
Special District Analysis

Noyo Harbor District

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&

FORT BRAGG, CA

**NOYO
HARBOR**

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A Economic Development Memorandum

B Structural Reconnaissance Technical Memorandum

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1 Introduction

The purpose of the Special District Analysis (SDA) is to identify opportunities and constraints related to the operations of the Noyo Harbor District (NHD) and provide recommendations for the NHD based on these opportunities and constraints. The intent is that the identified recommendations, when implemented, will support the implementation of the Noyo Harbor Blue Economy Visioning, Resiliency, and Implementation (BEVRI) Plan and the NHD operations overall. The BEVRI Plan aims to create a roadmap for coastal resiliency within NHD, with an eye for balancing economic development and environmental stewardship. The BEVRI will be based on technical studies, including a sea level rise and tsunami hazards study, aquaculture feasibility assessment, parcel inventory and land use assessment, and this SDA and its technical studies including an Economic Development Memorandum (Attachment A), a Structural Reconnaissance Technical Memorandum (Attachment B), and a Parcel Inventory (Attachment C).

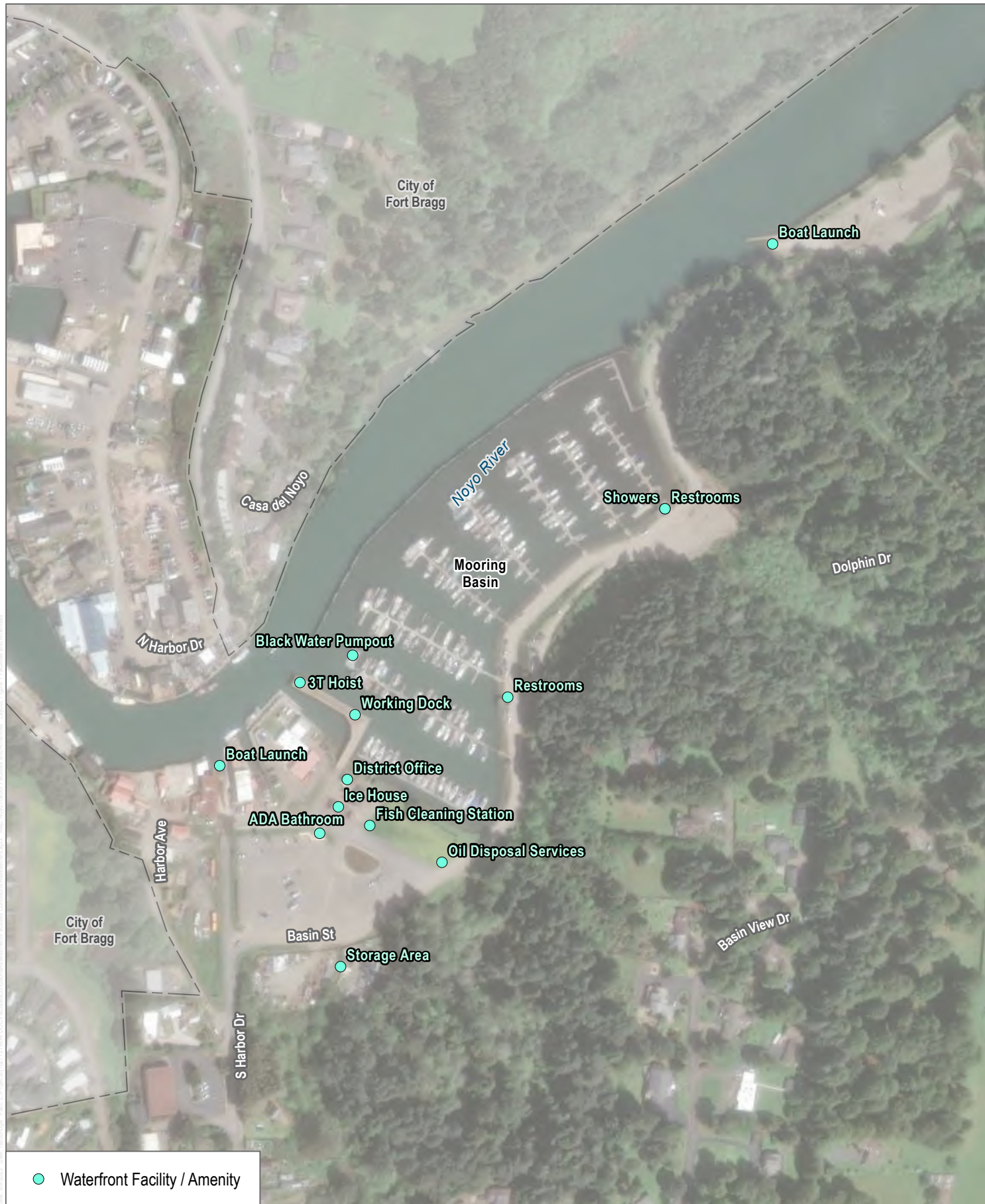
Noyo Harbor is a small, working waterfront harbor in Mendocino County, located near the mouth of the Noyo River and adjacent to the City of Fort Bragg. It is well known for its commercial fishing industry and commercial fleet. In addition to its commercial fleet, the harbor also supports a number of charter, sport fishing, and pleasure boating vessels. The Harbor hosts a variety of restaurants, shops, and fishing-related businesses. The harbor's present zoning designation is Fishing Village which is intended for the limited available land space at Noyo Harbor to be reserved for industries that must be on or near the water including coastal-dependent industrial and coastal-related support services, as well as passive recreation uses. However, not all the existing uses on both public and private property at the harbor reflect the types of uses anticipated by the Fishing Village zoning designation, but those that are water-dependent are identified in Attachment C. Current land uses in the harbor include jetty/beach/spoils, waterfront, restaurants, lodging, fishing industry, parking lot, storage, seafood processing, retail, and a sewer lift station infrastructure.

The Noyo Harbor mooring basin consists of 256 berths, and approximately 43% of them contain commercial vessels (Noyo Harbor 2019). The NHD has both long-term slip tenants and transient tenants. Slip rental fees make up the largest portion of NHD's revenue (see Section 2, Economic Development). Current facilities and amenities at the NHD include a work hoist available for rental on the main pier, two boat launch facilities, fish cleaning stations, guest berthing, parking, storage area, restrooms, showers, trash bins and oil disposal services (see Figure 1). The NHD has a full-time Harbormaster and Marina Manager who oversee day-to-day operations and management.

In developing the SDA, a number of other harbors were interviewed to gather information on existing conditions and best practices that could help inform recommendations for the NHD including Crescent City Harbor District, Santa Cruz Port District, San Mateo County Harbor District, and Monterey Harbor and Marina. Where best practices from other harbors have informed the recommendations for the NHD, these practices are identified in the various sections of this report.

The SDA is intended to provide strategic direction for NHD and its partners to achieve the goals established in the BEVRI. The SDA opportunities and constraints, and recommendations included herein were identified in close collaboration with the NHD and the City of Fort Bragg, through a literature review, technical memoranda attached to this SDA, and interviews with other harbors, on the topics of economic development, governance, working waterfront, dredging, and enforcement. The recommendations do not provide for legal determinations of preferred options or legal requirements for each option.

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SOURCE: Esri Aerial Imagery 2025

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FIGURE 1
Noyo Harbor Facilities and Amenities
 Noyo Harbor District Special District Analysis

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2 Economic Development

2.1 Objectives

- Promote a sustainable economy in Noyo Harbor District where revenues are sufficient to cover the costs of operating, maintaining, and where needed, improving the facilities by:
 - Seeking additional and more stable and diversified sources of revenue.
 - Reducing operational costs, where feasible.

2.2 Background

The NHD operates as its own financial unit and maintains its own budget, including tracking its own revenues and expenses. The majority of the NHD's income is generated through contracted slip rentals in the marina (also referred to as the mooring basin), which comprise approximately 60.22% of their annual revenue, and from a Districtwide property tax collected by Mendocino County. The NHD relies on the County of Mendocino Assessor's Office to properly assess, collect and distribute property taxes. The portion of property taxes received by the NHD are determined by their tax allocation factor which is derived from the ratio of the NHD's taxes received in 1977-78 to the total taxes received county-wide in the 1977-78 base year. These taxes are available for general NHD use. NHD only receives property taxes from properties within the boundaries of the NHD, which is approximately 43 square miles.

The annual gross revenue for the NHD from all sources is roughly \$800,000. The NHD's FY23-24 revenues are shown in Figure 2, its expenses are shown in Figure 3, and its net income (as well as for all other harbors interviewed as part of this SDA) are shown in Figure 4. The majority of NHD expenditures are spent on payroll and employee benefits, comprising approximately 32.58% of their annual expenditures. The second largest expenditure is property and liability insurance, which comprise approximately 29.1% of their annual expenditure (see Figure 3). NHD revenues and expenditures from the 2023/2024 budget are provided in Table 1.

While the 2023/2024 budget shows a positive net revenue of approximately \$35,000, the expenditures in this budget does not include costs associated with large maintenance projects, such as dredging and significant dock repairs. This budget also does not allocate irregular expenses such as derelict vessel abatement. The NHD annual revenues can only cover day-to-day operations to keep the marina functional.

Grant funding is often used to help balance the operational budgets of the Noyo Harbor District. These one-time, often significant funding opportunities can be used to offset staff time and benefits which the NHD has already committed to funding in their operation budgets. This method of balancing a budget can be risky as grants are not always funded at 100%. Many federal infrastructure grants require a match from the local agency. In these instances, grants can be an added expense to the Harbor District.

Table 1. Noyo Harbor District's FY23-24 Revenues and Expenses

Revenues and Expenses	Description of Item	2023/2024 Budget	% of Total
Total Revenues:		\$757,260.00	100%
Slip Rental - Contract	Rent obtained from contracted slip tenants	\$456,000	60.22%
Districtwide Property Tax Revenue from Mendocino County ¹	Tax revenue received from County	\$117,260	15.48%
Slip Rental – Transient:	Rent obtained from transient slip tenants	\$43,000	5.68%
Ground Rent	Work area/gear storage area	\$30,000	3.96%
Interest Income	Investment income from Local Agency Investment Fund (LAIF)	\$30,000	3.96%
Park and Launch	Parking fees for day use	\$25,000	3.3%
Encroachment Leases	All the leases along the river	\$20,000	2.64%
Local Coastal Program (LCP) Update – City of Fort Bragg	City pays NHD's time for work on LCP Update	\$20,000	2.64%
Electric	Fees for user electricity	\$10,000	1.32%
Community Fish Markets	Vendor fees, donations, NHD merchandise sales	\$3,000	0.40%
Late Fees	Slip rental late fees	\$2,000	0.26%
Total Expenses:		\$721,700.00	100%
Payroll and Employee Benefits	Payroll and benefit expenditures for NHD employees	\$235,100	32.58%
Insurance Property and Liability	Premiums paid for insurance property and liability	\$210,000	29.10%
Utilities	Electricity, water, trash	\$123,000	17.04%
Legal and Professional Fees	Fees for attorneys, auditors, etc.	\$57,500	7.97%
Grounds Equipment and Maintenance	Equipment for day-to-day operations such as lawnmower fuel or restroom supplies	\$50,000	6.93%
Office and Administrative Expenses	Printer, paper, dues/subscriptions, etc.	\$36,100	5%
Grant Expenses	Grant expense matches	\$10,000	1.39%
Net Income (Revenue -Expenses)		\$35,560	—

