



Crescent City Harbor District

Municipal Service Review & Sphere of Influence Update

Del Norte

Local Agency Formation Commission

Adopted
August 24, 2015

Del Norte Local Agency Formation Commission

Commissioners

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Acknowledgements

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Table of Contents

INTRODUCTION	2
SERVICE REVIEW DETERMINATIONS	2
USES OF THIS REPORT	2
REVIEW METHODS	3
CRESCENT CITY HARBOR DISTRICT	4
OVERVIEW	4
ACCOUNTABILITY AND GOVERNANCE	7
POPULATION AND LAND USE	8
SERVICES & INFRASTRUCTURE.....	9
INFRASTRUCTURE NEEDS AND DEFICIENCIES.....	15
OTHER SERVICE PROVIDERS.....	15
SHARED FACILITIES.....	16
BUDGET.....	16
MUNICIPAL SERVICE REVIEW DETERMINATIONS	18
SPHERE OF INFLUENCE DETERMINATIONS.....	20
REFERENCES.....	21

List of Tables

TABLE 1: CRESCENT CITY HARBOR DISTRICT AGENCY PROFILE	5
TABLE 2: CRESCENT CITY HARBOR DISTRICT BOARD OF COMMISSIONERS	7
TABLE 3. CRESCENT CITY HARBOR DISTRICT REVENUES & EXPENDITURES.....	17

List of Figures

FIGURE 1. CRESCENT CITY HARBOR DISTRICT MANAGEMENT/ OWNERSHIP	6
FIGURE 2. CRESCENT CITY HARBOR PLANNING AREAS	9

Appendices

APPENDIX A	List of Grants Received Since 2009
APPENDIX B	Fee Schedule (CCHD Ordinance No.'s 42, 43, 44)

INTRODUCTION

This report is prepared pursuant to legislation enacted in 2000 that requires Local Agency Formation Commissions (LAFCOs) to conduct a comprehensive review of municipal services and update the spheres of influence of all agencies under LAFCo's jurisdiction. This service review focuses on the Crescent City Harbor District.

Service Review Determinations

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code Section 56000 et seq.) requires LAFCo to review and update spheres of influence not less than once every five years and to review municipal services prior to or in conjunction with sphere updates. The requirement for service reviews arises from the identified need for a more coordinated and efficient public service structure to support California's anticipated growth.

Effective January 1, 2008, Government Code Section 56430 requires LAFCo to conduct a review of municipal services provided in the county by region, sub-region or other designated geographic area, as appropriate, for the service or services to be reviewed, and prepare a written statement of determination with respect to each of the following topics:

- Growth and population projections for the affected area;
- The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence (effective July 1, 2012);
- Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies (including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence);
- Financial ability of the agency to provide services;
- Status of, and opportunities for, shared facilities;
- Accountability for community service needs, including governmental structure and operational efficiencies; and
- Any other matter affecting or related to effective or efficient service delivery, as required by Commission policy.

Uses of This Report

The service review process provides LAFCo with a tool to study current and future public service conditions and to evaluate organizational options for fostering orderly growth and development, promoting the efficient delivery of services, and encouraging the preservation of open space and agricultural lands. The potential uses of this report are described below.

Update Spheres of Influence

LAFCo will use this report as a basis to update the spheres of influence of the District. Markedly, spheres of influence designate the territory that LAFCo believes represents the affected agencies' appropriate future jurisdictions and service areas. All boundary changes, such as annexations, must be consistent with the affected agencies' spheres of influence with limited exceptions.

Consider Jurisdictional Boundary Changes

LAFCo is not required to initiate any boundary changes based on service reviews. However, LAFCo, local agencies, or the public may subsequently use this report together with additional research and analysis, where necessary, to pursue changes in jurisdictional boundaries.

Resource for Further Studies

Other entities and the public may use this report for further studies and analysis of issues relating to harbor related services in Del Norte County.

Review Methods

The agency reviewed as part of this service review process demonstrated full accountability in disclosure of information and cooperation with LAFCo. The following information was considered in the service review:

- Agency-specific data: responses to LAFCo Requests for Information, budgets, maps, and district plans.
- Demographic data: U.S. Census Bureau; Department of Finance.

Information gathered was analyzed and applied to make the required determinations for each agency. All information gathered for this report is filed by LAFCo for future reference.

CRESCENT CITY HARBOR DISTRICT

Overview

The Crescent City Harbor District (CCHD or District) is located on the Northern California Coast adjacent to the City of Crescent City, approximately 20 miles south of the Oregon border. Crescent City Harbor is located in Crescent Bay, just south of town, both on lands granted by the State Lands Commission (SLC) to the Harbor District and lands owned fee and title by the District. The Harbor is protected by a 4,100-foot outer breakwater, a 1,200-foot inner breakwater, and a 2,400-foot sand barrier, all of which combine to create the only “harbor of refuge” between Humboldt and Coos Bay. The Harbor is a shallow-draft critical harbor of refuge, supporting a Coast Guard search and rescue station, commercial and sport fishing, and recreational boating. The District was formed in 1951 to assume responsibility for improvements, maintenance, and management of the Crescent City Marina and related harbor facilities.

The District supports commercial fishing activities, which play a vital role in the Del Norte County economy. The Crescent City Harbor serves as a commercial boat basin for salmon, shrimp, tuna, cod, and Dungeness crab fishing vessels, as well as a basin for recreational watercraft. The Harbor is also home to multiple fishing and non-fishing related businesses and Harbor District offices. The District leases several commercial buildings and businesses located upon District owned land surrounding the harbor.

Crescent City and Del Norte County is in a state of transition from resource production to a tourism and recreation services-based economy. The 2006 Crescent City Harbor District Master Plan emphasizes the District’s intention to retain and improve existing harbor facilities in support of commercial fishing and recreational boating, while expanding coastal related visitor serving uses in the Harbor. These new uses have the potential of generating the revenue necessary to keep the District economically viable, sustaining its ability to meet its mandates under the State Tidelands Grant and the California Coastal Act.

The Tidelands Grant to the Harbor District by the state of California mandates specific functions that the District must guarantee for public use including the development of a public harbor to meet the needs of the people of the State and the provision of recreational and visitor-serving uses within the granted lands.

Furthermore, the California Coastal Act emphasizes support for coastal-dependent uses (i.e. those uses that must have a waterfront site in order to exist), and coastal-related, visitor-serving, recreation, and commercial uses. Harbor District policies and programs that carry out the administrative mandates of the State are encompassed in the Crescent City Harbor District Harbor Master Plan, the Del Norte County Local Coastal Program, and the City of Crescent City Local Coastal Plan for the Harbor Dependent and Harbor Related planning areas.

Table 1: Crescent City Harbor District Agency Profile

Formation	
Agency Name	Crescent City Harbor District
Date of Formation	1951
Enabling Legislation	Harbors and Navigation Code §7080-7090
Contact	
Contact	Charles Helms, CEO/Harbormaster
Alternate Contact	Lane Tavasci, Deputy Harbormaster
E-mail	charlie@ccharbor.com; lane@ccharbor.com
Website	www.ccharbor.com
District Office	101 Citizens Dock Road Crescent City, CA 95531
Mailing Address	101 Citizens Dock Road Crescent City, CA 95531
Phone	(707) 464-6174 Fax: (707) 465-3535
Governance	
Governing Body	Board of Harbor Commissioners
Board Meetings	First and third Tuesday of each month at 6:30p.m.
Staffing	Ten full-time and five part-time employees
Services and Facilities	
Services Provided	Operation and maintenance of docks, piers, slips, and facilities for the promotion and accommodation of commerce, navigation, fisheries, and public recreation including: boat slip rentals, equipment rentals and services, harbor dredging and maintenance, open space, recreation, and preservation areas, public facilities, rents and concessions, roads and parking.
Areas Served	Crescent City Harbor, Del Norte County.
Facilities	Harbor lands and infrastructure including, inner and outer boat basins, public facilities, commercial buildings, recreation facilities.

