

# Board of Harbor Commissioners

## Crescent City Harbor District

February 7, 2025

# Special Harbor Commission Meeting



# Special Meeting

## Board of Harbor Commissioners of the Crescent City Harbor District

Chair Gerhard Weber, Vice Chair Annie Nehmer  
Commissioner Rick Shepherd, Commissioner Dan Schmidt, Secretary John Evans

### AGENDA

- Date:** Friday, February 7, 2025
- Time:** Open Session 2:00 p.m.  
Closed Session Follows
- Place:** 101 Citizens Dock, Crescent City, CA, and via Zoom Webinar,

### VIRTUAL MEETING OPTIONS

#### TO WATCH (via online)

<https://us02web.zoom.us/j/6127377734>

#### TO LISTEN (via telephone)

Dial (669) 900-6833, please enter 612 737 7734# (meeting ID)  
or, one tap mobile: +16699006833,,6127377734#



## **1. Preliminary Items**

- a. Call to Order**
- b. Roll Call**
- c. Pledge of Allegiance**



## 1. Preliminary Items

### d. General Public Comments

*The general comment period is provided for subjects not included on the agenda. Each person is limited to a maximum of 3 minutes of speaking time. The Board may not take action on non-agendized matters. However, the Board or its staff may briefly respond to statements or questions from the public. (Gov. Code § 54954.2(a)(2))*





## **2. Communications and Reports**

### **a. Harbor Commissioner & Committee Reports**

**(1) Commissioner Dan Schmidt**

**(2) Commissioner Rick Shepherd**

**(3) Secretary John Evans**

**(4) Vice Chair Annie Nehmer**

**(5) Chair Gerhard Weber**

***Public Comment?***



### **3. Consent Calendar**

*Consent Calendar items are considered routine and will be approved by one motion. The public, staff, or Commissioners may request specific items be removed from the Consent Calendar for separate consideration.*

- a. Approve Minutes of the December 3, 2024 Regular Meeting.**

***Public Comment?***

<b>Regular Meeting Minutes of the Board of Harbor Commissioners of the Crescent City Harbor District</b>	
Harbor District Office, 101 Citizens Dock Road Crescent City, CA 95531	December 3, 2024 2:00 p.m.



## Board of Harbor Commissioners of the Crescent City Harbor District

### MINUTES

***Regular Session, Tuesday, December 3, 2024, at 2:00 P.M.***

*These minutes were prepared pursuant to Government Code Section 54953(c)(2) and CCHD Board Bylaws Section 7.15(a). These are "Action Minutes" that are limited to recording actions taken by the Board.*

**1) Roll Call. Commissioners Present:** *Nehmer, Weber, Evans, Schmidt, Shepherd.*

**2) Consent Calendar: Approve Meeting Minutes of the October 1, 2024 and November 19, 2024 Regular CCHD Board Meetings.** This agenda item was continued to a future meeting.

**3) New Business**

**a. New Commissioner Ethics Orientation Presented by General Counsel Ruben Duran.**

**b. Consider Nominations and Elect President of the Board.**

Commissioner Schmidt moved to nominate Commissioner Weber as President. The motion was seconded by President Pro-Tem Shepherd:

ACTION TAKEN: COMMISSIONER WEBER ELECTED PRESIDENT

**AYES:** EVANS, WEBER, SCHMIDT, SHEPHERD // **NAYS:** NEHMER

**ABSENT:** NONE // **ABSTAIN:** NONE

**c. Consider Nominations and Elect Secretary of the Board.**

Commissioner Evans moved to nominate Commissioner Nehmer as Secretary. The motion was seconded by Commissioner Shepherd:

ACTION TAKEN: COMMISSIONER NEHMER ELECTED SECRETARY

**AYES:** SCHMIDT, NEHMER, EVANS, SHEPHERD, WEBER // **NAYS:** NONE

**ABSENT:** NONE // **ABSTAIN:** NONE

**d. Review of Standing and Ad-Hoc Committees and Appointment of New Members.**

ACTION TAKEN: COMMISSIONER APPOINTMENTS MADE BY PRESIDENT WEBER

**Finance Committee:** Weber & Evans

**Revenue Generation Committee:** Shepherd & Nehmer

**Personnel Committee:** Schmidt & Evans

**Legal Affairs Committee:** Nehmer & Evans

**Infrastructure Committee:** Shepherd & Schmidt

**Special Events Committee:** Nehmer & Schmidt

**Website Committee:** Weber & Evans

***e. Review of Current CCHD Grants and New Grant Applications Presented by Community System Solutions CEO Mike Bahr.***

***f. Consider and Vote to Authorize Purchase of Mobile Freezer Containers and Other Measures to Support Ice Distribution.***

Commissioner Schmidt proposed that the Board direct Mike Bahr to pursue grant opportunities that would fund the procurement of an ice production solution by the beginning of the 2024/2025 crab season. The motion was seconded by Commissioner Shepherd.

**AYES:** EVANS, SCHMIDT, SHEPHERD, NEHMER, WEBER // **NAYS:** NONE

**ABSENT:** NONE // **ABSTAIN:** NONE

***g. Discuss New Ideas for Revenue Generation.***

***h. Consider Report on the Chamber of Commerce and Visitors Bureau Presented by Director Cindy Vosburg and Vote to Authorize Funding.***

**4) Old Business**

***a. Discuss Finance and Administration Policies and Procedures and Vote to Approve Any Desired Changes. The agenda item was continued to a future meeting.***



#### **4. Action Items**

- a. Consider and Vote to Approve Pilot Study to Evaluate Nearshore Disposal of Dredge Material.**

***Public Comment?***



## Staff Report

**To:** Crescent City Harbor District Board of Harbor Commissioners

**Date:** February 7, 2025

**Subject:** **Pilot Study to Evaluate Nearshore Disposal of Dredge Material to Support a Cost-Effective Maintenance Dredging Program**

### **Background:**

The Crescent City Harbor District (CCHD) is developing a modern maintenance dredging program and sediment management strategy that will mark a shift toward the beneficial reuse of dredged materials, reducing reliance on costly offshore disposal practices of the past.

Nearshore placement of dredged materials is considered a form of beneficial use/reuse of dredged material (BUDM). It involves repurposing dredged sediments in a way that provides environmental, economic, and tourism benefits rather than treating dredged materials as waste.

### **Nearshore Placement as Beneficial Reuse for CCHD:**

Research has shown that concerns about fine-grained sediments accumulating in the nearshore environment and increasing turbidity may be overstated. Multiple case studies along the California coast (Santa Cruz, Tijuana River, and San Francisco Bay) have demonstrated the feasibility of nearshore placement for fine-grained materials. CCHD intends to utilize these findings to pursue regulatory approvals for expanded beneficial reuse, beginning with a pilot study.

Careful nearshore placement allows active nearshore currents to naturally disperse sediments rather than allowing them to accumulate in harmful concentrations. This understanding has led agencies like the U.S. Army Corps of Engineers (USACE) and the Environmental Protection Agency (EPA) to encourage beneficial reuse as part of modern sediment management strategies. CCHD's proposal to place all clean dredged material at Whaler Island aligns with these national objectives.

“Clean” dredged material refers to sediment that meets environmental quality standards for placement in nearshore or beneficial reuse sites without posing a risk to water quality, marine life, or human health. It is free of contaminants such as heavy metals, hydrocarbons, industrial chemicals, and excessive organic pollutants. Historically, sediment dredged by CCHD has consistently met clean material standards, with testing results remaining well within regulatory safety limits.

Nearshore placement of dredged material holds the promise of both environmental and economic benefits compared to offshore disposal because sediment can be used to: (1) protect shorelines from erosion, (2) restore aquatic habitats, and (3) enhance beach quality to support tourism.

### **Risks from Nearshore Disposal:**

Despite the advantages mentioned above, disposing of dredged material at too high of a rate can lead to unintended consequences for marine life and human recreation. Filter-feeding organisms, such as clams, mussels, and oysters, rely on clean water flow to extract nutrients and oxygen. Excessive sedimentation can suffocate these organisms by burying them under accumulated material and clogging their feeding structures, leading to decreased growth rates and mortality.

Increased turbidity can also reduce sunlight penetration, negatively impacting underwater vegetation that provides habitat and oxygen. If placement occurs too quickly or in excessive volumes, the natural dispersion processes that normally regulate sediment distribution may be overwhelmed, leading to long-term ecological disruptions.

The human experience is also affected when excessive fine sediment replaces sandy beaches, making shorelines less appealing for recreation. High sediment loads in the water column can cause murky conditions that are unpleasant for swimming, surfing, and other coastal activities. Beaches with excessive fine sediment deposits can lose their natural texture, becoming muddy or silty, which diminishes their recreational value and reduces tourism. Furthermore, excessive

sedimentation in marina and harbor entrances can increase maintenance dredging requirements.

To ensure that nearshore placement remains environmentally and economically sustainable, CCHD's sediment management strategy must carefully regulate disposal rates. A controlled approach, such as placing limited quantities of material per day, can allow natural hydrodynamic processes to distribute sediment without overwhelming the ecosystem.

Environmental monitoring should be conducted before and after placement to assess changes in sediment accumulation, turbidity, and marine life health. Advanced hydrodynamic and sediment transport modeling, such as using the MIKE software suite, can help predict sediment movement and optimize placement locations. By incorporating these measures, CCHD can achieve its goal of maximizing the benefits of nearshore placement while preventing potential negative impacts on marine ecosystems and coastal recreation.

### **Pilot Study Proposal**

Historically, dredging has been conducted primarily by the U.S. Army Corps of Engineers (USACE) within the federal navigation channel, with CCHD responsible for areas outside it. However, CCHD has not conducted dredging operations in over a decade and now seeks to establish a long-term program that remains cost-effective amid the District's current fiscal challenges.

Currently, the USACE Operations and Maintenance (O&M) Dredging Program disposes of dredged material based on sediment composition:

- >80% sand content: Nearshore disposal at Whaler Island.
- <80% sand content: Open ocean disposal at Humboldt Open Ocean Disposal Site (HOODS).

CCHD is proposing a Dredge Management Plan (DMP) that would allow **all** clean dredged material to be used for nearshore placement, regardless of sediment composition, in alignment with evolving best practices.

### **Proposed Approach**

CCHD's proposed maintenance dredging program will build upon existing USACE O&M dredging practices and include:

#### **1. Nearshore Placement at Whaler Island**



- Allowing all clean sediment, including fine-grained material, to be placed at Whaler Island.
- Achieves national beneficial reuse goals of USACE, EPA, and the Regional Water Quality Control Board.

## 2. Annual Dredging Program

- Federal dredging every five years (~60,000 cubic yards).
- CCHD maintenance dredging (~10,000 cubic yards annually).
- Proposed pilot study to place 1,000 cubic yards per day over a five-day period and assess environmental impacts.

## 3. Monitoring & Modeling

- Implementing MIKE modeling software to evaluate mixing, transport, and accumulation of fines. (MIKE is a set of environmental modeling tools developed by the Danish Hydraulic Institute)
- Conducting pre- and post-placement sediment and water quality analysis to refine the strategy.

## Next Steps

- **Regulatory Approvals:** Securing a Regional General Permit (RGP) and a Federal Section 401 Water Quality Certification for long-term sediment management.
- **Pilot Study Implementation:** Conducting the proposed five-day placement study and evaluating results.
- **Public Engagement & Environmental Review:** Working with stakeholders to address potential concerns and ensure compliance with CEQA and NEPA regulations.

## Recommendation

Staff recommends that the Board of Harbor Commissioners approve the proposed sediment management approach and authorize staff to proceed with a pilot study in coordination with the USACE, EPA, and the Regional Water Quality Control Board.