Figure 2. Noyo Harbor District Revenues FY23-24

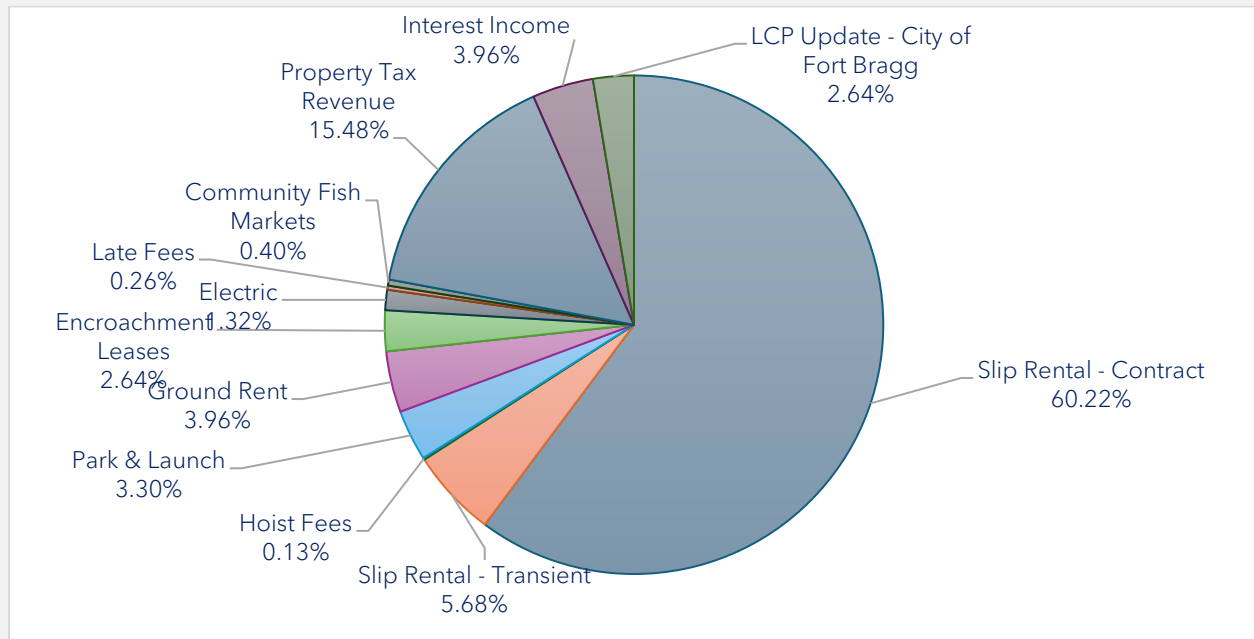


Figure 3. Noyo Harbor District Expenditures FY23-24

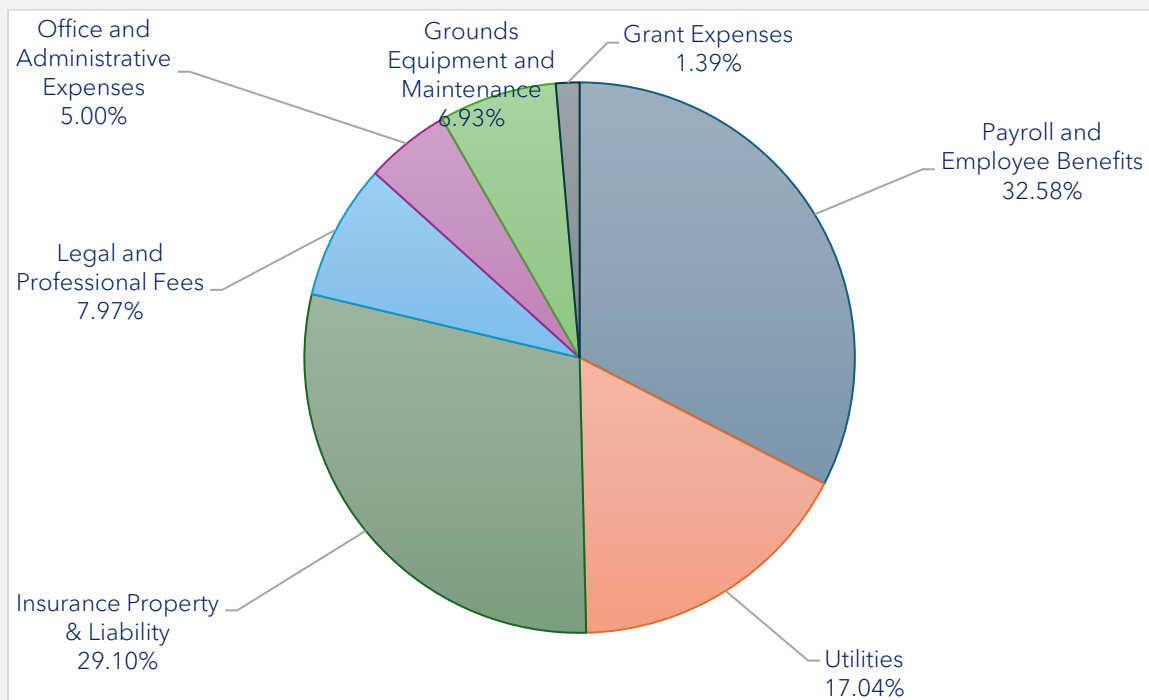
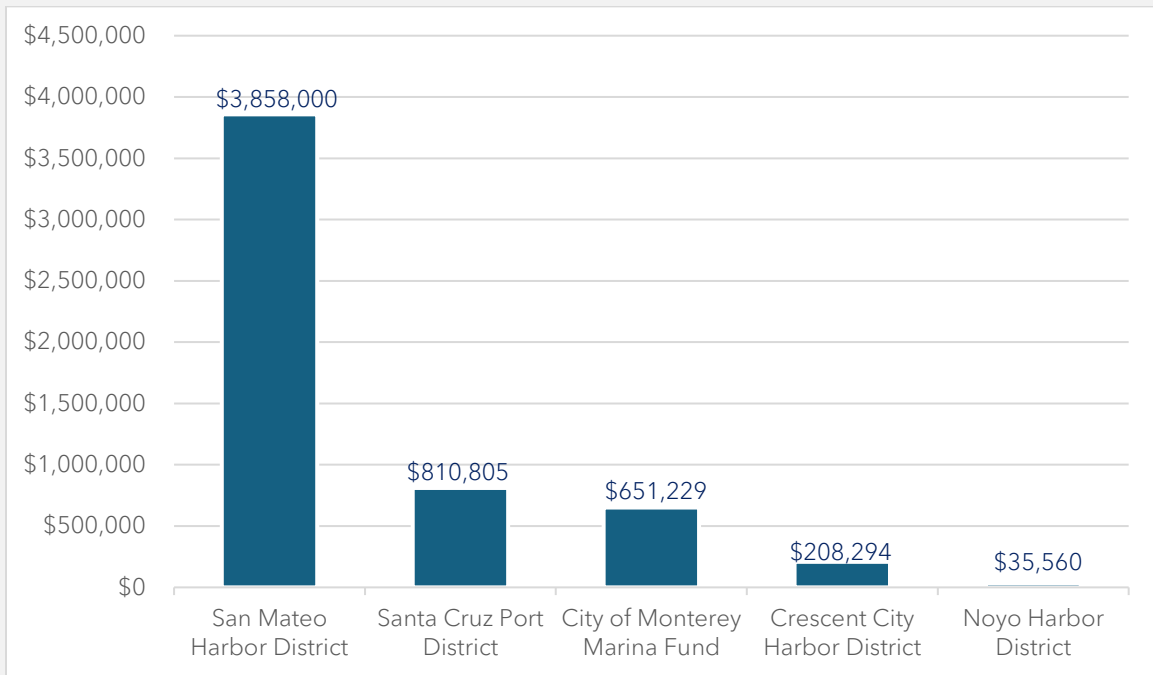


Figure 4. FY23-24 Net Income from Harbors Interviewed



As mentioned in the Introduction section, the development of the SDA included interviews with other harbors (including two harbor districts, a port district, and a City-run harbor). Their publicly available FY23-24 budgets indicate that their net incomes (revenues minus expenditures) are all higher than NHD’s net income. The most comparable harbor in terms of number of slips, Crescent City Harbor District, has a net income of \$208,294 per their FY23/24 budget. The Crescent City Harbor District has a greater net income than NHD for a few reasons. First, according to their FY23-24 budget, their commercial and operating revenue total approximately \$3.3 million, whereas NHD’s operating and commercial revenue are closer to approximately \$91,000. Additionally, Crescent City Harbor District receives approximately \$700,000 more annually in tax proceeds and \$150,000 more in slip rentals annually compared to NHD. On the other side of the spectrum, San Mateo Harbor District has over 775 slips, receives a large amount of property taxes annually (approximately \$9,000,000) due to the San Mateo Harbor District being county-wide (455 square miles), and has a net income of \$3,858,000.

Regional and local taxes, along with loans, provide an opportunity to generate a gradual revenue stream for the NHD over time. Infrastructure investments typically fall into two categories: capital spending or operations and maintenance. These can be financed through either (1) “pay-as-you-go” funds generated from taxes, fees, and other revenue sources and/or (2) loans, in which local governments issue bonds or other debt instruments to borrow money to be paid off at a later date, with interest (Climate-Safe Infrastructure Working Group 2018). Table 2 identifies various taxes, fees, and other revenue sources, as well as loans and grants. Attachment A provides additional information about these revenue sources.

Table 2. Potential Revenue Sources

Revenue Source	Description of Item	Voter Approved	Property-Owner Approved	Other Approval
Taxes				
Parcel Tax Measure	Flat annual charge per parcel of land (regardless of size or value) used to generate steady revenue for operations, maintenance, or capital needs. Requires two-thirds of voter approval in a local election to be adopted. Tax area boundary can be within the Harbor District or the entire County if agreed upon by the County.	✓		
Transit Occupancy Tax (TOT) Increase	Cities and counties can levy TOT on accommodations rented out for 30 days or less. TOT rates are set by local governments and typically fall between 6-15% of a short-term rental's nightly rate. In November 2024, Fort Bragg voters approved increases to the TOT. The current TOT rate is 14%.	✓		
Sales Tax Increase	A sales tax is a consumption tax on the sale of goods and services charges as a percentage of the retail cost of the purchase and imposed by local government, in addition to state sales tax. In November 2024, Fort Bragg voters approved increases to the sales tax. The current local sales tax rate is 9.25%.	✓		
Financing Districts				
Community Facilities Districts	A Community Facilities District (CFD) allows an authority to levy a special real property tax on property owners annexed into the CFD to fund infrastructure, public services, and facilities needed in the proposed district area.	✓		
Enhanced Infrastructure Financing District (EIFD)	EIFDs are a type of tax increment funding (TIF) district cities, counties, and special districts can form to help fund economic development projects. The NHD would pursue but they would require the City or County to participate for the EIFD to function.			✓
Climate Resilience Districts	CRDs are a new form of TIF district, enabled through the passage of SB 852 in 2022, intended to help address local climate adaptation. CRDs are similar to EIFDs in that they utilize TIF, but CRDs differ in that they have the authority to use multiple funding and financing sources. CRDs can be created by the NHD.			✓
Bonds and Loans				
General Obligation Bonds	Dedicated property tax increase based on assessed property values with a repayment term of typically 20 to 30 years. Requires two-thirds of voter approval in a local election to be adopted. Best for large, one-time capital projects.	✓		

Table 2. Potential Revenue Sources

Revenue Source	Description of Item	Voter Approved	Property-Owner Approved	Other Approval
Infrastructure State Revolving Fund (SRF) Program	Low-interest loan program administered by the State of California for a wide range of public infrastructure projects. Best suited for revenue-generating projects that can support debt repayment over time. State of California SRF program would approve.			✓
California Special Districts Association Finance (CSDA) Corporation	CSDA facilitates financing for all types and sizes of special districts and local government agencies. The CSDA provides tax-exempt financing solutions for capital improvements, equipment and land purchases, and refinancing of prior debt. Harbor District would have to approve pursuit of financing.			✓
Grants				
Coastal Conservancy (CC) Grants	Annually, the CC issues millions of dollars in grants to fund projects that restore and protect the California coast, expand public, coastal access and enhance its resilience to climate change. It should be noted that the NHD secured a \$750,000 grant in 2024 from the CC to undertake the Noyo Harbor Marina Redevelopment Planning Project.			✓
U.S. Department of Transportation Maritime Administration Port Infrastructure Development Program (PIDP)	The PIDP is a discretionary grant program administered by the Maritime Administration that funds projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. The PIDP provides funding to ports in both urban and rural areas for planning and capital projects.			✓
U.S. Economic Development Administration (EDA) Public Works (PW) Program	EDA's PW program helps communities experiencing distress to revitalize, expand, and upgrade their physical infrastructure. The PW program allows communities to attract new industry, encourage business expansion, generate local investment, and create or retain long-term jobs through land acquisition, development, and infrastructure improvement projects that establish or expand industrial or commercial enterprises. The PW program helps communities become competitive by developing key public infrastructure such as port and harbor expansions.			✓
California Division of Boating and Waterways Boating	BIG funds are federal dollars for improvements to boating infrastructure that serve transient (staying 15 days or less) recreational vessels that are 26 feet and longer.			✓

Table 2. Potential Revenue Sources

Revenue Source	Description of Item	Voter Approved	Property-Owner Approved	Other Approval
Infrastructure Grant (BIG)				

Source: Attachment A.

2.3 Opportunities

- The NHD's size (43 square miles) provides an opportunity for using one or more tax-based mechanisms for increasing and stabilizing the NHD's revenues due to the number of parcels that are located within its jurisdictional boundary.
- The local community considers the Harbor as an amenity and community asset, creating opportunities for community-wide funding efforts.
- Various grant programs are available to fund harbor infrastructure and facilities.
- Multiple Tax Increment Financing districts can be established to fund various projects, specifically Enhanced Infrastructure Financing Districts and Climate Resilience Districts. While these are limited to the taxing authorities that choose to participate (except school districts' share of property tax cannot be encumbered), they can fund a variety of port and harbor infrastructure and other projects.
- Generate more revenue by investing cost-savings in a better investment platform (i.e., one that provides a higher rate of return) such as California Cooperative Liquid Assets Securities System.
- Investigate insurance pools as an alternative to current insurance that is approximately 30% of NHD's annual expenditure.
- Conduct an audit of existing expenses to analyze where cost savings can be made.
- Plan for regular ecotourism (e.g., community fish market/harbor festival) opportunities and long-term strategies to stimulate more revenue for NHD, while maintaining the working waterfront.

2.4 Constraints

- Generation of more property tax or other tax money that flows into the harbor might not be feasible or a priority for decision-makers and/or voters.
- Property owners within the NHD have limited financial resources, which are likely to reduce their interest in investing in the harbor or their private property.
- Mendocino County and the City of Fort Bragg also operate on limited financial resources, which may reduce those agencies' interest in partnerships with the NHD.
- Grants often require a local match.
- The functionality of the working waterfront is somewhat of a fixed cost as it is a priority that is to be maintained, which is different from other harbors that have less or no working waterfront to be preserved. Since the NHD is a relatively small harbor, with limited staff, its economic expansion possibilities are inherently somewhat limited, especially when trying to balance economic development with the established working waterfront.

2.5 Recommendations

- Increase the amount of revenue that NHD receives from property taxes by understanding the current tax, meeting with the County to discuss the possibility of increasing property taxes paid to Noyo Harbor District, and consider proposing a measure, if needed, to increase the tax. See specific tax-related recommendations below:
 - Propose a parcel tax measure to generate steady revenue intended for the operations, maintenance, and/or capital needs of the NHD. A parcel tax is a flat annual charge on each parcel of land to which the measure applies (e.g., within the NHD or throughout the County), regardless of parcel size or value. Coordinate with local jurisdictions, tax consultants, and campaign consultants to determine the most effective strategy and timing of such a measure in the near term.
 - Consider increasing another tax, such as the transiency occupancy tax or sales tax, that allocates some of its tax proceeds to the NHD. This would likely be a longer-term recommendation as increases in the local sales tax (Measure T) and transient occupancy tax (Measure U) were recently approved by City of Fort Bragg voters in November 2024.
 - Explore Enhanced Infrastructure Financing Districts and Climate Resilience Districts, two forms of Tax Increment Financing, to fund harbor infrastructure improvements. The first step would be to discuss and understand potential interest in either of these districts with Mendocino County, followed by an assessment of potential revenue generation capacity if interest exists.
- Enforce an annual, NHD Board-adopted slip fee schedule for all renters (including slip and encroachment leases) that is published online and includes late fees & interest charges for non-payment. Ensure that all renters, contract and transient, sign a legally binding contract and understand the terms of a citation for non-payment before the tenant is allowed to use the slip.
- Create a grant strategy that includes hiring a successful grant writer to help the NHD obtain grant money to make necessary facility upgrades, hire more staff, etc. The grant writer that San Mateo Harbor District and Crescent City Harbor District uses is successful in obtaining grants for these jurisdictions. Actively monitor and track relevant grants (e.g., California Coastal Conservancy Grants, U.S. Department of Transportation Maritime Administration Port Infrastructure Development Program, U.S. Economic Development Administration Public Works Program, etc.). In addition, apply to the California Division of Boating and Waterways Boating Infrastructure Grant for boating infrastructure improvements that serve transient (staying 15 days or less) recreational vessels that are 26 feet and longer.

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3 Governance

3.1 Objective

- Understand the opportunities and constraints of public and private ownership opportunities in the NHD to provide decisionmakers with the necessary information to consider ownership changes that would be most beneficial to the NHD in becoming a sustainable, fully functioning harbor.

3.2 Background

The NHD is a special public district known as a Port District and political subdivision of the State of California. It was formed in 1950 and is its own jurisdiction. The NHD's boundaries are approximately 43 square miles, extending from the Cleone community to the north and to the Caspar community to the south. As seen in Figure 5, the NHD overlaps with unincorporated Mendocino County in Noyo Harbor while the City of Fort Bragg surrounds Noyo Harbor but does not overlap it. However, a majority of the harbor is within the City of Fort Bragg's Sphere of Influence and within the Fort Bragg Municipal Improvement District No. 1, which serves the City of Fort Bragg and adjacent areas, including a majority of Noyo Harbor, with water and wastewater services (Mendocino Local Agency Formation Commission [LAFCO] 2017).