Boundary and Sphere of Influence

The District Boundary, which is countywide, also serves as the District’s Sphere of Influence (SOI). The District owns and controls both land and tideland properties at Crescent Bay, bounded by Crescent City to the west, Crescent Beach to the east, the Highway 101 corridor to the north, and Whaler’s Island and the breakwater to the south. The District ownership encompasses roughly 150 acres of land, Figure 1.

Figure 1. Crescent City Harbor District Management/ Ownership



Accountability and Governance

The Harbor District Board of Commissioners is comprised of five members, each elected by Del Norte County voters. Each Commissioner serves a four-year term and receives an annual stipend of \$3,833.32, paid in twice monthly payments, less standard payroll taxes. Each Commissioner receives medical insurance for themselves as well as an air ambulance service membership. Table 2, below, shows the existing Board composition. The Commissioners appoint a Harbormaster, who directs staff in the day-to-day operations of the Harbor. The District employs ten full-time and five part-time employees to provide services and maintain the Harbor. The District Office is open and staffed Monday through Friday between 7:30 a.m. and 4:30 p.m.

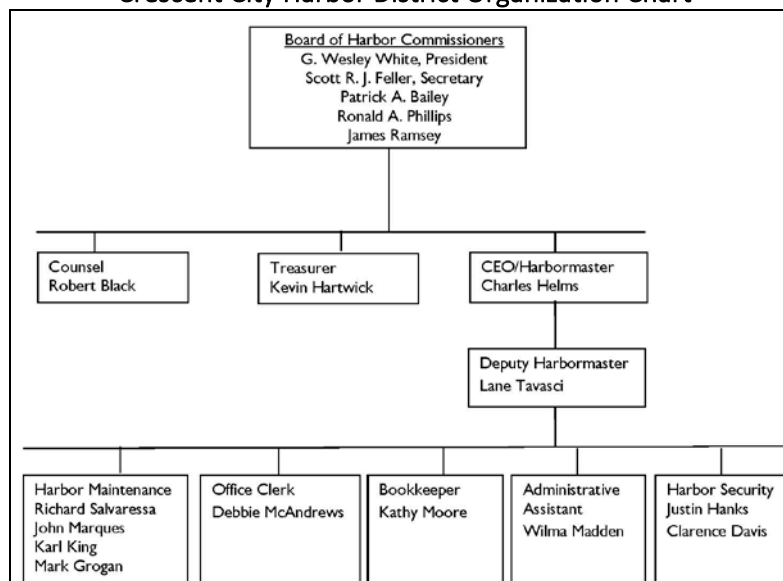
The Board meets on the first and third Tuesday's of each month at 6:30 p.m. The meetings are held at the Harbor District Office, 101 Citizens Dock Road, Crescent City. Meeting agendas are published 72 hours in advance of the meeting and are posted at the District Office and on the District's website.

Table 2: Crescent City Harbor District Board of Commissioners

Board Member	Title	Term Expiration
G. Wesley White	President	2016
Scott R. J. Feller	Secretary	2016
Patrick A. Bailey	Commissioner	2018
Ronald A. Phillips	Commissioner	2018
James Ramsey	Commissioner	2016

The District demonstrated full accountability and transparency in its disclosure of information and cooperation with Del Norte LAFCo during the MSR process. The District responded to the questionnaires and cooperated with the document requests.

Crescent City Harbor District Organization Chart



Population and Land Use

Land Use

Currently, five County land use designations apply to the land and water areas under the jurisdiction of the Harbor District: Harbor Dependent (HD), Harbor Dependent Commercial (HDC), Harbor Dependent Recreational (HDR), Harbor Related (HR), and Greenery (G). The Del Norte County General Plan (2003) and Zoning Code guides land use decisions within the District.

According to the District, the existing Harbor District Land Use Plan no longer reflects the current status of commercial and recreational fishing on the north coast. The Harbor District has been working on development of an updated Harbor Area Land Use Plan, with an associated update to zoning designations within the Harbor Area. This Plan will enhance and clarify the District's 2006 Master Plan.

Population and Growth

The harbor area does not have permanent residences within the District's jurisdiction. However, the District does lease land to RV parks, which accommodates RV units for extended stays. The District can also accommodate live aboard vessels for fees established in the adopted fee schedule.

According to the Census, the total population in Del Norte County was 27,507 in 2000 and 28,610 in 2010. The Del Norte County population grew at a rate of 4.0 percent between the 2000 and 2010 census, or at an annual growth rate of 0.4 percent. The County will likely continue to develop at current rates of 0.4 percent per year, putting the County population at approximately 30,987 in 2030.

Disadvantaged Unincorporated Communities

LAFCo is required to evaluate water service, sewer service, and structural fire protection within disadvantaged unincorporated communities as part of this service review, including the location and characteristics of any such communities. A disadvantaged unincorporated community (DUC) is defined as any area with 12 or more registered voters where the annual median household income is less than 80 percent of the statewide annual median household income (pursuant to Government Code Section 56033.5 and Water Code Section 79505.5).

According to the 2008-2012 American Community Survey 5-Year Estimates, the California median household income (MHI) is \$61,400. The Del Norte countywide MHI is \$39,626, which places it at 65% of the California MHI. With only one incorporated city, Crescent City, most of the County's population exists in unincorporated communities that qualify as "disadvantaged".

The California Department of Water Resources has mapped communities that are at or below 80 percent of the annual median household income by using census data for each county. According to this data, the communities of Smith River, Hiouchi, Gasquet, Klamath, and parts of

the incorporated City of Crescent City are classified as disadvantaged within Del Norte County. The District does not provide any of the three basic services - water, sewer, or structural fire protection; therefore, the District is not responsible for assuring that these services are adequately provided to communities that meet the DUC thresholds.

Figure 2: Crescent City Harbor Planning Areas



Source: Crescent City Harbor Master Plan, 2006, RRM Design Group.

Services & Infrastructure

Services Overview

The District currently provides the following services:

- Boat Slip Rentals
- Equipment Rentals and Services
- Harbor Dredging and Maintenance
- Open Space, Recreation, and Preservation Areas
- Public Facilities
- Rents and Concessions
- Roads and Parking

Infrastructure Overview¹

A series of natural disasters, including 2006 and 2008 winter storms and 2006 and 2011 tsunamis, badly damaged portions of the District's infrastructure. As a result it was determined that all docks and pilings in the inner boat basin should be replaced. The District funded required repairs through FEMA and Cal OES disaster funds, grants, and loans. The District began reconstruction of the inner boat basin in May 2012 and it was dedicated in March 2014. Repairs included the following major infrastructure projects:

- Reconstruction of the breakwater protecting the inner boat basin.
- Dredging material deposited by the 2011 tsunami from of the inner boat basin.
- New, tsunami resistant, docks, pilings, and gangways throughout the inner boat basin
- Dredging of the outer boat basin, Citizens Dock area, and fish dock areas of the harbor.
- Upgrade rock slope protection in the inner boat basin to resist a 50 year tsunami event.
- Repair supports at entrance to Citizens Dock.
- Replace destroyed administrative dock.
- Replace floating docks at Travelift facility.
- Replacement of damaged fender pilings at Citizens Dock.
- Repair rock slope protection at various locations in the outer boat basin and launch ramp areas.

