

**CALIFORNIA COASTAL COMMISSION**

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**W 24a**

Date Filed: December 4, 2002  
49th Day: January 22, 2003  
180<sup>th</sup> Day: June 2, 2003  
Staff: Tiffany S. Tauber  
Staff Report: December 20, 2002  
Hearing Date: January 8, 2003  
Commission Action:

**STAFF REPORT: REGULAR CALENDAR**

APPLICATION NO.: **1-02-147**

APPLICANT: **HUMBOLDT STATE UNIVERSITY**

AGENT: **Winzler & Kelly Consulting Engineers**

PROJECT LOCATION: **Along the shoreline of Humboldt Bay at  
1535 Waterfront Drive, City of Eureka,  
Humboldt County (APN 002-241-011)**

PROJECT DESCRIPTION: **Construction of a temporary, seasonal dock  
across from an existing boathouse to  
facilitate boat access to Humboldt Bay for  
the Humboldt State University crew team  
and the Humboldt Bay Rowing Association.  
The proposed dock consists of an 8' x 35'  
gangway attached to concrete footings and  
anchored over existing riprap along the  
shoreline, a 10' x 20' causeway, and a 100'  
x 8' floating dock.**

GENERAL PLAN DESIGNATION: **Commercial Waterfront/ Natural Resources**

ZONING DESIGNATION: **Commercial Waterfront/Natural Resources**

LOCAL APPROVALS RECEIVED: City of Eureka Coastal Development Permit (CDP-01-02)

OTHER APPROVALS REQUIRED: (1) Humboldt Bay Harbor, Recreation, and Conservation District Permit; (2) Army Corps of Engineers

SUBSTANTIVE FILE DOCUMENTS: Mitigated Negative Declaration prepared by the City of Eureka (September 2002)

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SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval with special conditions for the coastal development permit application submitted by Humboldt State University for construction of a temporary, seasonal boat dock across from an existing boathouse to facilitate boat access to Humboldt Bay for the Humboldt State University crew team and the Humboldt Bay Rowing Association. The proposed dock consists of an 8' x 35' gangway attached to concrete footings and anchored over existing riprap along the shoreline, a 10' x 20' causeway, and a 100' x 8' floating dock.

A narrow band of eelgrass approximately five-feet-wide extends just offshore from the location of the proposed boat dock. The project has been designed to avoid impacts to eelgrass and eelgrass habitat. The proposed gangway portion of the dock would extend approximately 35 feet from the shoreline to the floating causeway and would entirely span the narrow strip of eelgrass. Additionally, the applicant is proposing to construct the gangway from a metal mesh-pattern material that would allow sunlight to penetrate through the structure to the eelgrass below, thereby avoiding the potential for adverse impacts to eelgrass from shading. The shoreline runs east/west in the project area and as a result, the eelgrass would receive sunlight in the morning and evening hours. Furthermore, the dock facility would be removed during the crew off-season, between May 1 through September 1, which coincides with the peak growing and reproduction period of eelgrass. The proposed dock would not result in any permanent fill that would permanently displace mudflat or eelgrass habitat.

To address potential impacts to eelgrass and to ensure consistency with Sections 30230 and 30233 of the Coastal Act, staff is recommending Special Condition Nos. 1 and 2. To ensure that the portion of the boat dock that extends over existing eelgrass is constructed with light permeable materials as proposed, staff recommends Special Condition No. 1 requiring the project to be constructed according to the proposed plans as shown in Exhibit No. 3. To ensure that the boat dock is removed during the peak eelgrass growing season when it is not in use, staff recommends Special Condition No. 2 that requires the boat dock to be removed in its entirety between May 1 and September 1 of each year.

Finally, Special Condition No. 3 requires the applicant to provide a copy of any required approval from the Humboldt Bay Harbor District to the Executive Director, or evidence that no permit is required prior to issuance of the permit. Special Condition No. 4 requires the applicant to provide a copy of any required approval from the Army Corps of Engineers to the Executive Director, or evidence that no permit is required prior to commencement of development. Any changes to the project required by the Humboldt Bay Harbor District or the Army Corps of Engineers must be reported to the Executive Director and such changes shall not be incorporated into the project until any required coastal development permit amendment is obtained.

As conditioned, staff believes that the project is fully consistent with the Chapter 3 policies of the Coastal Act.

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STAFF NOTES:

1. Standard of Review

The proposed project is located in the City of Eureka. Eureka has a certified LCP, but the portion of the project that is the subject of Coastal Development Permit Application No. 1-02-147 is within the Commission's retained jurisdiction in submerged and tidal areas along Humboldt Bay. Therefore, the standard of review that the Commission must apply to the project is the Coastal Act.

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I. MOTION, STAFF RECOMMENDATION AND RESOLUTION:

The staff recommends that the Commission adopt the following resolution:

Motion:

I move that the Commission approve Coastal Development Permit No. 1-02-147 pursuant to the staff recommendation.

Staff Recommendation of Approval:

Staff recommends a YES vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

**Resolution to Approve the Permit:**

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

**II. STANDARD CONDITIONS:**      See Attachment A.

**III. SPECIAL CONDITIONS:**

**1. Construction of Project Consistent with Plans**

The boat dock shall be constructed using the proposed design and materials shown in the attached Exhibit No. 3 so as to ensure continued light availability to eelgrass. No changes to the design and materials shown in the attached Exhibit No. 3 shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

**2. Seasonal Removal of Boat Dock**

To protect eelgrass, the boat dock shall be removed in its entirety between May 1 and September 1 of each year.

**3. Humboldt Bay Harbor District Approval**

**PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** the applicant shall provide to the Executive Director a copy of a permit issued by the Humboldt Bay Harbor District, or letter of permission, or evidence that no permit or permission is required. The applicant shall inform the Executive Director of any changes to the project required by the Humboldt Bay Harbor District. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this coastal development permit, unless the Executive Director determines that no amendment is legally required.