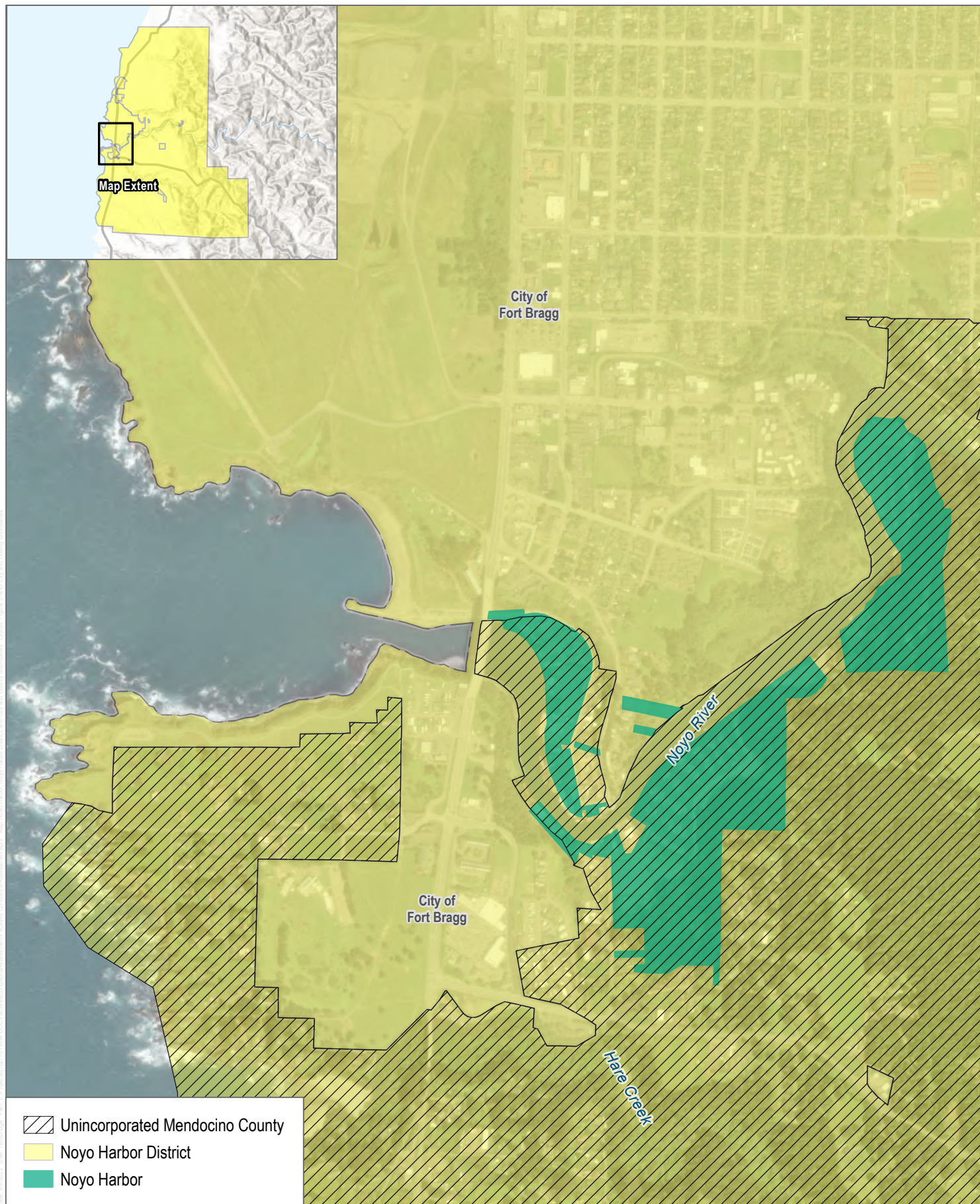
The NHD is governed by the Noyo Harbor Board of Commissioners (Board) which consists of five members – two appointed by the Fort Bragg City Council, two appointed by the Mendocino County Board of Supervisors, and a jointly appointed chairperson. Under the Harbors and Navigation Code of the State of California, the Harbor Commission's responsibilities are "to organize, fund, build, administer, and maintain" the Noyo Harbor (Noyo Harbor 2019).

The NHD was granted sovereign tide and submerged lands in trust in 1961 for the establishment, improvement and conduct of a harbor, airport or aviation facilities, and for the construction, maintenance and operation of wharves, docks, piers, slips, quays, and other utilities, structures, facilities, and appliances necessary or convenient for the promotion and accommodation of commerce and navigation by air or water (State Lands Commission 1961).

Today, the NHD continues to manage the submerged tidelands in Noyo Harbor and within the Noyo River. The NHD owns 8 parcels within the marina and Noyo Rivers and the remaining parcels are privately owned. Figure 6 shows private and public ownership within the NHD. These private property owners lease their associated submerged tidelands from the NHD under 50-year leases and are responsible for any infrastructure built upon the tidelands, including docks, wharfs, piers and pilings. Due to the private ownership of the infrastructure, the NHD is unable to use public funds to maintain or upgrade these facilities. However, these facilities contribute to a cohesive, and fully functioning harbor as they provide essential services for the working waterfront.

A Structural Reconnaissance Technical Memorandum (Attachment B) was prepared to support this SDA and the BEVRI Plan and provides a baseline understanding of existing conditions to inform the susceptibility to future climate change impacts (GHD 2025). Based on this reconnaissance, most of the public structures under the jurisdiction of NHD generally were categorized as poor to fair condition with approximately 10 to 20 years remaining life, which is consistent with the age of the structures, mostly dating back to the 1950s. However, there are five (5) privately owned structures that were rated in serious to critical condition with little remaining life or already collapsed. See Section 4, Working Waterfront, for additional information.

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SOURCE: Esri Aerial Imagery 2025

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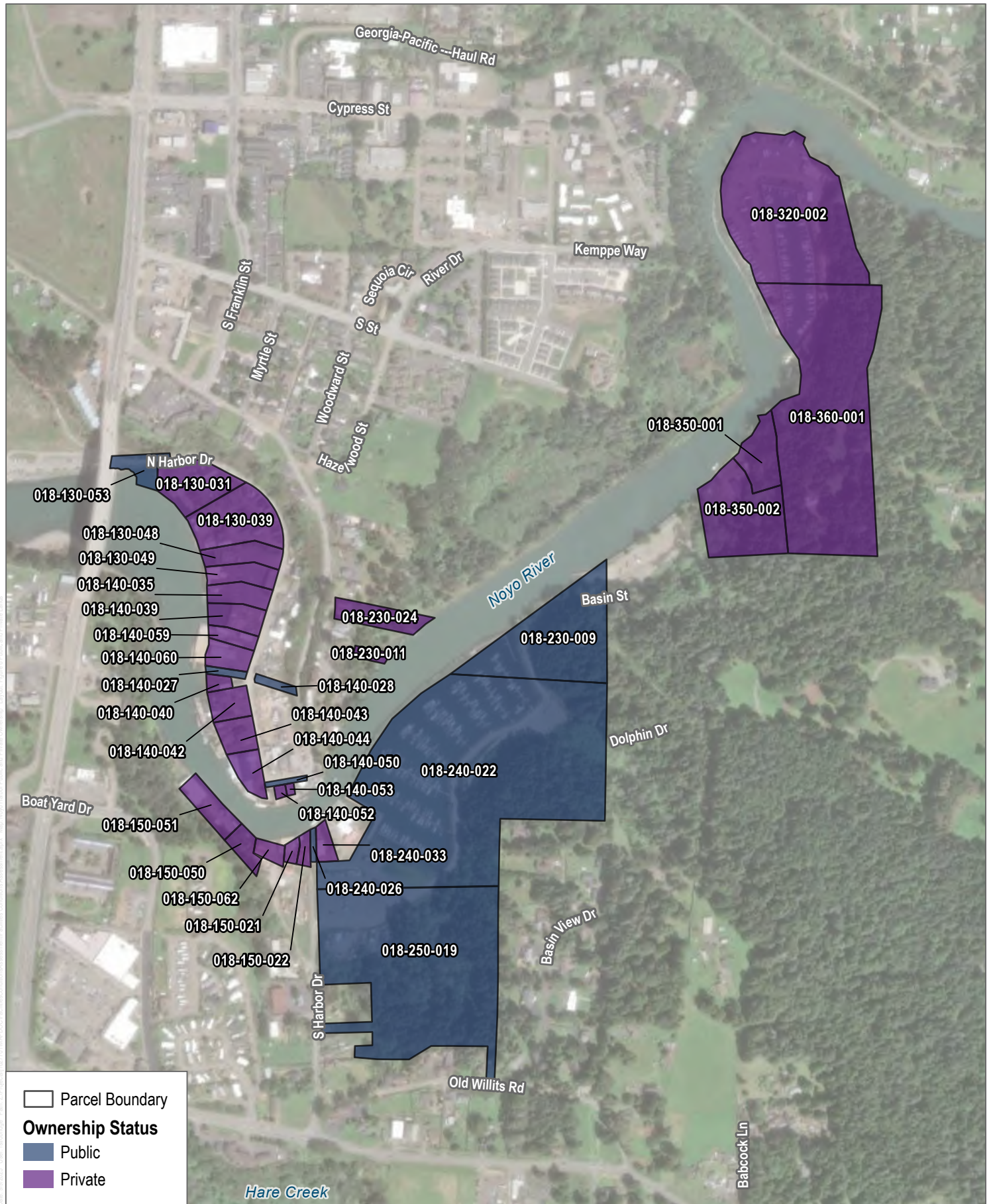


0 500 1,000 Feet

FIGURE 5
Noyo Harbor, Noyo Harbor District, and City and County Boundaries

Noyo Harbor District Special District Analysis

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SOURCE: Esri Aerial Imagery 2025

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FIGURE 6
Noyo Harbor Public and Private Ownership
 Noyo Harbor District Special District Analysis

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Dilapidated structures and the lack of funds to renovate or upgrade them are a common theme throughout the harbor. As such, a change in governance structure might improve the NHD's financial situation if a different entity had jurisdiction over the harbor, and in turn, the authority to upgrade these facilities. There are different governance structures (including the current one) that the NHD could pursue to potentially address the above conditions:

1. The NHD continues as a Special District with public and private landowners. This is the current governance structure and would not require any changes.
2. The NHD continues as a Special District, owning all infrastructure over the submerged tidelands. The NHD would leverage public funds to improve facilities, and lease back for private uses. Private owners would continue to own the land above the submerged tidelands. In this governance structure, over-water infrastructure refers to pilings and docks.
3. The NHD becomes municipally owned within its own Enterprise Fund. Enterprise funds are established for municipal services or departments that operate in a manner similar to a private business (i.e., the costs of operation/providing services of the department are financed or recovered primarily through user charges). Examples of these are water and wastewater services (paid for by utility bills) and airports (funded through fees, hangar rentals, etc.). The Port of Long Beach is an enterprise fund under the Harbor Department of City of Long Beach and generates revenue from fees (e.g., wharfage) and leases.
4. The NHD could become completely privately owned and managed. All private owners would need to make their own improvements/renovations to dilapidated infrastructure.

In many of the governance structure options, public-private partnerships could be considered. For example, the San Mateo County Harbor District (one of the harbors interviewed for this analysis) operates Oyster Point Marina/Park under a Joint Powers Agreement with the City of South San Francisco, who owns the facility.

In some of the governance structure options (i.e., municipal ownership identified in #3 above), annexation might be required. If municipal ownership action is taken by Mendocino County, no annexation would likely be required because NHD is within unincorporated Mendocino County; however, modification of the City of Fort Bragg's Sphere of Influence that overlaps Noyo Harbor may be required. If municipal ownership action is taken by the City of Fort Bragg, the process would rely on the Cortese-Knox-Herzberg Local Government Reorganization Act, which explains the powers and procedures for establishing and changing boundaries. The annexation process for City of Fort Bragg jurisdiction of the Noyo Harbor was reviewed and described in the 2018 City of Fort Bragg document titled "Receive Report and Community Development Committee Recommendation Regarding Possible Noyo Harbor Annexation" (City of Fort Bragg 2018).

In sum, the governance structure in Noyo Harbor is limited in terms of its current inability to renovate dilapidated, private facilities. Other governance structures exist that might better facilitate Noyo Harbor in becoming a sustainable, fully functioning harbor.

3.3 Opportunities

- Continue operating NHD as a Special District but provide for NHD ownership of all the overwater infrastructure over the submerged tidelines, while maintaining private ownership of land above the submerged tidelands. This would give the NHD the authority to maintain and upgrade harbor overwater infrastructure that is currently located on private parcels. This option would not require annexation. For example, if the NHD owned the pilings and docks overwater, they could create a public boardwalk in the

harbor. This governance structure would give NHD the authority to renovate or upgrade dilapidated overwater structures.

- The harbor could be municipally owned and supported through an Enterprise Fund either within the County or the City (the City approach might require annexation). This proposed governance structure could potentially address dilapidated infrastructure issues by reinvesting revenue generated by businesses within the harbor to upgrade facilities and infrastructure. Additionally, if the harbor were to be completely municipally owned, the harbor could use personnel and resources of the agency (e.g., Public Safety, Human Resources). Municipal grant programs could also be used in identifying, applying for and securing grants for capital projects.
- Use the results of the Structural Reconnaissance Technical Memorandum and recommended detailed inspections (see Attachment B) to understand which existing and future upgrades are needed, as this is likely a key consideration for municipal governance.
- Noyo Harbor could be completely privately owned, which would address the issue that some individual property owners might have about relinquishing their property rights to another entity.

3.4 Constraints

- Some individual landowners could oppose a different governance structure than what currently exists.
- A new governance structure that includes City or County public ownership would require a tax sharing settlement agreement; however, it is possible that the NHD, City and County do not agree on a tax sharing agreement that is required, per the Cortese-Knox-Herzberg Local Government Reorganization Act.
- The cost of City annexation could be very costly. For example, the NHD Community Sustainability Plan estimated it at nearly \$500,000 in the year 2019 and the City's Economic Development Strategy listed it as +\$200,000 (City of Fort Bragg 2018).
- It is possible that County and/or City politics and policies do not align with those of the NHD, making municipal ownership problematic.
- A municipally-owned harbor can also struggle financially. A recent interview with the City of Monterey Harbor indicated that even though they are a municipal-owned harbor and have an enterprise fund, City management has indicated that their marina fund is not self-sustaining as they are not charging their users enough and need to determine how much to increase their rates by.
- Complete private ownership requires that each individual owner is responsible for upgrading and renovating their own infrastructure, which may continue the presence of some dilapidated facilities in the harbor.