# Crescent City Harbor District

- › Dredging Areas
  - › Small Boat Basin
  - › Commercial Boat Basin
- › Disposal Sites
  - › Dredge Ponds Upland Disposal Site – limited capacity currently
- › Last dredged in 2013

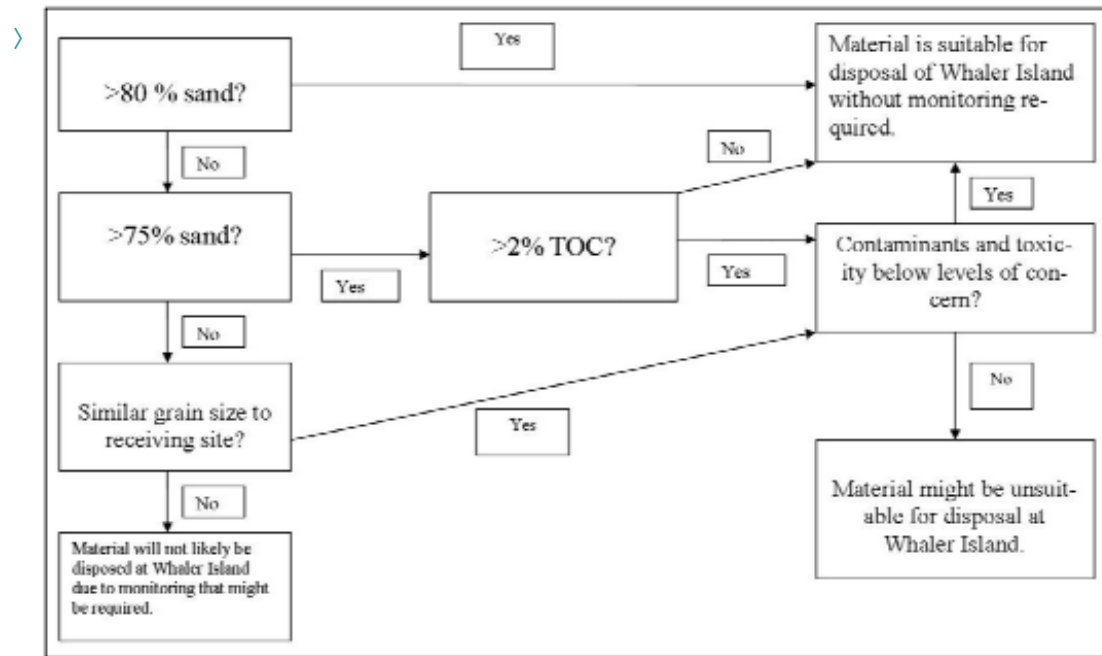


# Federal Channel Dredging



- › Dredging Areas
  - › Entrance Channel (>80% sand composition)
  - › Inner Harbor Channel (44% sand composition)
  - › Marina Access Channel (75-80% sand composition)
- › Disposal Sites
  - › Dredge Pond (Upland Disposal Site)– limited capacity currently
  - › Whaler Island Nearshore Disposal Site
  - › HOODS – open ocean placement site
- › Last dredged in 2024

# Current Dredge Disposal Protocol



- › Sands placed at Whaler's Island
- › Fines placed at HOODS

# Addressing Concerns

- › Current Concerns Regarding Fines:
  - › Fine-grained sediments are more dispersive than sand and can remain in the water column for longer leading to increased turbidity and TSS
    - › Very small scale and for short duration
  - › Often perceived as more harmful to an aquatic habitat as fine sediment is a common vector for pollutant transport
    - › Can be addressed through characterization
- › Local example of beneficial reuse of strategically placed fine-grained sediments to nearshore areas
  - › Santa Cruz Harbor District

# Estimated Quantity of Fines to be Managed

Federal O&M Maintenance Program – every 5 years (an approximate quantity of 60,000 cy)

Dredge Area	Sand Content (%)	Typical Cut Volume with 1ft overdepth allowance (cy)	Quantity of fines (cy)
Entrance Channel	80%	30,000	6,000
Inner Harbor Channel	45%	10,000	5,500
Marina Entrance Channel	75%	20,000	5,000
<b>Total</b>		<b>60,000</b>	<b>16,500</b>

## CCHD Maintenance

Assume 5,000 cy a year of 45% fine, thereby equivalent to 2,500 cy of fines

Table 5. Historic Sand Content and Total Organic Carbon

Sample Year	Entrance Channel		Inner Harbor Basin		Marina Access Channel	
	% Sand	%TOC	% Sand	%TOC	% Sand	%TOC
1993	94.00	0.10	49.00	5.60	--	--
1998	72.00	1.20	34.00	8.70	--	--
1999	--	--	--	--	88.90	6.04
2003	--	--	--	--	76.00	1.81
2009	87.40	0.80	46.40	10.80	80.00	6.10
2019	92.51	0.42	43.96	6.75	76.83	4.23
2024	91.38	1.09	90.97	4.77	94.06	3.74

*In 1999 and 2003, the Inner Harbor Basin and Marina Access Channel were composited and analyzed. The Marina Access Channel was not analyzed prior to 1999 because it had not yet been designated as a federal channel.*

Table 2. Crescent City Harbor Federal Channels Historical Dredge Volumes

Fiscal Year	Channels	Volume (cubic yards)
1936	Entrance Channel, Inner Harbor Basin	48,449
1937	Entrance Channel, Inner Harbor Basin	27,756
1938	Entrance Channel, Inner Harbor Basin	16,353
1939	Entrance Channel, Inner Harbor Basin	58,396
1956/1957	Entrance Channel, Inner Harbor Basin	120,466
1964/1965	Entrance Channel, Inner Harbor Basin	187,372 <sup>a</sup>
1976	Entrance Channel, Inner Harbor Basin	61,013
1982	Entrance Channel, Inner Harbor Basin	107,019
1983	Entrance Channel, Inner Harbor Basin	40,221
1988	Entrance Channel, Inner Harbor Basin	62,192
1993	Entrance Channel, Inner Harbor Basin	37,487
1999/2000	Entrance Channel, Marina Access Channel	88,867
2009	Marina Access Channel	34,947
2011 <sup>b</sup>	Entrance Channel, Inner Harbor Basin	41,630
2019	Entrance Channel, Inner Harbor Basin, Marina Access Channel	131,000
2024	Entrance Channel, Inner Harbor Basin, Marina Access Channel	114,632 <sup>c</sup>

**PROJECT AVERAGE: 60,491**

a. The 1964 tsunami may have contributed to above average dredge volume.

b. Due to funding constraints, the Entrance Channel and Marina Access Channel were only dredged to -14 feet MLLW (with one foot of overdepth) in 2011.

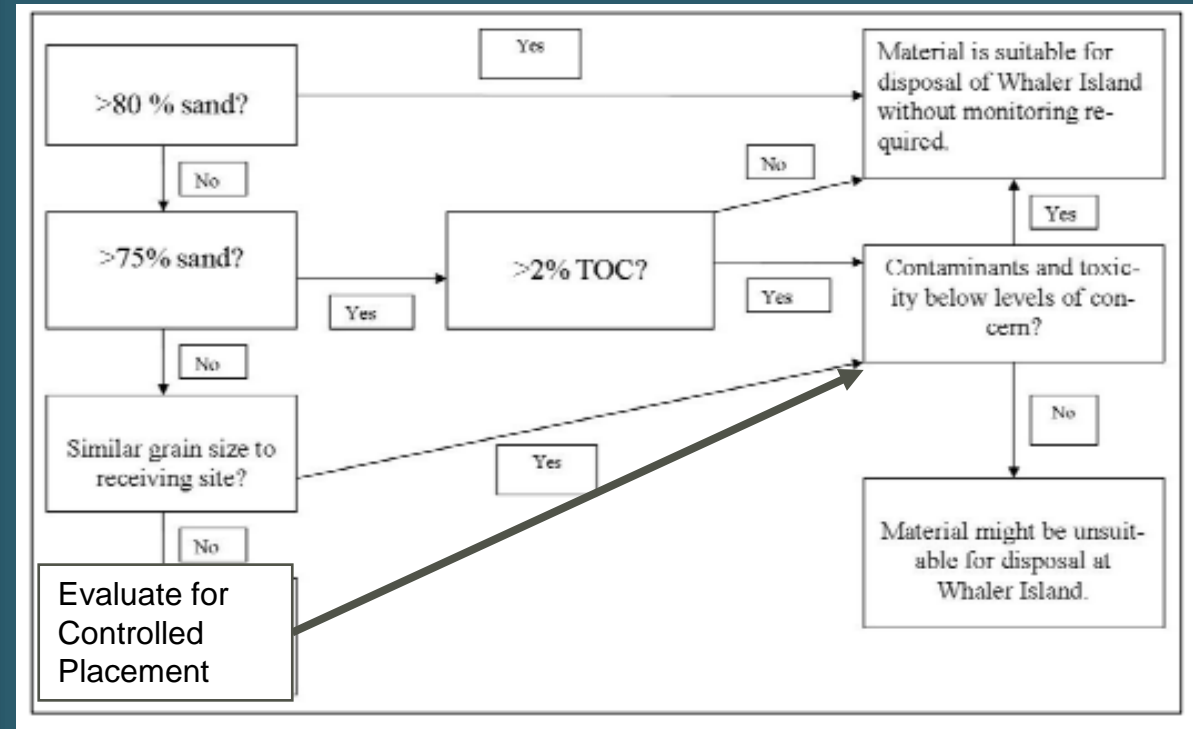
c. The 2024 value is an estimate only, as the federal channels have not yet been dredged.



# Dredge Disposal Protocol Proposal

- › Limit of 20,000 cy / every 4 years of sediment that is classified as silt or clay being placed in the nearshore
- › Limit of 5,000 cy / every other year of sediment that is classified as silt or clay
- › Limit 1,000 cy/day placement of sediment that is classified as silt or clay\*
- › Equipment – hydraulic dredge – high dispersion

\*1,000 cy/day limit to be confirmed with USACE on production rates (need from past dredging)



# Proposed Study Design

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- › Conduct model to confirm potential mixing in the nearshore and potential fines accumulation along the nearshore
- › Plan and mobilize a 5-day 1,000 cy per day placement event to test model assumptions
  - › Evaluate potential for fines to build up
    - › Survey surficial sediment grain size along beach and subtidal (to -15ft MLLW?): Pre-placement (Day 0), 1-day after placement concludes (Day 6), and one week after placement (Day 13)
  - › Evaluate potential water column impacts
    - › Collect water samples during placement activities (~Day 3), and 1 day after placement concludes (Day 6)

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# Case Study Example

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# Santa Cruz Harbor Dredge Management Plan (2009)

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- › In 2009, Santa Cruz Port District requested that all clean sediment be considered for nearshore disposal
  - › Following approval from regulatory agencies, the Port District conducted three monitored dredging demonstration projects
  - › Goal to determine if clean, fine-grain harbor sediments could be disposed of into the nearshore area for beneficial use without harm to coastal resources
- 



# Santa Cruz Harbor Dredge Management Plan (2009)

› Data collected across the 3 studies and compared **before, during** and **after dredging event**:

- › Stream Flow
- › Nearshore Waves and Currents
- › Water Quality Samples
- › Geophysical Surveys
- › Beach and Offshore Sediment Sampling
- › Beach Monitoring Observations
- › Scuba Diver Observations
- › Multibeam Bathymetry Surveys
- › Numerical Modeling

- › The 3 monitoring events had 2 distinct climates
  - › Two winter high-energy winter storm conditions
    - › March 28-March 30, 2001
    - › Feb 15-April 7, 2005
  - › One fall (2005) – lower-energy summer conditions
    - › Oct 12-Oct 21, 2005

Monitoring Program	Total Volume	Sand Composition		Silt & Clay Composition	
		CY	%	CY	%
Winter 2001	3,000	1,200	40	1,800	60
Winter 2005	7,050	5,623	80	1,428	20
Fall 2005	6,596	2,034	31	4,563	69
<b>5-year Total</b>	<b>16,646</b>	<b>8,857</b>	<b>53</b>	<b>7,791</b>	<b>47</b>
<b>SOURCE:</b> Sea Engineering, Inc., May 2006					

# Santa Cruz Harbor Dredge Management Plan (2009) – Results

## › Changes in Grain Size During Demonstration Projects

Grain-size parameters	Fall 2005	Winter 2005	Winter 2001
<b>Mean Grain Size</b>			
Before Dredging	86-780 µm	82-433 µm	90-530 µm
During Dredging	105-393 µm	82-485 µm	80-560 µm
After Dredging	98-486 µm	77-444 µm	70-530 µm
<b>Wentworth Classification</b>			
Before Dredging	very-fine to coarse-sand	very-fine to medium-sand	very-fine to coarse-sand
During Dredging	very-fine to coarse-sand	very-fine to medium-sand	very-fine to coarse-sand
After Dredging	very-fine to coarse-sand	very-fine to medium-sand	very-fine to coarse-sand
<b>Percent Silt &amp; Clay</b>			
Before Dredging	0-42%	0-30%	0-26%
During Dredging	0-19%	0-31%	0-25%
After Dredging	0-19%	0-35%	0-26%

Sediments larger than 180 µm (microns) consist of fine-sand and larger-grained sand, while sediments smaller than 180 µm microns are categorized as fine sediment (silt and clay), the Wentworth classification scale differentiates silt and sand at a diameter of 63 µm (Sea Engineering, May 2006).