**4. Army Corps of Engineers Approval**

**PRIOR TO COMMENCEMENT OF DEVELOPMENT,** the permittee shall provide to the Executive Director a copy of a permit issued by U.S. Army Corps of Engineers, or

letter of permission, or evidence that no permit or permission is required. The applicant shall inform the Executive Director of any changes to the project required by the U.S. Army Corps of Engineers. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this coastal development permit, unless the Executive Director determines that no amendment is legally required.

#### **IV. FINDINGS AND DECLARATIONS**

The Commission hereby finds and declares:

##### **1. Site Description & Project Description**

The project site is located along the waterfront of Humboldt Bay adjacent to the property known as the "Carson Mill Site" in the City of Eureka. The project site is located adjacent to a recently constructed temporary boat storage building located in the City's coastal permit jurisdiction (Eureka CDP-12-01). Existing land uses surrounding the Carson Mill site include the Adorni Recreational Center and Sacco amphitheater to the west and Waterfront Drive and a mixture of commercial and residential uses to the south. A parking lot and boat launch are located to the east under the Highway 255 bridge. The Woodley Island Marina is located across the bay to the north of the project site. (see Exhibit Nos. 1 & 2).

The applicant proposes to construct a temporary, seasonal boat dock across from the existing boathouse to facilitate boat access to Humboldt Bay for the Humboldt State University crew team and the Humboldt Bay Rowing Association. The proposed dock consists of an 8' x 35' gangway attached to concrete footings and anchored over existing riprap along the shoreline. The gangway would be connected to a 10' x 20' causeway that is then connected to a 100' x 8' floating dock. (see Exhibit No. 3).

The project site is located adjacent to a public footpath that runs parallel to the bay. An existing sitting bench along the footpath would be removed to facilitate construction of the dock. Concrete footings to secure the dock would be constructed around the poles that currently support the bench. Because the poles used for the bench are not engineered to support the dock, additional helical screws or stem anchors would be constructed on either side of the concrete footings to secure support cables that would provide the lateral support for the dock.

The boat dock is proposed to provide temporary bay access for Humboldt State University and the Humboldt Bay Rowing Association until the completion of the Boating Instruction Safety Center planned for the west side of the Adorni Recreational Center, which is expected to be completed within 3 years. Additionally, the proposed

dock is seasonal in that it is proposed to be removed annually during the crew off-season, generally during the summer months between May 1 and September 1.

A narrow band of eelgrass exists immediately offshore in the project vicinity. The project has been designed to avoid direct impacts to the eelgrass by extending the gangway beyond the band of eelgrass and by constructing the gangway platform of a material that allows light to penetrate through to the eelgrass below. The proposed dock would be supported entirely from onshore anchors and would not involve the installation of piles or any other in-water supports.

## **2. Fill in Coastal Waters and Protection of the Marine Environment**

The Coastal Act defines fill as including "earth or any other substance or material... placed in a submerged area." The proposed project does not involve the placement of any permanent structural fill in coastal waters such as piles, as the dock would be entirely supported from onshore anchors. However, the dock would float up and down with the tide, thereby resting on submerged areas of Humboldt Bay during low tide.

The proposed project could have potential adverse impacts on the marine environment. A narrow band of eelgrass exists just offshore of the project site where the boat dock would be located. Eelgrass provides important cover and foraging habitat for a variety of marine organisms and certain species of fish.

Several Coastal Act policies address protection of the marine environment from the impacts of development such as the construction of boat docks. These policies include Sections 30230 and 30233. Section 30230 applies generally to any development in marine environments. Section 30233 applies to any diking, filling, or dredging project of open coastal waters. Installation of a floating dock within Humboldt Bay is a form of filling open coastal waters, wetlands, or an estuary.

Section 30230 of the Coastal Act states, in applicable part:

*Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Section 30233(a) of the Coastal Act provides as states, in applicable part:

*(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of*

*this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:*

...

*(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.*

...

*(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary...*

The above policies set forth a number of different limitations on what development projects may be allowed in coastal waters. For analysis purposes, the limitations can be grouped into four general categories or tests. These tests are:

- a. that the purpose of the filling, diking, or dredging is for one of the eight uses allowed under Section 30233;
- b. that feasible mitigation measures have been provided to minimize adverse environmental effects;
- c. that the project has no feasible less environmentally damaging alternative; and
- d. that the biological productivity and functional capacity of the habitat shall be maintained and enhanced where feasible.

(a) Allowable Use for Dredging and Filling of Coastal Waters

The first test set forth above is that any proposed fill, diking or dredging must be for an allowable purpose as specified under Section 30233 of the Coastal Act. The proposed project involves construction of a floating boat dock that would be used by the Humboldt State University crew team and the Humboldt Bay Rowing Association to provide access to Humboldt Bay for recreational boating.

Section 30233(a)(4) allows fill in open coastal waters, other than wetlands, including streams, estuaries, and lakes, for new or expanded boating facilities and for public recreational piers that provide public access and recreational opportunities, provided there are no less environmentally damaging alternatives and that feasible mitigation measures have been provided to minimize adverse environmental effects. The proposed fill is associated with a new boating facility that would also provide recreational

opportunities on Humboldt Bay. Therefore, to the extent that the proposed project is the least environmentally damaging alternative and mitigation measures will minimize adverse environmental effects, the proposed project is consistent with the use limitations identified in Section 30233(a)(4).

(b) Feasible Mitigation Measures

The second test set forth by Section 30230 and 30233 is whether feasible mitigation measures have been provided to minimize adverse environmental impacts.

Depending on the manner in which the proposed boat dock facility is constructed, the proposed project could have potential adverse effects on the marine environment of Humboldt Bay, including potential impacts to eelgrass habitat. The potential impacts and their mitigations are discussed in the following section.