To the best knowledge of the design engineers, contractors, and regulatory agencies, the District's inner boat basin represents the first marina in the United States built to resist waves resulting from a 50-year tsunami event.

During the reconstruction of the inner boat basin, the District obtained additional grant funds for the following projects, which improve the look and function of the harbor as a facility for visitors to the area (by boat and by land):

- Design of promenades, coastal trail, signage, and wind shelters throughout the harbor.
- Construction of the inner boat basin promenade, phase one of the coastal trail, improved signage and wind shelters near the inner boat basin.
- Design of a proposed multi-agency visitor center in the Harbor District.
- Construction of a new combination restroom, enclosed fish cleaning station, shower and laundry facility adjacent to the inner boat basin.

¹ This section relies heavily on discussion contained in the District's Audited Financial Statements, June 30, 2014 prepared by Donald R. Reynolds, CPA.

Additionally, the District has made the following capital improvements:

- Installation of high mast LED lighting around the inner boat basin.
- Purchase of the remaining lease from a failed abalone farm on harbor property.
- Purchase and renovation of the building formerly housing a bait shop/lunch stand into a modern, full service restaurant.
- Closure of the wastewater treatment plant operated by the District, and sale of the assets to the City of Crescent City.

INNER BOAT BASIN

The inner boat basin is the main berthing marina for commercial and pleasure crafts in the Harbor. The inner boat basin slips are rented on a daily, monthly, semi-annual, and annual basis. The Crescent City Harbor District boasts a new, state-of-the-art marina, with modern amenities for both commercial fisherman and recreational boaters. All facilities within the reconstructed Inner Boat Basin are ADA accessible. The inner boat basin marina has 240 slips which range in size from 30 feet to 70 feet with side-tie availability for vessels up to 100 feet. The harbor is dredged to a 12 foot depth.

As discussed in the Infrastructure Overview, the docks and pilings in the inner boat basin were severely damaged by a tsunami on November 15, 2006 and before that damage could be repaired, they were completely destroyed by a tsunami on March 11, 2011. These two tsunamis also damaged the seawall and the rock slope protection surrounding the inner boat basin. As a result of this substantial amount of damage, the inner boat basin has been fully reconstructed to withstand a 50-year tsunami event, primarily with disaster assistance funds from CalOES, as well as funds from FEMA. Thirty inch diameter piles, enclosed in HDPE sleeves, were driven from twenty one to thirty seven feet into the bedrock. “H” dock is designed as a wave and current attenuator with many closely spaced piles to disrupt tsunami flow patterns within the harbor.

OUTER BOAT BASIN

This area which has historically served recreational boaters and sports fishing operations during the summer months is located along the west side of the Anchor Way Groin and on the north side of the breakwater leading out from Whaler’s Island. The outer boat basin includes the boat launch ramp that is built into the Anchor Way Groin. Because there is sufficient capacity in the reconstructed inner boat basin to service all the recreational vessels, and because installing and maintaining the floating docks in the outer boat basin is expensive, the District decided not to install these temporary docks. In the future, should demand warrant it, the District may install new, modern floating docks in the outer boat basin.

EQUIPMENT RENTALS

The District can provide gear storage, pump vessels, dispose of waste oil or oily bilge water, provide launch ramp access, and provide the equipment necessary to maneuver vessels to and from the Harbor waters. Such equipment can be rented for fees defined in the adopted fee schedule and includes:

- Forklift;
- Mobile Crane;
- Port Boat (towing);
- Public Hoist;
- Thirty ton Travelift and a dry storage area for light do-it-yourself repairs; and
- Laydays.

HARBOR DREDGING AND MAINTENANCE

The open water planning areas located at the mouth of the inner boat basin, in and around the Citizen's Dock, the outer boat basin, and the working waterfront areas of the Harbor core need regular maintenance dredging or the operation and use of these facilities will become extremely limited in the future. The District has limited dredging equipment including a boom truck, a crane, a fork lift, and a suction dredge with a cutter head and dredge material pipes.

The area located in the westernmost section of the Harbor is comprised of an outdoor storage area and a 5.3-acre site that is used for the disposal and dewatering of dredge materials. The dredge materials site and the storage yard are the only portions of the Harbor that fall outside of the jurisdiction of the County and inside the jurisdiction of the City.

The dredge materials site is an essential part of the Harbor. With the State's mandated cessation of open water dredge disposals, the Harbor must utilize this site for the dewatering of dredge materials before hauling them to a more permanent disposal site. Until such time as the District and other State officials can either find a new site for the dredge materials (offshore or onshore), the District will need to continue to operate this dredge materials site well into the future (RRM, 2006).

OPEN SPACE, RECREATION, AND PRESERVATION AREAS

Highway 101 Frontage

The Harbor District's Highway 101 Frontage extends from the inner boat basin to the motel at the Highway 101 and Anchor Way intersection. The portion adjacent to the inner boat basin is a tree-studded green open space with some signage and harbor entry monuments. There is also a green space adjacent to the motel at Highway 101 and Anchor Way. These green spaces, designated as "Greenery" in the County General Plan, provide a pleasant image for those entering Crescent City and Crescent City Harbor from Highway 101 and are viewed as important attributes to the Harbor.

Western Uplands Area

The Western Uplands planning area is located in the westernmost section of the Harbor overlooking a sandy beach to the south. It is comprised of an outdoor storage area and a 5.3-acre site that is used for the dewatering of dredge materials. The storage area has potential for other uses, including visitor-serving development.

Whaler's Island

Whaler's Island used to be an isolated rocky island off the crest of Crescent Bay until it was connected to the Harbor by the Anchor Way Groin. Surfers and other personal water craft users can access a small cove on the east side of the Anchor Way Groin, and there is an informal trail that leads hikers over Whaler's Island and out to views of open-water. There is also a small cove that serves as a put-in facility for kayakers on the northeast side of the island.

The Coast Guard is located on the north side of Whaler's Island, taking advantage of shelter for the cutter and access to the inner Harbor and open-ocean. The Coast Guard operates a dock and station on this site within Harbor waters and the Coast Guard's 87-foot cutter is a permanent resident of the Harbor.

According to the Del Norte County General Plan and the Crescent City Harbor Master Plan, the land use designation for a portion of Whaler's Island is "Greenery". This designation is intended to set aside areas to be used for wind or weather screens and for visual effect. Day use recreation is listed as a compatible use within this designation.

PUBLIC FACILITIES

Anchor Way Groin

The Anchor Way Groin contains fill that extends out from the Harbor land mass south to Whaler's Island. This groin contains a number of facilities and serves as a platform for the outer boat basin, the boat launch ramp, and the restrooms and parking areas that serve it.

Citizen's Dock

The Citizen's Dock is the only public pier in Crescent City Harbor that is managed by the District. The pier is used primarily for loading and unloading operations of fishing vessels. It does not afford much of an opportunity for public fishing directly from the pier.