**SOURCE:** Sea Engineering, Inc., May 2006

- › No significant changes in sediment sample mean grain size in any monitoring programs despite differences between winter and summer conditions
- › No significant changes in benthic and marine habitats
- › Turbidity signature was not identified during demonstration event
- › SCUBA divers observed no difference in turbidity at dredge site compared to normal background conditions.

# Santa Cruz Harbor Dredge Management Plan (2009)

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- › The results of the demonstration projects indicate that:
    - › Fine-grained material, when placed in the nearshore environment at the correct time of year, transit to and replenish soft bottom areas seaward of the nearshore (Monterey Bay mid-shelf mudbelt) – **Modeling**
    - › Local wave and current energy are capable of transporting silt and clay sediment away from the immediate disposal area – **Modeling and observations**
  - › Santa Cruz Harbor District's approved proposal included:
    - › Maximum yearly limit of dredging and disposal of sediment classified as silt/clay (63µm or less) is set at 10,000 cy/yr
    - › Maximum daily limit of dredging and disposal of sediment classified as silt/clay (63µm or less) is set at 550 cy/day (demonstration volume)
    - › Nearshore disposal limited to October to April (demonstration period)
    - › Inner Harbor sediment must pass chemical and biological tests
  - › **Political pressure to support this approach**
    - › 80% sand requirement for onshore or nearshore disposal is too restrictive and precludes the beneficial use of otherwise clean sediments – goes against USACE goals
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#### **4. Action Items**

- b. Consider and Vote to Approve Contract with NewBook for RV Park Booking System.**

***Public Comment?***

## RV Park Management Software



newbook



	<u>Roverpass</u>	<u>Newbook</u>	<u>Park</u>	<u>Res Nexus</u>
Quickbooks Integration	yes	yes	yes	no response
credit card processor	Stripe	Stripe	Stripe	
Platform use	desktop, iphone, ipad	desktop, iphone, ipad	desktop, iphone, ipad	
CTA/OTA (hipcamp, exp)	20 platforms	24 platforms	0 platforms	
Dynamic Pricing	yes, limited	yes	no	
Functionality	extensive	extensive	simple	
Park map	detailed	detailed	basic	
Training	2 hrs	4 hrs	1 hr	
Support	24/7	24/7	24/7	
Fees	\$3.50 per reservation	\$1.50 per reservation	8%	
Cost	0	per space fee (\$700/mth)	0	
Initiation fee	waived	waived	0	
Contract	yes, 1 year	yes, 1 year	no	
texting, emailing	yes	yes	no	
		kioisk management		
DEMO	yes - 1 hour	yes - 45 min	yes - 6 min	
most user friendly	3	2	1	

Roverpass -	Staff had previous experience with this platform and said it was sometimes challenging.
Newbook -	User friendly demo, more functionality to increase revenue,
Roverpass/Newbook -	Same contract length & approx same cost. Staff prefers Newbook after demo.
Park -	Very simple. More expensive than the others.

### Cost Analysis

Park reservation	170 spaces (2 parks)	at 50% occupancy	for 30 days	
	space fee	170 spaces (2 parks)	days in month	total
	\$55	85 spaces	30 days	\$ 140,250

	reservation fee	spaces occupied	checkins/space/mth	fees paid	software fee	<b>total monthly e</b>	plus
Roverpass	3.5	85	4	\$ 1,190	\$ -	<b>\$ 1,190</b>	credit
Newbook	1.5	85	4	\$ 510	\$ 700	<b>\$ 1,210</b>	card
Park With Us	8%	\$ 140,250		\$ 11,220	\$ -	<b>\$ 11,220</b>	fees



Newbook International, Inc.  
A Delaware Corporation of  
Suite 215 / 555 Anton Boulevard  
Costa Mesa, CA, 92626

Contract For: Crescent City Harbor District  
Prepared By: Justin Williams  
Date: 2/1/2025

## CONTRACT

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Thank you for the opportunity to provide you with a contract.

Please read the terms and conditions before signing.

The first quarterly subscription and any onboarding fees will be payable on 31-Jan-2025. Access to Newbook's system and setup, training and data migration will commence only once you sign the contract.

By signing this contract you agree to the terms and conditions and pricing outlined in this contract for a minimum of 12 months.

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## Products

Licenses	
Signature Package ( 3 Desktop Users, 170 Sites )	
Discount	
Newbook Online Integration	
Channel Manager Connections	
Accounting Integration	
Signed Documents	
SMS Plan 500 (0-500 at \$0.00 each; 501+ at \$0.12 each)	
SMS 2 Way Yearly	
Newbook Payments Gateway Integration (Rate: 2.89%; Fee: \$0.25)	
Standard Support - Email, Tickets & Phone	
<b>Total Monthly Cost (Ex. Tax):</b>	<b>\$ 799.02</b>

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## Once-Off Charges (Ex. Tax)

Data Migration Fee: \$ 0.00



Training Fee: \$ \$0.00  
Set up Fee: \$ 0.00  
Once-Off License Fee: \$ 0.00

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## Fees (Per Transaction) Per Month As Relevant

*These fees are quoted excluding tax and only incurred if they are applicable to your package.*

Channel Manager Fees: \$ 2.00  
Newbook Online Bookings: \$ 1.50  
Promotional Upgrades: \$ 1.50  
Online Activities: \$ 1.50  
Booking Add-Ons: \$ 1.50  
Online Facilities Hire: \$ 1.50  
Bpay Transaction Fees:

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## Billing Information

*Please complete missing information.*

Registered Business Name:

Trading Name: Crescent City Harbor District

Business Address Detail

Billing Street: 101 Citizens Dock Rd

Billing City: Crescent City

Billing State: CA

Billing Country: USA

Billing Zip/Postal Code: 95531

ABN / Tax ID:

Director / Owner Name: Mike Rademaker

Director/ Owner Contact Number: (707) 951-3446

Billing Contact: Kristina

Billing Contact Phone: 707-464-6174

Billing Contact Email:

khanks@ccharbor.com

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## Standard Terms and Conditions

By signing this contract you are agreeing to NewBook's Standard Terms and Conditions which are available at <https://newbook.cloud/general/terms-and-conditions-usa/>

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## Special Terms

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## Approval



#### **4. Action Items**

- c. Consider and Vote to Approve Community Feedback Questionnaire.**

***Public Comment?***



## CRESCENT CITY HARBOR DISTRICT REDEVELOPMENT

# Community Feedback Questionnaire

### Your Input Matters

The Crescent City Harbor District is launching a large-scale redevelopment project to ensure the harbor can meet the future needs of the commercial fishing fleet, better serve the local community, and enhance the experience of visiting tourists. This transformative effort will be funded through a combination of public grants and private investment, with total funding potentially exceeding many tens of millions of dollars.

As a valued member of our local community, your insights and knowledge of the Crescent City Harbor District are invaluable to us. We invite you to share your thoughts in response to the following questions to help guide our decision-making process and ensure that potential redevelopment projects meet your needs.

Feel free to provide your feedback in any way that works best for you, whether by underlining options below, starring options, ranking the options (with “1” the highest), or writing in your own thoughts and ideas.

### 1. Community Needs

*What do you believe are the **most important** needs that new development should address? Examples may include, but are not limited to:*

a) **Visitor Amenities**

(e.g., restaurants, retail shops, restrooms, marine services, fuel stations, and expanded lodging options)

b) **Job Creation**

(e.g., apprenticeship and internship programs, entrepreneurship support, business incubators, startup accelerators, partnerships with educational institutions, support for local businesses, and workforce training)

- c) **Public Spaces and Recreation**  
(e.g., waterfront boardwalks, beaches, parks, picnic areas, and gathering spaces)
- d) **Harbor Infrastructure**  
(e.g., improved docks, boat ramps, lighting, roads, sidewalks, and signage)
- e) **Visitor Experiences**  
(e.g., guided boat tours, cultural attractions, educational programs, drive-in theater, concerts, and observation decks)
- f) **Support for the Fishing Industry**  
(e.g., enhanced processing facilities, ice production, cold storage, fish markets, sport and recreational rentals)
- g) **Sustainability and Environmental Protection**  
(e.g., clean energy initiatives, shoreline restoration, water conservation, stormwater management, green fleets, and eco-friendly harbor operations) Are there specific sustainability features you would like to see incorporated into development?
- h) **Community Engagement**  
(e.g., farmers markets, community gathering spaces, community gardens, youth engagement, and art exhibits)

## 2. Impact on Local Character

*Do you have concerns about how the proposed development will affect the character of the waterfront and surrounding areas? Consider factors such as:*

- a) **Visual appeal** (e.g., architectural style, building height, aesthetics, harmony with the coastal environment)
- b) **Traffic & Congestion** (e.g., increased vehicle and pedestrian flow, parking availability, road safety, and accessibility)
- c) **Noise Levels** (e.g., construction noise, increased commercial and recreational activity, amplified sound from entertainment venues)
- d) **Preservation of Culture and History** (e.g., protection of historic landmarks, recognition of indigenous or maritime heritage, preservation of waterfront traditions, integration of interpretive signage or educational elements, and ensuring that new development complements rather than replaces culturally significant sites) Are there specific areas of the harbor you believe should be preserved?

### 3. Future of the RV Parks

*Would you prefer to see the RV Parks:*

- a) **Repurposed** for an alternative use other than RV Parks,
- b) **Maintained as RV Parks, but Upgraded** (e.g., improved to attract higher-end visitors with upgraded facilities, landscaped grounds, improved security, expanded services)
- c) **Maintained in Their Current Form** serving budget-conscious consumers (e.g., making necessary repairs while keeping costs low, preserving affordability, and ensuring continued use by long-term residents)

### 4. Community Engagement

- a) How would you like to stay informed and involved in the redevelopment process?
- b) Are there specific ways you'd prefer to share your input or receive updates?

### 5. Additional Comments

Please share any additional thoughts, concerns, or ideas about the redevelopment and how it can best serve the local community.

*This questionnaire is designed to guide decision-making and ensure that redevelopment efforts align with the needs and expectations of Crescent City Harbor District constituents. It is intended to promote transparency and encourage ongoing community engagement throughout the process.*

## **APPENDIX: Considerations for Specific Projects: Legal & Regulatory Compliance**

- a) Would the proposed project comply with all current zoning and building regulations?
- b) Have environmental assessments been conducted (e.g., environmental impact reports (EIS), geotechnical surveys)?
- c) Are there any easement issues or ownership disputes?
- d) Has there been prior community engagement or public consultation regarding this project?
- e) What incentives or proposals have past developers offered?