(1) Eelgrass

A narrow band of eelgrass approximately five-feet-wide extends just offshore from the location of the proposed boat dock. Eelgrass (*Zostera marina*) is considered to be an environmentally sensitive habitat area worthy of protection because it functions as important shelter and foraging habitat. For example, eelgrass provides cover for juvenile fish and in some locations, serves as a spawning ground for herring. In addition, black brant, small migratory geese, feed almost exclusively on eelgrass. Eelgrass is a flowering plant that extends long rhizomes (roots) an average of 1.5 – 8 inches below the substrate from which the turions (stems) sprout with long, green blades (leaves) and it thrives in protected coastal waters with sandy or muddy bottoms. Eelgrass can be adversely impacted by direct contact, or indirectly by shading from over-water structures.

The proposed project has been designed to avoid impacts to eelgrass and eelgrass habitat. The proposed gangway portion of the dock would extend approximately 35 feet from the shoreline to the floating causeway and would entirely span the narrow strip of eelgrass. Additionally, the applicant is proposing to construct the gangway from a metal mesh-pattern material that would allow sunlight to penetrate through the structure to the eelgrass below, thereby avoiding the potential for adverse impacts to eelgrass from shading. The shoreline runs east/west in the project area and as a result, the eelgrass would receive sunlight in the morning and evening hours. Furthermore, the dock facility would be removed during the crew off-season, between May 1 through September 1, which coincides with the peak growing and reproduction period of eelgrass. The proposed dock would not result in any permanent fill that would permanently displace mudflat or eelgrass habitat.

Commission staff has consulted with staff of the Department of Fish and Game (DFG) regarding potential significant adverse impacts to eelgrass. DFG staff has indicated that the project has been designed in a manner that incorporated recommendations from DFG



and that if the boat dock is constructed according to the proposed plans, the project would not result in significant adverse impacts to eelgrass or eelgrass habitat.

To ensure that the portion of the boat dock that extends over existing eelgrass is constructed with light permeable materials as proposed, the Commission attaches Special Condition No. 1 requiring the project to be constructed according to the proposed design and materials shown in Exhibit No. 3.

To ensure that the boat dock is removed during the peak eelgrass growing season when it is not in use, Special Condition No. 2 requires the boat dock to be removed in its entirety between May 1 and September 1 of each year.

As conditioned, the Commission finds that feasible mitigation measures have been incorporated into the project to minimize adverse environmental effects consistent with Section 30233(a).

(c) Alternatives

The third test set forth by the Commission's fill policies is that the proposed fill project must have no feasible less environmentally damaging alternative. In this case, the Commission has considered the various identified alternatives, and determines that there are no feasible less environmentally damaging alternatives to the project as conditioned. Alternatives that have been identified include: (1) the "no project" alternative; and (2) constructing a permanent dock.

As explained below, each of these alternatives are infeasible and/or do not result in a project that is less environmentally damaging than the proposed project.

(1) No Project Alternative

This alternative would do nothing to provide boat access to the bay from the existing boathouse for use by the Humboldt State University crew team and the Humboldt Bay Rowing Association for recreational purposes. The no project alternative would require boaters associated with these organizations to transport boats from the boathouse to other boat launching facilities around the bay. The boats are up to 60-feet-long and transporting them from the boathouse to other facilities is cumbersome and would potentially impact other public boat launching facilities. The Commission finds that the no project alternative would not accomplish project objectives in a successful manner. Therefore, the Commission finds that this alternative is not a feasible less environmentally damaging alternative to the proposed project as conditioned.

(2) Construction of a Permanent Dock

This alternative would involve constructing a permanent dock that would remain in the water year-round. As discussed previously, the applicant is proposing the boat dock to serve as a temporary, seasonal dock facility until the construction of a permanent boat storage and launching facility at the Boating Instruction and Safety Center (BISC) is completed. The BISC has been approved by the City of Eureka and would be located adjacent to the Adorni Recreational Center along the bay waterfront and is expected to be completed within three years. Until the BISC is completed, the applicant proposes to remove the dock between May 1 and September 1 of each year. Construction of a permanent dock at the subject location would require the installation of support piles that would result in permanent structural bay fill. Additionally, construction of a permanent dock would not allow for its removal during the peak eelgrass growing season and thus, a permanent dock could have potential significant adverse impacts to eelgrass from overhead shading. Therefore, the Commission finds that this alternative is not a feasible less environmentally damaging alternative to the proposed project as conditioned.

(d) Maintenance and Enhancement of Marine Habitat Values

The fourth general limitation set by Sections 30230 and 30233 is that any proposed dredging or filling project in coastal waters must maintain and enhance the biological productivity and functional capacity of the habitat, where feasible.

As discussed in the section of this finding on mitigation, the conditions of the permit will ensure that the project will not have significant adverse impacts on eelgrass, or other coastal resources. By avoiding impacts to coastal resources, the Commission finds that the project will maintain the biological productivity and functional capacity of the habitat consistent with the requirements of Sections 30230 and 30233 of the Coastal Act.

The Commission thus finds that the project is an allowable use, that there is no feasible less environmentally damaging alternative, that adequate mitigation is required for potential significant adverse impacts associated with the filling of coastal waters, and that marine habitat values will be maintained or enhanced. Therefore, the Commission finds that the proposed development, as conditioned, is consistent with Sections 30230 and 30233 of the Coastal Act.

3. Visual Resources

Section 30251 of the Coastal Act states that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance, and requires in applicable part that permitted development be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, and to be visually compatible with the character of surrounding areas. Furthermore, Section 30240(b) of the Coastal Act states that development in areas

adjacent to parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those recreation areas.

The boat dock facility would be visible from many vantage points in and around Humboldt Bay, including from the public footpath along the waterfront immediately adjacent to the project site. The proposed project would not result in a change to the site that would significantly adversely impact visual resources. The site is located along the waterfront in an area surrounded by similar boat dock facilities including those at the Woodley Island Marina to the north, the boat ramp under the Highway 255 bridge to the east, and other dock facilities adjacent to the Adorni Recreational Center to the west. The proposed dock includes a six-foot-high, eight-foot-wide chain link gate across the gangway which would allow continued views through the gate while providing security and limiting access to the dock to Humboldt State University and the members of the Humboldt Bay Rowing Association. The dock would be secured by onshore anchors and concrete footings and would not involve any alteration of landforms.