3.5 Recommendations

- Evaluate and discuss the various governance structures presented, including the pros and cons of each, at one or more Board meetings to provide for thorough review and consideration of each option.
- If municipal ownership options may be pursued, confer with Mendocino LAFCo and an attorney with expertise in special districts to review the requirements for annexation and/or the need for Sphere of Influence modifications associated with the municipal ownership options.

- Before proposing a governance change to the Board and potentially with other involved governmental entities, further explore the willingness of private landowners to transition to all or more public ownership (i.e., identify the percentage of private landowners that want public ownership).
- If an option that requires a tax sharing settlement is initially selected by the Board for consideration, review a possible tax sharing settlement between the County and/or City to determine if it would be a net benefit for all involved organizations.

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4 Working Waterfront

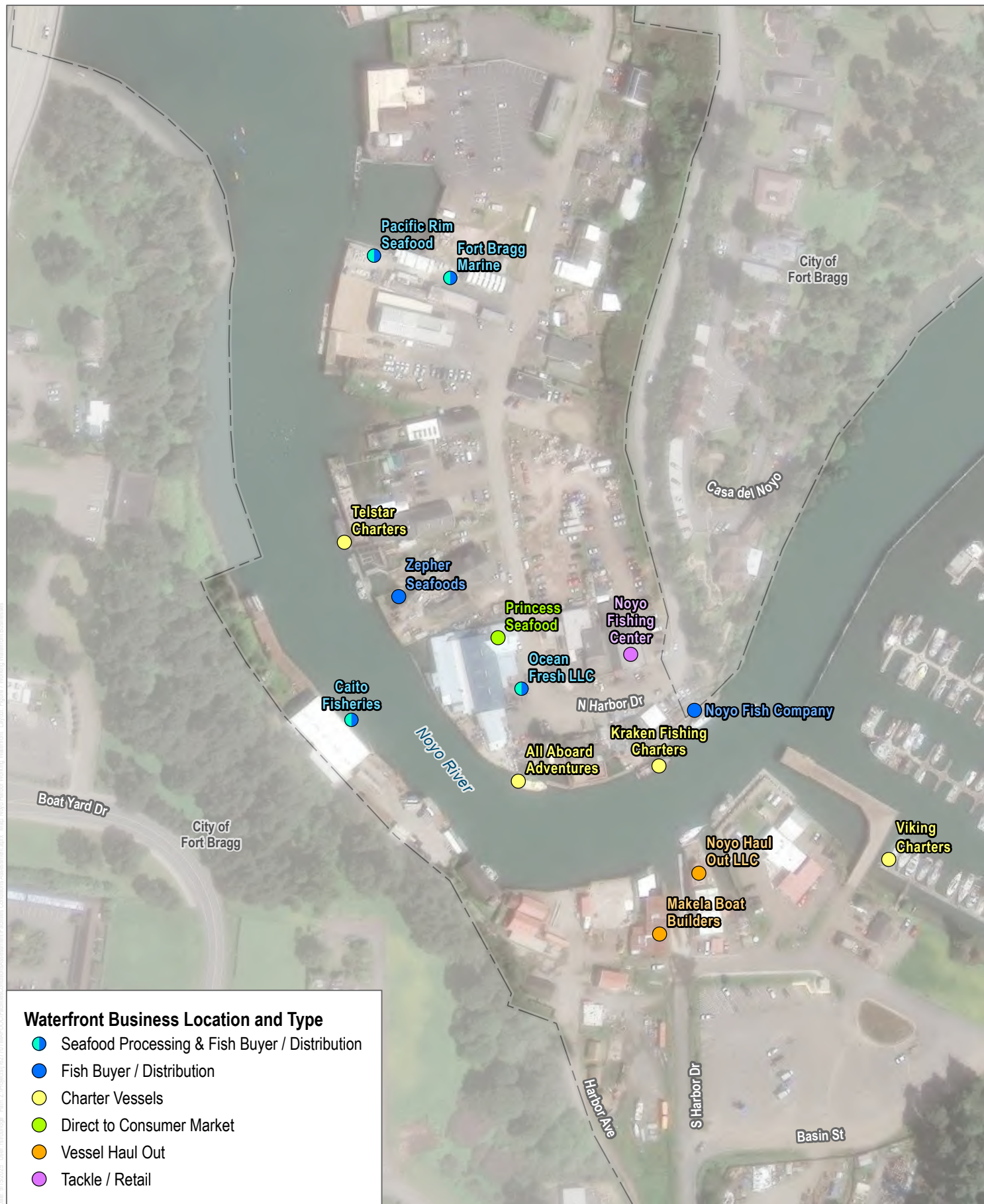
4.1 Objectives

- Maintain and enhance NHD's fishing heritage and working waterfront through:
 - Workforce Development and Diverse Maritime Jobs
 - Resilient Infrastructure
 - Cultural and Historical Preservation
 - Business Support & Investment and Market Access

4.2 Background

The working waterfront is essential to the NHD. The commercial fishing industry in NHD generates \$7-8 million annually, peaking at \$14 million (Neumann 2025). The NHD working waterfront is home to over 400 positions in waterfront and marine-related businesses with 159 crew positions during peak season (Noyo Harbor 2019). The working waterfront businesses in NHD are mapped on Figure 7. Businesses along Noyo River are major employers, providing work for fish processors, welders, mechanics and others in the marine services trades. In addition, work can be found in the Harbor in non-working waterfront related jobs such as those within the restaurant and tourism industry (Neumann 2025). It is important to note that restaurants benefit from the success of the working waterfront as patrons value the unique experience of dining in the vicinity of a working harbor.

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SOURCE: Esri Aerial Imagery 2025

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FIGURE 7
Noyo Harbor Working Waterfront
 Noyo Harbor District Special District Analysis

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As fishing regulations limit fishing opportunities, the Noyo Harbor fleet moves from one fishery to another. For example, if the salmon fishery is closed, then the fleet moves to tuna. When tuna closes, the fleet moves to crab. The lack of consistent fisheries makes it difficult for a fleet to plan, budget, or build a strong business plan for the next 1-5 years. Participation in fisheries requires expensive permits, which are not always straightforward to obtain and can be costly, creating a barrier to entry. Additionally, the various fisheries require different gear types, purchasing new or different gear can also be costly, amplifying the barrier to entry. The federal government can pay the fleet for lost fishing opportunities if a season is closed; however, these payments can take up to 3 years to receive and are not guaranteed. The fishing industry in Noyo Harbor is unpredictable and ever changing, driven by fishing regulations, fish stock issues, barriers to entry, and more. Specifically, Noyo Harbor has 80 active fishing permits that are subject to uncertainty and often in flux, causing a great deal of unpredictability for the NHD working waterfront.



Intensifying regulations has also hindered the successes of NHD's working waterfront if they are not able to afford what is required to adhere to new regulations. For example, the California Air Resources Board implemented regulations which require the majority of old boat engines to be replaced with newer and cleaner engines and require vessels to undergo a repower system to reduce harmful emission pollution (California Air Resources Board 2022). These regulations will ultimately improve conditions (reducing emissions that contribute to sea level rise, better conditions for the health of workers, etc.). Additionally, in 2026, the NHD commercial fleet will need to purchase a specific-colored line for Dungeness Crab fishing which is expected to cost approximately \$30,000-\$50,000. There are no anticipated loans, grants, or other assistance to help offset these costs to local fishermen.

As previously mentioned, a recent Structural Reconnaissance Technical Memorandum (Attachment B) was conducted to rate the condition of facilities within Noyo Harbor. The ratings include three categories: green (satisfactory to good condition with approximately 20+ years remaining life), yellow (poor to fair condition with approximately 10-20 years remaining life), and red (serious to critical condition with little remaining life or already collapsed). Based on this reconnaissance, most of the public structures under the jurisdiction of NHD generally were categorized as yellow with poor to fair condition with approximately 10 to 20 years remaining life, which is consistent with the age of the structures, as mostly dating back to the 1950s. This is important as it indicates that many of the structures within the working waterfront are approximately 75 years old and future improvements may benefit the working waterfront as a whole. Additionally, there are five (5) privately owned structures that were rated in serious to critical condition with little remaining life or already collapsed.

4.3 Opportunities

- Focus on prioritizing additional study and needed improvements on the red- and yellow-rated facilities from the Structural Reconnaissance Technical Memorandum on NHD property. Additional detailed inspections including above and underwater structural inspections based on the ASCE 130 criteria should be performed as part of future rehabilitation or re-use of existing sites at a later design stage when improvements are being pursued.
- Develop a blue economy workforce development career pipeline pathway which prioritizes engaging students in high school and community colleges to join training programs in maritime trades, fisheries, renewable energy, and/or port operations to create skilled jobs.
- Improve market access for the working waterfront, including efficient transport links, cold storage, and processing facilities that help seafood and goods reach consumers quickly as the current lack of these opportunities is currently limiting the market.
- Use the \$750,000 California Coastal Conservancy grant for the Noyo Harbor Marina Redevelopment Planning Project to upgrade NHD-owned marina and docks to support fishing and commercial vessels.
- Start or continue to network and focus on relationship building (e.g., local business centers) to get better access to loans and infrastructure funding to help sustain local businesses.

4.4 Constraints

- It is challenging to maintain NHD's culture and heritage as a working waterfront harbor while pursuing new ideas for economic revitalization.
- Since the NHD does not own all the facilities in Noyo Harbor, they cannot upgrade the facilities that are privately owned.
- There is a lack of funds to make the necessary upgrades to dilapidated facilities, which has resulted in an accumulation of deferred maintenance.
- The balance between tourism, and recreational and commercial fishing makes it challenging for businesses to survive. For example, a restaurant on the dock cannot have a forklift operating near customers.

4.5 Recommendations

- Focus on prioritizing additional study and needed improvements on the yellow-rated and red-rated facilities from the Structural Reconnaissance Technical Memorandum on NHD property. Additional detailed inspections including above and underwater structural inspections based on the ASCE 130 criteria should be performed as part of future rehabilitation or re-use of existing sites at a later design stage when improvements are being pursued.
- Build and diversify working waterfront jobs by developing a blue economy workforce development career pipeline pathway which prioritizes engaging students in high school and community colleges to join training programs in the blue economy including maritime trades, fisheries, renewable energy and/or port operations to create skilled jobs.

- Improve market access for the working waterfront, including efficient transport links, cold storage, and processing facilities that help seafood and goods reach consumers quickly.
- Start or continue to network and focus on relationship building to get better access to loans and infrastructure funding to help sustain local businesses.



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5 Dredging

5.1 Objectives

- Conduct regular dredging to:
 - Ensure safe navigation and access for vessels, including U.S. Coast Guard.
 - Support the working waterfront and NHD's current primary revenue resource (slip rentals) by ensuring that boats can operate and berth at various tide levels.

5.2 Background

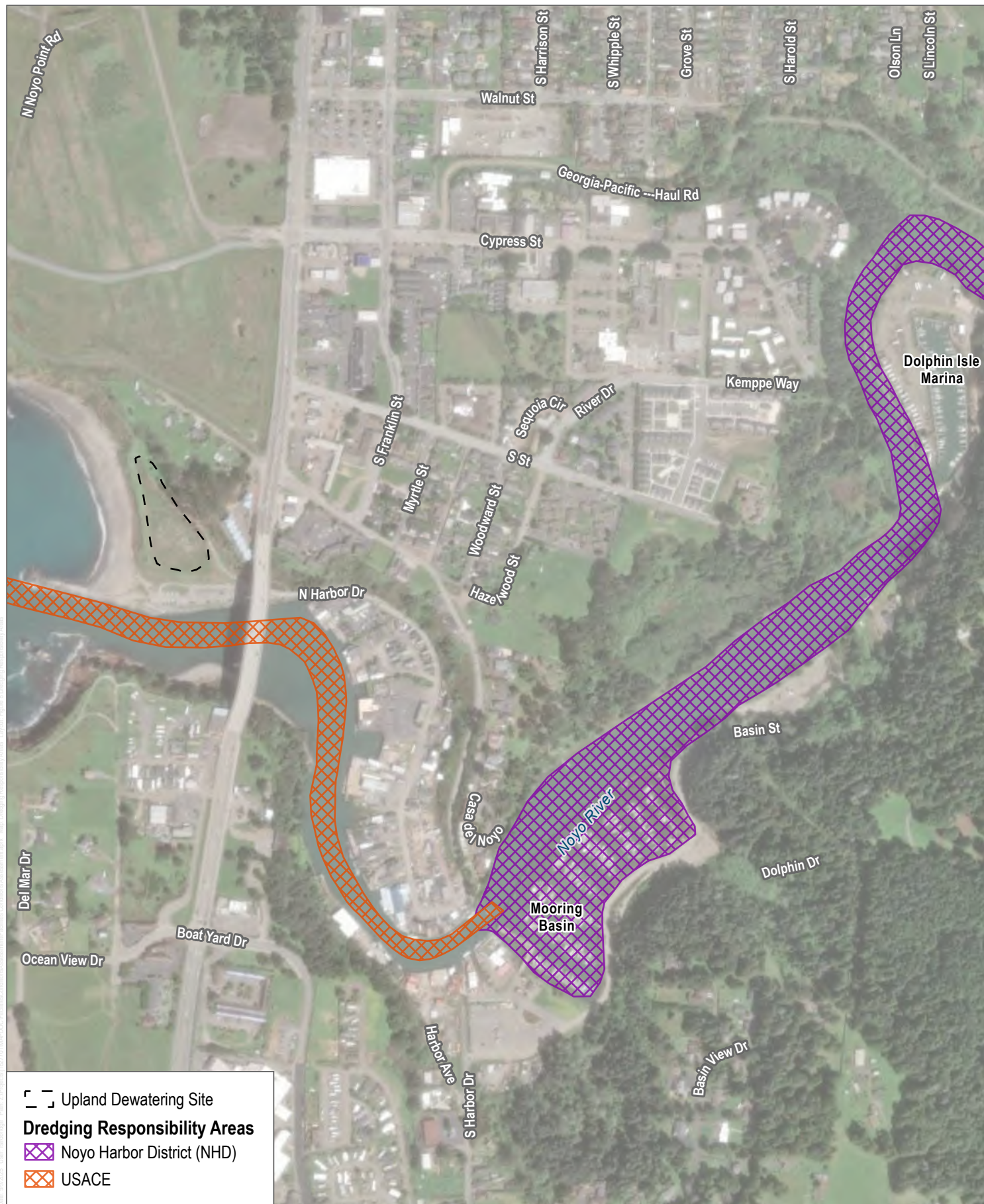
The United States Army Corps of Engineers (USACE) dredges the entrance and river channels ("federal channel") for safe Coast Guard and vessel access, while NHD dredges the mooring basin where commercial and recreational vessels berth (see Figure 8). Due to wintertime rains and upstream activities, sediment from the upstream environments enters and accumulates in the channel and the mooring basin. As the sediment builds up, the mooring basin and the channel become shallow, hindering a boat's ability to navigate the channel or berth in the slips. Over time, the NHD is not able to rent out slips in the mooring basin and they lose revenue. Currently, the mooring basin is losing revenue due to this issue, with approximately 4-5 short-term rental slips consistently closed for the past 2 years.