The Dock splits into two legs at its mid-point with one configuring to the west and the other to the southwest. The southwest portion of the dock holds five small buildings used by commercial fishing operations to unload their catch. The leg pointing directly west is home to the two-story icehouse which provides flake ice to the fishing fleet. Two small fish unloading buildings are adjacent to the icehouse.

Harbormaster/District Office and Restroom Buildings

The District's office is located along Citizen's Dock Road, just south of the inner boat basin. This building serves as the administrative headquarters of the District. A new ADA compliant restroom facility with showers, a laundry facility and fish cleaning station was constructed adjacent to the inner boat basin with a grant from the Wildlife Conservation Board.

RENTS AND CONCESSIONS

The District derives a substantial part of its current revenues from the rents paid by lessees and other businesses operating on Harbor District property, including tenants, licensees, permit holders and other private users authorized by the District. Many major public and private components of the CCHD Harbor Master Plan can be achieved only through additional revenue-generating uses and private investment.

Boat Repair and Marine Supply Shops

The District leases the Harbor's boat repair facility to Fashion Blacksmith, Inc. Boat repair and building takes place in 2 large bays within the building and also occupies the large yard between the building and the syncrolift at the adjacent dock. Fashion Blacksmith is a full service shipyard with a shiplift 100 feet long and 34 feet wide, with a maximum 275 long ton lifting capacity.

The District also leases a nearby space to Englund Marine Supply, a related use that sells marine supplies. Englund Marine recently began construction of a greatly expanded retail and warehouse facility along the east side of Citizen's Dock Road. The District expects this to improve the retail ambiance along Citizen's Dock Road, attract new retail customers and allow for new uses for the existing building occupied by Englund Marine.

Fuel Docks

A boating fuel terminal is present on Citizen's Dock that is currently being leased to Renner Petroleum.

Restaurants and Retail

Situated in the Central Harbor is a cluster of buildings with retail uses including the Fisherman Wives Hall, the Coast Redwoods Art Association, and the Yacht Club. The Chart Room Restaurant, an important income generator for the District, resides on Anchor Way Groin. The District purchased an existing building overlooking Crescent Beach and renovated it into a full service restaurant available for lease. The Crescent City Crab Shack, Kim's Hair Salon, and South Beach Outfitters are all located along Anchor Way.

RV Parks

The northeastern harbor area includes two existing RV parks: the 117-space Harbor RV Anchorage Park, accessed from Starfish Way, and the 125-space Bayside RV Park which is accessed from either Highway 101 or Citizen's Dock Road.

There is an undeveloped area that was the site of a former RV park that was abandoned. At present, this area provides parking to the users of Crescent Beach, as well as to patrons of nearby commercial uses.

Seafood Processing Buildings

The District owns a number of fish processing buildings associated with the Harbor that have not been used to capacity for some time. On the southwest corner of the Harbor are the Alber Seafood, Inc. building and Pacific Choice building, which are two of the largest buildings on the site.

ROADS AND PARKING

Vehicle access to the Harbor is provided at three locations off of Highway 101: Anchor Way, Neptune Way, and Citizen's Dock Road. Citizen's Dock Road is the main access roadway and serves as the primary Harbor entryway from Highway 101. It serves the Central Harbor area and Citizen's Dock. Anchor Way provides secondary access to and defines the southern border of the Harbor. Anchor Way provides direct access to the boat launch and the Coast Guard facility that resides at the Harbor. Neptune Way also provides secondary access to the Harbor and is located between the two other access roads.

Crescent City Harbor has substantial parking lots that are seldom fully occupied. Parking and net repair areas surround the inner boat basin, Anchor Way Groin, which is predominantly used for parking, and Citizen's Dock Road. There is ample parking to adequately accommodate existing and future parking needs.

Infrastructure Needs and Deficiencies

The District has made significant progress towards implementing many of the goals outlined in the Master Plan including completing numerous infrastructure improvements in recent years. The District intends to actively pursue new business opportunities to expand coastal related visitor serving uses in the Harbor that have the promise of generating revenue.

ADA accessibility improvements were made as the District remodeled buildings at 170 Marine Way and 110 Anchor Way; however the District Office requires renovation to meet ADA requirements.

Other Service Providers

The City of Crescent City maintains the water distribution system within the Harbor area, other than individual service lines to Harbor owned facilities. The water lines presently serving the Harbor are adequately sized to meet the needs of future development with simple lateral extensions. The District's wastewater is collected and treated by the City's WWTP.

The County of Del Norte provides general governmental services – which includes social services, emergency services, planning, public works, county roads and parks, etc. – to the unincorporated areas of Del Norte County. The City of Crescent City provides similar general governmental services within city limits.

U.S. COAST GUARD

The U.S. Coast Guard Flotilla 11N-08-11 is located in the Crescent City Harbor. It is responsible for the Crescent City bay area, extending north to the Oregon border and south to Klamath and Humboldt County. Flotilla Meetings are held the fourth Wednesdays of each month at 6:00 PM. Auxiliary members perform a variety of activities and missions in support of the Coast Guard including:

- Search and Rescue;
- Patrols;
- Navigation Aid;
- Vessel Checks;
- Support to federal-state-and local agencies;
- Public Education;
- Marine Dealer Visits;
- Public Affairs;
- Coast Guard Operational Support;
- Social Environmental Watch; and
- Member Training.

Shared Facilities

The District took the lead coordinating and obtaining funding for the design of a multi-agency visitor center at the corner of Citizen's Dock Road and Highway 101. In partnership with 16 local, state, and federal agencies the District facilitated multiple community meetings to gauge interest and commitment to a visitor center. The District received a grant from the California State Wildlife Conservation Board for the visitor center final design plans, which have been completed. Funding for visitor center construction has not been secured at this time.

Budget

The District's primary revenue sources are rents and concessions and inner boat basin rentals; primary expenditures are payroll expenses and utilities. In addition to the operating revenues and expenses shown below, the District received a number of grants since 2009. Appendix A lists grants received including project title, funding agency, grant amount, and project dates.

According to the District's most recent Audited Financial Statements (June 30, 2014) "during the 2014 fiscal year the District emerged from a long and difficult period of physical and financial stress." A series of physical disasters caused enormous financial stress for the District including 2006 and 2008 winter storms and 2006 and 2011 tsunamis. These events badly damaged portions of the District's infrastructure and led to federal and state disaster declarations. The District was able to fund a majority of repairs through FEMA and Cal OES.

The District also obtained a long-term loan from the U.S. Department of Agricultural Rural Development (USDA-RD) to fund the District's share of the inner boat basin reconstruction costs following the 2006 and 2011 Tsunamis. The approximate loan amount is \$4,841,620. The loan was also intended to fund any operating losses incurred during the period when repairs were underway and any additional capital investment that may be necessary to improve the District's future opportunities. According to the June 30, 2014 Audited Financial Statement, the primary

financial challenge is servicing the new debt incurred to complete the reconstruction and improvement projects.