Therefore, the Commission finds that the proposed development is consistent with Section 30251 of the Coastal Act as the development will not block views to and along the coast, will not involve any alteration of land forms and will not result in any change to the visual character of the waterfront area.

#### **4. Public Access**

Section 30212 of the Coastal Act requires that access from the nearest public roadway to the shoreline be provided in new development projects except where it is inconsistent with public safety, military security, or protection of fragile coastal resources or adequate access exists nearby. Section 30211 requires that development not interfere with the public's right to access gained by use or legislative authorization. Section 30210 of the Coastal Act requires that maximum public access be provided consistent with public safety, public rights, private property rights and the need to protect natural resource areas. In applying Sections 30210, 30211 and 30212, the Commission is also limited by the need to show that any denial of a permit application based on these sections, or any decision to grant a permit subject to special conditions requiring public access, is necessary to avoid or offset a project's adverse impact on existing or potential access.

The proposed boat dock would be located immediately adjacent to a public footpath that parallels Humboldt Bay and is used by the public for walking, jogging, birding, etc. A sitting bench located along the footpath would be removed to allow for the concrete footings and dock supports to be attached to the poles that currently support the bench. The bench is located in the portion of the project that falls within the City of Eureka's coastal development permit jurisdiction. In approving the project, the City attached a condition requiring the bench to be replaced following the permanent removal of the temporary, seasonal dock, or within three months of the issuance of the Certificate of

Occupancy for the Boating Instruction and Safety Center to be constructed west of the Adorni Center. As designed and proposed, the boat dock would not impede or otherwise interfere with public access and recreational uses along the footpath.

A chain-link security gate would be erected around the gangway to prevent unauthorized persons from using the dock. The gate would be located approximately 20 feet down the gangway and would span the width of the gangway and would be approximately 8 feet wide and 6 feet high. Although the proposed dock would not be made available for use by the general public, there are several public boating facilities in the immediate vicinity including the boat ramp below the Highway 255 bridge to the east of the project site and the Woodley Island Marina across the bay to the north of the site, none of which would be affected by the proposed project.

The proposed temporary, seasonal boat dock facility would not significantly adversely affect public access, but rather, would provide access to the bay for recreational boaters affiliated with Humboldt State University and the Humboldt Bay Rowing Association. The proposed dock would not displace any existing bay access facilities, as the project would simply provide a new docking facility where no boat access currently exists. In addition, the project would not increase the demand for public access facilities, as it would not increase population density in the area, and would not otherwise draw more people to the waterfront. Therefore, the Commission does not find it necessary to require that public access be provided as a result of the proposed project.

The Commission finds that the proposed project as conditioned, does not have any significant adverse effect on public access, and that the project as proposed without new public access is consistent with the requirements of Coastal Act Sections 30210, 30211, and 30212.

#### **5. Humboldt Bay Harbor District Approval**

The project is located within Humboldt Bay and is subject to review by and permit requirements of the Humboldt Bay Harbor District. The applicant has applied to the Harbor District for approval of the proposed project, but has not yet received the required permit(s). To ensure that the project ultimately approved by the Harbor District is the same as the project authorized herein, the Commission attaches Special Condition No. 3 that requires the applicant prior to the issuance of the coastal development permit, to demonstrate that all necessary approvals from the Humboldt Bay Harbor District have been obtained for the proposed project.

#### **6. U.S. Army Corps of Engineers Review**

The project is within and adjacent to a navigable waterway and is subject to review by the U.S. Army Corps of Engineers (USACE). Pursuant to the Federal Coastal Management Act, any permit issued by a federal agency for activities that affect the coastal zone must

be consistent with the coastal zone management program for that state. Under agreements between the Coastal Commission and the USACE, the Corps will not issue a permit until the Coastal Commission approves a federal consistency certification for the project or approves a permit. To ensure that the project ultimately approved by the Corps is the same as the project authorized herein, the Commission attaches Special Condition No. 5 that requires the applicant, prior to the commencement of construction, to demonstrate that all necessary approvals from the USACE for the proposed project have been obtained.

**7. California Environmental Quality Act**

Section 13096 of the Commission's administrative regulations requires Commission approval of a coastal development permit application to be supported by findings showing that the application, as modified by any conditions of approval, is consistent with any applicable requirement of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available, which would substantially lessen any significant adverse effect the proposed development may have on the environment.

The Commission incorporates its findings on Coastal Act consistency at this point as if set forth in full. These findings address and respond to all public comments regarding potential significant adverse environmental effects of the project that were received prior to preparation of the staff report. As discussed above, the proposed project has been conditioned to be found consistent with the policies of the Coastal Act. As specifically discussed in these above findings which are hereby incorporated by reference, mitigation measures which will minimize or avoid all significant adverse environmental impact have been required. As conditioned, there are no feasible alternatives or feasible mitigation measures available, beyond those required, which would substantially lessen any significant adverse impact that the activity would have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, can be found consistent with the requirements of the Coastal Act and to conform to CEQA.