The USACE is responsible for dredging the entrance channel and harbor channel up to the mooring basin, while the NHD is responsible for maintenance dredging in the mooring basin and upper portion of the Noyo River that extends beyond the mooring basin and leads to Dolphin Isle Marina (Figure 8). However, NHD has no records of dredging the upper portion of the river and it has become impassable at low tides, limiting the use of the upper launch ramp by trailered boats.

Sediment from the riverbed is dredged to a dewatering site located adjacent to Noyo Beach (see Figure 8), where material dries before being further transported to a final location. Noyo Beach was an ethnographic village inhabited by Pomo people both before and after the establishment of the Mendocino Reservation. Historically, dredge materials were taken offshore, but this stopped in 1954 when the Noyo Beach dewatering site was developed. From 1954-1996, much of the dredged material was removed from the dewatering site for use at a local solid waste landfill in Caspar; however, that landfill is now closed. Since 1997, USACE and the NHD have been storing dredged materials indefinitely at what's intended to be a temporary dewatering site. Historically, the dewatering site receives a couple of dredge events and is then emptied by the NHD to accommodate future dredge events and associated additional material.

The NHD is identified as the main beneficiary of federal dredging and is consequently obligated to provide the disposal site for the federally dredged material from the federal channel. This arrangement means that the NHD is fully responsible for maintaining and operating the dredge dewatering site and transporting the dried material to a final location—even though it is also used by the USACE for federal channel maintenance dredging. The dewatering site is vital to harbor operations, as it enables both federal and local dredging to proceed. Storm-caused erosion in 2024 has compromised the structural integrity of the dewatering site. Due to this damage and the limited capacity of the dewatering site, neither USACE or the NHD can engage in dredging operations until a solution for the dredged material has been found.

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SOURCE: Esri Aerial Imagery 2025

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FIGURE 8

Dredging Responsibility Areas

Noyo Harbor District Special District Analysis

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Table 3 provides a description of the volume of dredging that has occurred over time at Noyo Harbor. Historically, from 1972 until present, dredging of the federal channel was conducted every 3-5 years, ranging from 10,000 – 30,000 cubic yards per dredge. Because of the lack of funding, dredging was halted in 2000 and resumed as emergency maintenance in November 2006. The NHD has conducted dredging of the mooring basin every 8-10 years, ranging from 30,000 – 40,000 cubic yards per dredge. The last two mooring basin dredges (2014/2015 and 2006/2007) were associated with damages to the sea wall from natural disasters. Removal of the dewatering site is done on an as-needed basis, ranging from 60,000 – 70,000 cubic yards per removal. Periodic maintenance dredging of the Noyo Harbor entrance, the harbor channel and the mooring basin is necessary to maintain adequate depths for navigation for fishing, recreational and Coast Guard vessels.

Table 3. Dredging and Dewatering Removal

Time Period	Dredging/Removal Frequency	Range of Amount Dredged (cy)	Grain Size	Notes
Federal Channel				
1972 – Present	3-5 yrs	10,000 – 30,000	72-89% sand	2006 emergency dredging - Coast Guard vessels were unable to enter
Noyo Harbor				
1960 - Present	8 – 10 yrs	30,000 – 40,000	Mostly silt and sand	Recent dredges 2006/2007 and 2014/2015
Dewatering Site				
1970	As needed	60,000 - 70,000	Mixture of sand and silt	70% full and damaged

In addition to there being currently nowhere to place the dredged material, the cost of dredging the mooring basin is cost-prohibitive to the NHD. For the NHD, the 2014/2015 mooring basin dredge cost over 2.1 million dollars, which was funded through the Federal Emergency Management Agency as a sea wall repair project (NHD 2022). Recent engineering and permitting to dredge the mooring basin are approximately \$3 million dollars (NHD 2022). The NHD has an approximate annual net income of \$35,000, as described in Section 2, Economic Development. Thus, the NHD does not have adequate funding to plan for and implement maintenance dredging and manage the dewatering site. The NHD's inability to afford dredging activities threatens their revenues from slip rentals.

Since the dredged material has historically been clean and nature-based adaptation solutions require ongoing sediment management, there may be opportunities for beneficial reuse of dredge material in the future, which could reduce the reliance on the dewatering site for both USACE and the NHD. An important consideration is the grain size of the dredged material. For example, silt can be used in wetland restoration, and cover material, whereas sand can also be used for nearshore deposition as well as beach and dune nourishment and aggregate production/construction purposes. Based on the July 2025 Noyo Beach Restoration Workshop concepts for beneficial reuse of dredged material from the federal channel and NHD mooring basin emerged including:

1. USACE Federal Channel (coarser material, without need for dewatering)
 - a. Nearshore placement to retain material within the littoral cell
 - b. Beach nourishment at Seaside Beach, with material eventually making its way to Ten Mile Beach.

2. NHD Mooring Basin (finer material, with dewatering still required)
 - a. Upland reuse options, such as the Noyo Headlands and Coastal Trail
 - b. Maintaining dewatering site that is smaller in size for the harbor's dredging needs

The City, NHD, USACE and resource agencies are in the process of identifying funding and regulatory requirements to pursue further analysis, planning and eventual implementation of the most feasible pathway for sediment management at Noyo Harbor - both in the federal channel and the mooring basin (Kordesch and Delaney 2024).

5.3 Opportunities

- Learn from other harbors that have invested in and own their own dredges, e.g., Santa Cruz Harbor District, to understand the feasibility of investing in NHD-owned equipment to dredge shoaled areas in the mooring basin whenever needed (rather than relying solely on outside contractors).
- Pursue USACE funding opportunities regarding the beneficial reuse and redesign of the dewatering site.
- Coordinate with the City, USACE, Sherwood Valley Band of Pomo Indians, Caltrans, and other interested parties to maximize beneficial reuse of dredged sediment and work towards a sustainable dewatering site on Noyo Beach.

5.4 Constraints

- Noyo Harbor is a small harbor that is not federally designated. There is no funding set aside for dredging for small or rural harbors through the Federal Harbor Maintenance Trust Fund.
- NHD is physically isolated from other harbors so there is no opportunity to share dredging equipment with another harbor.
- The Harbor's relatively small budget means that it has a limited ability to set aside dredging reserve money as it needs to be used on more urgent items.
- Regulatory approvals for beneficial reuse and a redesigned dewatering site may be a lengthy process; however, Noyo Harbor needs an immediate solution.

5.5 Recommendations

- Evaluate the feasibility of investing in NHD-owned equipment to dredge shoaled areas in the mooring basin whenever needed (rather than relying solely on outside contractors) via lessons-learned from other harbors.
- Use the sediment found in the Noyo Harbor mooring basin for beneficial reuse consistent with findings from the July 2025 workshop including upland reuse options, such as the Noyo Headlands and Coastal Trail and maintaining a dewatering site that is smaller in size for the harbor's dredging needs given that the finer material from the mooring basin requires dewatering.
- Pursue USACE funding opportunities regarding the beneficial reuse and redesign of the dewatering site.
- Coordinate with the City, USACE, Sherwood Valley Band of Pomo Indians, Caltrans, and other interested parties to maximize beneficial reuse of dredged sediment and work towards a sustainable dewatering site on Noyo Beach.
- Research near-term funding options for beneficial reuse and rehabilitation of the dewatering site such as grants through CalOES, Coastal Conservancy, and California Senate Bill 1.

6 Enforcement

6.1 Objectives

- Have an Ordinance Book that augments the Harbors and Navigation Code and is enforceable by law.

6.2 Background

The powers of the NHD are listed in the Harbors and Navigation Code and the NHD Ordinance. The NHD Ordinance augments the provisions of the Harbors and Navigation Code (although this is not mentioned in the NHD Ordinance) and are applicable to and within the Noyo Harbor mooring basin and all tide and submerged lands conveyed to the NHD by the State of California (State Lands Commission 1961). The NHD Ordinance contains multiple ordinances that set forth rules and regulations for the NHD, including sections on the authority of the Harbormaster, authority for enforcement, violations, permits and suspensions, found property, anchoring, and more. Current vessel abatement policies about the removal and custody of illegally moored or abandoned vessels and associated fees are located in the NHD Ordinance, granting the Harbormaster custody of an abandoned vessel to be removed and held or placed in storage with the costs to be reimbursed to the NHD. However, this process has historically been expensive and time consuming for the NHD staff. While there is language in the NHD Ordinance on lease violations, including the power of an appropriate party to arrest for violation of the provisions of the NHD Ordinance, fines, or imprisonment in County Jail, there are no clear protocols for implementing citations when a violation of the NHD Ordinance does occur. This has proven difficult for the NHD as it has been difficult to seek recourse (e.g., collect payment) for a user violating the citations.

6.3 Opportunities

- Update the NHD Ordinance to become one, comprehensive, enforceable, and professional-looking "Ordinance Book" for the NHD to publish online.
- At or near the beginning of the Ordinance Book, include reference to the Harbors and Navigation Code and how the Ordinance Book builds upon this code.
- Clarify the legally binding process for citations, including nonpayment, and identify what cases and scenarios constitute a violation of a contract as well as what the required steps are if a citation is to occur.
- Meet with the County Sheriff and create a Memorandum of Understanding (MOU) that lists Ordinance policies, responsible parties, etc. for each mention of the Sheriff to ensure that the NHD and Sheriff agree on how to take action when situations requiring enforcement arise.
- Outsource marine lien services to a reputable organization that has the expertise to do so efficiently.
- Consider legal support for NHD, as needed, to support enforcement actions.

6.4 Constraints

- Enforcing the rules and regulations set forth in the NHD Ordinance is challenging with only two full-time NHD staff. The NHD does not currently have the funds to hire additional staff to focus on enforcement.

- County enforcement authorities have capacity issues, which hinders the NHD's ability to prioritize enforcement issues.

6.5 Recommendations

- Update the NHD Ordinance to become one, comprehensive, enforceable, and professional-looking "Ordinance" Book for the NHD to publish online. Publish the final Ordinance Book as a PDF on its own webpage at www.noyoharbordistrict.org (similar to how the Santa Cruz Port District has published their Ordinance Book).
- Towards the beginning of the NHD Ordinance document, clearly state that the provisions of the NHD Ordinance are intended to augment the existing laws of the State of California by authority of Sections 6309, 6309.2, 6309.4, and 6309.6 of the Harbor and Navigation Code.
- Add in clear language about the legally binding process for citations, including nonpayment, and identify what cases and scenarios constitute a violation of a contract as well as what the required steps are if a citation is to occur.
- At a minimum, incorporate the following edits to the Ordinance Book:
 - **Section 106:** After the existing text, add language about Harbormaster's authority and protocols for implementing citations for any violations of the Ordinance.
 - **Sections 107, 403, 911:** Consider adding in reference to an MOU with Sheriffs, when created and as applicable.
 - **Section 109:** Update text as it is not legible.
 - **Section 509:** Add in a section about hazardous material & Harbormaster's ability to take over a sunken vessel if there is a hazard.
 - Remove any old lease agreement templates and add a new lease agreement template that is applicable to all.
 - Fix any illegible text.
- The Board should review and consider adopting the updated Ordinance Book, as needed.
- Meet with the County Sheriff and create an MOU that lists Ordinance policies, responsible parties, etc. for each mention of the Sheriff to ensure that NHD and Sheriff agree on how to take action when situations requiring enforcement arise. The intended end product is an MOU that clearly states roles and responsibilities of all parties involved in enforcement. The Board should review and consider approval of the MOU, as necessary.
- Outsource marine lien services to a reputable organization that has the expertise to do so effectively.

7 Summary

This SDA identified opportunities and constraints and provided recommendations for the NHD related to economic development, governance, working waterfront, dredging, and enforcement. When/if the identified recommendations are implemented, they are intended to support the Noyo Harbor BEVRI Plan while balancing economic development and environmental stewardship.



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Attachment A

Economic Development Memorandum

MEMO

To: Ann Sansevero, Principal/Project Director, Dudek
From: Lisa Wise Consulting, Inc. (LWC)
Date: July 9, 2025
Subject: Noyo Harbor Special District Analysis - Draft Funding and Financing Recommendations

Overview

LWC was hired to conduct an assessment of and prepare a memo describing potential funding and financing strategies capable of contributing to capital improvements, ongoing infrastructure maintenance, and operations of the Noyo Harbor District (NHD). This memo identifies a variety of funding and financing options for the consideration of the NHD Special District Analysis team and to be included in the Noyo Harbor Special Districts Analysis (SDA).

