribution company; the building's retail space remains vacant. On the parcel adjacent and west of the fisherman's terminal, an approximately 1,300-square-foot (0.03 acre) storage building was constructed in 2011. The Commercial – C Street Dock's site is shown on Figures 7a and 7b (Appendix 1).



#### **Parcel 4**

The Parcel 4 site has remained relatively unchanged since 2003; the City of Eureka sees the site as an environmentally sensitive area. The City, along with private and non-profit partners, has worked to enhance the site's natural habitats and processes. The site is heavily populated with transient encampments. The Parcel 4 site is shown on Figures 5a and 5b (Appendix 1).



#### **Eureka Airport Property**

The Eureka Airport Property site (known officially as Samoa Field Airport) continues to be operated by a private company. The bed and breakfast that previously operated on the site is now closed. No new facilities have been developed on the site since the 2003 report. The Eureka Airport Property site is shown on Figures 13a and 13b (Appendix 1).



## 6.0 CONCLUSION

Based on interviews with individuals knowledgeable about past and current development on the Bay, comparison of 2004 and 2012 property conditions based on publicly-available aerial imagery, and visits to all 16 key sites, it appears that there has not been a substantive increase in demand for coastal-dependent industrial sites or facilities since the completion of the 2003 Port of Humboldt Bay Harbor Revitalization Plan. This is evidenced by the removal or deterioration of over 2,500 linear feet of dock facilities, and a change to inactive status of another 2,500 linear feet of dock facilities on several key sites. This inactivity appears to be directly related to the significant decline of forest products-related industries; including pulp, stud, and lumber manufacturing. In addition, the global log market is currently highly competitive and has led to a decline in local overseas shipping of whole logs.

There appears to be an increased demand for covered storage and warehouses. While a 35,000 square foot (0.80 acre) building from HBHCRD Redwood Dock 1 was demolished, new storage and warehouse buildings, totaling approximately 57,900 square feet (1.33 acres), have been added at various key sites between 2003 and 2014.

Based on the comparison between facilities and levels of use, there appears to be a surplus of dockside facilities and property on Humboldt Bay. While aquaculture and mariculture have remained a strong local industry and shows signs of some growth, especially along the Samoa Peninsula, there has not been an emergent demand for the large supply of coastal-dependent industrial properties around Humboldt Bay.

## 7.0 REFERENCES

Crider, Jack. June 2, 2014. CEO, Humboldt Bay Harbor, Recreation & Conservation District. Personal communication.

Gans, Randy. May 2014. Former Vice President, Sequoia Investments X, LLC. Personal communication.

LACO Associates. 2013. *Samoa Industrial Waterfront Preliminary Transportation Access Plan*. Prepared for Humboldt Bay Harbor, Recreation & Conservation District.

ParcelQuest. Accessed May 30, 2014. <http://www.parcelquest.com/>

PB Ports & Marine, Inc. 2003. *Port of Humboldt Bay Harbor Revitalization Plan*. Prepared for the Humboldt Bay Harbor, Recreation & Conservation District

Schneider, David. June 10, 2014. Owner, Schneider Dock. Personal communication.

Slattery, Miles. June 3, 2014. Deputy Director of Public Works, City of Eureka. Personal communication.

# APPENDIX 1

## Figures

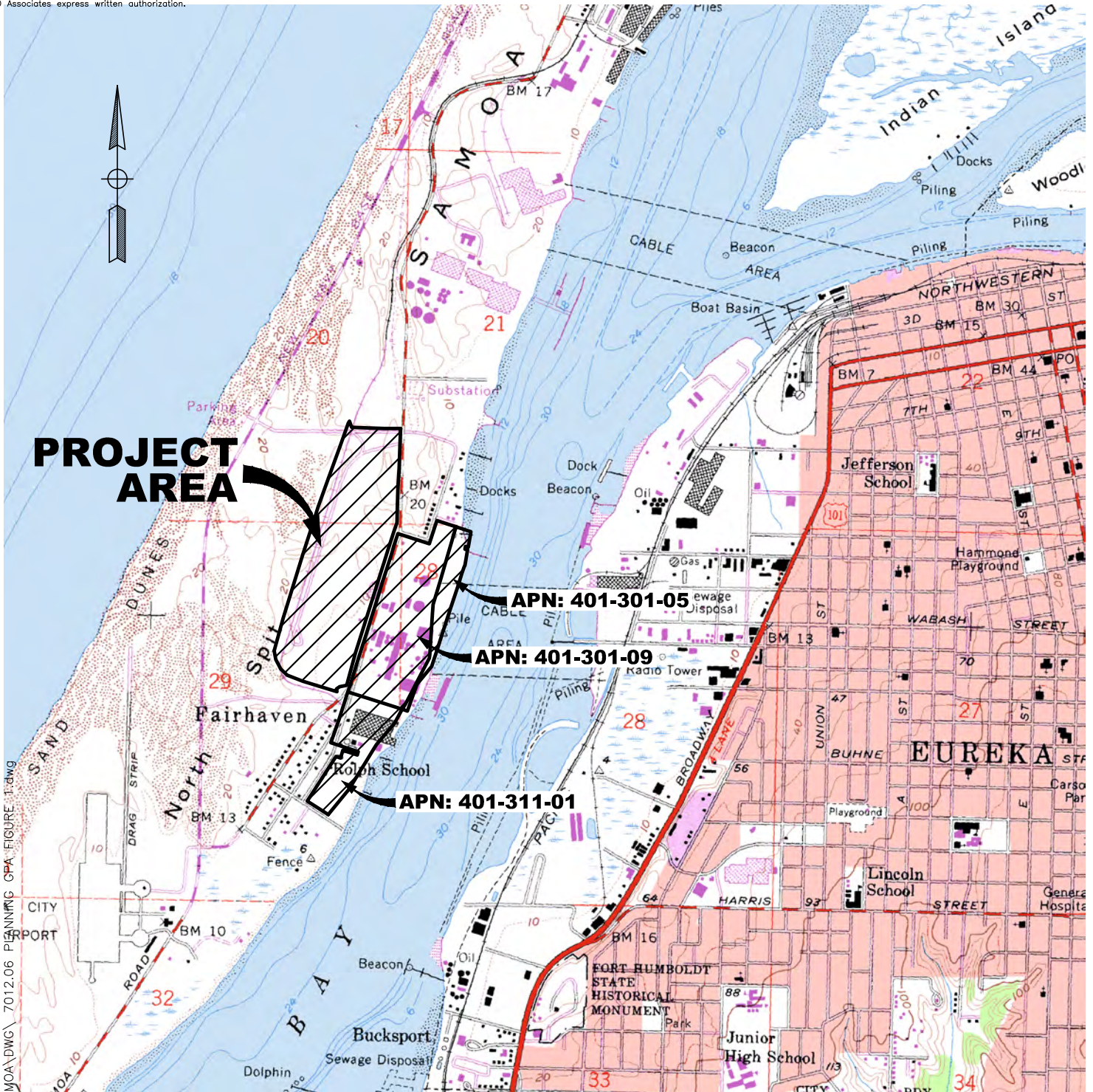
# LACO

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1-800-515-5054 www.lacoassociates.com

PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	1
CLIENT	SEQUOIA INVESTMENTS X, LLC.	DATE	10/27/14		
LOCATION	FAIRHAVEN BUSINESS PARK	CHECK	RAW/EAB	JOB NO.	7012.06
	LOCATION MAP	SCALE	AS SHOWN		

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## LOCATION MAP

0 1000' 2000'



SCALE: 1"=2000'

Oct 27, 2014-11:17am  
 T:\Cadfiles\7000\7012.06 GPA SAMOA\DWG\7012.06 PLANNING GPA FIGURE 1.dwg