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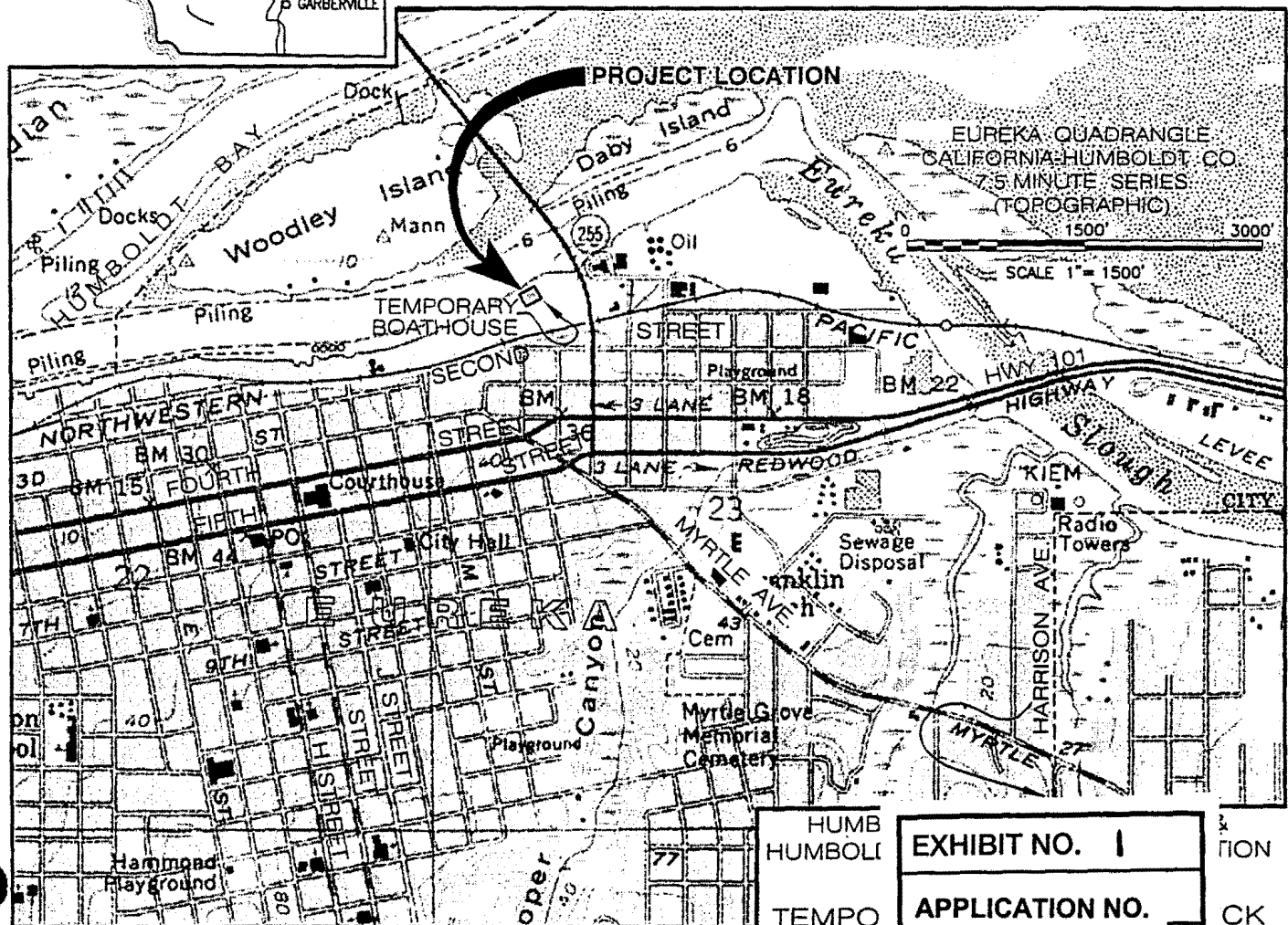
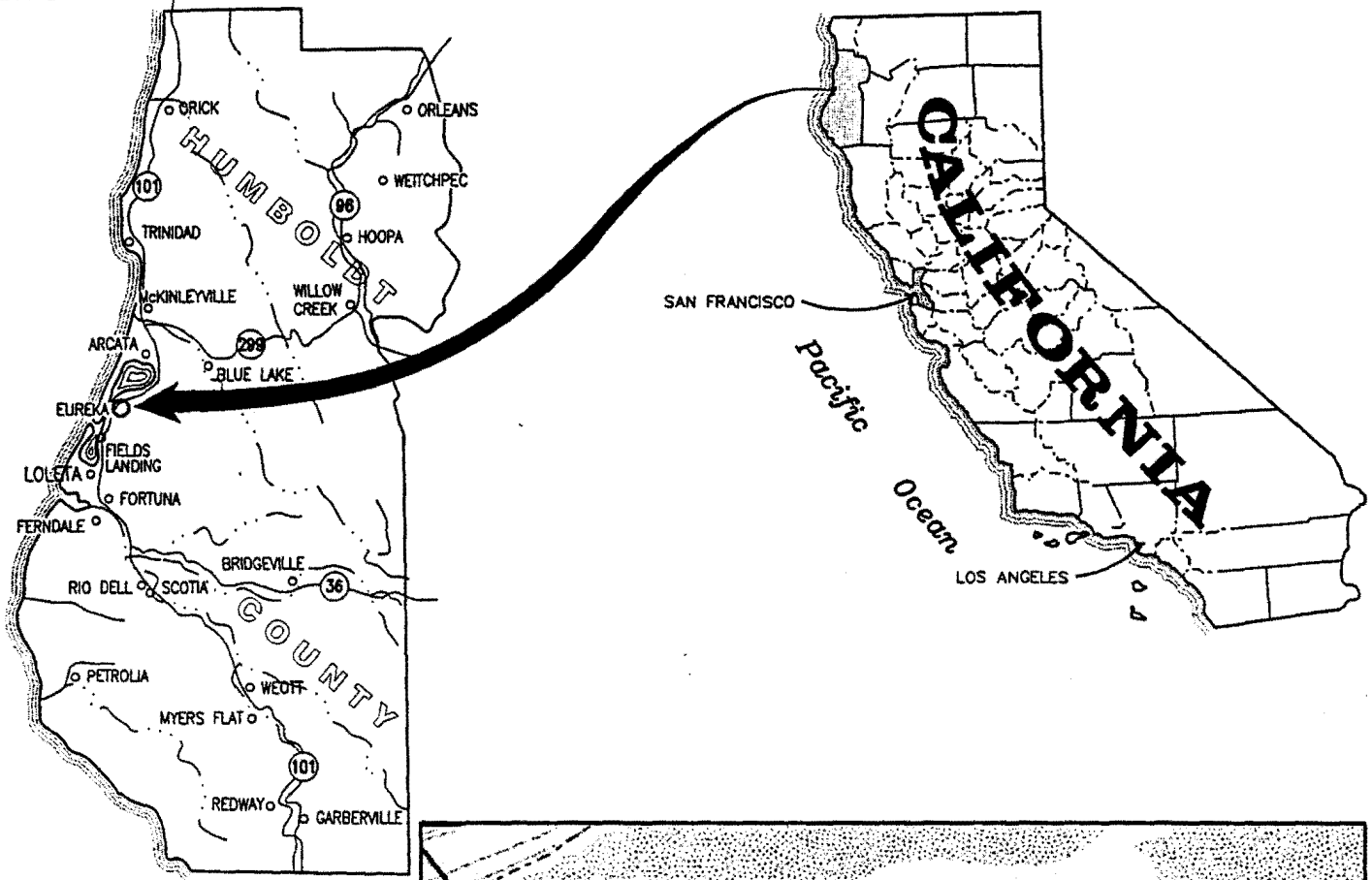
**EXHIBITS:**