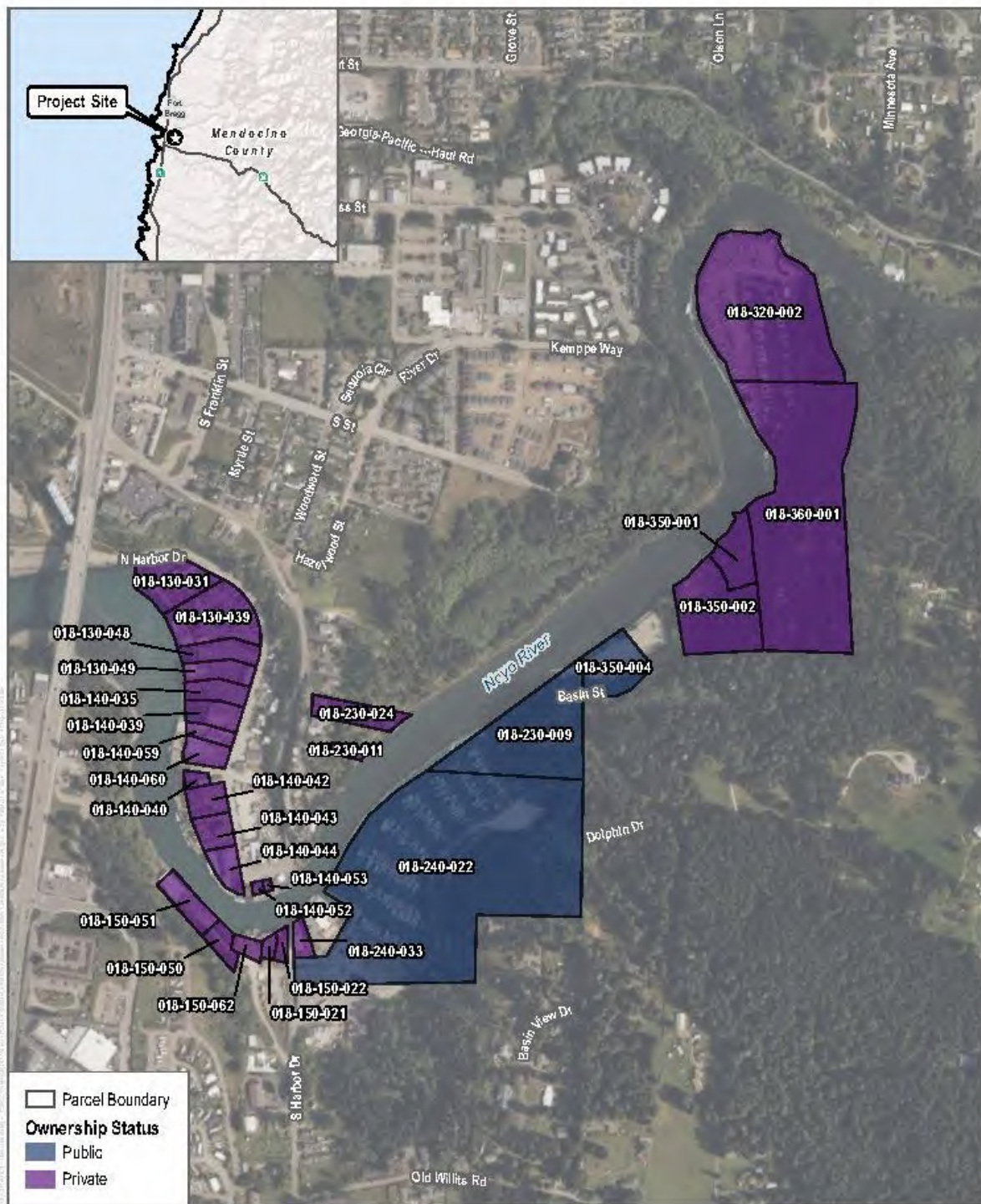
The following is extracted from the Governance Section of the Draft SDA for context:

The NHD is a special public district known as a Port District and political subdivision of the State of California. It was formed in 1950 and is its own jurisdiction. The NHD's boundaries are approximately 43 square miles, extending from the Cleone community to the north and to the Caspar community to the south. The NHD is governed by the Noyo Harbor Board of Commissioners which consists of five members – two appointed by the Fort Bragg City Council, two appointed by the Mendocino County Board of Supervisors, and a jointly appointed chairperson. Under the Harbors and Navigation Code (HNC) of the State of California, the Harbor Commission's responsibilities are "to organize, fund, build, administer, and maintain" the Noyo Harbor.¹

The Noyo Harbor District was granted sovereign tide and submerged lands in trust in 1961 for the establishment, improvement and conduct of a harbor, airport or aviation facilities, and for the construction, maintenance and operation of wharves, docks, piers, slips, quays, and other utilities, structures, facilities, and appliances necessary or convenient for the promotion and accommodation of commerce and navigation by air or water.

Today, the NHD continues to manage the submerged tidelines of all public parcels and private parcels (owned by private parties) in Noyo Harbor, regardless of ownership. Specifically, the NHD owns 8 parcels within Noyo Harbor and the rest of the parcels are privately owned. Figure 5 shows private and public ownership within the NHD. However, although the NHD manages the submerged tidelands, they do not have the authority to renovate or upgrade private facilities constructed on the submerged tidelands that are dilapidated due to their lack of ownership. Since these facilities are private, the NHD cannot obtain grants to upgrade these facilities even though the NHD acknowledges that well-maintained managed facilities, even if they are private, are essential in contributing to a cohesive, fully functioning harbor as they provide services for the working waterfront.

¹ Noyo Harbor District Community Sustainability Plan, June 2019.



SOURCE: Bing Maps 2025

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0 330 660 Feet

FIGURE 5

Project Location

City of Fort Bragg - Noyo Harbor Project

Potential Funding and Financing Recommendations

The following describes potential funding opportunities for the NHD Special District Analysis team to consider as recommendations in the SDA. These programs are aimed at supporting capital improvements, ongoing infrastructure maintenance, and operations and that are eligible for pursuit by a Special District.

Community Facilities District (CFD)

- A Community Facilities District (CFD) allows an authority to levy a special real property tax on property owners annexed into the CFD to fund infrastructure, public services, and facilities needed in the proposed district area (California Government Code Section 53311-53368.3 “The Mello-Roos Community Facilities Act of 1982”).
- CFDs offer sustainable funding solutions to support the growth and improvement within the district’s boundaries. Fees can be used either for pay-as-you-go financing or to pay off tax-exempt bonds issued against the anticipated revenue from the CFD. The debt is recourse back to the property owner and not to the issuing authority.
- The CFD formation process may be initiated by a legislative body like a special district. The process starts with the adoption of local goals and policies for the CFD followed by proposed delineation of the CFD boundary, description of what the CFD will fund, and rate and method of apportionment for the special tax. Then a public hearing and election follow to establish the CFD.
- Requires property owners within the CFD’s geographic area to agree to the special tax levy. Since a two-thirds vote of property owners (if 12 or fewer registered voters) or registered voters is required, CFDs are most commonly used in circumstances where there are limited property owners. There are approximately 23 property owners in Noyo Harbor.

Enhanced Infrastructure Financing District (EIFD)

- EIFDs are a type of tax increment funding (TIF) district cities, counties, and special districts can form to help fund economic development projects (California Government Code Section 53398.5-53398.88).
 - TIF works by freezing property tax revenues that flow from a designated project area to the city, county, and other participating taxing entities at the “base level” in the current year. Additional tax revenue in future years can be used to pay for improvements.
 - TIF does not increase property taxes; however, revenues are only generated if assessed values increase, making TIF less useful in areas with stagnant or declining property values.
- EIFDs are limited to the taxing authorities that choose to participate, and they cannot encumber school districts’ share of property tax. They are managed by a Public Financing Authority (PFA) composed of representatives from participating tax entities and occasionally members of the public.²
- Only the tax increment within the EIFD boundary is encumbered, however, projects funded by the EIFD can be located outside of the EIFD boundaries provided the projects must have a “tangible connection” to the EIFD. An EIFD’s boundary does not have to be contiguous.
- EIFDs can be used to fund a port and harbor infrastructure (as defined by Section 1698 of the Harbors and Navigation Code) in addition to transportation infrastructure, recreational facilities, environmental mitigation, climate adaptation projects, and other projects. Maintenance of public

² The steps to form an EIFD are outlined by the California Association for Local Economic Development (CALED) - https://caled.org/wp-content/uploads/2025/01/250117{EIFD-Infographic}_print-1.pdf

capital facilities financed in whole or in part by the EIFD can also be financed by the EIFD. The EIFD may not finance the cost of an ongoing operations or services of any kind.

- EIFDs exist for up to 45 years from the date of bond issuance, providing longer-term planning for infrastructure projects.
- EIFDs were intended to replace redevelopment authorities in California, however they have far more constrained financing capabilities. As a result, they have not been widely used and at present there are less than 30 across the state.
- Assessment would be necessary to determine if an EIFD would be capable of generating sufficient financing capacity to be worthwhile for the NHD/City of Fort Bragg. Specifically, whether the extent of redevelopment within EIFD boundaries would generate enough incremental property tax revenue assuming non-participation from Mendocino County.

Climate Resilience District (CRD)

- CRDs are a new form of TIF district, enabled through the passage of SB 852 in 2022, intended to help address local climate adaptation.
- CRDs utilize local, state, federal, and private funding to support local climate change priorities, which can include improvements to infrastructure, green spaces, renewable energy solutions, and other projects that address climate change mitigation, climate change adaptation, and/or climate change resilience (e.g., sea level rise, extreme temperatures, drought, flooding, and wildfires).
- CRDs are similar to EIFDs in that they utilize TIF, but CRDs differ in that they have the authority to use multiple funding and financing sources. In addition to TIF, CRDs can utilize voter approved local sales taxes, revenue from infrastructure projects, benefit assessments, special taxes, property-related fees, and public-private funding.
- The Sonoma County Regional Climate Protection Authority (SCRCPA) is the only CRD that has been established. It was created to coordinate countywide climate protection efforts among Sonoma County's nine incorporated jurisdictions and multiple countywide agencies.³

Voter-Approved Measures⁴

A. General Obligation (GO) Bond Measure

- Dedicated property tax increase based on assessed property values with a repayment term of typically 20 to 30 years.
- Requires two-thirds of voter approval in a local election to be adopted.
- Can be used for capital projects such as infrastructure improvements, climate resilience upgrades. Cannot be used for operations or maintenance.
- Best for large, one-time capital projects.

³ <https://rcpa.ca.gov/>

⁴ Local agency support is not required for any voter-approved measures but coordinating the timing of these measures with the City and County is recommended to ensure multiple tax increases are not on the same ballot.

B. Parcel Tax Measure

- Flat annual charge per parcel of land (regardless of size or value) used to generate steady revenue for operations, maintenance, or capital needs. For instance, the measure could propose a tax of \$12/year or \$1/month per parcel.⁵
- Requires two-thirds of voter approval in a local election to be adopted.
- Tax area boundary can be within the Harbor District or the entire County if agreed upon.
- Flexible use for both capital and operations, but revenue is more limited compared to GO bonds.

	GO Bond	Parcel Tax
Best For	Major capital projects	Ongoing maintenance, staffing, smaller-scale upgrades
Revenue Scale	High (millions up front)	Moderate (steady annual income)
Flexibility	Capital only	Capital & operations

C. Other Local Tax Measure

- Increase of sales tax or transient occupancy tax (TOT) rates to support specific projects or services.
- In November 2024, Fort Bragg voters approved increases to both sales tax (Measure T) and TOT (Measure U). The current local sales tax rate is 9.25% and TOT rate is 14%.
- These measures must be proposed strategically in terms of use of revenues and timing to garner voter support.

California Coastal Conservancy Grants⁶

- The NHD was awarded a \$750,000 grant in 2024 for planning and pre-permitting for marina redevelopment, ADA upgrades, and sea level rise mitigation.
- California Coastal Conservancy supports projects that improve public access, protect natural resources, adapt to climate change, and support coastal economies.
- Funds a variety of projects at most stages along the California coast but not operation and maintenance activities.
- Projects must be consistent with the Conservancy's Strategic Plan.

Community Economic Resilience Fund (CERF) Grants⁷

- The NHD was awarded \$3.2 million from the CERF Implementation Pilot Program⁸ in 2023 for marina upgrades for harbor resilience infrastructure, workforce training for fishing, recreation, or climate adaptation, and environmental improvements. Specifically, this will fund a new energy-efficient and environmentally sustainable ice house that will be portable and can be moved as needed due to rising sea levels, and create a fish market incubator for direct off-the-boat fish sales.⁹

⁵ Example of \$12/year parcel tax proposed by the San Francisco Bay Restoration Authority in 2016: [https://ballotpedia.org/San_Francisco_Bay_Restoration_Authority_%E2%80%9CClean_and_Healthy_Bay%E2%80%9D_Parcel_Tax,_Measure_AA_\(June_2016\)](https://ballotpedia.org/San_Francisco_Bay_Restoration_Authority_%E2%80%9CClean_and_Healthy_Bay%E2%80%9D_Parcel_Tax,_Measure_AA_(June_2016))

⁶ <https://scc.ca.gov/grants/>

⁷ <https://cafwd.org/cerf/>

⁸ <https://www.grants.ca.gov/grants/economic-development-pilot-program-year-2022-2023/>

⁹ <https://mendovoice.com/2023/05/noyo-harbor-receives-3-2-million-for-climate-informed-revitalization-project/>

- Created in 2021 to build equitable, resilient economies in California's 13 major regions by supporting a transition to a carbon-neutral, high-road economy that focuses on job quality, equity, and sustainability.
- Provides one-time funding, up to \$10 million per grant, that can finance physical infrastructure, business incubation, workforce development, environmental remediation and related support services.
- Since the NHD was already awarded an implementation grant, it may be unlikely that another CERF grant would become available.

U.S. Department of Transportation Maritime Administration Port Infrastructure Development Program¹⁰

- The Port Infrastructure Development Program (PIDP) is a discretionary grant program administered by the Maritime Administration (MARAD). Funds for the PIDP are awarded on a competitive basis to projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port.
- PIDP grants support efforts by ports and industry stakeholders to improve port and related freight infrastructure to meet the nation's freight transportation needs and ensure our port infrastructure can meet anticipated growth in freight volumes. The PIDP provides funding to ports in both urban and rural areas for planning and capital projects. It also includes a statutory set-aside for small ports to continue to improve and expand their capacity to move freight reliably and efficiently and support local and regional economies.
- The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021) ("IIJA") provided \$2.25 billion for the PIDP program over five years (2022-2026), \$450,000,000 of which has been made available in Fiscal Year (FY) 2025. In addition to the FY 2025 IIJA PIDP funds, an additional \$50 million in funding for the PIDP was made available through the Full-Year Continuing Appropriations and Extensions Act, 2025 (Pub. L. 119-4, March 15, 2025). Therefore, a total of \$500 million in funding is now available to be awarded as discretionary grants in FY25 PIDP.
- An amended FY25 PIDP Notice of Funding Opportunity (NOFO) was released on May 2, 2025 with an extended application deadline of September 10, 2025.

U.S. Economic Development Administration Public Works Program¹¹

- The U.S. Economic Development Administration (EDA) Public Works Program helps distressed communities revitalize, expand, and upgrade their physical infrastructure. The program aims to attract new industry, encourage business expansion, generate local revenues, and create or retain long-term jobs through land acquisition, development, and infrastructure improvement projects that establish or expand industrial or commercial enterprises.
- Key public infrastructure includes port and harbor expansions.
- Grants and cooperative agreements under this program are designed to leverage existing regional assets and support implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities.
- Awards range from \$100,000 to \$30,000,000.

¹⁰ <https://www.maritime.dot.gov/PIDPgrants>

¹¹ <https://www.eda.gov/funding/programs/public-works>

California State Parks Boating Infrastructure Grant (BIG) Program¹²

- The BIG program is federally funded by the U.S. Fish and Wildlife Service through the Wildlife and Sport Fish Restoration Program.
- Applies to boating infrastructure improvements that serve recreational vessels that are at least 26 feet in length and considered transient. Transient is defined as staying 15-days or less.
- Projects may be publicly or privately owned but must be accessible to the public.

Public-Private Partnerships (PPPs)

Public-private partnerships (PPPs) involve a contractual agreement between a local agency or special district and a private company to finance, design, implement, and operate public projects. The local agency may retain ownership of the public facility or improvement, but each partner may share in income or other benefit resulting from the partnership.

Infrastructure State Revolving Fund (ISRF) Program¹³

- Low-interest loan program administered by the California Infrastructure and Economic Development Bank (IBank) for a wide range of public infrastructure projects.
- ISRF funds a broad range of public infrastructure and economic development projects.
- Best suited for revenue-generating projects that can support debt repayment over time.