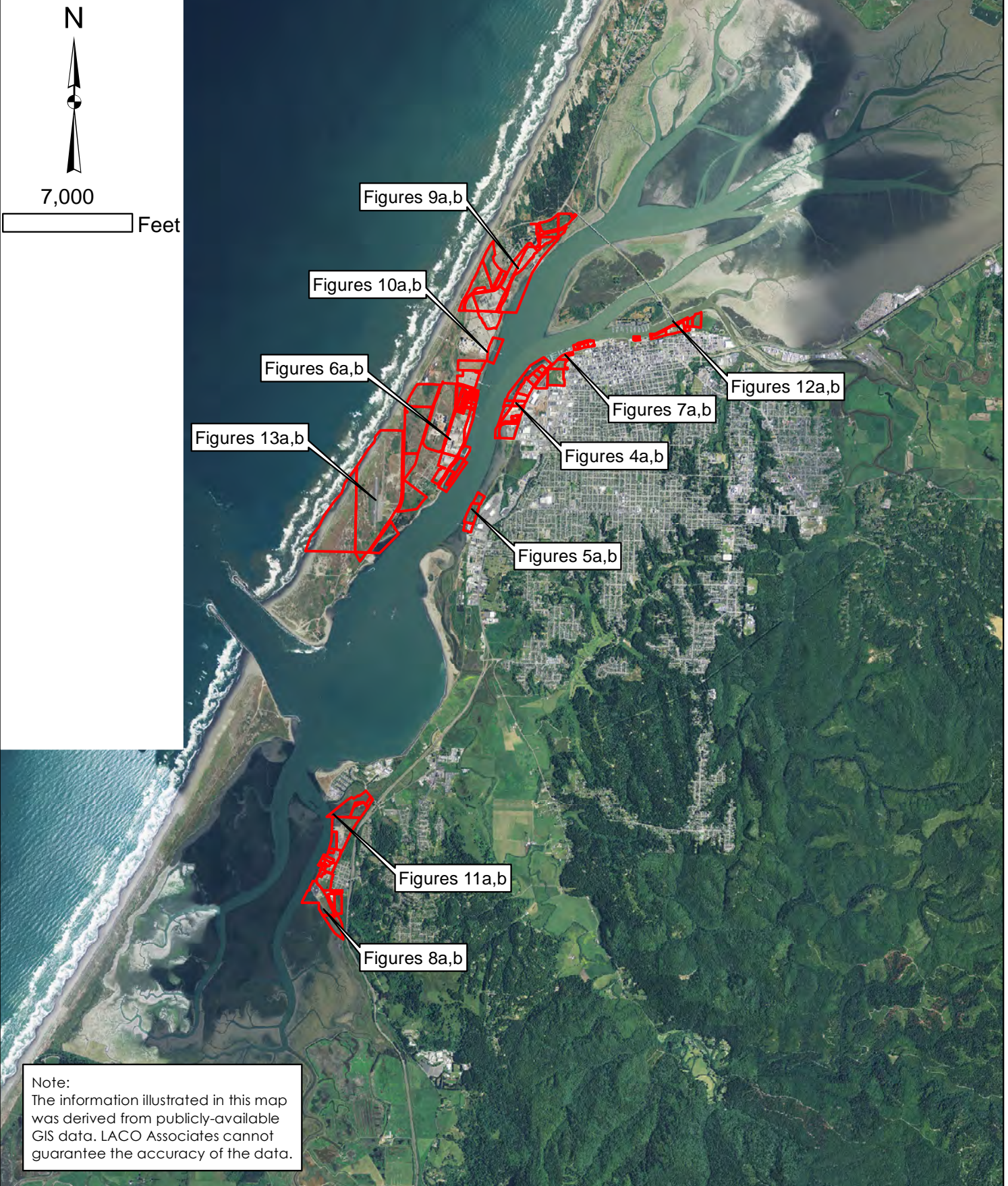
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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB		3
LOCATION	2012 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14	JOB NO.	
	SITE LOCATIONS MAP				7012.06

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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB		4a
LOCATION	2004 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14	JOB NO.	
	SCHNEIDER, PHILLIPS, & EUREKA FOREST				7012.06
	PROD./PRESTON PROPERTIES				

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NAIP Image 2004.

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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	4b
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB		
LOCATION	2012 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14	JOB NO.	7012.06
	SCHNEIDER, RENNER, & EUREKA FOREST				
	PROD./SIMPSON TIMBER COMPANY				

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NAIP Image 2012.

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PROJECT COASTAL DEPENDENT INDUSTRIAL INVENTORY

BY JB

FIGURE

CLIENT SEQUOIA INVESTMENTS X, LLC.

CHECK RAW/EAB

5a

LOCATION 2004 NAIP IMAGE, HUMBOLDT COUNTY, CA.

DATE 10/24/14

JOB NO.

PARCEL 4 & CHEVRON TERMINAL

7012.06

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NAIP Image 2004.

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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	5b
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB		
LOCATION	2012 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14	JOB NO.	7012.06
	PARCEL 4 & CHEVRON TERMINAL				

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NAIP Image 2012.

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PROJECT COASTAL DEPENDENT INDUSTRIAL INVENTORY

BY JB

FIGURE

CLIENT SEQUOIA INVESTMENTS X, LLC.

CHECK RAW/EAB

6a

LOCATION 2004 NAIP IMAGE, HUMBOLDT COUNTY, CA.

DATE 10/24/14

JOB NO.

SMALL MARINE DEVELOPMENT & SIMPSON

7012.06

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NAIP Image 2004.

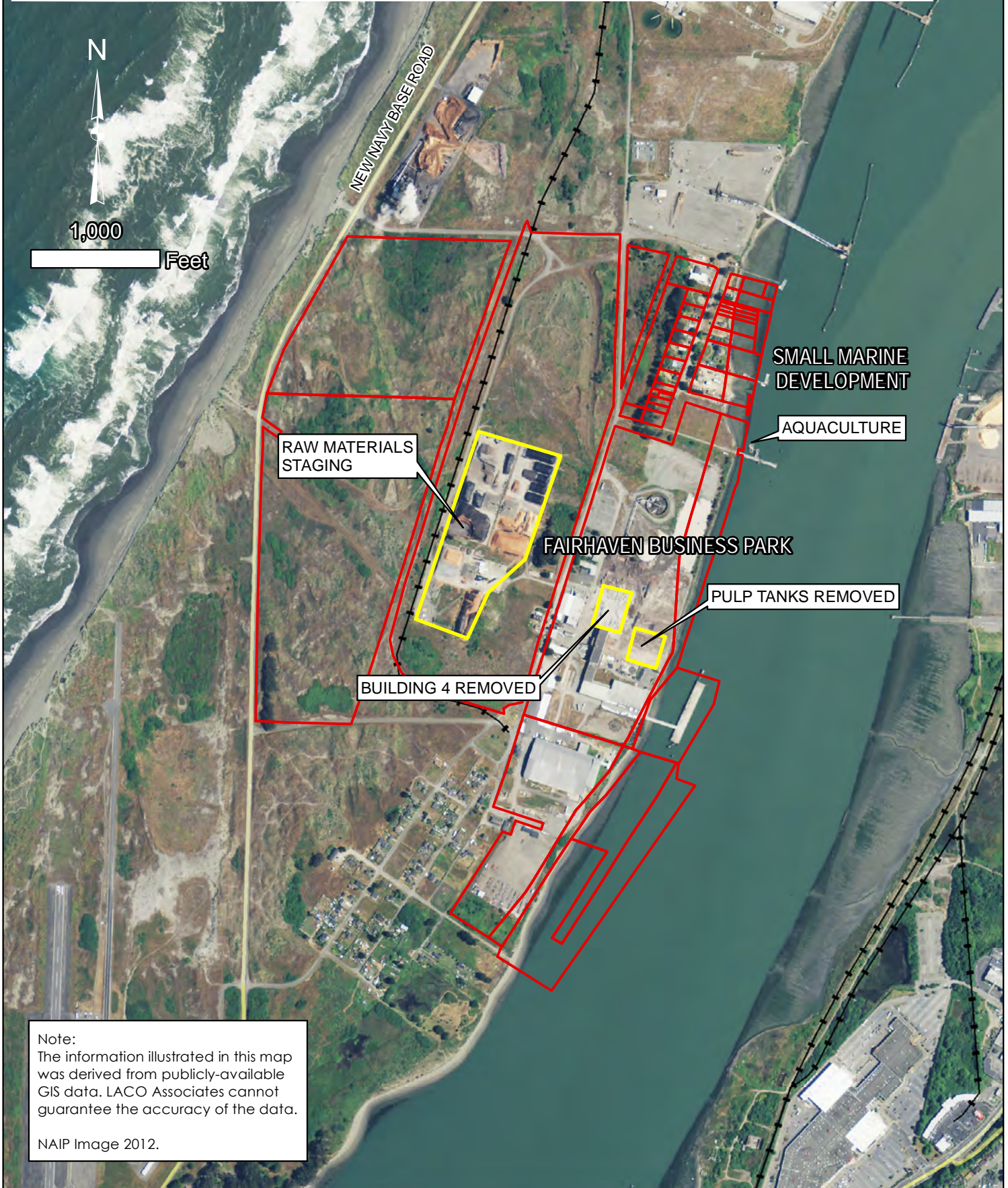
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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB		6b
LOCATION	2012 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14	JOB NO.	
	FAIRHAVEN BUS. PK./FAIRHAVEN TERMINAL				7012.06

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NAIP Image 2012.

