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NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT

Date:	**June 26, 2023**
Project Title:	**Humboldt Bay Offshore Wind Heavy Lift Multipurpose Marine Terminal Project**
Project Location:	**Humboldt Bay, California**
Lead Agency:	**Humboldt Bay Harbor, Recreation and Conservation District**

This notice announces that a California Environmental Quality Act (CEQA) Draft Environmental Impact Report (DEIR) is being developed for the Humboldt Bay Offshore Wind Heavy Lift Multipurpose Marine Terminal Project (Project). The DEIR will identify, evaluate and disclose possible environmental effects of the Project. The Humboldt Bay Harbor, Recreation and Conservation District (District) is the project proponent and the CEQA Lead Agency.

As specified in the CEQA Guidelines, the NOP will be circulated for a 30-day review and comment period. Agencies, organizations, and interested members of the public are invited to provide input on the scope of the environmental analysis. If you are a responsible or trustee agency, the views of your agency are requested as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. In the event that no response or no well justified request for additional time is received by any responsible agency or trustee agency by the end of the review period, we presume that these agencies have no response. Comments may be submitted in writing during the review period and addressed to:

Rob Holmlund
Humboldt Bay Harbor, Recreation and Conservation District
P.O. Box 1030
Eureka, California 95502-1030
707-443-0801
districtplanner@humboldtbay.org

The NOP comment period begins on June 27, 2023 and closes at 5:00 p.m. on August 3, 2023. All comments concerning the scope of the DEIR must be submitted in writing to Rob Holmlund, Director of Development, prior to the close of the public comment period as noted above. Please indicate a contact person in your comment letter. The District will consider all written comments received during the noticed public review period in the preparation of the DEIR. In addition to the information provided below, an informational video regarding the proposed project can be viewed at https://www.youtube.com/@humboldtbayharbordistrict.

Public Scoping Meeting

The District will hold a scoping meeting to provide an opportunity for agency staff and interested members of the public to submit comments on the scope of the environmental issues to be addressed in the DEIR. The scoping meeting will be held on July 12, 2023 from 5:30pm to 7:00pm at the Wharfinger Building at 1 Marina Way, Eureka, CA 95501. Written comments regarding relevant issues may be submitted at the meeting.

Project Background

The Federal government has established a goal of deploying 30 GW of offshore wind energy by the year 2030 and 110 GW by the year 2050. The State of California has established goals of deploying 5 GW of offshore wind energy by 2030 and 25 GW by 2045. Studies by the Federal Bureau of Ocean Energy Management (BOEM), the National Renewable Energy Laboratory (NREL), and the California Energy Commission (CEC) have indicated that major port development will be required throughout California in order for the Federal/State goals to be realized. The Humboldt Bay Harbor, Recreation and Conservation District (District) is currently designing the Project to support offshore wind energy development and other activities as outlined below. As necessary, the development and operations of offshore wind farms are expected to be analyzed in a separate CEQA document prepared by the California State Lands Commission and a NEPA document prepared by BOEM. Offshore wind farms and associated energy transmission are not included in the Project.

Project Location

The proposed project is located on the Samoa Peninsula of Humboldt Bay in Humboldt County California (Figure 1). The site was formerly used by the forest product industry for wood processing and shipping. Existing uses include storage of commercial fishing equipment, commercial fish landing / holding, limited forest product storage, and mariculture. Much of the site is currently vacant. There are remnants from past forest product industry uses at the site including utilities, buildings, docks, and other structures. This infrastructure is generally failing and in need of repair, replacement, or demolition.

Project Objectives

The Project's objectives are to:

A. Redevelop and repurpose a blighted and largely unutilized industrial site that formerly operated for decades as a major regional employment center.
B. Create a diversity of new jobs and stimulate regional economic development.
C. Develop a project that establishes Humboldt Bay as a global leader in addressing climate change and energy decarbonization by serving a critical role in offshore wind renewable energy development.
D. Develop a facility that can contribute to the Federal goal of deploying 30 GW of offshore wind energy by the year 2030, the State goal of deploying 5 GW of offshore wind energy by 2030, and the State goal of deploying 25 GW of offshore wind energy by 2045.
E. Provide the facilities and infrastructure required for Humboldt Bay to serve as the first floating offshore wind "staging and integration" port in California. According to the "California Floating Offshore Wind Regional Ports Assessment" study published by BOEM in January of 2023, Humboldt Bay is the only port capable of serving all three of the primary port needs of the offshore wind industry, which are: staging and integration (S&I), onsite manufacturing/fabrication (MF), and operations and maintenance (O&M). In addition, according to the BOEM study, only the Ports of Humboldt Bay, Los Angeles, and Long Beach are capable of conducting S&I functions. Among these three ports, only Humboldt Bay has immediately

available developable space. Thus, a major purpose of the proposed project is to serve as California's initial S&I port.