California Special Districts Association (CSDA) Finance Corporation¹⁴

The CSDA was established in 1988 as a 501(c)(4) corporation designed to facilitate financing for all types and sizes of special districts and local government agencies. The CSDA provides tax-exempt financing solutions for capital improvements, equipment and land purchases, and refinancing of prior debt.

A. **Certificates of Participation**

- A form of lease revenue financing allowing special districts to borrow large sums for capital projects without issuing traditional bonds. Certificates of Participation must be tied to an expected source of revenue such as rents or user fees.
- No voter approval required.
- Useful for capital projects such as buildings, facilities, heavy equipment, docks, etc. and can fund large-scale projects (\$1 million to \$50 million).

B. **Lease-Purchase Financing**

- A simplified financing structure used to purchase equipment or facilities over time.
- Common for equipment purchases, vehicles, modular buildings, and energy systems.
- Lease terms typically range from three to 15 years and the district owns the asset at the end of the term.
- Only suitable for tangible, depreciable assets and cannot be used to finance feasibility studies or planning programs.

¹² https://dbw.parks.ca.gov/?page_id=28821

¹³ <https://www.ibank.ca.gov/loans/infrastructure-loans/>

¹⁴ <https://www.csdafinance.net/home>

Attachment B

Structural Reconnaissance Technical Memorandum

Technical Memorandum

April 16, 2025

To	Anna Neumann, Noyo Harbor District	Contact No.	925-849-1007
Copy to	Sarah McCormick, City of Fort Bragg Ann Sansevero, Dudek	Email	Marc.Percher@ghd.com
From	Marc Percher, PE Brett Vivyan, PE	Project No.	12635026
Project Name	Noyo Harbor Structural Reconnaissance		
Subject	Noyo Harbor Structural Reconnaissance Findings		

1. Introduction

At the request of the Noyo Harbor District, GHD performed an above deck and above water structural reconnaissance of the waterfront facilities along the Noyo river near Fort Bragg, California, as shown in Figure 1. This work was performed as part of the As-Needed Services to Assist with Noyo Harbor Blue Economy Visioning, Resiliency and Implementation Plan that also includes tasks not performed by GHD. The goal of the facilities condition reconnaissance is to provide a baseline understanding of existing conditions to inform susceptibility to future climate change impacts and options for Noyo Harbor Blue Economy Visioning, Resiliency and Implementation Plan. This memo summarizes the findings of the structural reconnaissance.



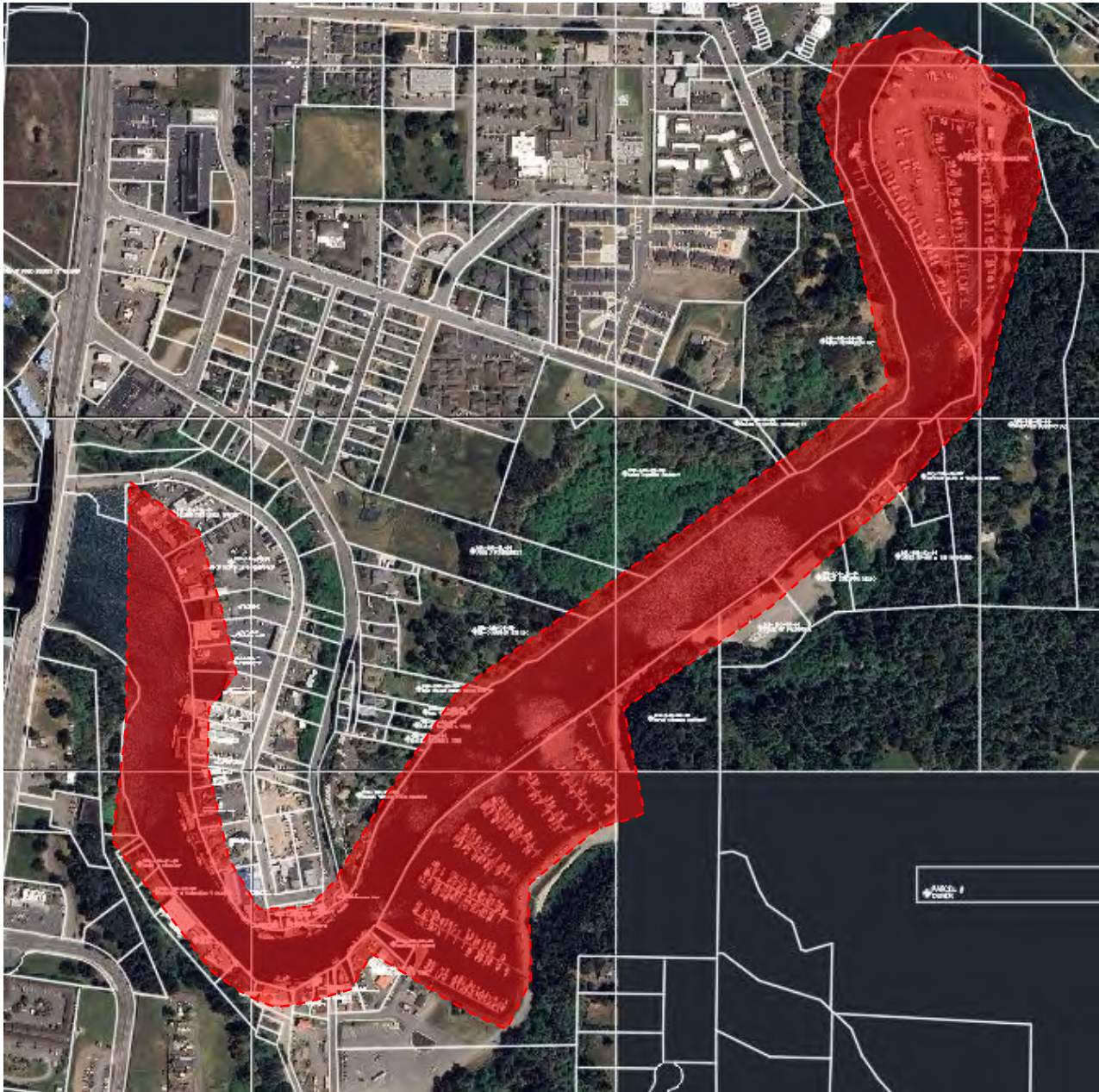


Figure 1: Location of Waterfront Structures observed

2. Findings

The above-water visual reconnaissance included visual observation of 31 waterfront facilities along the Noyo River and the jurisdiction of the Noyo Harbor District. The work was performed by Marc Percher, PE and Madeline Mueller, EIT on February 17 and 18th, 2025, with boat access provided by the Noyo Harbor District. Observation locations are shown in Figures 1.1 thru 1.4 in Appendix A and included the following, which are further detailed in Table 1:

- Parcel number
- Date, time, and tide level while at the facility
- Facility type

- Facility purpose
- Structure type
- Materials
- Shoreline system (revetment, native slope, etc.)
- Erosion Susceptibility

The condition of each observed facility was rated based on the rapid visual interpretation from the boat or topsides of the structures and are summarized in Table 2. Ratings were categorized as follows:

- Green: Satisfactory to Good condition with approximately 20+ years remaining life
- Yellow: Poor to Fair condition with approximately 10 to 20 years remaining life
- Red: Serious to Critical condition with little remaining life or already collapsed

The American Society of Civil Engineering (ASCE) Manual of Practice 130 Waterfront Facilities Inspection and Assessment is referenced for any noted damage rating, but due to the limited time on site and extensive number of facilities to be observed, the facilities condition reconnaissance is not considered to be to the same level of detail as a full above water structural inspection. The facilities condition reconnaissance is considered sufficient for the goal of developing an understanding of facility type and likely facility remaining life. Additional full above and / or underwater inspections of specific facilities can be performed in subsequent projects once initial planning of future use is determined. The inspections could be used to inform the extent and types of replacement, reconstruction, or relocation of facilities. Additional biological surveys could support the evaluation of these strategies with respect to the presence/absence of protected species feasibility of incorporating nature-based strategies.

Table 1: Structural Reconnaissance Existing Conditions Observations

Field #	Assessor's Parcel Number (APN)	Date / Time / Tide	Facility Type	Facility Purpose	Structure Type	Material	Shoreline System	Erosion Susceptibility
1	018-240-22-00	2-18/10:00 a.m./2.0 ft	High Dock	docking some small/medium vessels temporarily	Timber piles and deck structure	timber	Revetment	Susceptible
2	018-240-22-00	2-17/9:00 a.m./2.0 ft	Floating Marina	Vessel storage	Timber topped floating marina	timber	Revetment	Susceptible
3	018-240-22-00	2-17/9:00 a.m./2.0 ft	Floating Marina	Vessel storage	Timber topped floating marina	timber	Revetment	Susceptible
4	018-240-22-00	2-17/9:15 a.m./2.0 ft	Floating Marina	Vessel storage	Timber topped floating marina	timber	Revetment	Susceptible
5	018-240-22-00	2-17/9:15 a.m./2.0 ft	Floating Marina	Vessel storage	Timber topped floating marina	timber	Revetment	Susceptible
6	018-240-22-00	2-17/9:30 a.m./2.0 ft	Floating Marina	Vessel storage	Timber topped floating marina	timber	Revetment	Susceptible
7	018-240-22-00	2-17/9:30 a.m./2.0 ft	Floating Marina	Vessel storage	Timber topped floating marina	timber	Revetment	Susceptible
8	018-240-22-00	2-17/9:30 a.m./2.0 ft	Floating Marina	Vessel storage	Timber topped floating marina	timber	Revetment	Susceptible
9	018-240-22-00	2-17/9:45 a.m./2.0 ft	Floating Marina	Vessel storage	Timber topped floating marina	timber	Revetment	Susceptible
10a	018-230-09-00	2-17/9:45 a.m./2.0 ft	Floating Marina	Vessel storage	Timber topped floating marina	timber	Revetment	Susceptible
10b	018-230-09-00	2-18/2:00 p.m./4.0 ft	Breakwater	Wave/Storm Protection	Timber piles/facing, fiberglass sheet pile	timber, fiberglass	Revetment	Susceptible
10c	018-230-09-00	2-17/10:00 a.m./2.25 ft	Ramp	Ramp for putting boat in and out of water	concrete boat ramp w/ ACZA piles	concrete, timber	Revetment	Susceptible
11a	018-350-04-00	2-17/10:15 a.m./2.5 ft	Retaining Wall	Retaining Wall	concrete infill panel retaining wall with steel wide flange soldier piles.	concrete, steel	Concrete Wall	Susceptible

Field #	Assessor's Parcel Number (APN)	Date / Time / Tide	Facility Type	Facility Purpose	Structure Type	Material	Shoreline System	Erosion Susceptibility
11b	018-350-01-00 018-350-02-00	2-18/2:00 p.m./4.0 ft	Haul Out	Private Property-Haul out	timber retaining wall and timber platform	timber	Timber Wall	Susceptible
11c	018-230-24-00	2-18/2:15 p.m./4.0 ft	Dock	Private Dock	Timber dock with timber deck	timber	Natural	Susceptible
11d	018-230-11-00	2-18/2:15 p.m./4.0 ft	Steel Piles/Waler	Derelict Steel piles/waler	Steel piles and steel wide flange waler	steel	Natural	Susceptible
12	018-360-01-00	2-17/10:30 a.m./2.75 ft	Timber Marina	Private Property-Marina	Timber topped floating marina	timber	Natural	Susceptible
13	018-320-02-00	2-17/10:30 a.m./2.75 ft	Timber Marina	Out of Service-Marina	Timber marina with timber deck	timber	Natural	Susceptible
14a	018-240-33-00	2-17/10:50 a.m./3.0 ft	Jet dock	Jet dock	Jet dock with timber retaining wall	unsure	Timber Wall	Susceptible
14b	018-150-22-00	2-17/10:50 a.m./3.0 ft	Haul Out	Haul out with landside boat maintenance house	concrete haul out with steel rails and timber decks	timber, steel, concrete	Timber Wall	Susceptible
15	018-150-21-00	2-18/11:45 a.m./2.75 ft	Timber Deck	timber deck w/ piles	timber piles supporting timber deck, topped with concrete. Failing timber retaining wall.	timber, concrete	Timber Wall (failing)	Susceptible
16	018-150-62-00	2-18/11:45 a.m./2.75 ft	Timber Deck	timber deck w/ piles	timber piles supporting timber deck, topped with asphalt.	Timber, concrete	Timber Wall	Susceptible
17	018-150-50-00	2-18/11:45 a.m./2.75 ft	Timber Deck	timber deck w/ piles	Timber piles supporting timber deck, with structure	timber	Timber Wall (failing)	Susceptible
18	018-150-51-00	2-18/11:15 a.m./2.5 ft	Fishery	timber deck w/ piles	Timber piles supporting timber deck, steel fender piles	timber, steel, concrete	Timber Wall	Susceptible

Field #	Assessor's Parcel Number (APN)	Date / Time / Tide	Facility Type	Facility Purpose	Structure Type	Material	Shoreline System	Erosion Susceptibility
19	018-140-52-00	2-17/12:30 p.m./4.0 ft	Science Center	timber deck w/ piles	timber piles supporting timber deck, supports asphalt topping and building	timber	Timber Wall	Susceptible
20	018-140-53-00	2-17/12:30 p.m./4.0 ft	Commercial Building	timber deck w/ piles	timber deck with piles and decking supporting asphalt topping and building. Some steel piles	timber, steel	Timber Wall	Susceptible
21	018-140-44-00	2-18/11:25 a.m./2.5 ft	Fishery	timber deck w/ piles	timber deck with piles and decking supporting asphalt topping and building.	timber	revetment/timber wall	Susceptible
22a	018-140-43-00	2-18/11:30 a.m./2.5 ft	Commercial Building	timber deck w/ piles	timber deck with piles and decking supporting concrete and building	timber, concrete	revetment	Susceptible
22b	018-140-43-00	2-18/11:30 a.m./2.5 ft	Timber Deck	timber deck w/ piles	timber deck with piles and decking supporting concrete	timber, concrete	revetment	Susceptible
23	018-140-42-00	2-17/1:15 a.m./4.5 ft	Timber Deck	timber deck w/ piles	timber pile supported structures with timber deck and asphalt topping	timber	revetment	Susceptible
24	018-140-40-00	2-17/1:30 a.m./4.5 ft	Unused Site	Unused Site	Unused Site	Unused	natural	Susceptible
25	018-140-60-00	2-18/10:15 a.m./2.0 ft	Gov. Owned	Timber deck w/ piles	Timber piles and decking supporting warehouse building	timber	Timber Wall	Susceptible
26	018-140-59-00	2-18/10:15 a.m./2.0 ft	Commercial Building	Timber deck w/ piles	Timber Piles supported timber deck with concrete topping.	timber	Timber Wall	Susceptible
27	018-140-39-00	2-18/10:30 a.m./ 2.0 ft	Retaining Wall	Timber retaining wall	timber bearing surface, timber soldier piles, and steel waler	timber, steel	Timber Wall	Susceptible