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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB		7a
LOCATION	2004 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14	JOB NO.	
	DOCK B / BALLOON TRACK & COMMERCIAL - CST. DOCKS				7012.06

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PROJECT COASTAL DEPENDENT INDUSTRIAL INVENTORY

BY JB

FIGURE

CLIENT SEQUOIA INVESTMENTS X, LLC.

CHECK RAW/EAB

7b

LOCATION 2012 NAIP IMAGE, HUMBOLDT COUNTY, CA.

DATE 10/24/14

JOB NO.

DOCK B / BALLOON TRACK & COMMERCIAL - CST. DOCKS

7012.06

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PROJECT COASTAL DEPENDENT INDUSTRIAL INVENTORY

BY JB

FIGURE

CLIENT SEQUOIA INVESTMENTS X, LLC.

CHECK RAW/EAB

8a

LOCATION 2004 NAIP IMAGE, HUMBOLDT COUNTY, CA.

DATE 10/24/14

JOB NO.

FIELDS LANDING TERMINAL

7012.06

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600

Feet



**FIELDS LANDING TERMINAL**

RAILROAD AVE.

101

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PROJECT COASTAL DEPENDENT INDUSTRIAL INVENTORY

BY JB

FIGURE

CLIENT SEQUOIA INVESTMENTS X, LLC.

CHECK RAW/EAB

8b

LOCATION 2012 NAIP IMAGE, HUMBOLDT COUNTY, CA.

DATE 10/24/14

JOB NO.

FIELDS LANDING TERMINAL

7012.06

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600

Feet

REMOVAL OF FIELDS LANDING  
TERMINAL DOCK

FIELDS LANDING TERMINAL

RAILROAD AVE.

101

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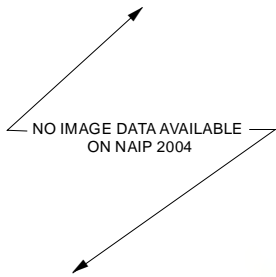
PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/JB		9a
LOCATION	2004 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14	JOB NO.	
	SIMPSON-SAMOA, DREDGE DISPOSAL SITE				7012.06

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1,000

Feet



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NAIP Image 2004.

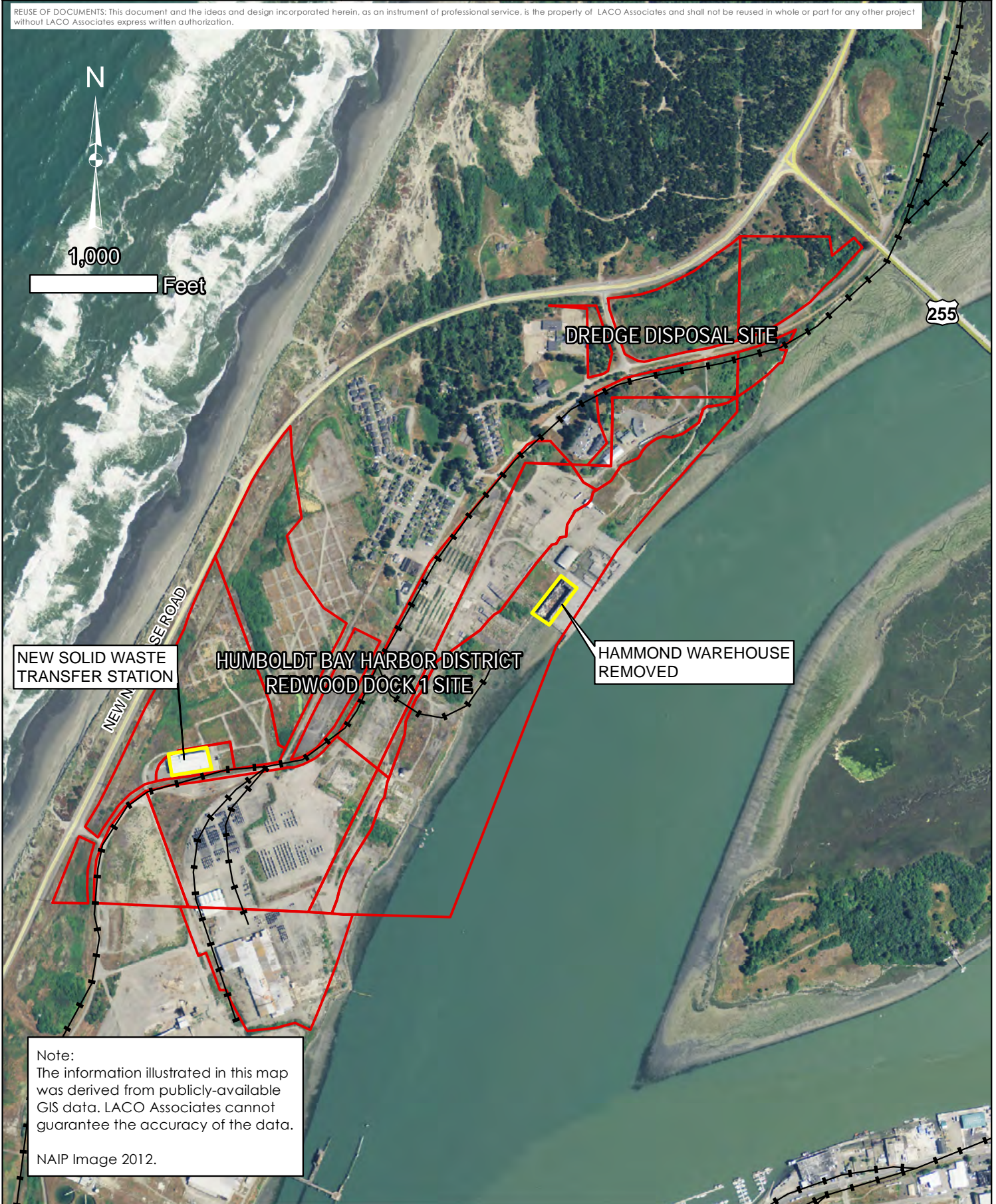
# LACO

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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB		9b
LOCATION	2012 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14	JOB NO.	
	REDWOOD DOCK 1 SITE				7012.06

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PROJECT COASTAL DEPENDENT INDUSTRIAL INVENTORY

BY JB

FIGURE

CLIENT SEQUOIA INVESTMENTS X, LLC.

CHECK RAW/JB

10a

LOCATION 2004 NAIP IMAGE, HUMBOLDT COUNTY, CA.

DATE 10/24/14

JOB NO.

SAMOA PACIFIC PULP MILL & CHIP EXPORT

7012.06

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PROJECT COASTAL DEPENDENT INDUSTRIAL INVENTORY

BY JB

FIGURE

CLIENT SEQUOIA INVESTMENTS X, LLC.

CHECK RAW/EAB

10b

LOCATION 2012 NAIP IMAGE, HUMBOLDT COUNTY, CA.