## **5. Information Items**

- a. Consider Proposals from Fathom Seafood and Ocean Gold to Operate Hoists, Ice Plant, and Ancillary Structures.**

***Public Comment?***



# CCHD HOIST LEASES

JAN 2025

  
**HARBOR OFFICE**

**151  
STARFISH WAY  
PACIFIC  
SEAFOOD**

CAITO #9

CAITO #1

FISHERMANS  
CATCH

LCZ UNLOADERS #2, #5

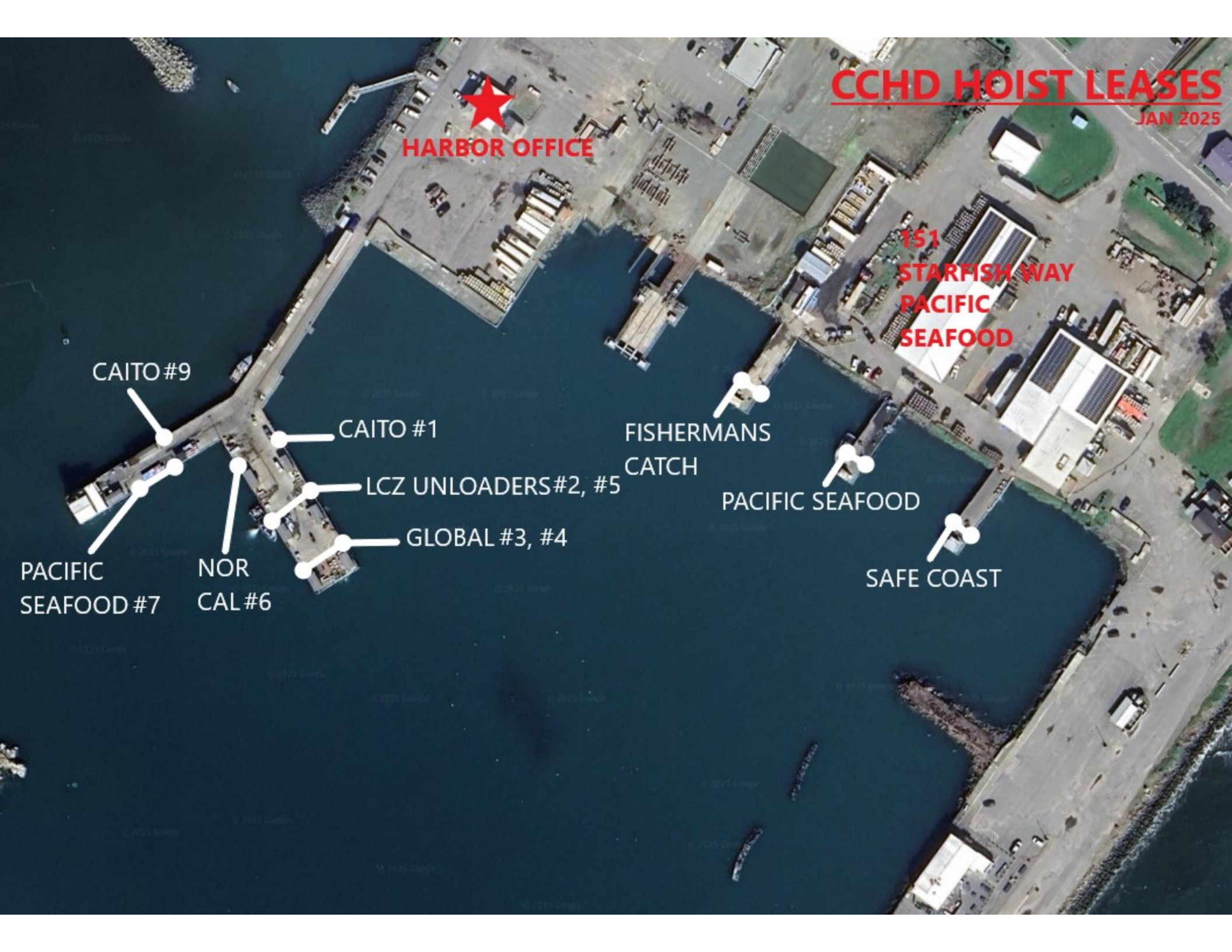
PACIFIC SEAFOOD

GLOBAL #3, #4

SAFE COAST

PACIFIC  
SEAFOOD #7

NOR  
CAL #6





# **Fathom Seafood, Inc.**

---

1690 Marine View Dr. STE C  
Tacoma, WA 98422 U.S.A.

**1/15/2025**

## **Crescent City Harbor District**

101 Citizen's Dock Road  
Crescent City, CA 95531

**Subject:** Letter of Intent to Lease Dock Facilities and Associated Equipment

Dear Mr. Mike Rademaker,

On behalf of Alaska Ice Seafoods Inc. DBA Fathom Seafoods, or its assigns, I am pleased to submit this Letter of Intent (LOI) to lease the dock facilities and associated equipment currently under lease by Global Quality Foods at Crescent City Harbor. Our intention is to continue the operation of unloading docks with two hoists and affiliated facilities, ensuring seamless service continuity and contributing to the harbor's economic vitality.

As part of this process, we propose the following terms for your consideration:

**1. Premises:**

- Space Numbers Three (3) and Four (4) on Citizens Dock, including the two hoists and freezer spaces as described in the current lease, along with any affiliated equipment and facilities essential for seafood unloading and processing operations.

**2. Proposed Tenant:**

- A new entity to be formed under the laws of the State of California, owned by Alaska Ice Seafoods Inc. DBA Fathom Seafoods, will operate this lease.

**3. Purpose:**

- The leased premises will be utilized exclusively for receiving, unloading, processing, and temporarily storing seafood products, as well as for associated administrative functions.

**4. Lease Terms:**

- **Initial Term:** To be negotiated.
- **Rent:** In alignment with the current lease terms, subject to adjustment based on mutual agreement.
- **Additional Rent:** Payment of poundage fees for seafood products unloaded, consistent with the Harbor District's schedule.

# **Fathom Seafood, Inc.**

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1690 Marine View Dr. STE C  
Tacoma, WA 98422 U.S.A.

## **5. Operational Continuity:**

- We aim to seamlessly transition operations to ensure no disruption to the services currently provided. Our team has substantial experience in similar operations and is committed to maintaining high standards of service, safety, and environmental compliance.

## **6. Next Steps:**

- We are open to scheduling a meeting to discuss the specifics of this arrangement further and to review any necessary amendments to the existing lease structure to accommodate this transition.

We look forward to the opportunity to partner with the Crescent City Harbor District and to contribute to the success and sustainability of its seafood industry. Please let us know a convenient time to discuss this proposal or provide any additional documentation necessary to proceed.

Sincerely,

**Cody John Mills**

CEO, Alaska Ice Seafoods Inc. DBA Fathom Seafoods  
360-970-3311

**FATHOM**  
SEAFOOD

# Crescent City Harbor District





# The Team

Proven Leaders in Seafood and Logistics

## Key Leadership Team



**Cody Mills**  
*CEO*



**Solomon Fowler**  
*COO*



**Nick Mareno**  
*VP Procurement*

## Leadership Team

- 95 years combined seafood & live cold storage experience
- 119 years combined logistics experience
- Former Head of Global Operations Services at Amazon

## Fathom Key Achievements

- \$450M+ Lifetime Seafood Sales
- 19x Product Portfolio in Past 5 Years
- 42x Customer Growth
- 5 Strategic Supplier Acquisitions



# Proven Track Record

- ▶ 17% Ave Revenue CAGR \*2016-2024
- ▶ 19x Product Portfolio
- ▶ 42x Customer Growth
- ▶ 10x Line of Credit Growth
- ▶ \$49M Revenue 2024



2024	<ul style="list-style-type: none"> <li>• Inc. Regionals Award for Fastest Growing Companies</li> <li>• Launched Fin Fish production lines</li> <li>• Sold Alaska operation to focus on west coast seafood</li> </ul>
2023	<ul style="list-style-type: none"> <li>• Introduced world's first humane, auto-butchered, nano-brined crab line (sold out in 1 day)</li> <li>• Invested in Epic Trucking &amp; Circle Seafoods</li> <li>• CEO Cody Mills honored with 40 Under 40 Award</li> </ul>
2022	<ul style="list-style-type: none"> <li>• Acquired Franco Fish, rebranded, and quadrupled production capacity</li> <li>• Invented Nano Briner, advancing crab line innovation</li> </ul>
2021	<ul style="list-style-type: none"> <li>• Acquired 3 major companies: Crab Alaska, Horizon Seafoods, Long Fisheries</li> </ul>
2020	<ul style="list-style-type: none"> <li>• Navigated COVID challenges by diversifying operations and expanding product offerings</li> </ul>
2019	<ul style="list-style-type: none"> <li>• Expanded live seafood cold storage to full production capacity</li> </ul>
2018	<ul style="list-style-type: none"> <li>• Built the first live seafood cold storage prototype</li> <li>• Achieved FDA Approval for facilities</li> </ul>
2017	<ul style="list-style-type: none"> <li>• Acquired Port of Tacoma waterfront property</li> <li>• Began construction of seafood facilities</li> </ul>
2016	<ul style="list-style-type: none"> <li>• Purchased Alaska Ice Seafoods,</li> <li>• Overcame challenges with U.S. products banned in China</li> </ul>

# Use Of Hoist

## **Our Current Species:**

Dungeness crab, salmon, halibut, black cod, albacore, squid, other high-value species.

## **Projected Volume:**

2.5-5 million lbs of seafood

## **2024 Season, Coos Bay Oregon Fathom Owned Dock:**

2.5 million lbs of seafood unloaded.

## **Things to Note:**

We will solicit unloading from other suppliers and for other customers. In Coos Bay we unload for multiple competitors, as well as companies like AFFA. We run the dock there as its own business to optimize the docks profitability, and to support the local fleet. Our dock in Coos Bay is also NOAA certified for export directly from the dock into shipping containers. Our goal is to duplicate our Coos Bay operation in Crescent City. Our crab department alone can handle 8-10 Million lbs. Our fish plant has room for expansion.

# Markets

Domestic and Global

## **Current Customer Base:**

We have over 200+ customers

## **Customer Types and Examples:**

Direct Retail, Grocery Stores, Seafood Shops, Wholesalers, Distributors, Brokers, Traders, Importers, Exporters

## **Market Diversification:**

We are highly diversified. Outside of our robust domestic markets, we have markets in Canada, Mexico, Europe, Middle East, Hong Kong, China, Korea, & Singapore.

## **Things to Note:**

We are approximately 50/50 in domestic to international sales. We are in expansion mode.

**Global your previous tenant** was 1 of our 200 customers. We are a highly diversified global business bridging the local fleet to the global market.





**FATHOM**  
SEAFOOD

THANK YOU

**Cody Mills**

Office 253-460-1720

Cell 360-970-3311

Cody@fathomseafood.com



January 17, 2025

Crescent City Harbor District  
101 Citizens Dock Rd  
Crescent City, CA 95531

Re: Letter of Intent

Dear Crescent City Harbor District:

We, the management of Ocean Gold Seafoods, Inc., would like to express our intent to take over the hoist space lease previously held by Global Seafoods. We feel such an agreement would be mutually beneficial and that our presence would bring value to the harbor district.

We would like to have a presence in Crescent City so that we could link with our Crescent City, Eureka and Trinidad boats to offload crab, shrimp and other species there.

We have good relationships with our independent fishing partners and purchased fish, crab and shrimp from over 100 boats in 2024. We sell both domestically and worldwide and employ over 500 employees seasonally. We have been in business for over 30 years and our management has hundreds of combined years of experience with both the fishing and processing sides of the seafood industry. The shareholders of Ocean Gold also own fishing vessels personally.

I am including a public presentation with more information for meeting with the Board of Harbor Commissioners. Please let me know if you have any questions or need any additional information.

Aaron Dierks, our Director of Operations, will be at the meeting to answer any questions you may have. We also recently hired Eric Neff to represent us in our California seafood purchases.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Rydman", written in a cursive style.