F. Design and construct the site in such a way that it can serve multiple purposes either simultaneous with the offshore wind energy functions described above or following the conclusion of the need for those offshore wind energy functions. Additional purposes could include breakbulk uses, dry bulk, wood product manufacturing/shipping, cargo laydown/storage/transport, and/or other related maritime transport uses that require heavy-lift wharfs and large laydown yards.
G. Create incentives and funding streams for continued and improved maintenance of Humboldt Bay port facilities, including year-round maintenance of channel and marina depths.
H. To the degree feasible, develop a marine terminal site with modern environmental standards related to minimization of greenhouse gas emissions, onsite renewable energy generation, green building materials, the electrification of terminal operations, and the facilities needed to accommodate vessel shore power.
I. Prepare the site for sea level rise.
J. Establish a modern eco-friendly shoreline transition between the marine environment and the upland development.
K. Address and manage residual soil contamination if encountered at the site.
L. Generate revenue for the Harbor District that can be used for general District purposes throughout the rest of the Bay, including dredging, conservation, ecological restoration, and recreation programs.

Project Description

Project Overview

The Harbor District is proposing to redevelop the ~180-acre site on the Samoa Peninsula to provide a new multipurpose, heavy-lift marine terminal facility to support the offshore wind energy industry and other coastal-dependent industries. Diagram 1 shows the general dimensions of a fully assembled offshore wind turbine and its various components. When all of these individual components are "vertically integrated" together on top of a floating foundation, this collectively is referred to as a "Wind Turbine Device" (WTD). Once vertically integrated, the WTD is ready to be deployed to the ocean.

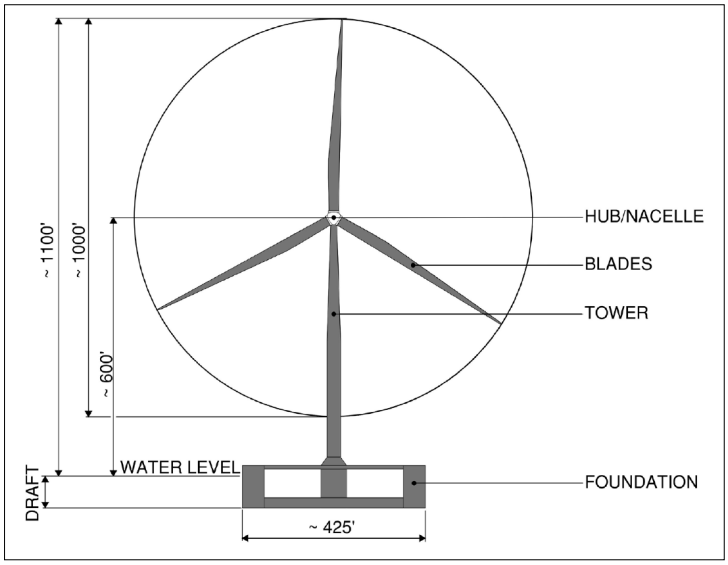


Diagram 1: The components and general dimensions of a 20 to 25 MW "Wind Turbine Device" (WTD).

Consistent with the "California Floating Offshore Wind Regional Ports Assessment" study published by BOEM in January of 2023 and the "2023 Alternative Port Assessment to Support Offshore Wind Final Report" published by the California Energy Commission on 2/10/23, the Project will include the facilities required to service the offshore wind industry, including:

a. Onsite manufacturing/fabrication (MF) facilities that:

   i. Receive deliveries of raw materials and large offshore wind components primarily via waterborne transport.
   ii. Create larger components in the offshore wind supply chain, such as blades, towers, nacelles (turbine hubs), mooring lines, anchors, transmission cables, and/or floating foundations.
   iii. Include a range of buildings, including manufacturing facilities, transit sheds, offices, and/or warehouse buildings.
   iv. Provide space for storage of completed components.