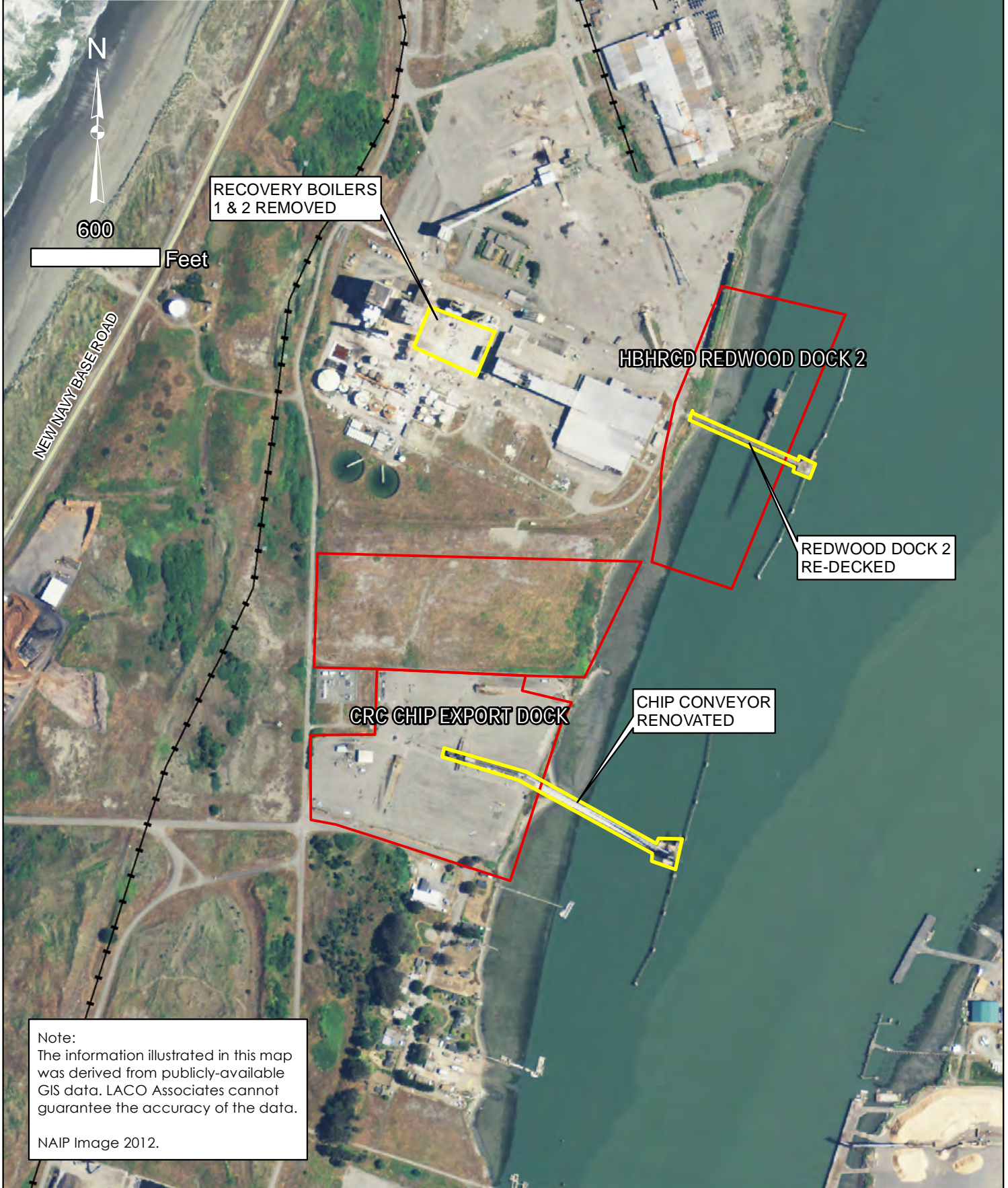
DATE 10/24/14

JOB NO.

REDWOOD DOCK 2 & CRC CHIP DOCK

7012.06

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1,000

Feet



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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB		11b
LOCATION	2012 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14	JOB NO.	
	HUMBOLDT BAY FOREST PRODUCTS				7012.06
	& SMALL MARINE DEVELOPMENT SITES				

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HBFP DOCK IN DISREPAIR  
- NO IMPORT OR EXPORT  
SHIPMENTS

HUMBOLDT BAY FOREST PRODUCTS

SMALL MARINE DEVELOPMENT  
- FIELDS LANDING

RAILROAD AVE.

KING SALMON

101

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NAIP Image 2012.

# LACO

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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	12a
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB	JOB NO.	7012.06
LOCATION	2004 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14		
	HALVORSEN/CITY SITES & HSU BOATING CENTER				

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NAIP Image 2004.

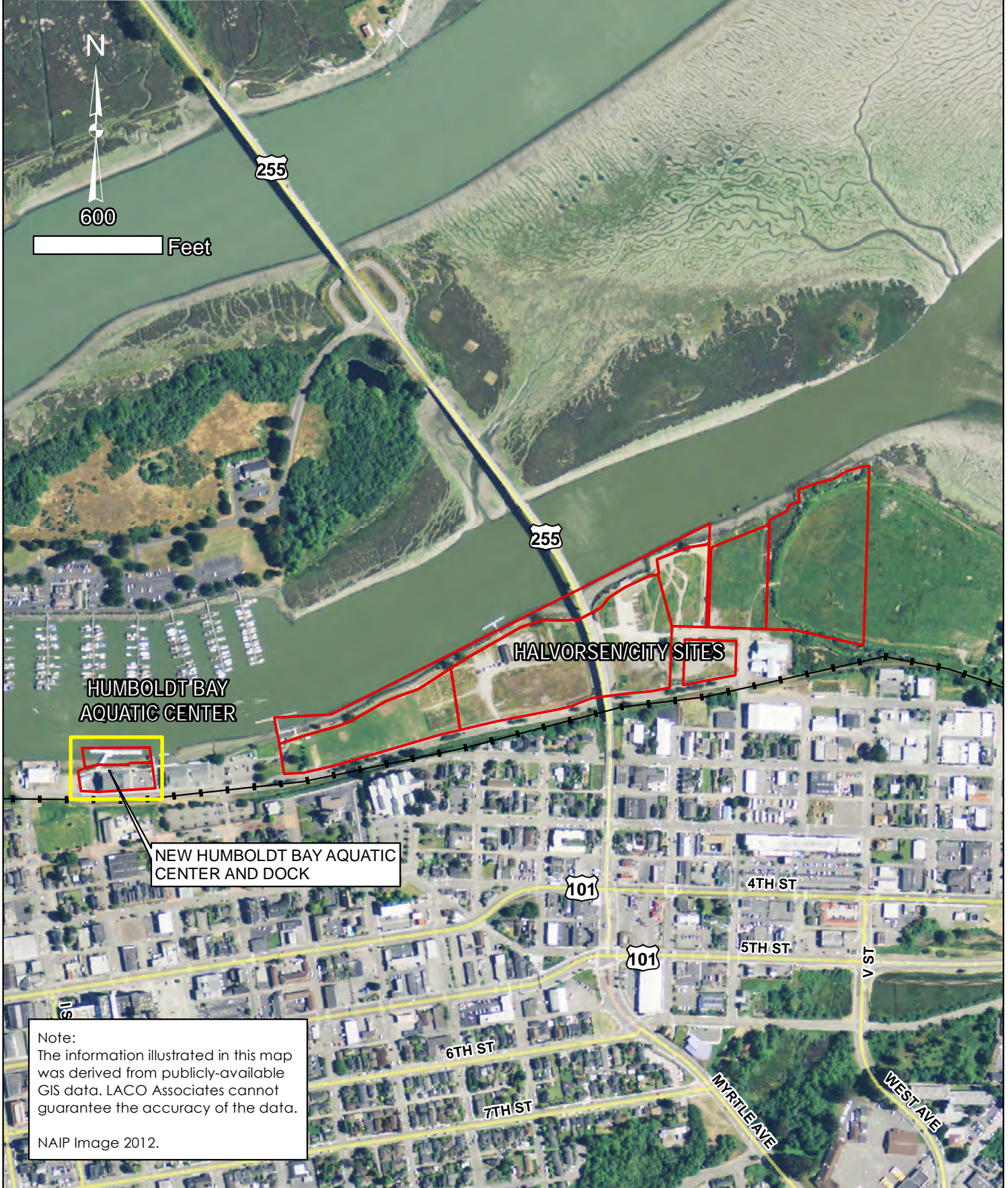
# LACO

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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	12b
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB		
LOCATION	2012 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14	JOB NO.	7012.06
	HALVORSEN/CITY SITES & HUM BAY AQUATIC CTR				