Mark Rydman, CEO

**Ocean Gold Seafoods, Inc.**

P.O. Box 1104

Westport, WA 98595

Phone: (360) 268-2510 Fax: (360) 505-0300





# CRESCENT CITY HARBOR DISTRICT

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Dock Hoist Lease Presentation

# OCEAN GOLD SEAFOODS, INC.

- Ocean Gold Seafoods, Inc., started as a small crab plant in Westport, WA, in the late 80's and has grown over the years to be the highest volume seafood producer (in a single location) on the West Coast.
  - Our management team and owners have 100's of years of experience as fishermen, fish buyers and fish processors.
    - Seasons vary year by year, but we typically process
      - Pacific Whiting – 60,000,000 to 130,000,000 pounds
      - Dungeness Crab – 5,000,000 to 10,000,000 pounds
      - Shrimp – 8,000,000 to 40,000,000 pounds
      - Tuna – 50,000 to 400,000 pounds
      - Squid – 600,000 to 2,000,000 pounds
      - Groundfish/Flatfish – 12,000,000 to 15,000,000 pounds

# PRESENCE

- Ocean Gold currently does all its production in Westport, WA, but also has a presence through direct ownership, leases or partners in the following locations:
  - Coos Bay, OR
  - Brookings, OR
  - Crescent City, CA
  - Eureka, CA
  - Trinidad Rancheria, CA
- We also have our own trucking division and our own cold storage facility in Westport, WA, that can store over 16,000,000 pounds of product at time. We have a fish meal plant in Hoquiam, WA. Additionally, the company owns its own fishing vessels, and the shareholders also have their own fishing vessels.

# MARKET REACH

- Ocean Gold products are sold to 100's of retailers and wholesalers domestically and internationally.
  - We sell domestically to the largest wholesale and retail chains in the country, the federal government, and many smaller retailers.
  - We sell internationally to over 50 countries around the globe.
  - Our cold storage team ships out over 50 million pounds of finished product annually.
  - Our wholesaling customers often tell us that their customers specifically request our product because of their prior experiences with the quality of our products.



# USE OF HOIST

- The hoist lease would guarantee that we would be able to offload crab, shrimp and other species in Crescent City.
  - We have many boats in Northern California that would love the opportunity to be able to offload to us in Crescent City.
  - We would work to give additional boats the opportunity to deliver in Crescent City.
  - We value the upkeep of the harbor and the hoist and feel that a higher monthly lease rate would be appropriate to help make up for the variability of the year-to-year catch for each species.



**Ocean Gold Seafoods, Inc.**

<b>Species</b>	<b>Poundage</b>	<b>Rate for poundage</b>	<b>Revenue</b>
Coonstripe Shrimp	-	\$ 0.0275000	\$ -
Crab	500,000.00	\$ 0.0220000	\$ 11,000.00
Hagfish	-	\$ 0.0044000	\$ -
Groundfish (Nearshore)	-	\$ 0.0137500	\$ -
Groundfish (Trawl)	-	\$ 0.0044000	\$ -
Pacific Whiting/Hake	-	\$ 0.0002750	\$ -
Pink Shrimp	500,000.00	\$ 0.0027500	\$ 1,375.00
Sablefish	150,000.00	\$ 0.0165000	\$ 2,475.00
Salmon	-	\$ 0.0330000	\$ -
Tuna	-	\$ 0.0099000	\$ -
Squid/Mackerel	1,000,000.00	\$ 0.0055000	\$ 5,500.00
			<hr/>
			\$ 20,350.00



## **5. Information Items**

- b. Consider CCHD Parcel Inventory and Discuss Revenue Generation Ideas.**

***Public Comment?***

**CRESCENT CITY HARBOR DISTRICT PARCEL INVENTORY**  
updated 5 February 2025

**DRAFT PRESENTATION**

**\*DETAILS REGARDING EACH PARCEL ARE STILL UNDER REVIEW**

**\*overview photos are from Google Earth (dated July 2024) and drone photos were taken January 2025**

**CRESCENT CITY HARBOR DISTRICT (CCHD): FULL VIEW**



## SOUTH SIDE: PARCELS CURRENTLY RENTED



- S1 PORT O' PINTS
- S2 ENGLUND MARINE
- S3 COAST REDWOOD ART
- S4 COAST GUARD AUXILIARY
- S5 CRESCENT CITY SEAFOOD
- S6 CC AZUL/ FISHERMAN'S CATCH
- S7 PACIFIC CHOICE SEAFOOD
- S8 SAFE COAST SEAFOOD
  
- S9 SCHMIDTS HOUSE OF JAMBALAYA
- S10 WONDER STUMP
  
- S11 CHART ROOM RESTAURANT
  
- S12 HOISTS  
*UNLEASED HOISTS/LC& UNLOADERS  
NOR-CAL SEAFOOD/ CAITO FISHERIES*
  
- S13 HOISTS  
*PACIFIC CHOICE SEA FOOD  
CAITO FISHERIES*



## SOUTH SIDE: PARCELS NOT CURRENTLY RENTED



- S14 CAR WASH AND PARKING LOT
- S15 PARKING NEXT TO BAYSIDE (101 SIDE)
- S16 BAYSIDE RV LOT & OFFICE BUILDING
- S17 STORAGE AREA NEXT TO BAYSIDE RV LOT
- S18 MARSHY LOT (BETWEEN 101 AND REDWOOD RV LOT)
- S19 REDWOOD RV LOT & OFFICE BUILDING
- S20 PARKING LOT NEXT TO BOATHOUSE RESTAURANT
- S21 OVERFLOW LOT (NEXT TO JAMBALAYA)
- S22 FASHION BLACKSMITH PROPERTY
- S23 STORAGE BUILDING (NEXT TO CRESCENT CITY SEAFOOD)
- S24 PARKING LOT NEXT TO HARBOR OFFICE

## CCHD NORTH SIDE: PARCELS NOT CURRENTLY RENTED



- N25 PROPERTY NEXT TO HOTEL (OFF RT 101)
- N26 EXPANSE (BETWEEN RT 101 AND PARKING LOT)
- N27 "SHERIFF'S" BUILDING
- N28 DREDGE POND
- N29 NORTH SIDE STORAGE (IMPOUND LOT)
- N30 SOLAR PANELS & CRAB POT STORAGE
- N31 SOLAR PANELS & CRAB POT STORAGE



**SOUTH: COMMERICAL LEASED PARCELS**

<b>S1</b>	PORT O' PINTS
<b>S2</b>	ENGLUND MARINE
<b>S3</b>	COAST REDWOOD ART
<b>S4</b>	COAST GUARD AUXILIARY
<b>S5</b>	CRESCENT CITY SEAFOOD
<b>S6</b>	CC AZUL/ FISHERMAN'S CATCH
<b>S7</b>	PACIFIC CHOICE SEAFOOD
<b>S8</b>	SAFE COAST SEAFOOD
<b>S9</b>	SCHMIDTS HOUSE OF JAMBALAYA
<b>S10</b>	WONDER STUMP
<b>S11</b>	CHART ROOM RESTAURANT
<b>S12</b>	HOISTS
	<i>GLOBAL QUALITY FOODS/LCS UNLOADERS</i>
	<i>NOR-CAL SEAFOOD/ CAITO FISHERIES</i>
<b>S13</b>	HOISTS
	<i>PACIFIC CHOICE SEA FOOD</i>
	<i>CAITO FISHERIES</i>

**SOUTH: AVAILABLE PARCELS**

<b>S14</b>	CAR WASH AND PARKING LOT
<b>S15</b>	PARKING NEXT TO BAYSIDE (101 SIDE)
<b>S16</b>	BAYSIDE RV LOT & OFFICE BUILDING
<b>S17</b>	STORAGE AREA NEXT TO BAYSIDE RV LOT
<b>S18</b>	MARSHY LOT (BETWEEN 101 AND REDWOOD RV LOT)
<b>S19</b>	REDWOOD RV LOT & OFFICE BUILDING
<b>S20</b>	PARKING LOT NEXT TO BOATHOUSE RESTAURANT
<b>S21</b>	OVERFLOW LOT (NEXT TO JAMBALAYA)
<b>S22</b>	FASHION BLACKSMITH PROPERTY
<b>S23</b>	STORAGE BUILDING (NEXT TO CRESCENT CITY SEAFOOD)
<b>S24</b>	PARKING LOT NEXT TO HARBOR OFFICE

**NORTH: AVAILABLE PARCELS**

<b>N25</b>	PROPERTY NEXT TO HOTEL (OFF RT 101)
<b>N26</b>	EXPANSE (BETWEEN RT 101 AND PARKING LOT)
<b>N27</b>	"SHERIFF'S" BUILDING
<b>N28</b>	DREDGE POND
<b>N29</b>	NORTH SIDE STORAGE (IMPOUND LOT)
<b>N30</b>	SOLAR PANELS & CRAB POT STORAGE
<b>N31</b>	SOLAR PANELS & CRAB POT STORAGE