Table 3. Crescent City Harbor District Revenues & Expenditures

Revenue	Actual 2012-13	Actual 2013-14	Budget 2014-15
Operating Revenue			
Inner-boat basin slip rentals	144,195	247,339	163,000
Outer-boat basin slip rentals	9,294	15,894	-
Launching, day use fees, travelift, transient and other services	230,758	141,425	132,600
Rents and concessions	530,481	595,683	553,000
Other misc. income	15,532	24,377	20,750
Utilities Income	-	-	47,000
Wharfage	24,677	19,617	12,320
Total Operating Revenue	\$954,937	\$1,044,335	\$928,670
Non-Operating Revenue¹			
Property Taxes and assessments	312,595	339,325	320,000
Interest income	4,974	3,765	4,000
Other revenue	30	27,705	-
Total Non-Operating Revenue	\$317,599	\$370,795	\$324,000
Total Revenue	\$1,272,536	\$1,415,130	\$1,252,670
Expenses	Actual 2012-13	Actual 2013-14	Budget 2014-15
Advertising	3,892	7,554	12,000
Accounting – Audit, etc.	19,860	6,435	15,000
Bad Debts	2,639	18,940	10,000
Depreciation	110,565	96,563	260,000
Fuel, Oil, Grease	16,049	14,708	15,000
Insurance	86,423	127,294	104,994
Legal	37,388	21,844	37,000
Office and Admin.	17,384	18,126	13,000
Operating Supplies	20,637	23,895	19,000
Other	60,429	10,468	75,857
Outside Services	8,291	51,654	10,000
Payroll Expenses and Taxes	794,337	790,600	789,000
Repairs and Maintenance – materials & services	64,632	108,044	39,000
Travel	-	13,731	5,000
Utilities and Telephone	147,557	143,444	123,100
Total Operating Expenses	\$1,390,083	\$1,453,301	\$1,508,951
Non-Operating Expenses			
Interest expense	-	\$181,946	\$249,329
Total Expenses	\$1,390,083	\$1,635,246	\$1,758,280
Net Total (Deficit)	(\$117,547)	(\$220,116)	(\$505,610)

¹ Not including grant income.

Source: FY 2012-13 Actual and 2014-15 Budget from District. FY 2013-14 from Audited Financial Statements.

Service Rates

The District has an adopted fee schedule establishing fees and charges for services and use of District facilities (Ordinance No.'s 42, 43, and 44). The fee schedule covers services such as copies, showers, laundry, late fees, clerical, concession, forklift, public hoist, travelift, moorage, and live aboard fees. The adopted Fee Schedule is included as Appendix B.

MUNICIPAL SERVICE REVIEW DETERMINATIONS

This chapter addresses the requirements of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code Section 56430). As part of the municipal service review process, LAFCo is required to make written statements of determinations in each of the categories listed below.

Growth and population projections

According to the Census, the total population in Del Norte County was 27,507 in 2000 and 28,610 in 2010. The Del Norte County population grew at a rate of 4.0 percent between the 2000 and 2010 census, or at an annual growth rate of 0.4 percent. The County will likely continue to develop at current rates of 0.4 percent per year, putting the County population at approximately 30,987 in 2030.

The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the Sphere of Influence

The bulk of Del Norte County's population exists in unincorporated communities that qualify as disadvantaged including the communities of Smith River, Hiouchi, Gasquet, Klamath, and parts of the incorporated City of Crescent City. Because the District does not provide water, sewer or structural fire protection services, the District is not responsible for assuring that these services are adequately provided to communities that meet the DUC thresholds.

Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies

The District's Master Plan encourages and plans for increased usage of harbor facilities and services. The District has made significant progress towards implementing many of the goals outlined in the 2006 Master Plan including completing numerous infrastructure improvements in recent years. These improvements include, but are not limited to, reconstructed inner boat basin to resist a 50-year tsunami, breakwater repairs, new restroom facility with fish cleaning station, inner boat basin promenade, and other repairs related to storm and tsunami damage. The District has also completed recreational, commercial and visitor serving improvements intended to accommodate an increase in usage of the District's public facilities and services.

Financial ability of agencies to provide services

The District's primary revenue sources are rents and concessions and inner boat basin rentals; primary expenditures are payroll expenses and utilities. The District has also been successful at obtaining grant funds for the design and construction of numerous recreational and visitor serving improvements. The primary financial challenge is servicing the new debt incurred to complete the reconstruction and improvement projects. It is imperative that the District attract more visitors and new businesses.

According to the District's most recent Audited Financial Statements (June 30, 2014) "during the 2014 fiscal year the District emerged from a long and difficult period of physical and financial stress." With completion of reconstruction of the inner boat basin, the projects funded by the Coastal Conservancy and Wildlife Conservation Board, and the projects funded internally by its own funds, the District believes it is positioned for success into the future. The District intends to actively pursue new business opportunities to expand coastal related visitor serving uses in the Harbor that have the promise of generating revenue.

Status of, and opportunities for, shared facilities

The District took the lead coordinating and obtaining funding for the design of a multi-agency visitor center at the corner of Citizen's Dock Road and Highway 101. In partnership with 16 local, state, and federal agencies the District facilitated multiple community meetings to gauge interest and commitment to a visitor center. The District received a grant from the California State Wildlife Conservation Board for the visitor center final design plans, which have been completed. Funding for visitor center construction has not been secured at this time.

Accountability for community service needs, including governmental structure and operational efficiencies

The District is governed by a five-member Board of Commissioners, elected by voters in Del Norte County. The District employs 10 full-time and 5 part-time employees including a CEO/Harbormaster. The District holds public meetings in accordance with the Brown Act. District staff can be reached by phone, email, or at the district office during normal business hours.

Any other matter related to effective or efficient service delivery, as required by commission policy

There are no further matters related to effective or efficient service delivery at this time.

SPHERE OF INFLUENCE DETERMINATIONS

Sphere of Influence Status

The District's sphere is coterminous with the District boundary and the Del Norte County boundary; there is no opportunity to expand the sphere and therefore no recommended changes. In determining the SOI of each local agency, the commission shall consider and prepare a written statement of its determinations with respect to each of the categories listed below.

Present and planned land uses in the area, including agricultural and open-space lands.

The current sphere is coterminous with the District boundary, which encompasses the entire County including the entire unincorporated area of Del Norte County and the incorporated City of Crescent City. Land uses within the District boundaries are subject to the Del Norte County General Plan and Crescent City General Plan. Del Norte County is comprised of approximately 683,500 acres, of which approximately 192,357 acres (28 percent) are privately owned and 489,697 acres (72 percent) are publicly owned. Little change in actual or designated land uses within the District is anticipated over the next 20 years.

Present and probable need for public facilities and services in the area.

The Harbor District provides a variety of public harbor related facilities and services that support commercial, recreational and visitor serving uses. The Harbor serves as a commercial boat basin for salmon, shrimp, tuna, cod, and Dungeness crab fishing vessels, as well as a basin for recreational watercraft. The Harbor is also home to multiple fishing and non-fishing related businesses and Harbor District offices. The District leases several commercial buildings and businesses located upon District owned land surrounding the harbor. The District operates and provides services within the only harbor of refuge between Humboldt Bay and Coos Bay; the need for harbor related facilities and services will continue in the future.

Present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide.

The District's Master Plan encourages and plans for increased usage of harbor facilities and services. The District has made significant progress towards implementing many of the goals outlined in the 2006 Master Plan including completing numerous infrastructure improvements in recent years. These improvements include, but are not limited to, reconstructed inner boat basin to resist a 50-year tsunami, breakwater repairs, new restroom facility with fish cleaning station, inner boat basin promenade, and other repairs related to storm and tsunami damage. The District has also completed recreational, commercial and visitor serving improvements intended to accommodate an increase in usage of the District's public facilities and services.

Existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency.

The District serves all of Del Norte County including unincorporated communities and the City of Crescent City. No areas of social or economic interest are known that are not already being served by the District.