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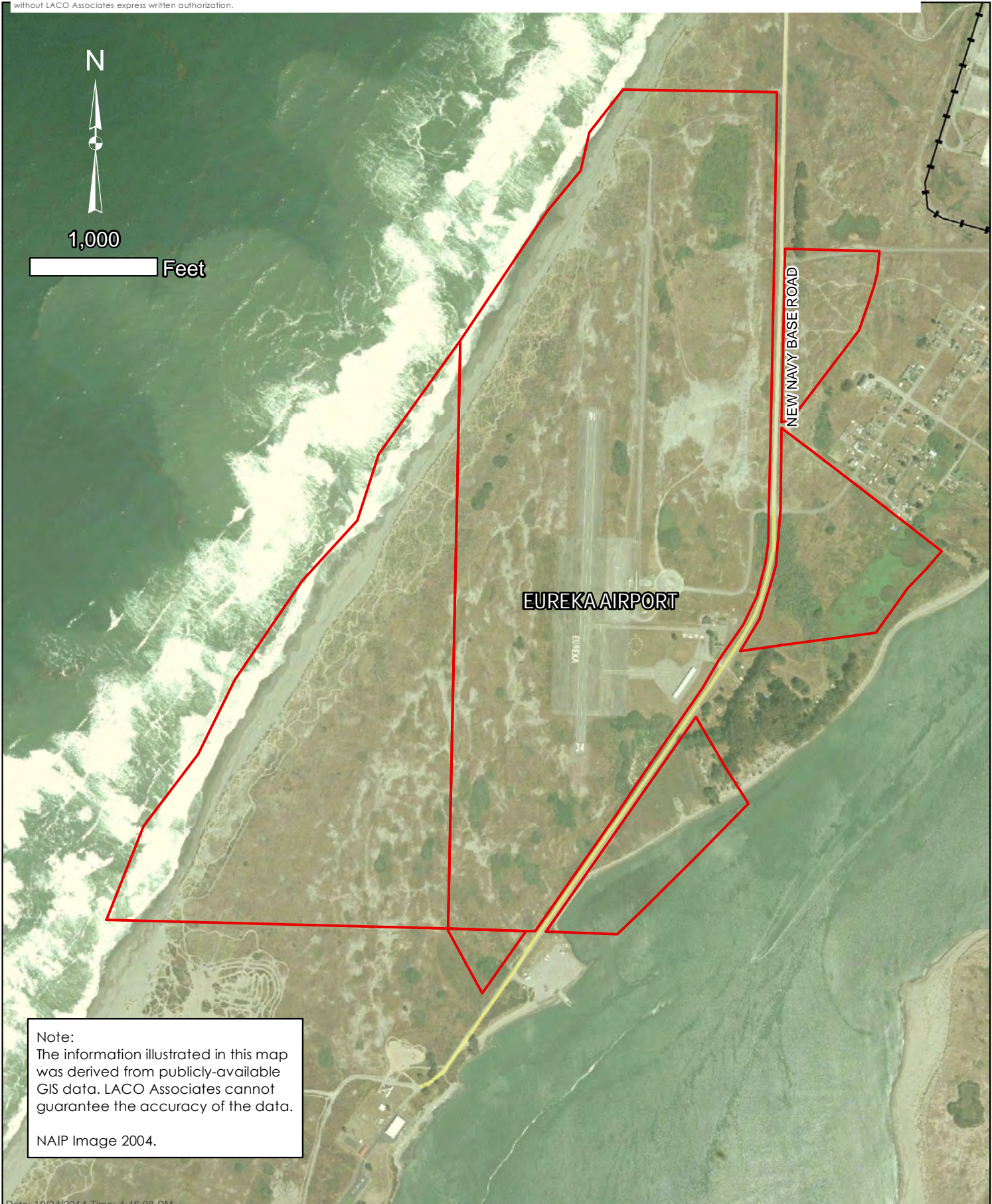
# LACO

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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	13a
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB	JOB NO.	7012.06
LOCATION	2004 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14		
	EUREKA AIRPORT				

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Note:  
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NAIP Image 2004.

# LACO

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PROJECT	COASTAL DEPENDENT INDUSTRIAL INVENTORY	BY	JB	FIGURE	13b
CLIENT	SEQUOIA INVESTMENTS X, LLC.	CHECK	RAW/EAB	JOB NO.	7012.06
LOCATION	2012 NAIP IMAGE, HUMBOLDT COUNTY, CA.	DATE	10/24/14		
	EUREKA AIRPORT				

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NAIP Image 2012.

## APPENDIX 2

### **Section 3.1 Excerpted from *Port of Humboldt Bay Harbor Revitalization Plan* (PB Ports & Marine, Inc., 2003)**

### **3. Existing Port Properties**

The 38-foot North Bay and Samoa Channels and the 35- to 26-foot Eureka Channel serve the northern portion of Humboldt Bay, and the 26-foot Fields Landing Channel serves the southern portion of the bay. The area includes a wide variety of privately-owned and publicly-owned properties and marine facilities, as well as extensive tideland and environmentally sensitive areas, and is in a tsunami hazard zone. The study area includes all current and potential marine commercial and industrial properties in Humboldt Bay from the Samoa Bridge (CA 255) to the end of Fields Landing Channel on the mainland, and from the Samoa Bridge to the channel entrance on Samoa Peninsula.

Using Humboldt County tax parcel data supplemented by additional research on missing parcels, a total of 235 waterfront or near-waterfront parcels were identified and inventoried. The County records were not double-checked to ensure that all boundaries, ownership, zoning and other data recorded for these parcels were up to date. A complete inventory of these parcels is in Appendix A including, as available:

- Parcel number
- Ownership
- Acreage
- Land and improvement values
- General plan land use designation
- Zoning
- Coastal zone status
- 100-year flood plain status
- Utilities
- Transportation access
- Potential environmental considerations

#### **3.1 Key Sites**

Eighty key parcels were identified and grouped into 16 major sites for consideration in the preparation of the Harbor Revitalization Plan. They include six sites with active cargo terminals, five sites with inactive cargo terminals, and five industrial, commercial or other public sites. The criteria used to select these key sites include overall site size, channel depth, current use, and potential availability for use/reuse. Sites with existing or previous development were generally included.

The key sites are mapped in Figures 3-1 to 3-11 and the parcel groupings that make up each major site are identified in Appendix A. In some cases, the parcel groupings include adjacent parcels of different ownerships that could potentially be consolidated to make up the site. All acreages discussed below refer to upland acres only, and exclude submerged acreage.

##### **3.1.1 Key Sites – With Active Cargo Terminals**

Details on the key sites with active cargo terminals are presented in Figure 3-12. All of these sites are privately owned and operated. They include:

### **Schneider Dock**

This 16-acre site is located south of the downtown area on the 38-foot deep North Bay Channel. It includes a multipurpose utility dock that has seen intermittent use by Coast Guard, cruise, marine safety and marine environmental vessels. The last cargo ship to use the facility was in 2000. The site may contain a potential underground storage tank(s). Schneider Dock is pictured in Figure 3-15.

### **Eureka Forest Products/Preston Properties**

This 29-acre site includes two adjacent ownerships south of downtown on the 38-foot North Bay Channel—Eureka Forest Products (a.k.a., Sierra Pacific) to the north with 17 acres, and Preston Properties to the south with 12 acres. Sierra Pacific handles logs, woodchips and other forest products on its portion of the site. The Preston Properties portion of the site contains potential wetlands, tidelands and old pilings, with a potentially sensitive environmental area to the south. The Eureka Forest Products dock is pictured in Figure 3-16.

### **Chevron Terminal**

The Chevron Terminal is a 3.5-acre site south of downtown on the 38-foot North Bay Channel. Chevron handles refined petroleum products by ocean barge at this location for itself and seven other gasoline companies.

### **Humboldt Bay Forest Products**

The Humboldt Bay Forest Products site involves 77 acres on the 26-foot deep Fields Landing Channel, including adjacent parcels from several ownerships. Import logs are handled at the site. The site contains potential wetlands, flood areas, mud flats and old pilings. The Humboldt Bay Forest Products dock is pictured in Figure 3-17.

### **Samoa Pacific Chip Export Dock**

The Samoa Pacific Chip Export Dock is a 17-acre site on Samoa Peninsula served by the 38-foot North Bay Channel. Bulk woodchip exports are handled at this location. The Samoa Pacific Chip facility is pictured in Figure 3-21.

### **Simpson Property**

The Simpson Property includes 300 acres on Samoa Peninsula served by the 38-foot North Bay Channel, site of the dismantled former Simpson Paper pulp mill. The site includes an approximately 10- to 15-acre facility called Fairhaven Terminal, operated by Westfall Stevedoring, which handles breakbulk woodpulp exports. It contains potential wallflower layia habitat and wetlands. Fairhaven Terminal is pictured in Figure 3-23.

### **3.1.2 Key Sites – With Inactive Cargo Terminals**

Details on the key sites with inactive cargo terminals are presented in Figure 3-13. This category includes a mix of publicly-owned and privately-owned properties. They include:

#### **Dock B/Balloon Track**

The Dock B/Balloon Track site, located just south of downtown, includes a total of 54 acres. The 15-acre waterfront parcels are owned by the City of Eureka and the 39-acre

inland parcels are owned by the Northwestern Pacific and Union Pacific railroads. The site is located on the 35-foot deep Outer Reach of Eureka Channel and is bisected by Waterfront Drive. The facilities at Dock B are in poor condition with some use for commercial fishing. The site may contain wetlands and potential issues from former industrial activities.

#### **Phillips Petroleum**

The privately owned, 4-acre Phillips Petroleum (formerly Tosco) site is located on the 38-foot North Bay Channel south of downtown between Schneider Dock and Eureka Forest Products. This site is an inactive liquid bulk facility and may contain potential wetlands or soil contamination.