1. Project Location
2. Site Map
3. Project Plans

**ATTACHMENT A**

**Standard Conditions:**

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.



VICINITY MAP

EXHIBIT NO. 1  
APPLICATION NO. 1-02-147  
HUMBOLDT STATE  
PROJECT LOCATION



Narrow band of eelgrass

Temporary Seasonal Dock,  
approximately to scale

Temporary Boathouse

Humboldt State University  
Temporary Seasonal Boat Dock Site Plan  
1" = 200'

00 400 600 800 Feet

EXHIBIT NO. 2

APPLICATION NO. 1-02-147

HUMBOLDT STATE  
SITE MAP





By SP Date 8/02 Client HSU Sheet No. 1 of 1  
Subject CREW DOCK Job No. \_\_\_\_\_

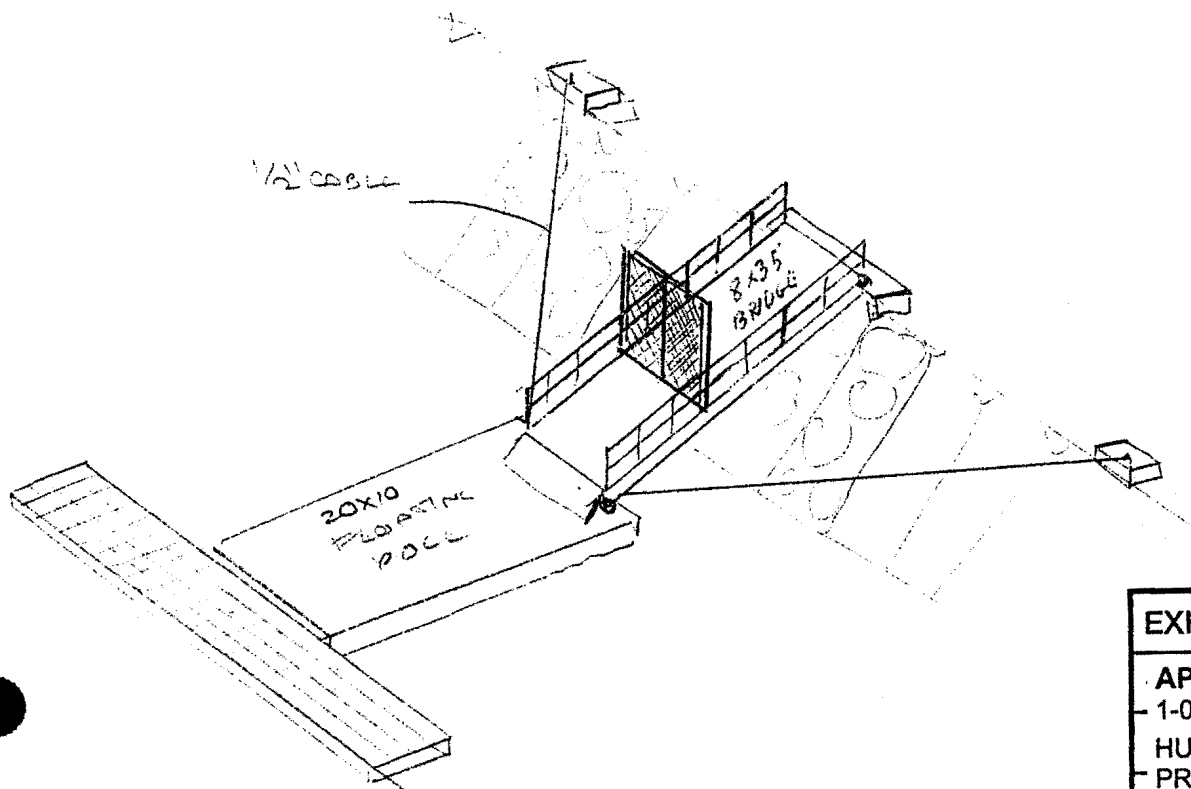
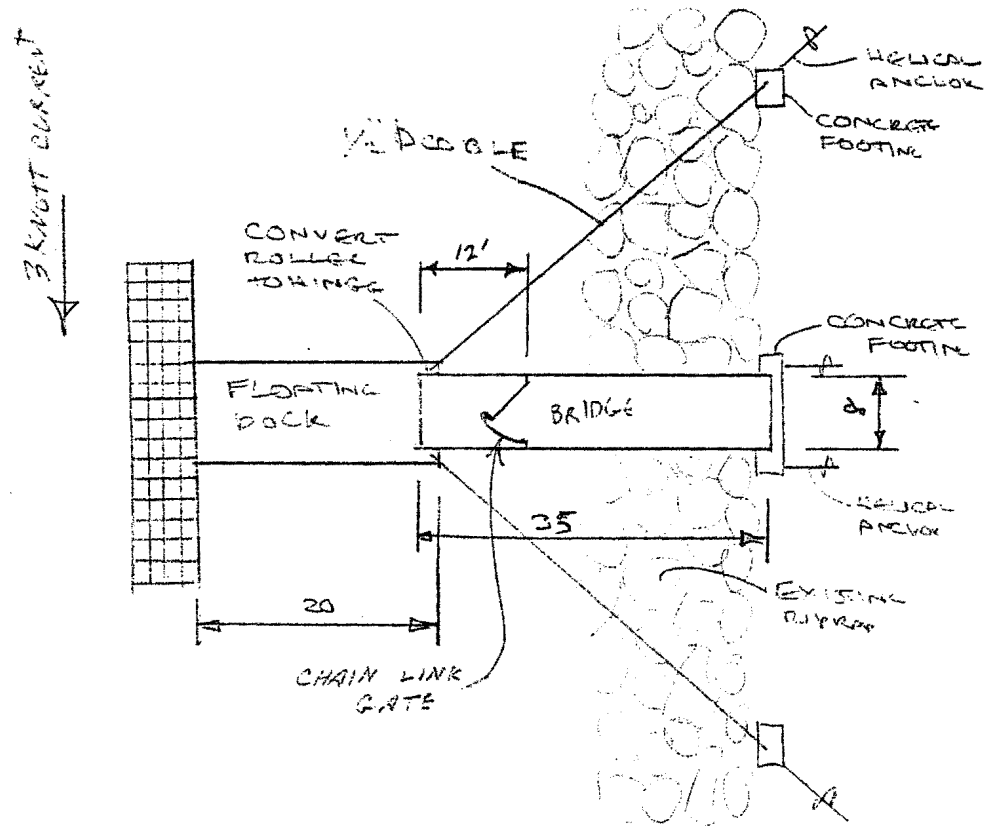