Field #	Assessor's Parcel Number (APN)	Date / Time / Tide	Facility Type	Facility Purpose	Structure Type	Material	Shoreline System	Erosion Susceptibility
28	018-130-49-00 018-140-35-00	2-17/2:00 p.m./4.75 ft	Commercial Building	Timber Deck w/ piles	timber piles supporting timber frame and decking with 2/3 story structure above	timber	Concrete Wall	Susceptible
29	018-130-48-00	2-17/2:15 p.m./4.75 ft	Retaining Wall	Timber retaining wall	timber bearing surface, timber soldier piles, and steel waler	timber, steel	Timber Wall	Susceptible
30	018-130-39-00	2-18/10:30 a.m./ 2.0 ft	Commercial Building	Timber Deck w/ piles	Timber piles supporting timber deck with building towards landside	timber	Timber Wall	Susceptible
31	018-130-31-00	2-18/10:25 a.m./ 2.0 ft	Residential/ Rental Prop.	Timber Deck w/ piles	Timber piles supporting timber deck with four small homes located towards landside	timber	Timber Wall	Susceptible
32	018-130-31-00	2-18/10:25 a.m./ 2.0 ft	Commercial Building	Timber Deck w/ piles	Timber piles supporting timber deck with timber superstructure	timber	Timber Wall	Susceptible
33	018-130-31-00	2-18/10:15 a.m./ 2.0 ft	Commercial Building	Timber Deck w/ piles	Timber piles supporting timber superstructure and timber decking.	timber	Timber Wall	Susceptible

Table 2 Structural Reconnaissance Rating Summary

Field #	Assessor's Parcel Number (APN)	Owner	Rating	Description
1	018-240-22-00	NOYO HARBOR DISTRICT	GREEN	– High Dock: Timber pile and deck structure previously rehabilitated in 2018. The overall structure appears to be in Good condition (Green), with no significant damage noted to creosoted piles or main deck framing.
2	018-240-22-00	NOYO HARBOR DISTRICT	YELLOW	– A Dock: Timber topped floating marina with timber guide piles. Poor Condition (Yellow) of guides and floats, with listing units, guide hardware corrosion, piles with abrasion damage, and lost chocks. Timber decking is regularly replaced. – Based on discussion A Dock to G Dock are considered higher priority due to being larger sources of income and G to H Dock are in better condition due to lower wave action exposure.
3	018-240-22-00	NOYO HARBOR DISTRICT	YELLOW	– B Dock: Similar condition to A Dock (Yellow) with the exception that final ~100ft of dock is replaced in 2018 with concrete floats on concrete guide piles, which are in Good condition (Green).
4	018-240-22-00	NOYO HARBOR DISTRICT	GREEN	– C Dock: 2018 replacement Concrete floats on concrete guide piles which are in Good condition (Green)
5	018-240-22-00	NOYO HARBOR DISTRICT	YELLOW	– D Dock: Similar to B timber dock (Yellow) until concrete float and fender pile end finger, which is in GOOD (Green) condition.
6	018-240-22-00	NOYO HARBOR DISTRICT	YELLOW	– E Dock: Similar to D Dock
7	018-240-22-00	NOYO HARBOR DISTRICT	YELLOW	– F Dock: Timber dock with timber guide piles in Satisfactory (Green) condition with the exception of the last finger which is in Poor (Yellow) condition
8	018-240-22-00	NOYO HARBOR DISTRICT	GREEN	– G Dock: Timber dock with timber guide piles in Satisfactory (Green) condition with the exception of a missing pile on the end finger and an adjacent pile with Severe abrasion.
9	018-240-22-00	NOYO HARBOR DISTRICT	YELLOW	– H Dock: Timber dock with timber guide piles in Poor (Yellow) condition due to sagging dock areas with missing floatation
10a	018-230-09-00	NOYO HARBOR DISTRICT	YELLOW	– K Dock: Timber dock with timber guide piles in Poor (Yellow) condition due to sagging dock areas with missing floatation
10b	018-230-09-00	NOYO HARBOR DISTRICT	GREEN	– Breakwater: Significantly reconstructed in 2018 and is in Fair (Green) condition. Breakwater consists of timber plumb and batter piles with a timber facing that was upgraded to have predominantly fiberglass sheet pile on the channel side face. Depth of fiberglass sheet pile is unknown and the eastern end is steel sheet pile in limited lengths.
10c	018-230-09-00	NOYO HARBOR DISTRICT	GREEN	– Concrete boat ramp with two adjacent timber floats on ACZA coated guide piles. All items are in Fair condition (Green)

Field #	Assessor's Parcel Number (APN)	Owner	Rating	Description
11a	018-350-04-00	STATE OF CALIFORNIA	YELLOW	– Approximately 430ft long retaining wall system consisting of steel wide flange soldier piles with concrete infill panels. Coating loss and Minor to Moderate corrosion with some delamination is typical on the steel soldier piles. Some of the concrete panels are spalling. The overall condition is considered Fair (Yellow).
11b - 33	29 PARCELS	PRIVATE PROPERTY	GREEN	– The overall condition of approximately 21% of private parcels is considered Satisfactory to Good (Green).
			YELLOW	– The overall condition of approximately 58% of private parcels is considered Poor to Fair (Yellow).
			RED	– The overall condition of approximately 21% of private parcels is considered Serious to Critical (Red).

3. Conclusions and Recommendations

Most of the structures examined were pile supported structures constructed entirely of timber and / or including timber pile soldier wall with timber bearings. Structures generally fell in the Yellow category due to conditions which are consistent with the age of the structures, which mostly date back to the 1950s. GHD recommends that additional detailed inspections including above and underwater structural inspections based on the ASCE 130 criteria be performed as part of future rehabilitation or re-use of existing sites at a later design stage.

GHD greatly appreciates the opportunity to work on this effort and looks forward to future involvement as the rehabilitation of facilities within Noyo Harbor continues.

Regards

A handwritten signature in black ink, appearing to read 'M Percher', is displayed on a light gray background.

Marc Percher

Senior Marine Structural Engineer

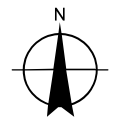
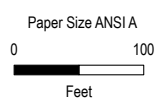
Appendix A

Figures



Legend

- Parcels of interest
- Field Location #



**Noyo Harbor District
Noyo Harbor Structural Reconnaissance Findings**

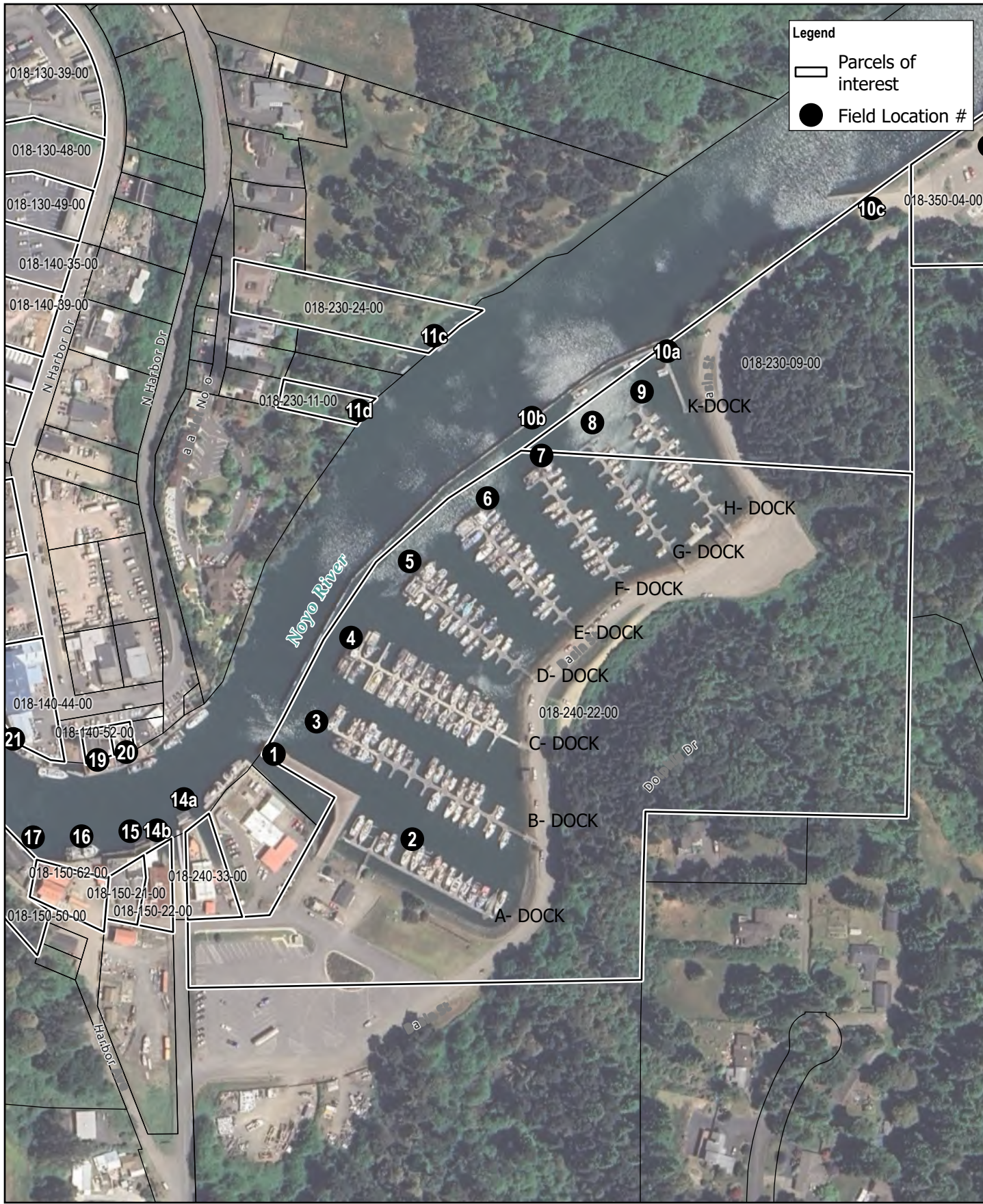
Project No. 12635026
Revision No. -
Date Apr 2025

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 0402 Feet

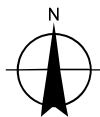
Project Overview

FIGURE 1.1





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Map Projection: Lambert Conformal Conic
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Grid: NAD 1983 StatePlane California II FIPS 0402 Feet

Noyo Harbor District Noyo Harbor Structural Reconnaissance Findings

Project No. 12635026
Revision No. -
Date Apr 2025

Project Overview

FIGURE 1.3



Attachment C

Parcel Inventory

Noyo Harbor Parcel Inventory

APN	Address	Owner	Land Use	Water Dependent
018-430-09	955 Main St	City of Fort Bragg	Jetty/Beach/Spoils	Y
018-430-06		Noyo Harbor District	Jetty/Waterfront	Y
018-130-53		Noyo Harbor District		Y
018-130-55	120 N Harbor Dr	GP Investors LLC 120 N Harbor Dr		
018-130-31	32100 N Harbor Dr	Dillion Linda Skains TTEE PO Box 1490 Fort Bragg, CA 95437		
018-130-39	32200 N Harbor Dr	Louderback Harbor North LLC	Restaurant	
018-130-48	32250 N Harbor Dr	TJ Foolery LLC 2415 San Ramon Valley, Suite 4380	Restaurant	
018-130-49	32260 N Harbor Dr	James & Barbara Hurst PO Box 1429 Fort Bragg, CA 95437	Lodging Restaurant	
018-140-35			Parking Lot	
018-140-39	32300 N Harbor Dr		Storage	Y
018-140-59	32310 N Harbor Dr	Pacific Rim Real Estate 32310 n Harbor Dr Fort Bragg, CA 95437	Seafood Processing	Y
018-140-60	32330 N Harbor Dr	Starberry LLC 88 King Street #412 San Francisco, CA 94107	California Department of Fish and Wildlife	Y
018-140-27	19001 S Harbor Dr	Noyo Habor District		
018-140-41	32350 N Harbor Dr	Tom & Julee Estes TTEE 22560 N Hwy 1 Fort Bragg, CA 95437		
018-140-40	32360 N Harbor Dr	William Westfall TTEE 32800 Hwy 20, #39 Fort Bragg, CA 95437		
018-140-42	32380 N Harbor Dr	John Schnaubelt 576 S Franklin St Fort Bragg, CA 95437		
018-140-43	32400 N Harbor Dr	James Bryan Hougland PO Box 211 Westport, CA 95488		
018-140-44	32410 N Harbor Dr	MBR Realty LLC 344 N Franklin Street Fort Bragg, CA 95437	Seafood Processing Retail	Y
018-140-51	32420 Harbor Dr	Noyo Center for Marine Science PO Box 1321		Y
018-140-52	32430 N Harbor Dr			

APN	Address	Owner	Land Use	Water Dependent
		Fort Bragg, CA 95437		
018-140-53	32440 Harbor Dr	Noyo Fish Company LLC PO Box 1320 Fort Bragg, CA 95437		Y
018-140-54	32460 N Harbor Dr			Y
018-140-55	32440 N Harbor Dr			Y
018-140-50		Noyo Harbor District		Y
018-130-50	440 N Harbor Dr	Fort Bragg Municipal Improvement District	Sewer Lift Station	
018130-51	450 N Harbor Dr	Dan Plummer 220 N Harbor Dr Fort Bragg, CA 95437	Lodging	
018-130-50	32271 N Harbor Dr	Melvin & Rachell Zachary 16298 Old Caspar Rail Road Fort Bragg, CA 95437	Retail	
018-140-17	32281 N Harbor Dr		Retail	
018-140-16	32301 N Harbor Dr	Lucy Lequin 72 Honey Branch Ln St. Augustine, FL 32092	Lodging Vacant Building	
018-140-34	32321 N Harbor Dr	Arthur & Suzanne Marsh 2950 Myrtle Ln Clearlake, CA 95422		
018-140-21	32351 N Harbor Dr	Tony & Francelia Madrigal 166 S Main St Willits, CA 95490	Restaurant	
018-140-28	32361 N Harbor Dr	Noyo Harbor District	Parking Lot	
018-140-45		MBR Realty LLC 344 N Franklin Street Fort Bragg, CA 95437	Parking Lot	
018-140-46	32401 N Harbor Dr		Parking Lot	
018-140-47	32485 N Harbor Dr	Noyo Fish Company LLC PO Box 1320 Fort Bragg, CA 95437	Parking Lot	
018-140-49	32475 N Harbor Dr	Scott Hockett PO Box 988 Fort Bragg, CA 95437	Retail Parking	Y
018-140-48	32425 N Harbor Dr	John Schnaubelt 576 S Franklin St Fort Bragg, CA 95437	Restaurant	