#### **Fields Landing Terminal**

Fields Landing Terminal (pictured in Figure 3-18) is located at the end of the 26-foot deep Fields Landing Channel. The site could include up to 48 acres, including 31 acres of waterfront property owned by the Harbor District and 17 inland acres owned by the Northwestern Pacific railroad and a private party. It contains potential wetland areas and possibly an underground storage tank(s).

#### **Simpson-Samoa (Redwood Dock) Site**

This 214-acre site is located on Samoa Peninsula, served by the 38-foot Samoa Channel, and is the location of the former Louisiana Pacific forest products mill and shipping terminal. The Harbor District holds in trust approximately 34 upland acres along the waterfront, and Simpson Samoa and the Samoa Pacific Group own the remaining upland parcels. The structural condition of the timber dock at the site, pictured in Figures 3-19 and 3-20, is poor according to a 1994 EIR, and is likely unusable for modern cargo operations. The site contains potential tidelands, wetlands, archeological resources and old pilings. A residential area, owned by the Samoa Pacific Group is located on a bluff overlooking the site. This area and Samoa Pacific Group's parcels below the bluff are planned for mixed use development, potentially including additional residential, retail, a community center, marina, business park and other uses (see Section 3.2.4 below).

#### **Samoa Pacific Pulp Mill Dock**

The Samoa Pacific Pulp Mill Dock includes the pulp mill dock operated by Samoa Pacific Cellulose and an adjacent 17-acre upland parcel owned by Samoa Pacific. The site is located on Samoa Peninsula and served by the 38-foot Samoa Channel.

### **3.1.3 Key Sites – Industrial, Commercial & Other**

Details on the key industrial, commercial and other sites are presented in Figure 3-14. This category includes a mix of publicly-owned and privately-owned properties. They include:

#### **Halvorsen/City Sites**

The Halvorsen and City sites include 27 acres located just east of the downtown area, under the Samoa Bridge. The City owns approximately 15.5 acres and Shoreline Development owns 11.5 acres. The sites are located beyond the Inner Reach of Eureka

Channel where water depths appear to be 8-10 feet according to NOAA charts. This mostly undeveloped area has been considered for hotel development and similar uses in the past. The site contains potential tidelands, wetlands and monitoring wells.

#### **HSU Boating Center**

The HSU Boating Instruction and Safety Center is an approximately 2-acre site located east of downtown on the 26-foot deep Inner Reach of Eureka Channel. The site is owned by the City of Eureka.

#### **Commercial Street-C Street Docks**

The Commercial Street-C Street Docks include six parcels on the 26-foot deep Inner Reach of Eureka Channel between B Street and F Street in downtown Eureka. The site includes Coast Oyster, Eureka Seafoods and several City-owned parcels.

#### **Parcel 4**

Parcel 4, owned by the City of Eureka, is located south of downtown on the 38-foot North Bay Channel. The approximately 13.5-acre site is undeveloped, with the Chevron Terminal to the south, a natural resource area to the north and the Bayshore Mall to the east. The site contains potential wetlands, pilings and industrial facility remains.

#### **Eureka Airport Property**

The Eureka Airport Property (pictured in Figure 3-24) is a very large site owned by the City of Eureka on Samoa Peninsula, served by the 38-foot deep North Bay Channel. The total size is 487 acres; however, when a mitigation area and off-road vehicle recreation area are excluded the site size is approximately 347 acres. The airport site contains potential wallflower layia habitat, potential wetlands, dunes and archeological resources.

### **3.2 Other Sites of Interest**

#### **3.2.1 Marinas**

Humboldt Bay is served by three main marinas:

##### **Woodley Island Marina**

Owned by the Harbor District, Woodley Island Marina is located on the 26-foot deep Inner Reach of Eureka Channel. This 237-slip facility serves a combination of pleasure craft and commercial fishing boats.

##### **Eureka Public Marina**

The Eureka Boat Basin, owned by the City of Eureka, is located near downtown on the 26-foot Outer Reach of Eureka Channel. With 134 slips, this facility also serves a combination of pleasure craft and commercial fishing boats.

##### **King Salmon Marina**

King Salmon Marina, Johnny's Marina & RV Park, and E-Z Landing are located just north of Fields Landing on the 26-foot deep Fields Landing Channel. These privately

## APPENDIX 3

### **Key Marine Sites with Active Cargo Terminals Summary Table**

Key Marine Sites - With Active Cargo Terminals								
	Schneider Dock		Eureka Forest Products/ Simpson Timber Company (Formerly Preston Properties)		Chevron Terminal		Fairhaven Business Park (Formerly Simpson Property)/ Fairhaven Terminal	
	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review
<b>Location</b>	South of downtown area North Bay Channel	No change	South of downtown area North Bay Channel	No change	South of downtown area North Bay Channel	No change	Samoa Peninsula North Bay Channel	No change
<b>Ownership</b>	Private - David Schneider	No change	Private- Eureka & Preston	Private - Eureka Forest Products, Simpson Timber Company	Private - Chevron USA, Inc.	No change	Tideland - Harbor District Upland - Private - Simpson	Tideland - Harbor District Upland - Private - Sequoia Investments X, LLC.
<b>Operating Status</b>	Active - Operated by Schneider	No change	Active- Eureka Forest Products (operated by Dierra Pacific) Inactive for cargo- Preston Properties	Active - Eureka Forest Products (operated by Sierra Pacific); chips shipped by barge to Columbia River Inactive - Simpson Timber Company, recent site remediation; lumber staging	Active Operated by Chevron	No change	Active- Operated by Samoa- Pacific	Fairhaven Terminal - Active (operated under license by Westfall Stevedoring) FoxFarm soil manufacturing and storage Various other small business rentals Inactive debarker and log storage yard
<b>Cargos &amp; Operations</b>	Multipurpose utility dock Intermittent berthing of non-cargo vessels One Coast Guard boat in 2001 Last cargo ship was in 2000.	Multipurpose utility dock Intermittent berthing of non-cargo vessels (government, research) 8 half-ships exported whole logs in 2013	Multiple forest products Inbound log barges Outbound woodchip barges Occasional inbound lumber barges	Outbound woodchip barges	Bulk petroleum Dedicated ocean barge every 7-8 days	Bulk petroleum Dedicated ocean barge every 7-10 days Ethanol trucked in	Fairhaven Terminal Low activity	No change
<b>Jurisdiction</b>	City of Eureka	No change	City of Eureka	No change	City of Eureka	No change	County of Humboldt	No change
<b>Zoning</b>	Coastal dependent industrial (MC)	No change	Coastal Dependent Industrial/ Industrial	Coastal dependent industrial (MC)	Coastal dependent industrial (MC)	No change	Industrial	Coastal dependent industrial (MC) General industrial (MG)
<b>Upland Acreage</b>	16 acres	No change	29 acres total 17 acres Eureka 12 acres Preston	29 acres total 17 acres Eureka 12 acres Simpson	3.5 acres	No change	300 acres total 10 - 15 acres Fairhaven Terminal	No change
<b>Water Frontage &amp; Site Depth</b>	Waterfront ~1,500' Site depth ~600'	No change	Waterfront ~1,800' Site depth ~800'	No change	Waterfront ~400' Site depth ~300'	No change	Total site: Waterfront ~4,500' Site depth ~3,500' Fairhaven Terminal: Waterfront ~800' Site depth ~300' - 500'	No change
<b>Adjacent Parcels</b>	Dock B to the north Tosco to the south	Dock B to the north Renner to the south	Tosco to the north Environmentally sensitive area to the south	Renner to the north Environmentally sensitive area to the south	Parcel 4 to the north Light industry & residential to the south Railroad & shopping mall to the east Hikshari Trail	No change	Samoa- Pacific Chip Dock and LP property to the north. Town of Fairhaven to the south	CRC Chip Dock & Humboldt Bay Harbor District property to the north Town of Fairhaven to the south
<b>Dock</b>	400' wharf w/ single trestle to shore Concrete pile supported w/ concrete deck 14' above MLLW	No change	475' wharf w/ three trestles to shore Timber pile supported and decked 14' above MLLW Abandoned rail trestle	No change	~150' wharf w/ mooring/breasting dolphins & catwalks (total ~450') plus single trestle to shore Pile supported and decked	No change	500' x 66' wharf w/ single trestle to shore Timber pile supported w/ concrete deck 16' above MLLW	No change
<b>Facilities</b>	11 acre paved storage yard 40,000 sq. ft. covered storage	11 acre paved storage yard 40,000 sq. ft. covered storage Approximately 18,900 square feet of covered buildings added to the site.	Storage yard 1,000,000 FBM covered lumber storage Bulk woodchip handling equipment	No change	3.5 million gallon tank farm, piping and truck load-out facilities	No change	Fairhaven Terminal: 5 acres paved storage 2 covered storage buildings: ~160,000 sq. ft. and ~86,000 sq. ft.	Fairhaven Terminal: 21.5 acres paved storage 2 covered storage buildings: ~160,000 sq. ft. and ~86,000 sq. ft.
<b>Depth Alongside</b>	38'	No change	35'	No change	26'	No change	38'	No change
<b>Channel Depth</b>	38'	No change	38'	No change	38'	No change	38'	No change
<b>Highway Access</b>	U.S. 101 access through commerical/light industrial area	No change	U.S. 101 access through commerical/light industrial area	No change	U.S. 101 access through commerical/light industrial area	No change	U.S. 101 access via New Navy Base Road to Arcata/north and CA 255/Samoa Bridge to Eureka/south	No change
<b>Rail Access</b>	Located on NWP 1,100' spur on site	No change	Located on NWP Rail spur on site	No change	Located on NWP	No change	Adjacent Simpson parcel located on NWP	No change
<b>Foreign Trade Zone Designation</b>	Could be designated	No change	Could be designated	No change	Could be designated	No change	Could be designated	No change
<b>Potential Environmental Considerations</b>	Dock with pilings potential underground storage tank (UST)	No change	Tidelands Wetlands Pilings from old dock Environmentally sensitive area to the south Remediation from previous industrial activities underway	No change	None noted	No change	Potential Humboldt Bay wallflower & beach layia habitat Potential wetlands Potential industrial issues Pilings in bay	No change
<b>Notes/ Summary</b>	Changes in ownership of adjacent parcels. Increased shipping of whole logs. Approximately 18,900 square feet of storage was added to the site.		Change in ownership. Additional information regarding type of activity and site use. No increase in operations is noted.		Minor change in ocean barge frequency. Previously barge came every 7-8 days now comes every 7-10 days.		Changes in ownership of this parcel and adjacent parcels. Biggest operational change is the addition of paved storage. Paved storage at the site went from 5 acres to 21.5 acres, a 16.5 acre increase. The estimate of covered storage buildings also increased by 26,000 sq. ft.	