EXHIBIT NO. **3**

APPLICATION NO.

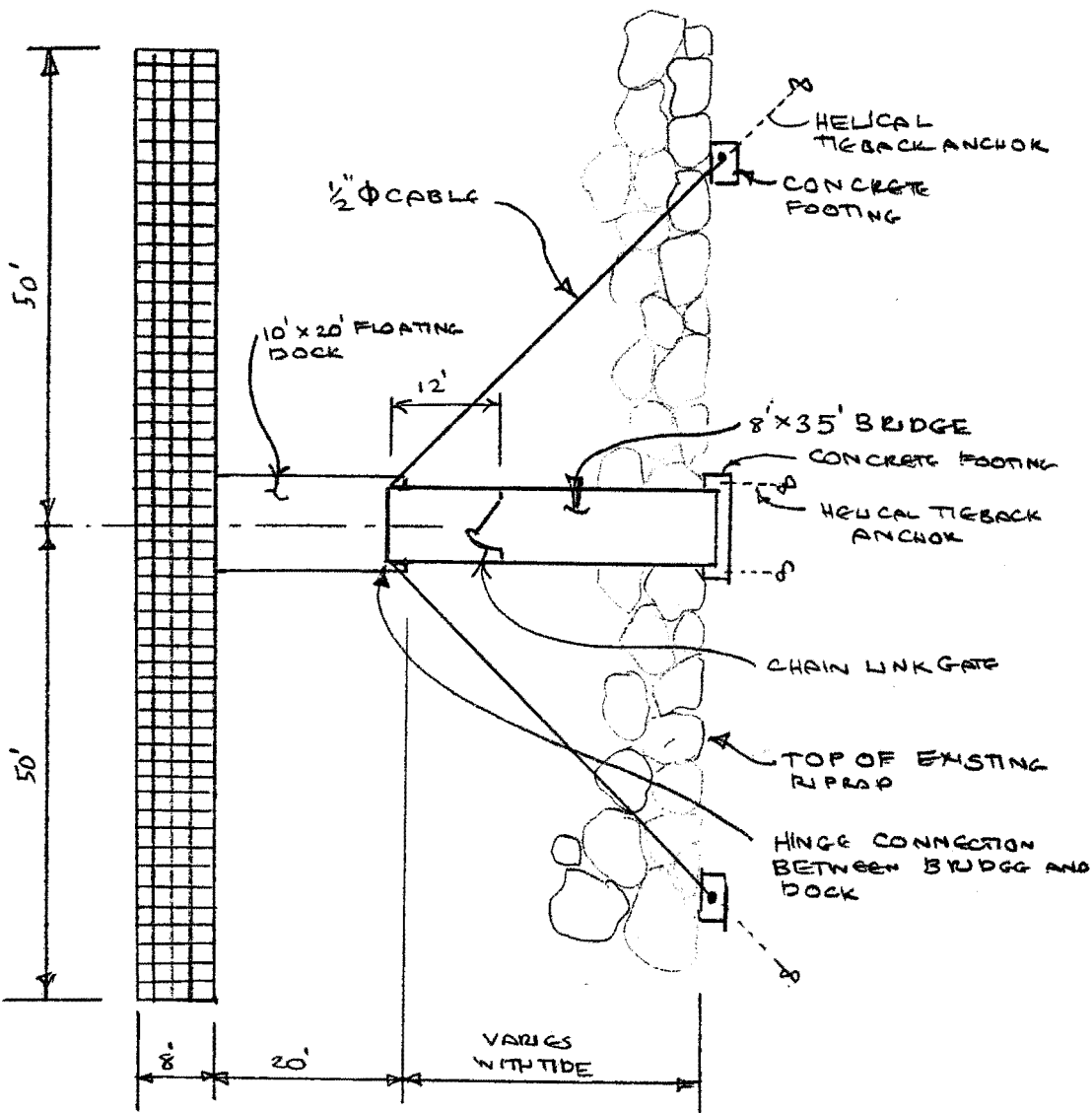
1-02-147

HUMBOLDT STATE  
PROJECT PLANS

(1 of 3)