For an update of a sphere of influence of a city or special district that provides public facilities or services related to sewers, municipal and industrial water, or structural fire protection, the present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing sphere.

The bulk of Del Norte County's population exists in unincorporated communities that qualify as disadvantaged including the communities of Smith River, Hiouchi, Gasquet, Klamath, and parts of the incorporated City of Crescent City. Because the District does not provide water, sewer or structural fire protection services, the District is not responsible for assuring that these services are adequately provided to communities that meet the DUC thresholds.

REFERENCES

Crescent City Harbor District Audited Financial Statements, June 30, 2014. Prepared by Donald R. Reynolds, CPA.

Del Norte LAFCo MSR and SOI Update Information Questionnaire for the Crescent City Harbor District. Completed by Wilma Madden, Administrative Assistant, April 2015 (on file with Del Norte LAFCo).

RRM Design Group. January 2006. *Crescent City Harbor Master Plan*.

"USCG Auxiliary - Flotilla 8-11, District 11NR Web Site." Accessed May 5 2015.
<<http://wow.uscgaux.info/content.php?unit=113-08-11>>

APPENDIX A

CRESCENT CITY HARBOR DISTRICT LIST OF GRANTS RECEIVED SINCE 2009

Project Title	Funding Agency	Grant Award Amount	Date of Grant Award	Date Project Completed	Actual Project Costs*	Final Grant Amount
Harbor Design Guidelines & Promenade, Coastal Trail Segment and public access improvements Design & Engineered Plans	California State Coastal Conservancy	\$685,000.00	October 4, 2010	August 31, 2013	\$659,127.64	\$659,127.64
North Coast Interagency Visitor Center Site Schematic Design & 30% Construction Plans & Preliminary Environmental Analysis	Wildlife Conservation Board	\$283,500.00	May 31, 2012	April 15, 2014	\$274,196.71	\$274,196.71
Abandoned Watercraft Abatement Fund Grant	California Department of Boating & Waterways	\$30,000.00	August 14, 2012	January 29, 2014	\$51,186.87	\$30,000.00
Crescent City Harbor Promenade & California Coastal Trail Construction	California State Coastal Conservancy	\$2,350,000.00	October 22, 2012	February 28, 2015	\$2,371,620.00	\$2,371,620.00
North Restroom & Enclosed Fish Cleaning Station	Wildlife Conservation Board	\$527,000.00	November 29, 2012	April 30, 2014	\$489,638.61	\$489,638.61
Harbor Coastal Trail – Starfish Way Segment	Del Norte Local Transportation Commission – Regional Surface Transportation Program	\$370,100.00	January 8, 2015	Project Underway	Project Underway	Project Underway

*Not including any required match funds

**BOARD OF HARBOR COMMISSIONERS
CRESCENT CITY HARBOR DISTRICT**

ORDINANCE NO. 42


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

The following ordinance, consisting of six sections, was duly and regularly passed and adopted by the Board of Harbor Commissioners of the Crescent City Harbor District, County of Del Norte, State of California, at a regular meeting of the Board of Harbor Commissioners held on the 15th day of October, 2013, by the following vote:

AYES: *Commissioners Feller, Bailey, White, Ramsey, and Phillips*

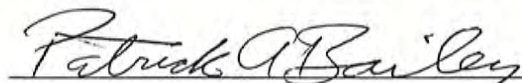
NOES: *none*

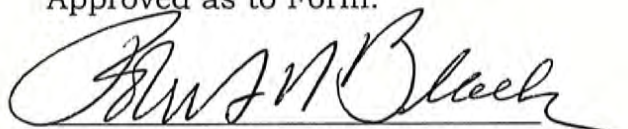
ABSENT: *none*


Ronald Phillips, President

ATTEST:

Approved as to Form:


Patrick A. Bailey, Secretary


Robert N. Black, District Counsel

ORDINANCE NO. 42

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

WHEREAS, Harbors & Navigation Code Section 6070 empowers the Board to pass all necessary ordinances for the regulation of the district; and

WHEREAS, Harbors & Navigation Code Section 6079 requires that the Board shall fix by ordinance the rate of wharfage and other charges which are appropriate for the use of facilities owned or services furnished by the District.

NOW, THEREFORE, the Board of Harbor Commissioners of the Crescent City Harbor District does ordain as follows:

SECTION 1. FEE SCHEDULE. The fees charged for services, materials and supplies furnished by the Crescent City Harbor District shall be as set forth in the attached schedule marked Exhibit A.

SECTION 2. PARTIAL INVALIDITY. Should any fee established herein be held to be in excess of the valid and enforceable fee for such service, then the amount of such excess shall not be charged, but the valid and enforceable portion of the fee shall be charged.

SECTION 3. LISTING NOT COMPREHENSIVE. This Ordinance may not list all fees that are or may be charged for services, materials and supplies furnished by the Crescent City Harbor District. To the extent that other fees are or have been customarily charged or are established by other statutes or ordinances and are not included in this Ordinance, all such fees and charges shall remain in full force and effect.

SECTION 4. SEVERABILITY. Should any fee established herein be held to be invalid and unenforceable, such determination shall not affect the validity of those fees not held to be invalid or unenforceable. Should any provision of this Ordinance, or its application to any person or circumstance, be determined by a court of competent jurisdiction to be unlawful, unenforceable or otherwise void, that determination shall have no effect on any other provision of this Ordinance or the application of this Ordinance to any other person or circumstance and, to that end, the provisions hereof are severable.

SECTION 5. PUBLICATION. The Clerk of the Board has published this Ordinance on September 10, 2013 in a newspaper of general circulation within Del Norte County.

SECTION 6. EFFECTIVE DATE. This Ordinance shall become effective and enforceable immediately upon its final adoption.

EXHIBIT A

SECTION A. DEFINITIONS

This section defines the terms and phrases as they are used by this Exhibit A.

"Concession Certificate for Seafood Products" shall mean a certificate issued by the District as provided in the District's ordinance.

"District" means the Crescent City Harbor District.

"Seafood Products" are any of the animals that are listed on the most recent "Seafood List" compiled by the United States Food and Drug Administration, Center for Food and Safety & Applied Nutrition.

"Vessel" means every description of watercraft used or capable of being used as a means of transportation on the water.

SECTION B: ESTABLISHMENT OF FEES AND CHARGES

The following fees and charges are hereby imposed upon persons and Vessels in and upon waters subject to the jurisdiction of the District and/or upon, over, through, or under the lands, roads, bridges, wharves, docks, piers or other facilities owned or controlled by the District or passing over the side of a Vessel:

1. Schedule of Service Fees

Copies	\$0.50 per page
Paper Copies of Public Documents	\$0.50 per page
Electronic Media Copies of Public Documents	Actual cost of media
Meeting Agendas e-mail, fax, or pickup	\$0.00
Meeting Agendas- first Class mail	Must provide stamped, self-addressed envelopes
Sending and Receiving Faxes	\$1.00 per page
Key Deposit/Unreturned Key Charge	\$20.00 each
Returned Check	\$20.00 each
Transient Billing Fee	All outlay, costs, fees and expenses which the District may incur in collecting the transient billing. These costs shall include, but are not limited to personnel, attorney's fees, court, service of process, investigator and other costs. (\$10.00 minimum fee)
Showers	\$1 per each 10 minutes
Washers	\$2 per cycle
Dryers	\$1 per each 40 minute cycle
Soap	\$0.75 per box