## APPENDIX 4

### **Key Marine Sites with Inactive Cargo Terminals Summary Table**

Key Marine Sites - With Inactive Cargo Terminals

	Dock B/Balloon Track		Renner Petroleum (formerly Philips)		Fields Landing Terminal		Humboldt Bay Harbor District Redwood Dock 1 (formerly Simpson-Samoa [Redwood] Dock)	
	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review
<b>Location</b>	South of downtown area Eureka Channel outer reach	No change	South of downtown area North Bay channel	No change	Fields Landing Fields Landing channel	No change	Samoa Peninsula Samoa Channel	No change
<b>Ownership</b>	City of Eureka & Eureka Redevelopment Agency Private-UP& NWP Railroads	City of Eureka Private - CUE VI, LLC; David Schneider	Private- Tosco	Private - Renner Petroleum	Humboldt Bay Harbor District Private - NWP & Schmidbauer	No change	Harbor District Private - Simpson LP and Simpson Somoa Group	Harbor District Private - California Redwood Co., White Circle Commerce, Samoa Group, Freshwater Tissue
<b>Operating Status</b>	Inactive	Inactive Leasing of some City parcels for materials storage	Inactive	Inactive, recent site remediation	Inactive except for boat yard	No change	No cargo operations on the dock Environmental response on the dock Pulp and ash storage in buildings	No cargo operations on the dock Small marine storage areas Wood drying and storing Solid waste transfer station Future planned residential/commercial development (Samoa Town Master Plan)
<b>Jurisdiction</b>	City of Eureka	No change	City of Eureka	No change	County of Humboldt	No change	County of Humboldt	No change
<b>Zoning</b>	Coastal dependent Industrial Public	Coastal dependent Industrial (MC) Waterfront commercial (WC) Public works (P)	Coastal dependent industrial (MC)	No change	Industrial	Coastal dependent industrial (MC) General Industrial (MG) Natural resources (NR) Residential - single family (RS-5)	Coastal Dependent Industrial	Coastal dependent industrial (MC) General industrial (MG)
<b>Upland Acreage</b>	54 acres total 15 acres on water (City) 39 acres inland (Private) Bisected by Waterfront Dr.	No change	4 acres	No change	48 acres total 31 acres on water (Port) 17 inland (private) Bisected by rail ROW	No change	214 acres total 34+ acres on waterfront (Port parcel) 180 acres inland (private parcels) ~55 inland acres bisected by rail ROW	No change
<b>Water Frontage &amp; Site Depth</b>	Waterfront ~1,100' Site depth ~300 - 1,500'	No change	Waterfront ~300' Site depth ~600'	No change	Waterfront ~1,600' Site depth ~300 - 500'	No change	Waterfront ~4,300' Site depth ~800 - 2,000'	No change
<b>Adjacent Parcels</b>	39 acre UPRR 'balloon' property across Railroad Ave. and NWP rail line Schneider to the south	Schneider to the south Commerical to the east	Schneider to the north Sierra Pacific to the south	Schneider to the north Eureka Forest Products to the south	HBFP & small industry to the north HB National Wildlife Refuge to the south	No change	Dredge disposal sites to the north Residential and planned development to the NW Highway/ocean to the west Pulp mill site to the south	Dredge disposal sites to the north Residential and planned development to the NW Highway/ocean to the west Former pulp mill site to the south
<b>Dock</b>	No usable facilities	No change	~300' liquid bulk dock w/ single trestle to shore	No change	~900' marginal wharf Pile supported with paved deck 14' above MLLW	None ~900' marginal dock removed; pilings remain	1,064' wharf w/ 3 wide shore ramps Timber pile supported w/ timber deck 10' above MLLW	1,064' marginal wharf w/ 3 wide shore ramps Timber pile supported w/ timber deck 10' above MLLW Two small spur docks at southern end of subject area
<b>Facilities</b>	No usable facilities	No change	Tank farm and piping	No change	~5 ac. storage yard 9,800 sq. ft. covered storage	~5 ac. storage yard 23,800 sq. ft. covered storage (correction)	~20 acre storage yard 2 covered storage buildings: ~35,000 sq. ft. (on dock) and ~18,000 sq. ft. (on land)	~20 acre storage yard 1 covered storage building ~18,000 sq. ft. 35,000 sq. ft. covered building on dock demolished in 2012
<b>Depth Alongside</b>	NA	No change	N/A	No change	26'	No change	35'	No change
<b>Channel Depth</b>	35'	No change	38'	No change	26'	No change	38'	No change
<b>Highway Access</b>	U.S. 101 access through commerical area	No change	U.S. 101 access through commerical/light industrial area	No change	U.S. 101 access via Fields Landing on/off ramp	No change	U.S. 101 access via New Navy Base Road to Arcata/north and CA 255/Samoa Bridge to Eureka/south	No change
<b>Rail Access</b>	Located on NWP	No change	Located on NWP	No change	Located on NWP	No change	Located on NWP	No change
<b>Foreign Trade Zone Designation</b>	Yes	No change	Could be designated	No change	Yes	No change	Yes	No change
<b>Potential Environmental Considerations</b>	Wetlands Former industrial site	No change	Tideland Soil remediation from previous pipeline underway	No change	Wetland areas Industrial area Possible UST	No change	Tideland Archaeological resource area Wetlands Pilings in the harbor Housing on bluff overlooking site Potential mitigation site	No change
<b>Notes/ Summary</b>	Changes in ownership.		Changes in ownership. Site remains inactive although remediation activities have been initiated.		The most significant change is that ~900 feet of wharf has been removed.		Ownership changes. A 35,000 sq.ft. building on the dock was demolished. HBHRCD has long term plans to revive dock for industrial and commercial uses.	