By \_\_\_\_\_ Date 11/20/02 Client Figure 3 Sheet No. \_\_\_\_\_ of \_\_\_\_\_  
Subject HSU Temporary Seasonal Dock Job No. \_\_\_\_\_



PLAN  
1" = 20'-0"

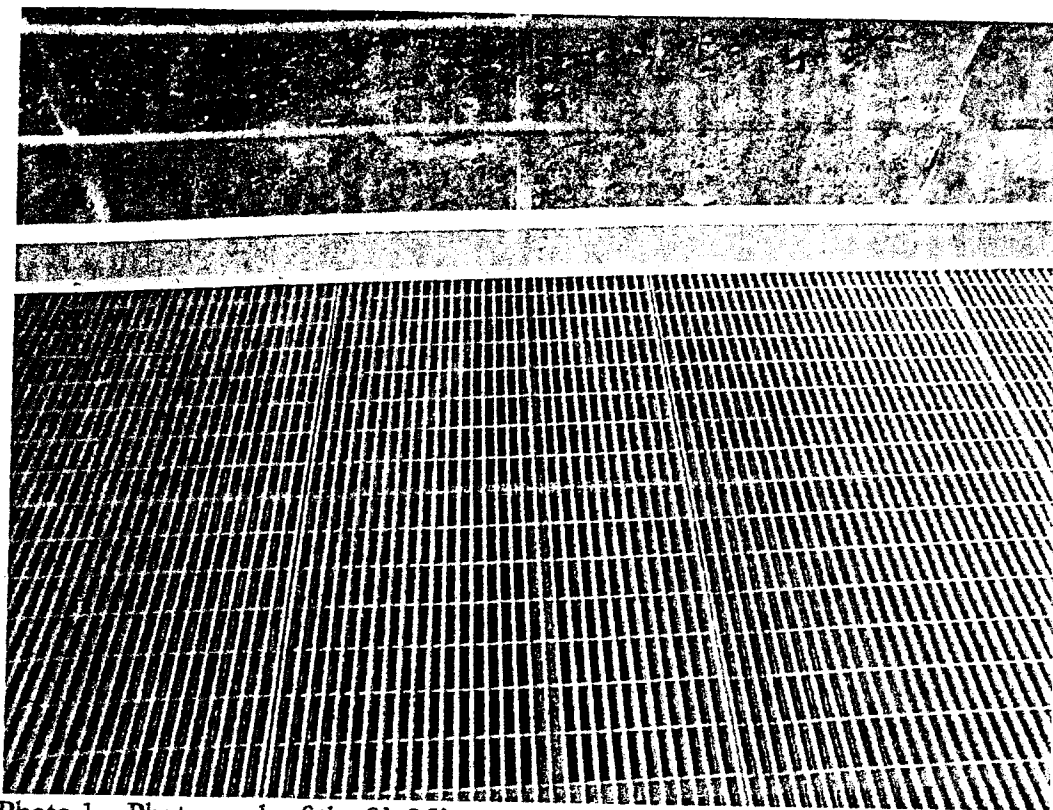


Photo 1 – Photograph of the 8'x35' gangway to be used to support the floating dock.

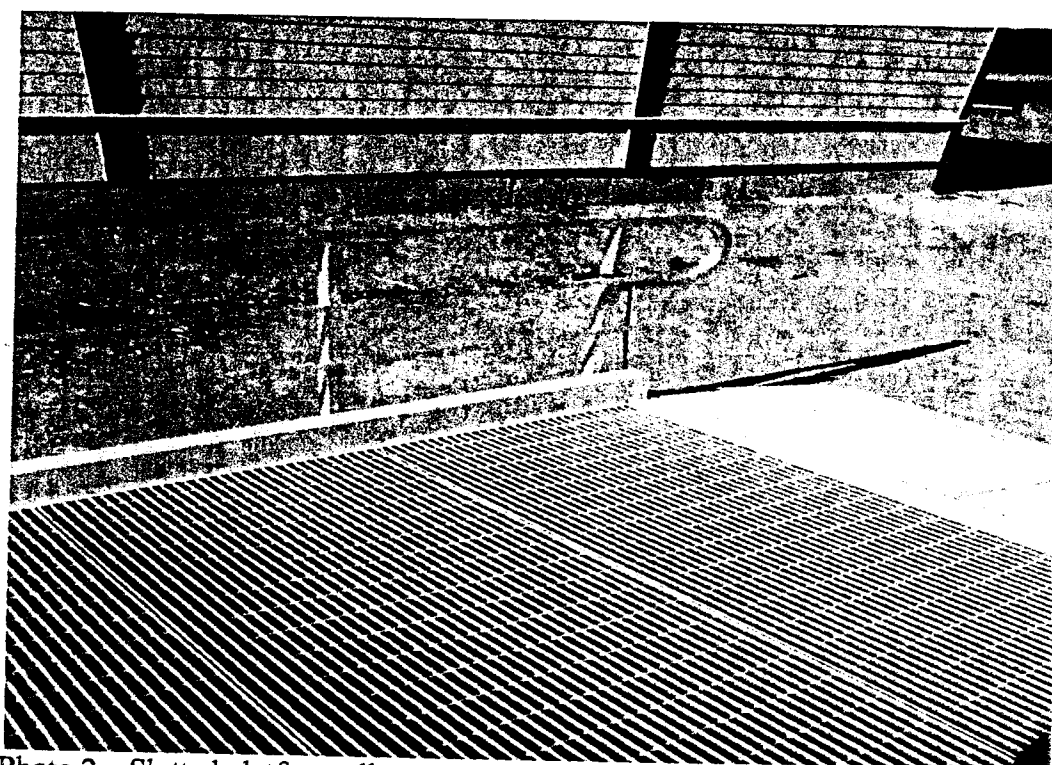


Photo 2 – Slotted platform allows sunlight to penetrate through the water column as to not impact eelgrass beds below.