Interest on accounts due	1.5% interest per month. If interest is not timely paid the amount of interest unpaid will bear interest at 1.5% per month. The unpaid interest, so compounded, will not exceed an amount equal to simple interest on the unpaid principal at the maximum rate permitted by law. Each payment will be credited first to the interest then due. The remainder of each payment will then be credited to the outstanding principal, and interest will cease to accrue against any amounts so credited.
Late Fee	If any payment shall not be made on its due date, a late charge of \$25.00 shall be charged by the District for the purpose of defraying the expenses incident to handling such delinquent payments. Proof of actual damages would be costly or inconvenient. Such late charge shall be paid without prejudice to the District's right to collect any other amount provided to be paid or to declare a default caused by virtue of the untimely payment or from exercising any of the District's other rights or remedies.
Clerical Processing Fee for all those proposing to do business with the District	\$30.00
Clerical and Legal Processing Fee for those proposing to enter or modify a lease with the District	Deposit of \$500.00 and payment of all additional sums within ten days of notice except \$250 that is paid by district after the initial deposit
Concession Certificate for wholesale purchase of seafood products without a hoist lease.	\$500.00 for the application and renewal or any updated application submitted to the District
Concession/Wharfage Fee on sales of Seafood Product	\$50 per month to a maximum of \$200 per calendar year
Concession Fee for nonseafood sales on District property absent a lease	\$30 per day
Sales and rentals paid to the owners/operators of any Vessel used for fishing, sportfishing, touring or charter excursions for hire	Moorage or five percent of the gross passage, sales and rentals paid to the owners/operators of any Vessel used for fishing, sportfishing, touring or charter excursions for hire.
Live Aboard Application & Inspection Fee	\$20.00 (plus Clerical Processing Fee if this has not already occurred during the initial moorage process)

Personnel	\$40.00 per hour during regular business hours from 7:00 AM until 3:30 PM weekdays; \$60.00 per hour outside regular business hours and at any time on weekends and holidays; All labor time will be rounded to the nearest ¼ hour. Additional charges may apply if labor is called in outside regular business hours.
Forklift (includes operator)	\$70.00 per hour (1/2 hour minimum charge)
Mobile Crane (includes operator),	\$150.00 per hour (1/2 hour minimum charge)
Port Boat (Equipment only-labor is an additional expense with ½ hour minimum charge for each laborer)	\$100.00 per hour (1/2 hour minimum charge)
Pumping a Vessel by District Staff	Personnel charges as appropriate, plus \$25 per use for each electric pump and \$50 per use for each gasoline powered pump.
Public Hoist	\$20 per each ½ hour used.
Travelift—Roundtrip (Equipment only-labor is an additional expense)	\$6.50 per foot
Travelift—One way - trailer (Equipment only-labor is an additional expense)	\$4.00 per foot
Laydays	\$0.75 per foot per day \$20 per day minimum charge. (No charge for day boat goes back in) Boats remaining in the Laydays area for more than 30 consecutive days shall be charged 80% of the per foot per day rate.
Launch Ramp access	\$ 6.00 per day; \$ 35.00 per calendar month; \$90.00 per annum (calendar year) There is a 5% discount for persons at least 60 years old and to those who are disabled (one discount per customer to a maximum of 5% per vessel)
Boat Pump rental (Restricted to District tenants)	\$0.00
Sewage Pump Out	\$0.00
Storage, per item or pair of items	\$20.00 per month
Waste Oil/Oily Bilge Water Disposal	\$1.75 per gallon plus labor charge
Use of Work Dock (tenants are allowed specified periods of use without charge as provided by the District's policies)	\$25.00 per day in addition to other moorage charges as appropriate

2. Schedule of Moorage Fees

(a) Inner and Outer Boat Basins:

Dock	Slip Length	Annual Fee Basis	Seasonal	Monthly Fee Basis	Daily Rates
A	70'	\$4,410		\$665	\$44.10
B	60'	\$3,780		\$570	\$37.80
C	50'	\$3,150		\$475	\$31.50
D & E	40'	\$2,520		\$380	\$25.20
F & G	30'	\$1,890		\$285	\$18.90
Outer Boat Basin	24'	N/A	\$675	\$240	\$15

(b) Fees Discounted by 5%, Applicable to Vessels Owned by Persons at Least 65 Years of Age

Dock	Slip Length	Annual Fee Basis	Seasonal	Monthly Fee Basis	Daily Rates
A	70'	\$4,190		\$632	\$44.10
B	60'	\$3,590		\$542	\$37.80
C	50'	\$2,993		\$451	\$31.50
D & E	40'	\$2,394		\$361	\$25.20
F & G	30'	\$1,796		\$271	\$18.90
Outer Boat Basin	24'	N/A	\$641	\$228	\$15

All totals are rounded to the nearest dollar.

Fees are calculated based upon the length of the slip or the overall length of the vessel, whichever is greater.

(c) Live Aboard Fees:

A Live Aboard vessel, as defined by District ordinance, shall be subject an additional \$100 per month moorage fee for up to two persons. The minimum Live Aboard fee shall be increased by the sum of \$85.00 for each person living aboard in excess of two persons.

All vessels shall have their electricity separately metered and shall pay for the vessel's actual utility use plus administrative surcharge of ten dollars for meter reading, accounting and billing.

ORDINANCE NO. 43

**AN ORDINANCE OF THE BOARD OF HARBOR COMMISSIONERS
OF THE CRESCENT CITY HARBOR DISTRICT
ADOPTING BERTHING FEES AND REGULATIONS FOR
SMALL RECREATIONAL VESSELS FOR THE 2014 SEASON**

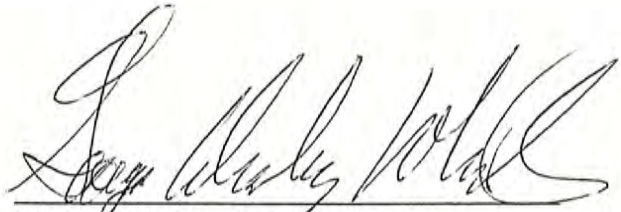
The following ordinance, consisting of 6 sections, was duly and regularly adopted by the Board of Harbor Commissioners of the Crescent City Harbor District, County of Del Norte, State of California, at a special meeting of the Board held on Wednesday, April 30, 2014 by the following vote:

AYES: *Commissioners Bailey, Feller, Ramsey & White*

NOES: *NONE*

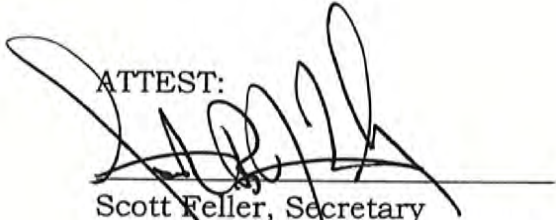
ABSENT: *Commissioner Phillips*

ABSTAIN: *NONE*



Wesley White, President
Board of Harbor Commissioners

ATTEST:



Scott Feller, Secretary
Board of Harbor Commissioners

APPROVED AS TO FORM:

By: Mark Black, Deputy
Robert N. Black, Legal Counsel
Crescent City Harbor District

ORDINANCE NO. 43

**AN ORDINANCE OF THE BOARD OF HARBOR COMMISSIONERS
OF THE CRESCENT CITY HARBOR DISTRICT
ADOPTING BERTHING FEES AND REGULATIONS FOR
SMALL RECREATIONAL VESSELS FOR THE 2014 SEASON**

WHEREAS, Harbors & Navigation Code Section 6070 empowers the Board to pass all necessary ordinances for the regulation of the Harbor District;

WHEREAS, Harbors & Navigation Code Section 6079 requires that the Board fix by ordinance berthing fees and other charges that are appropriate for the use of facilities owned or services furnished by the Harbor District;

WHEREAS, the Harbor suffered a Tsunami on March 11, 2011 that devastated the facilities in the Inner Boat Basin;

WHEREAS, the Harbor District has recently finished the complete reconstruction of the Inner Boat Basin; and

WHEREAS, the Harbor District will not be placing the sport docks in the Outer Boat Basin for the 2014 season and therefore wishes to offer sport fisherman the ability to use the new Inner Boat Basin facilities.