Humboldt Bay Harbor District Redwood Dock 2 (formerly Samoa-Pacific Pulp Mill Dock)		CRC Chip Export Dock (formerly Samoa-Pacific)		Humboldt Bay Forest Products	
2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review
Samoa Peninsula Samoa Channel	No change	Samoa Peninsula North Bay Channel	No change	Fields Landing Fields Landing Channel	No change
Tideland- State of California Dock and upland- Private -LP	Humboldt Bay Harbor District Private - Schneider	Private - LP	Private - California Redwood Company	Private - Murphy & others Humboldt Bay Harbor District County of Humboldt State Lands Commission	No change
Mostly inactive Dock operation controlled by Samoa Pacific	Mostly inactive	Active Operated by Samoa Pacific	Mostly inactive, potentially one chip export load in July 2014	Fairhaven Terminal- Active (operated under license by Westfall Stevedoring) Balance of site- Inactive	Inactive
County of Humboldt	No change	County of Humboldt	No change	County of Humboldt	No change
Industrial	Coastal dependent industrial (MC)	Industrial	Coastal dependent industrial (MC)	Industrial	Commercial Recreation (CR) Public Recreation (PR) Natural Resources (NR) Coastal dependent industrial (MC)
17 acres	No change	17 acres	No change	Up to 77 acres	No change
Waterfront ~1,800' Site depth ~1,200' (~600' wide upland area only)	No change	Waterfront ~800' Site depth ~750' - 1,000'	No change	Waterfront ~2,250' Site depth ~400' - 1,000'	No change
Upland 80 acre site in use as a pulp mill and chip storage operated by Samoa- Pacific	Upland 80 acre site owned by Humboldt Bay Harbor District and leased for industrial and aquaculture operations Environmental cleanup from pulp mill operation underway	Vacant LP mill to the north Small marine commercial operations and residential to the south	Vacant Schneider parcel & Humboldt Bay Harbor District Redwood Terminal 2 to the north Small marine commercial operations and residential to the south	Undeveloped areas, tidelands, and King Salmon marina to the north Fields Landing Terminal to the south	No change
1,200' bulk dock w/ dolphins and catwalks Inboard barge unloading dock	No change	1,346' bulk dock w/ concrete capped dolphins and catwalks 18' above MLLW	No change	600' wharf w/ two trestles to shore - poor condition, Inactive Timber pile supported with paved deck 200' dock on Harbor District property - Inactive 13' above MLLW	No change
209,000 sq. ft. covered storage on adjacent Humboldt Bay Harbor District parcel 6.7 acre storage yard	No change, however Dock 2 was re- decked in anticipation of bulk export of pulp liquors.	17 acre yard Bulk woodchip handling equipment	No change, however chip conveyor was renovated in approximately 2011.	50 acre storage yard 10,000 sq. ft. covered storage Public boat launch and parking lot	No change
38'	No change	38'	No change	35'	No change
38'	No change	38'	No change	26'	No change
U.S. 101 access via New Navy Base Road to Arcata/north and CA 255/Samoa Bridge to Eureka/south	No change	U.S. 101 access via New Navy Base Road to Arcata/north and CA 255/Samoa Bridge to Eureka/south	No change	U.S. 101 access via Fields Landing on/off ramp	No change
Upland property located on NWP	No change	Located on NWP	No change	Located on NWP 800' spur on site	No change
Could be designated	No change	Could be designated	No change	Yes	No change
Tideland	Tideland Industrial area	None	Tidelands Residential area adjacent	Wetland areas, flood areas, and mud flats Docks & pilings Residential area on street access	No change
Ownership changes. There is a new aquiculture operation and ongoing envormental remediation. Dock 2 has been re-decked.		Change in ownership. This site has gone from Active to Inactive status. Chip conveyor was renovated.		This site has gone from Active to Inactive status duw to poor condition and lack of recent export activity.	

## APPENDIX 5

### **Key Marine Sites: Industrial, Commercial, and Other Sites Summary Table**

Key Marine Sites - Industrial, Commercial & Other

	Halvorsen/City Sites		Humboldt Bay Aquatic Center (formerly HSU Boating Center)		Commercial-C Street Docks		Parcel 4		Eureka Airport Property	
	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review	2003 Port of Humboldt Bay Harbor Revitalization Plan	2014 Review
<b>Location</b>	Downtown Above Eureka Channel Inner Reach	No change	Downtown Eureka Channel Inner Reach	No change	Downtown Eureka Channel Inner Reach	No change	South of downtown area North Bay Channel	No change	Samoa Peninsula North Bay Channel	No change
<b>Ownership</b>	City of Eureka & Eureka Redevelopment Agency Private - Shoreline Development	City of Eureka Private - SN Commercial, LLC	City of Eureka	No change	City of Eureka Private - various	No change	City of Eureka	No change	City of Eureka	No change
<b>Operating Status</b>	Inactive	Active	Active	No change	Active	No change	Inactive (undeveloped)	No change	Private operator for recreational aviation; Fly-in bed and breakfast	Private operator for recreational aviation; bed and breakfast closed
<b>Jurisdiction</b>	City of Eureka	No change	City of Eureka	No change	City of Eureka	No change	City of Eureka	No change	County of Humboldt	No change
<b>Zoning</b>	Waterfront commercial	Waterfront commercial (WC) Development water (WD)	Waterfront commercial	Waterfront commercial (WC) Development water (WD)	Waterfront commercial (WC)	No change	Coastal dependent industrial (MC)	No change	Coastal dependent industrial (MC) Natural resource (NR) Public recreation (PR)	No change
<b>Upland Acreage</b>	27 acres total 15.5 acres City 11.5 acres Shoreline City portion bisected by bridge overhead	No change	2 acres	No change	6 acres	No change	13.5 acres	No change	487 acres total 347 acres excluding mitigation & recreation areas ~8 acre waterfront parcel bisected by current road alignment	No change
<b>Water Frontage &amp; Site Depth</b>	Waterfront ~2,700' Site Depth ~150' - 500'	No change	Waterfront ~750' Site Depth ~200'	No change	Waterfront ~1,100' Site Depth ~250'	No change	Waterfront ~1,600' Site Depth ~450'	No change	Waterfront ~1,200' Site Depth ~3,000'	No change
<b>Adjacent Parcels</b>	Undeveloped land to the east Park to the west	No change	Buildings to the east Vacant NWp parcel to the west	Buildings to the east Fish processing to the west	Public waterfront boardwalk and development site to the east Eureka Boat Basin to the west	No change	Environmentally sensitive area to the north Chevron Terminal to the south	No change	California Department of Fish and Game parcel north of waterfront site	BLM to the south Town of Fairhaven to the northeast
<b>Dock</b>	None	Personal use docks for small watercraft at Eureka Boat Launch and HSU Crew Team storage building	None (Adorni Center is used currently)	~240' personal watercraft dock adjacent to HSU Aquatic Center	Small boat/fishing boat docks	No change	None	No change	None	No change
<b>Facilities</b>	None	Small storage shed for HSU Crew Team; adjacent to the Adorni Center	None (temporary boathouse near Adorni Center is currently used)	Kayak rental facility	Oyster & fish processing	Oyster & fish processing Fishermen's Terminal Building 13,000 square foot storage building added to site.	None	No change	Existing airport facilities used for recreation None on waterfront parcel (greenfield)	No change
<b>Depth Alongside</b>	N/A	No change	N/A	No change	N/A	No change	N/A	No change	N/A	No change
<b>Channel Depth</b>	Perhaps 8-10' (not on designated channel)	26'	26'	No change	26'	No change	38'	No change	38'	No change
<b>Highway Access</b>	U.S. 101 access through commercial/light industrial/ residential area	No change	U.S. 101 access through commercial/light industrial/ residential area	No change	U.S. 101 access through commercial/light industrial area	No change	U.S. 101 access through commercial/light industrial area	No change	U.S. 101 access via New Navy Base Road to Arcata/north and CA 255/Samoa Bridge to Eureka/south	No change
<b>Rail Access</b>	Located on NWP	No change	Located on NWP	No change	Located on NWP	No change	Located on NWP	No change	Upland property located on NWP	No change
<b>Foreign Trade Zone Designation</b>	Yes	No change	Could be designated	No change	Yes	No change	Yes	No change	Could be designated	No change
<b>Potential Environmental Considerations</b>	Wetlands Former industrial site	No change	Tideland Possible soil contamination	No change	Wetland areas Industrial area Possible UST	No change	Potential wetlands Old industrial site Pilings North end of site environmentally sensitivie	Tideland Archaeological resource area Wetlands Pilings in the harbor Housing on bluff overlooking site Homeless encampments	Potential wallflower layia habitat Potential wetlands Dunes Archeological resources	Tideland Wetlands
<b>Notes/ Summary</b>	Ownership changes. Small docs and storage for personal watercraft have been added to the site.		New docks for recreational/ personal watercraft		Fisherman's terminal and 13,000 square foot storage building has been added to the site		Homeless encampments have been identified as a concern		Fly-in Bed and Breakfast is now closed	