S1 PORT O' PINTS

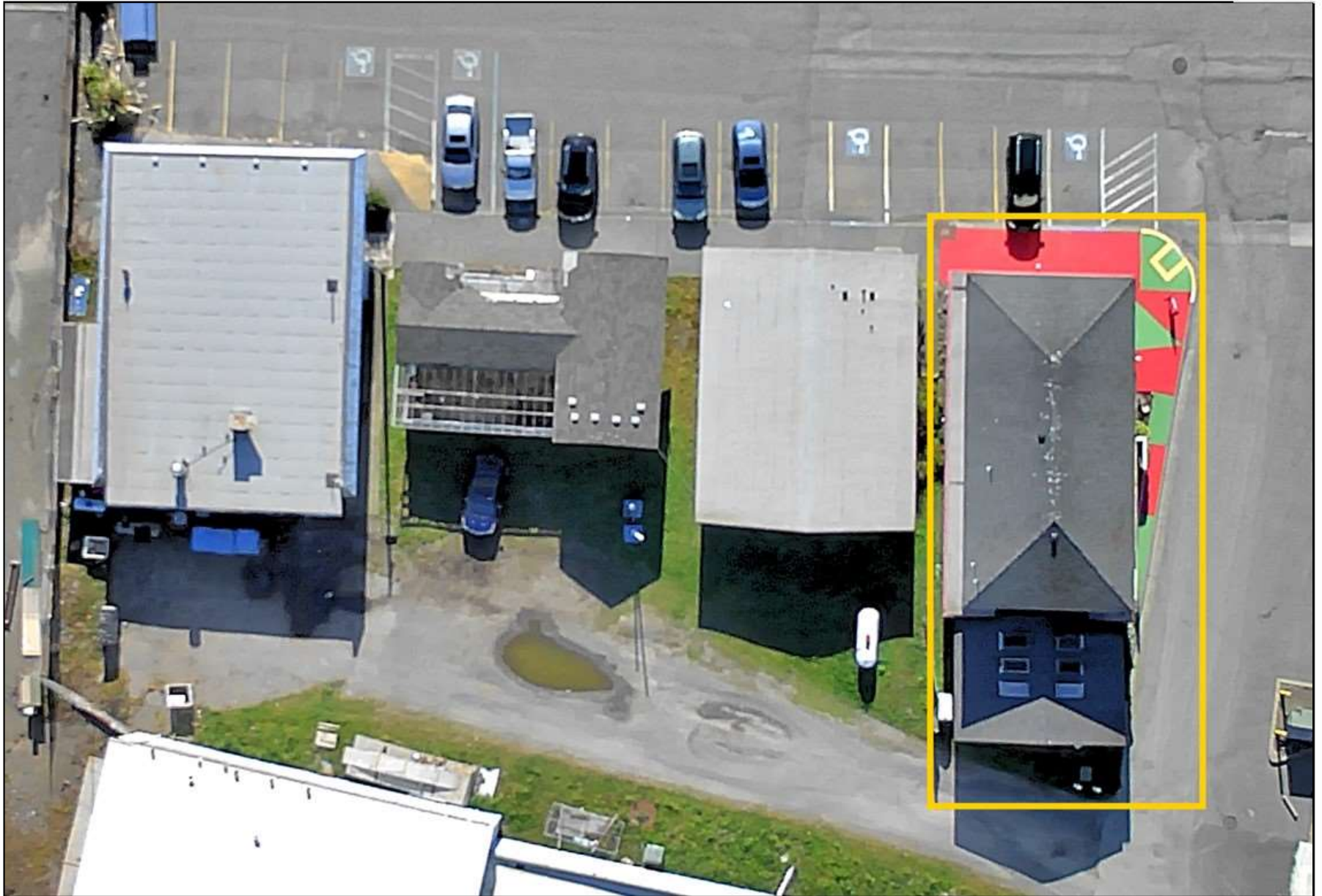


## S2 ENGLUND MARINE

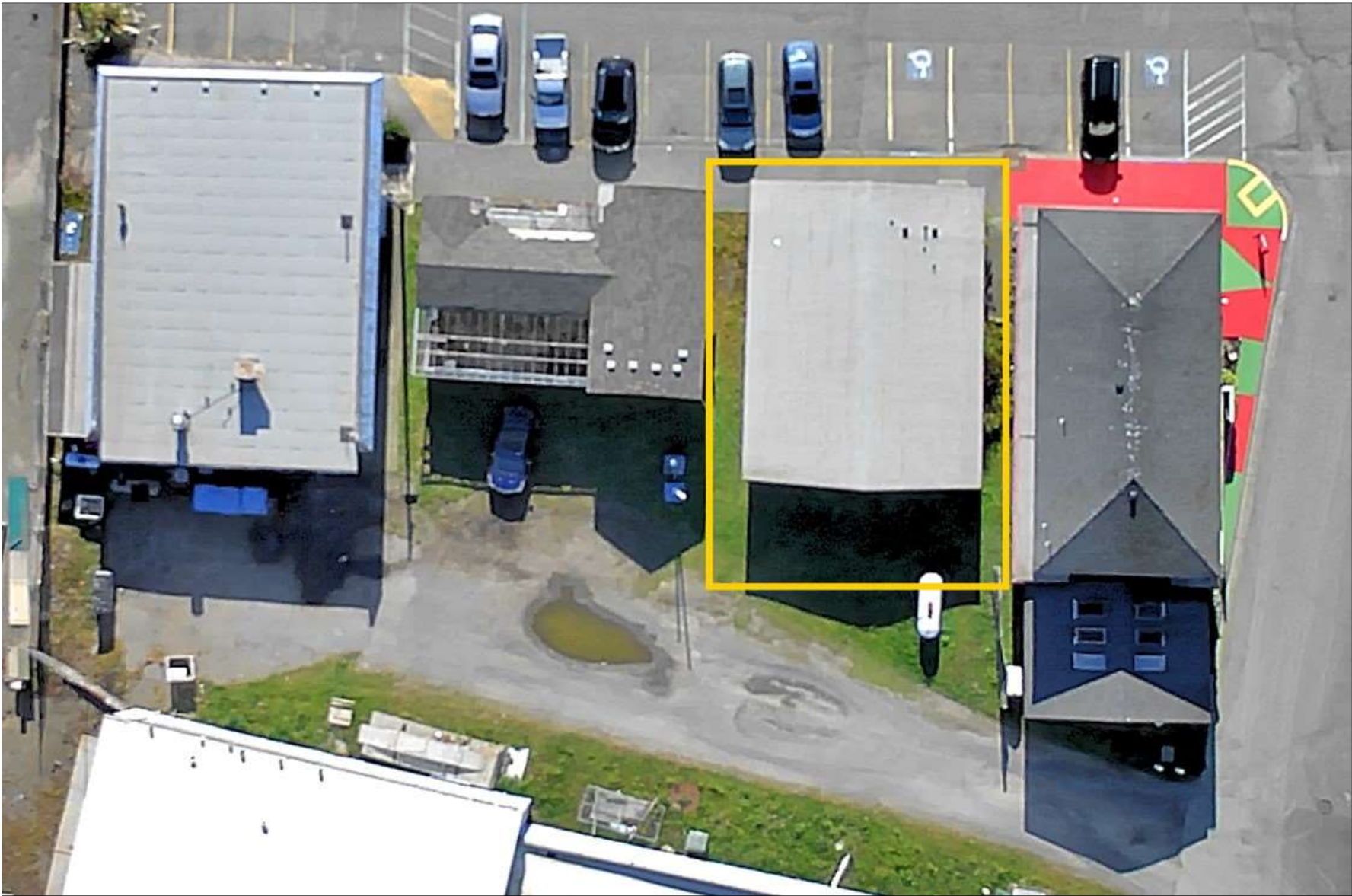




# S3 COAST REDWOOD ART

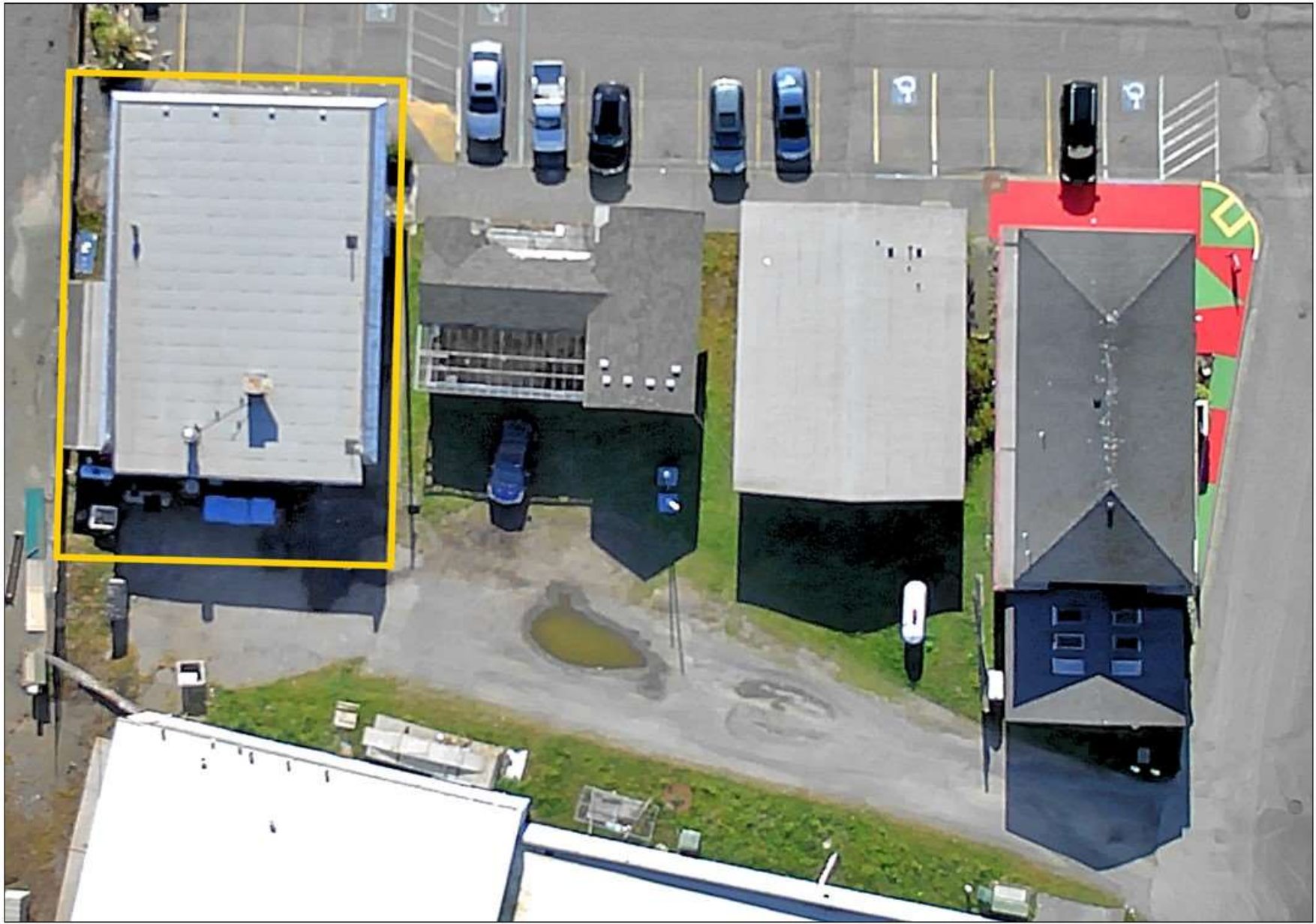


**S4 COAST GUARD AUXILIARY**



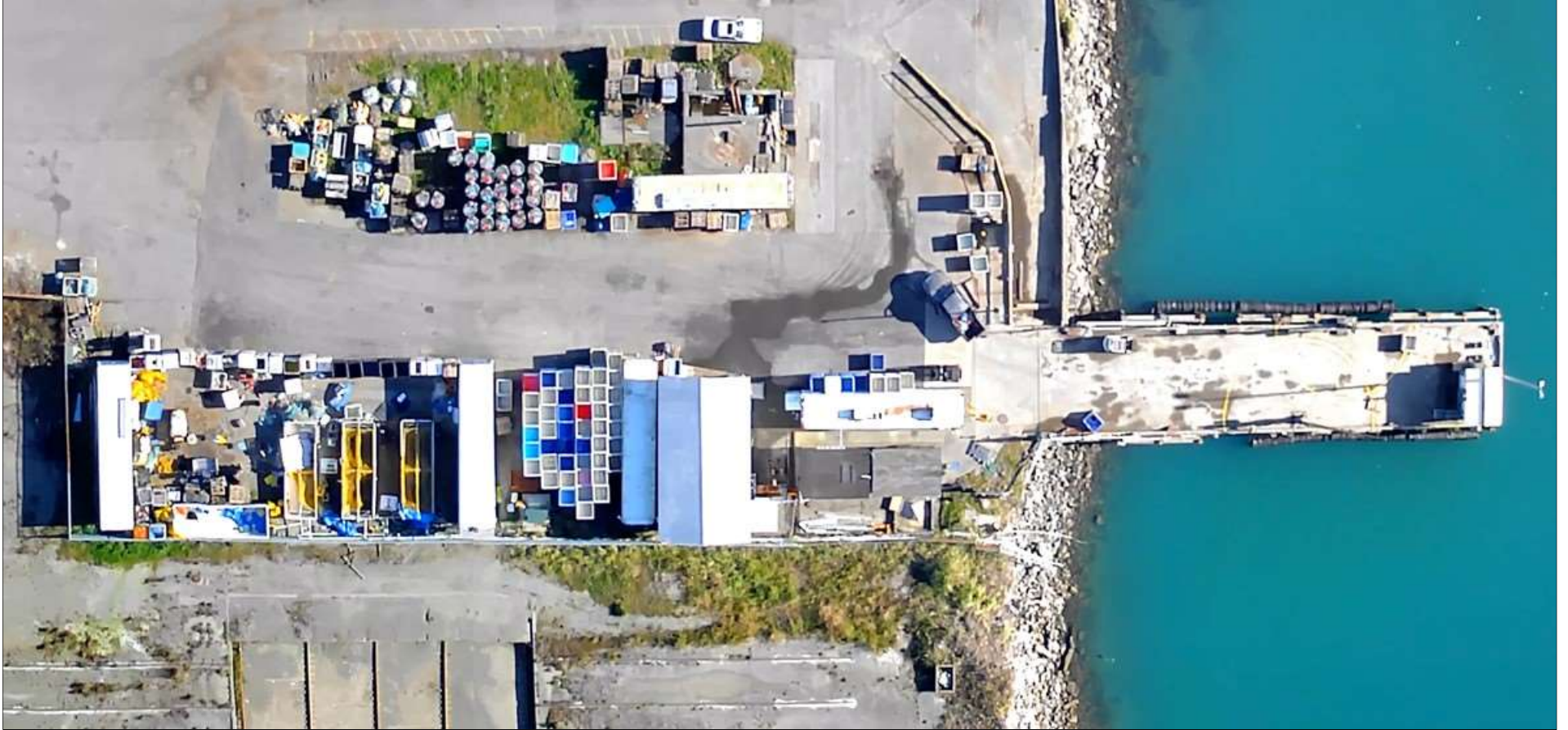


# S5 CRESCENT CITY SEAFOOD

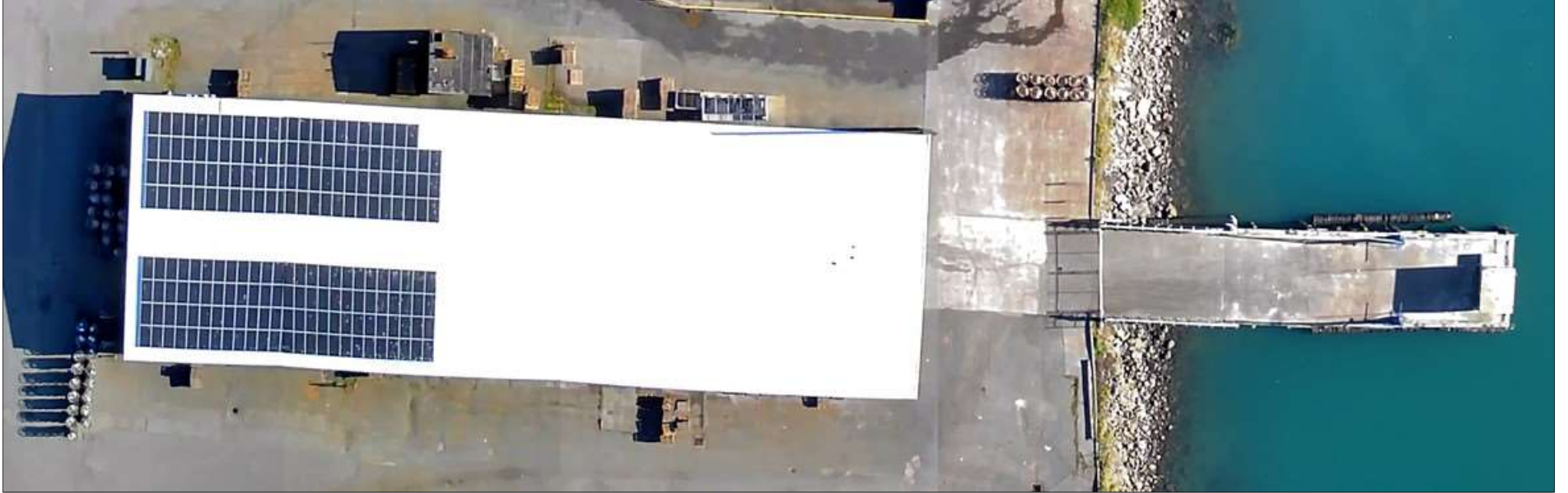




# S6 CC AZUL/ FISHERMAN'S CATCH



## S7 PACIFIC CHOICE SEAFOOD





# S8 SAFE COAST SEAFOOD



# S9 SCHMIDTS HOUSE OF JAMBALAYA





# S10 WONDER STUMP



# S11 CHART ROOM RESTAURANT





## S12 HOISTS (UNLEASED HOISTS/ LCS UNLOADERS/ NOR-CAL SEAFOOD/ CAITO FISHERIES)

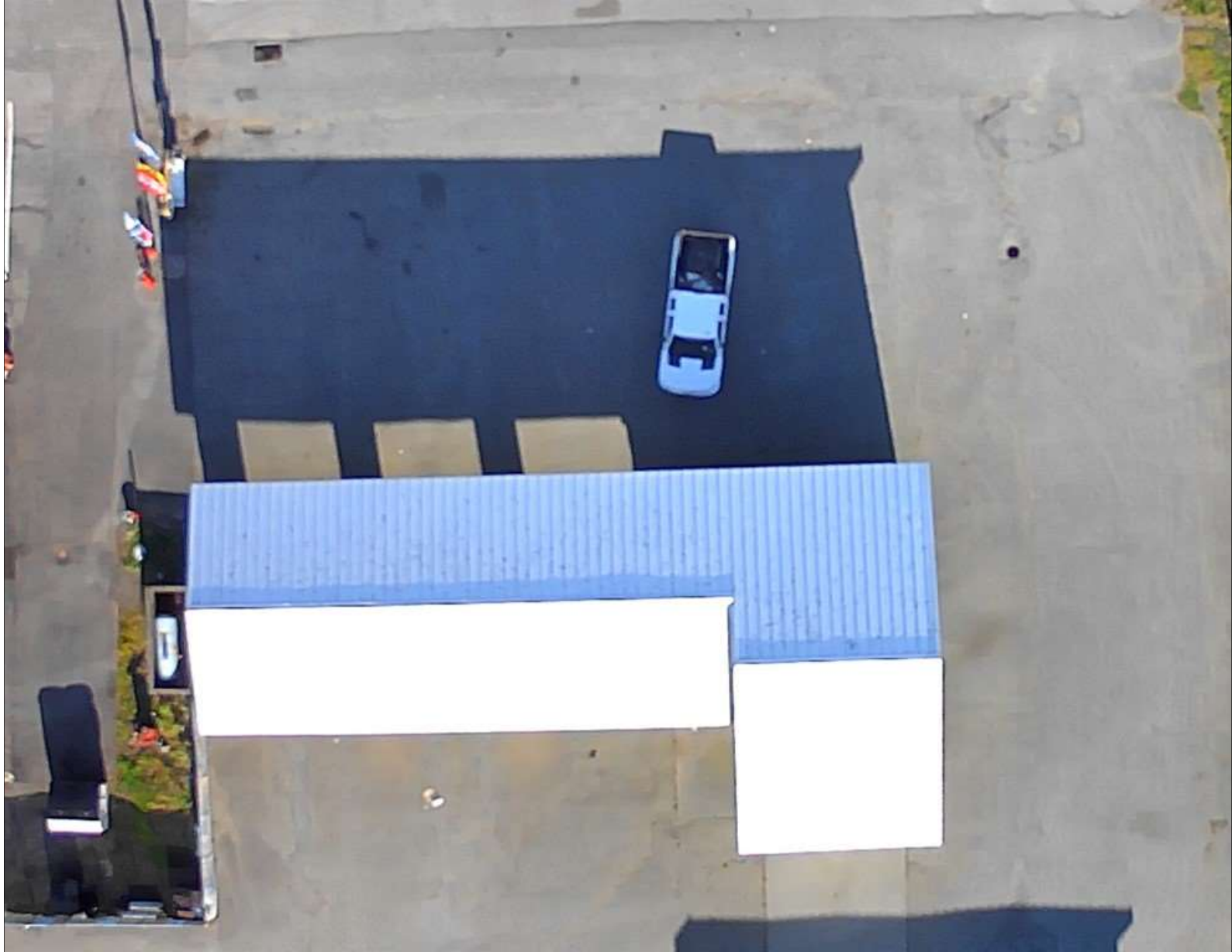


## S13 HOISTS (PACIFIC CHOICE SEA FOOD/ CAITO FISHERIES)





# S14 CAR WASH AND PARKING LOT



# S15 PARKING NEXT TO BAYSIDE (101 SIDE)





# S16 BAYSIDE RV LOT & OFFICE BUILDING





**S17 STORAGE AREA NEXT TO BAYSIDE RV LOT**



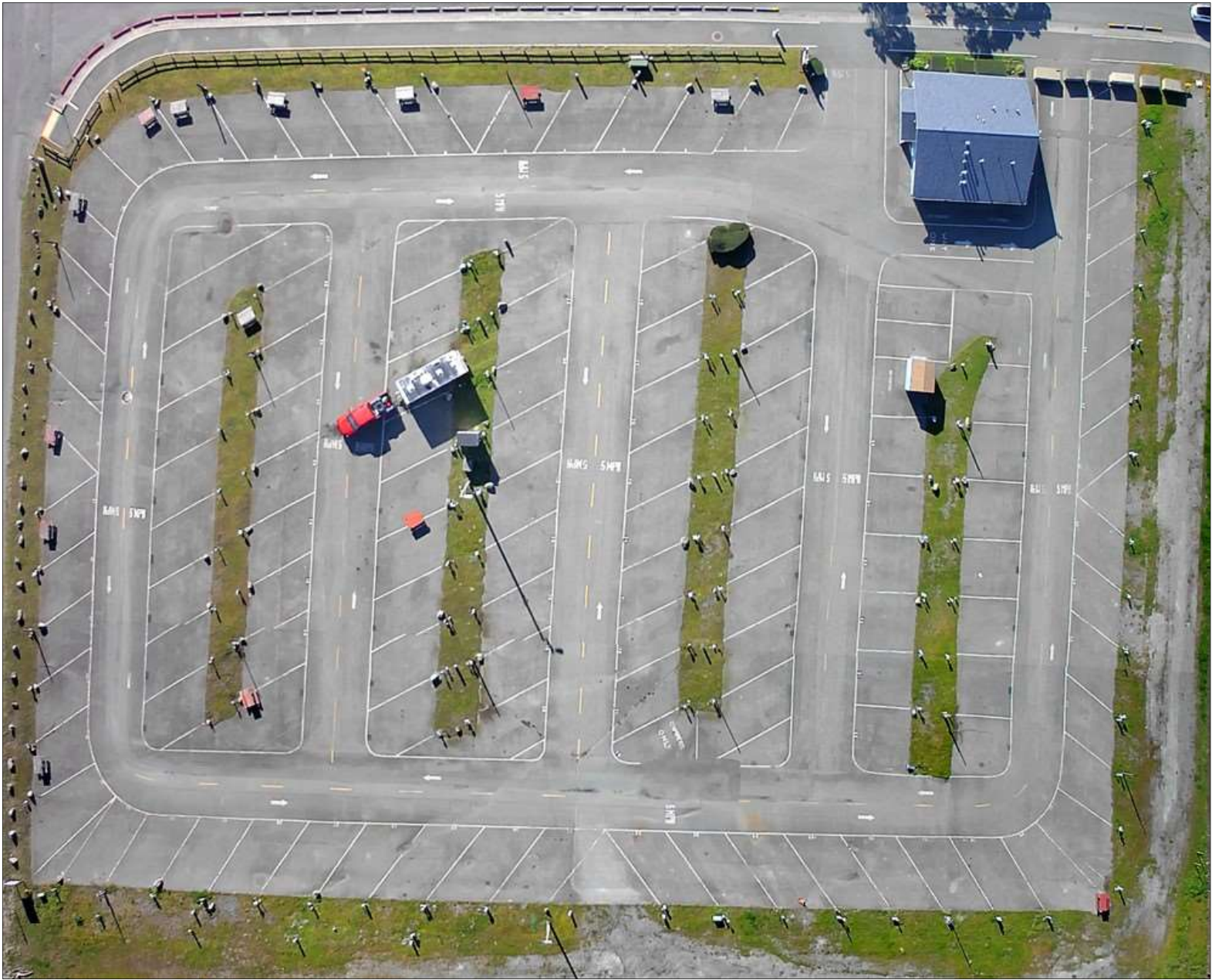


## S18 MARSHY LOT (BETWEEN 101 AND REDWOOD RV LOT)

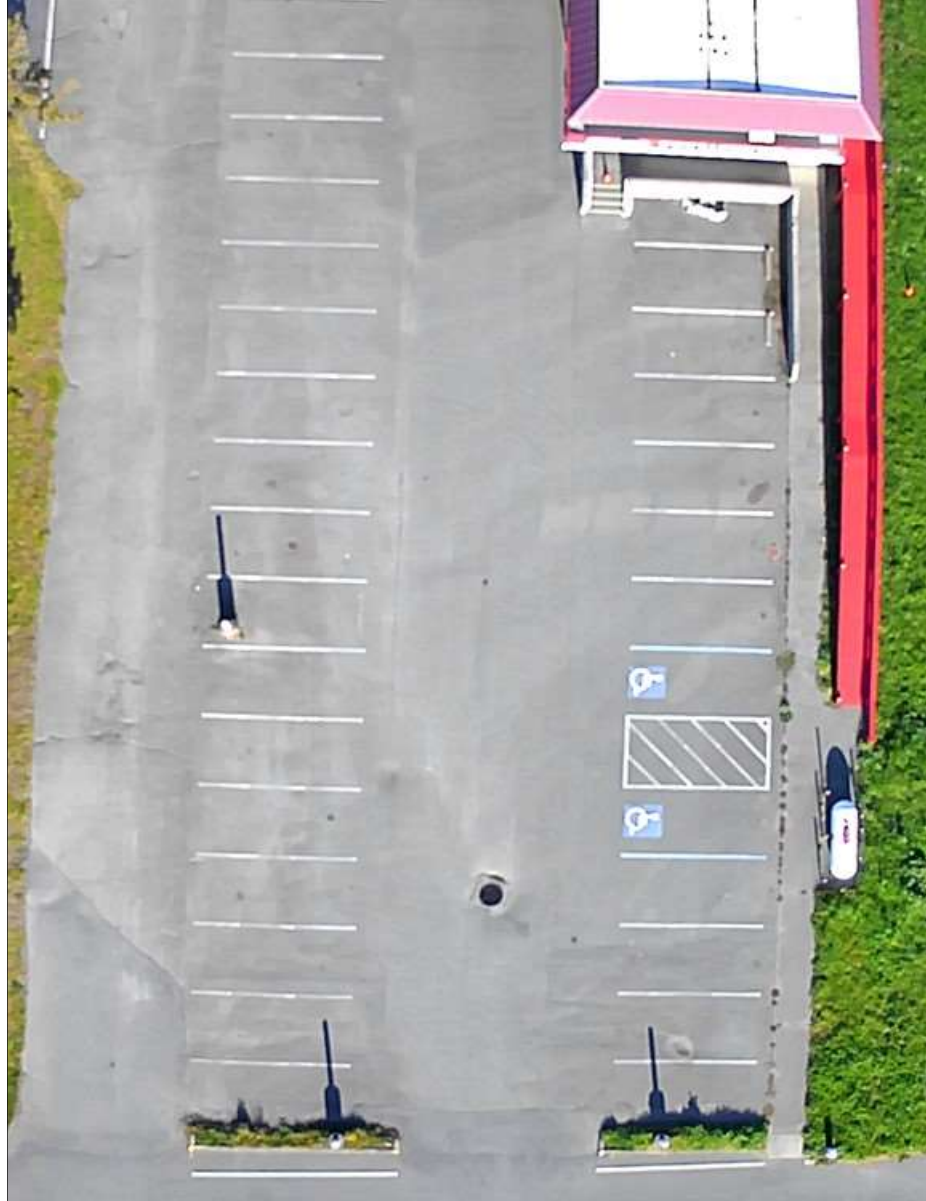