NOW, THEREFORE, the Board of Harbor Commissioners of the Crescent City Harbor District does hereby ordain as follows:

SECTION 1. PARTIAL INVALIDITY. Should any fee established herein be held to be in excess of the valid and enforceable fee for such service, then the amount of such excess may not be charged, but the valid and enforceable portion of that fee will be charged.

SECTION 2. LISTING NOT COMPREHENSIVE. This Ordinance does not list all fees that exist or that may be charged for services, materials, and supplies furnished by the Crescent City Harbor District. To the extent that other fees have been customarily charged or are established by other statutes or ordinances, and are not included in this Ordinance, all such fees and charges remain in full force and effect.

SECTION 3. SEVERABILITY. Should any fee established herein be held to be invalid and unenforceable, such determination will not affect the validity of

those fees not held to invalid or unenforceable. Should any provision of this Ordinance, or its application to any person or circumstance, be determined by a court of competent jurisdiction to be unlawful, unenforceable or otherwise void, that determination will have no effect on any other provision of this Ordinance or the application of this Ordinance to any other person or circumstance and, to that end, the provisions hereof are severable.

SECTION 4. PUBLICATION. A summary of this Ordinance was published in a newspaper of general circulation at least 20 days prior to its consideration for adoption in accordance with Harbors & Navigation Code Section 6070.2.

SECTION 5. EFFECTIVE DATE. This Ordinance will become effective and enforceable immediately upon its adoption.

SECTION 6. TEMPORARY REGULATIONS REGARDING THE BERTHING OF RECREATIONAL VESSELS DURING THE 2014 SEASON. The following regulations apply to the berthing of recreational vessels 27 feet long or less during the 2014 season. The 2014 season runs from May 1st through October 31st.

A. Inner Boat Basin Berthing Fees for Recreational Vessels 27' and Under for the 2014 Season:

	Seasonal Rate	Monthly Rate	Daily Rate
Standard	\$675	\$240	\$15
Seniors (60+)	\$641	\$228	\$15

B. Berthing Permits Required. All vessels berthing within the Inner Boat Basin must apply for and obtain a "Berthing Permit and Rental Agreement." Vessels without such a permit are subject to eviction and removal from the harbor.

C. Insurance Requirements Waived. Recreational vessels 27 feet and under are exempted from any insurance requirements mandated for commercial vessels under Harbor District ordinances, rules, or regulations.

ORDINANCE NO. 44

**AN ORDINANCE OF THE BOARD OF HARBOR COMMISSIONERS
OF THE CRESCENT CITY HARBOR DISTRICT
ESTABLISHING QUARTERLY BERTHING FEES**

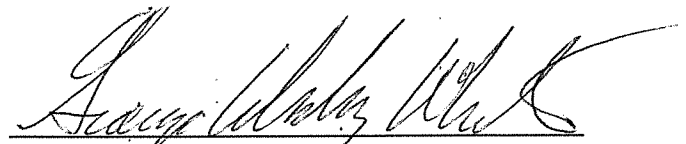
The following ordinance, consisting of 6 sections, was duly and regularly adopted by the Board of Harbor Commissioners of the Crescent City Harbor District, County of Del Norte, State of California, at a regular meeting of the Board held on Tuesday, September 2, 2014 by the following vote:

AYES: White; Feller; Bailey; Phillips; Ramsey.

NOES: Ø

ABSENT: Ø

ABSTAIN: Ø



Wes White, President

Board of Harbor Commissioners

ATTEST:



Scott R.J. Feller, Secretary
Board of Harbor Commissioners

APPROVED AS TO FORM:



Martha D. Rice, Legal Counsel
Crescent City Harbor District

ORDINANCE NO. 44

AN ORDINANCE OF THE BOARD OF HARBOR COMMISSIONERS OF THE CRESCENT CITY HARBOR DISTRICT ESTABLISHING QUARTERLY BERTHING FEES

WHEREAS, Harbors & Navigation Code Section 6070 empowers the Board to pass all necessary ordinances for the regulation of the Harbor District;

WHEREAS, Harbors & Navigation Code Section 6079 requires that the Board fix by ordinance berthing fees and other charges that are appropriate for the use of facilities owned or services furnished by the Harbor District;

WHEREAS, the Harbor District has recently finished the complete reconstruction of the Inner Boat Basin;

WHEREAS, customers have expressed a desire for "seasonal" berthing fees that offer a discount from the monthly berthing fee; and

WHEREAS, establishing such a fee will be attractive to both new customers and former customers.

NOW, THEREFORE, the Board of Harbor Commissioners of the Crescent City Harbor District does hereby ordain as follows:

SECTION 1. PARTIAL INVALIDITY. Should any fee established herein be held to be in excess of the valid and enforceable fee for such service, then the amount of such excess may not be charged, but the valid and enforceable portion of that fee will be charged.

SECTION 2. LISTING NOT COMPREHENSIVE. This Ordinance does not list all fees that exist or that may be charged for services, materials, and supplies furnished by the Crescent City Harbor District. To the extent that other fees have been customarily charged or are established by other statutes or ordinances, and are not included in this Ordinance, all such fees and charges remain in full force and effect.

SECTION 3. SEVERABILITY. Should any fee established herein be held to be invalid and unenforceable, such determination will not affect the validity of those fees not held to invalid or unenforceable. Should any provision of this Ordinance, or its application to any person or circumstance, be determined by

a court of competent jurisdiction to be unlawful, unenforceable or otherwise void, that determination will have no effect on any other provision of this Ordinance or the application of this Ordinance to any other person or circumstance and, to that end, the provisions hereof are severable.

SECTION 4. PUBLICATION. A summary of this Ordinance was published in a newspaper of general circulation at least 20 days prior to its consideration for adoption in accordance with Harbors & Navigation Code Section 6070.2.

SECTION 5. EFFECTIVE DATE. This Ordinance will become effective and enforceable immediately upon its adoption.

SECTION 6. QUARTERLY BERTHING FEES. The following quarterly fees for berthing in the Inner Boat Basin are hereby established and effective immediately upon adoption of this Ordinance. These fees are available to both commercial and recreational vessels.

A. Inner Boat Basin Quarterly Berthing Fees for Vessels:

Docks	Length	Quarterly Fee	Senior Discount (Age 60 and Over)
F/G	30 ft.	\$645	\$613
D/E	40 ft.	\$897	\$852

B. Quarterly Defined. Quarterly is defined as any three consecutive months.

C. Berthing Permits Required. All vessels berthing within the Inner Boat Basin must apply for and obtain a "Berthing Permit and Rental Agreement." Vessels without such a permit are subject to eviction and removal from the harbor.