# S19 REDWOOD RV LOT & OFFICE BUILDING



# S20 PARKING LOT NEXT TO BOATHOUSE RESTAURANT

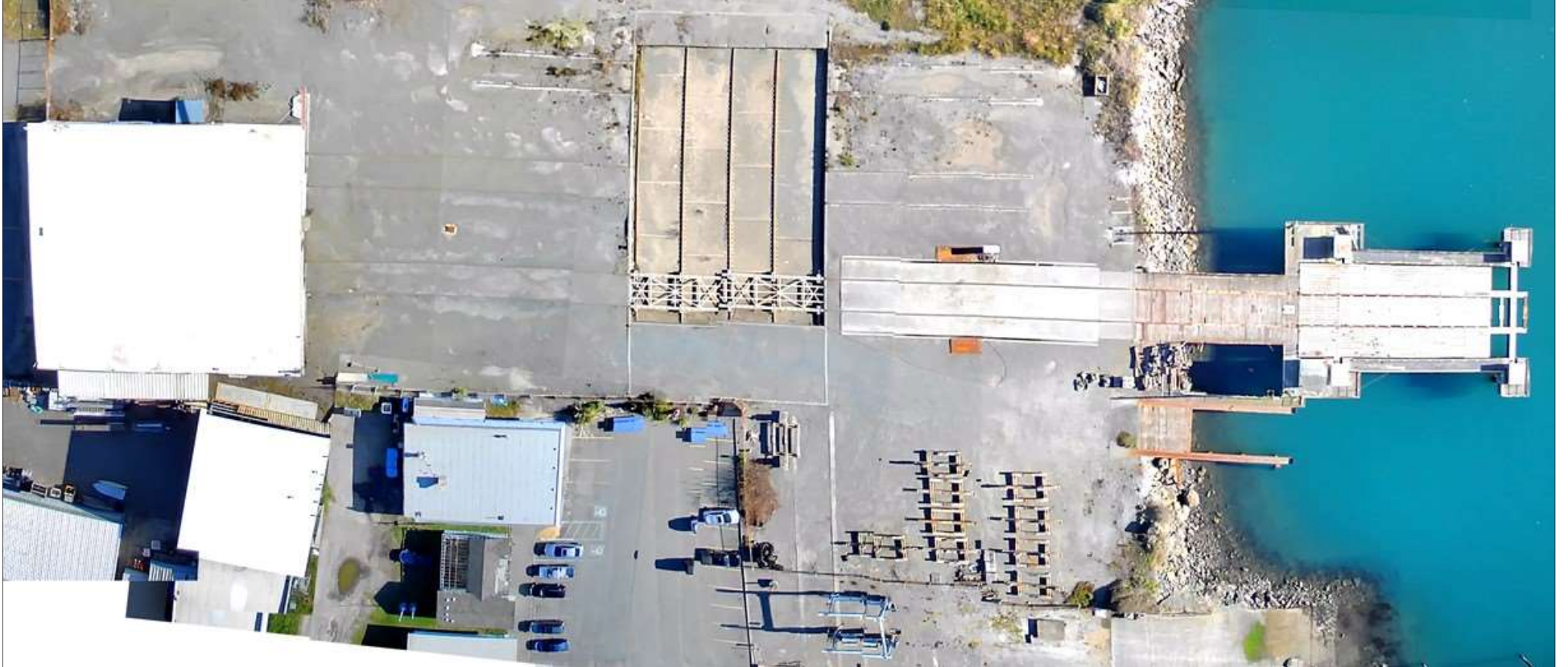




## S21 OVERFLOW LOT (NEXT TO JAMBALAYA)

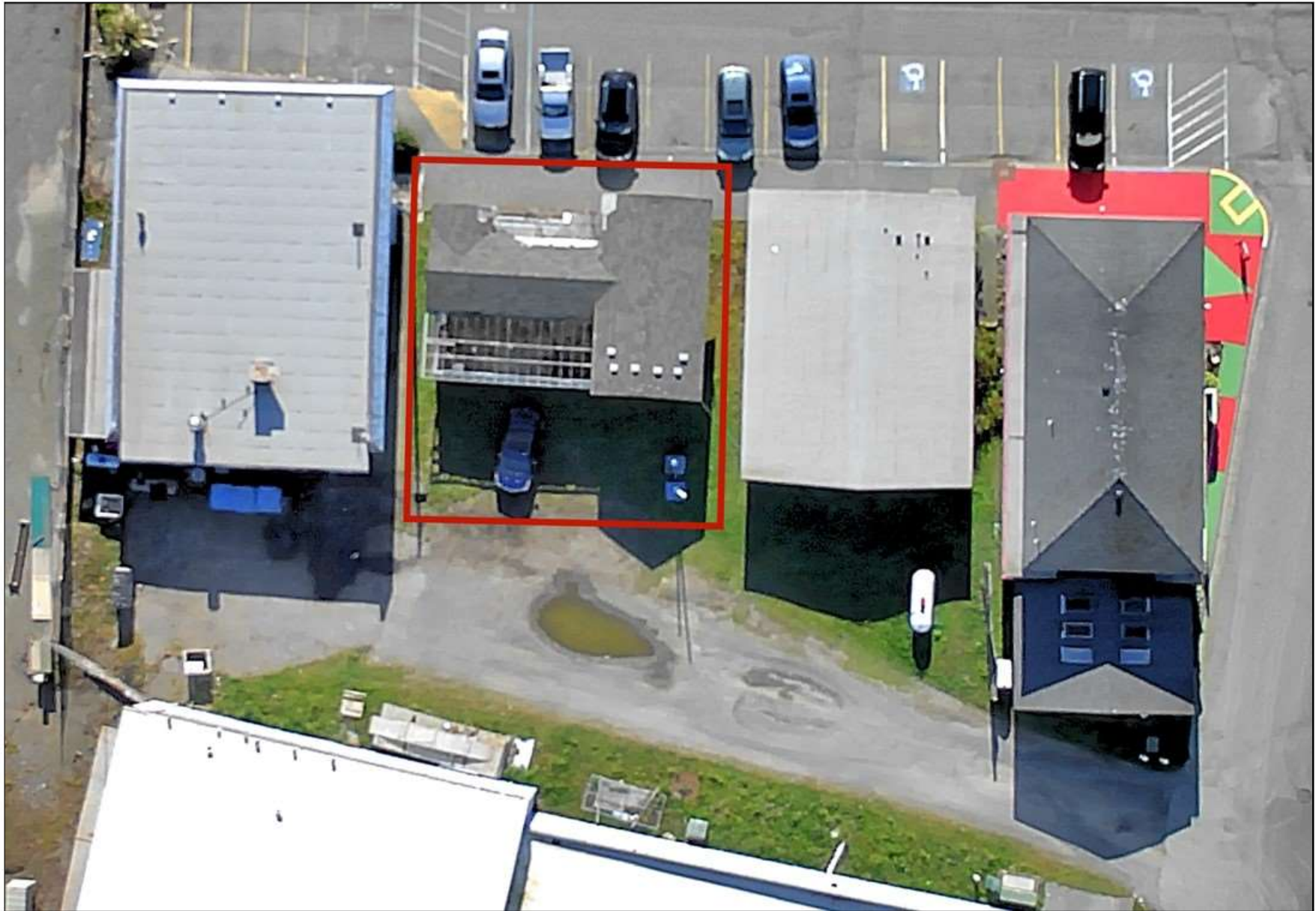


# S22 FASHION BLACKSMITH PROPERTY





# S23 STORAGE BUILDING (NEXT TO CRESCENT CITY SEAFOOD)



# S24 PARKING LOT NEXT TO HARBOR OFFICE





## N25 PROPERTY NEXT TO HOTEL (OFF RT 101)



## N26 EXPANSE (BETWEEN RT 101 AND PARKING LOT)



## N27 "SHERIFF'S" BUILDING





# N28 DREDGE POND





## N29 NORTH SIDE STORAGE (IMPOUND LOT)



# N30 SOLAR PANELS & CRAB POT STORAGE



# N31 SOLAR PANELS & CRAB POT STORAGE





## **6. Communications and Reports**

### **a. CEO/Harbormaster Report**

***Public Comment?***





## **7. Adjourn to Closed Session**

### **CONFERENCE WITH LEGAL COUNSEL**

Initiation of Litigation

Pursuant to Cal. Gov. Code Section 54956.9(d)(4)

(1 potential case)

### **CONFERENCE WITH REAL PROPERTY NEGOTIATORS**

Government Code section 54956.8

Property: Citizens Dock Hoist Areas 3 & 4, and Citizens Dock Ice Plant

Agency Negotiator: Mike Rademaker, CEO/Harbormaster

Negotiating Parties: Fathom Seafood, Ocean Gold, Pacific Dream

Under negotiation: Price and terms

***Public Comment?***



## **8. Resume Open Session and Provide Report from Closed Session**

***Public Comment?***



- 9. Consider and Vote to Approve New Lease Agreement for Citizens Dock Hoist Areas 3 & 4, Citizens Dock Ice Plant, and Any Ancillary Structures.**

***Public Comment?***

## 10. MEETING ADJOURNMENT

*Adjournment of the Board of Harbor Commissioners will be until the next meeting scheduled for **Tuesday, February 18, 2025**, at 2 p.m. PDT. The Crescent City Harbor District complies with the Americans with Disabilities Act. Upon request, this agenda will be made available in appropriate alternative formats to person with disabilities, as required by Section 12132 of the Americans with Disabilities Act of 1990 (42 U.S.C. §12132). Any person with a disability who requires modification in order to participate in a meeting should direct such request to (707) 464-6174 at least 48 hours before the meeting, if possible.*