b. Staging and integration (S&I) facilities that include:
   i. Wharf/terminal/yard facilities designed to receive, stage, and store offshore wind components, including ship-to-shore unloading capability, fixed position ring crane unloading capability, crawler crane unloading capability, and/or roll-on / roll-off capability.
   ii. Heavy-lift wharfs with high bearing capacities that can support large cranes capable of:
      1. Conducting the final assembly of floating foundations.
      2. Vertically integrating the various offshore wind components into deployment-ready fully-constructed floating offshore WTDs.
      3. Performing major maintenance on previously-deployed WTDs that must be towed back to port for repairs that cannot otherwise be performed in the offshore wind area, such as replacement of a nacelle or blade.
      4. Decommissioning, disassembling, recycling, and disposing of WTDs that are at end of life.
   iii. Berths adjacent to the heavy-lift wharfs within which:
      1. Floating foundations can be launched, potentially with a sinking basin.
      2. All components can be vertically integrated together on top of a floating foundation.
      3. WTDs can be repaired, maintained, and/or decommissioned.
      4. WTDs can be towed out of the bay and into the ocean.

c. Operation and Maintenance (O&M) facilities that can serve as a base of wind farm operations with warehouses/offices, spare part storage, and marine facility to support vessel provisioning and refueling/charging for O&M vessels during the operational period of the offshore wind farm.

d. Wet storage space in which floating foundations or WTDs can be temporarily moored to mitigate the risk of weather downtime, vessel traffic, entrance channel congestion, and other transportation risks. These will take two forms:
   i. On-terminal wet storage occurs immediately offshore of the site and is accessed via small piers and gangways in which workers and small wheeled equipment can access floating turbines, typically fully-integrated WTDs that are near-ready to deploy to the ocean.
   ii. Off-terminal wet storage occurs away from the immediate site, but also outside of the Federal navigation channels.

In order to accomplish the above, the Project includes demolition of existing structures, site preparation, marine terminal construction, dredging, establishment of wet storage sites, habitat restoration, relocation of existing tenants currently in the Project Area, and Project operations.

The project site will primarily serve as a facility for the vertical integration, launching, and long-term maintenance of fully assembled WTDs. The terminal will also serve as a facility for the manufacturing, import, staging, and preassembly of various WTD components. Marine infrastructure and upland improvements are required to prepare the terminal for use by offshore wind developers to conduct the above activities. While the offshore wind energy industry is the proposed anchor tenant(s) of the modernized marine terminal project, the multipurpose facilities could accommodate a variety of vessels and traditional port-based industries, including breakbulk cargo and forest products. Importantly, the proposed project will provide facilities that are required for the development of offshore wind energy equipment to meet federal and state renewable energy goals.

Project design is ongoing. Project elements are described below based on the Project Subareas within which they will occur (Figure 2). Three example conceptual plans of how the site might be developed are presented in Figures 3.1, 3.2 and 3.3. These figures show examples of what the project may look like per the project description above, including for multipurpose uses, and the proposed project components outlined below. **These examples do not represent development alternatives or alternatives to be analyzed in the DEIR.** Instead, the figures are representations of possible site layouts and arrangements. Project design will be refined concurrent with development of the DEIR and will reflect input on this NOP from agencies and the public. Construction of the Project will likely be phased, and a phasing plan will be developed concurrently with DEIR development.

Proposed Project Components

The Project site has been divided into the following subareas within which specific types of activities will occur (Figure 2).

1. The **Upland Development Subarea** is landward (west) of the top of the bank. All non-marine development will occur in this area.
2. The **Marine Development Subarea** extends from the top of the bank into the bay to the federal navigation channel. Assembly and launching of the floating foundations will occur in this area, as will the final vertical integration of the various offshore wind components into deployment-ready fully-constructed floating WTDs. Most of the marine development will occur in this area, except for off-terminal wet storage that will occur in the Wet Storage Subarea.
3. Within the off-terminal **Wet Storage Subarea**, areas for short-term temporary mooring of WTDs (referred to as wet storage sites) will be developed.
4. The **Habitat Restoration Subarea** is where wetlands and environmentally sensitive habitat areas (ESHA) will be created or restored as mitigation for biological impacts in the Upland Development Subarea.

Demolition and Construction

Upland Development Subarea

The following activities may occur within the Upland Development Subarea.

1. Vegetation clearing and grubbing.
2. Demolition.
    a. Demolish and remove existing buildings and structures. Major buildings and structures to be demolished are shown in Figure 4.

   b. Demolish existing asphalt, concrete, and remnant foundations of previously demolished buildings/structures. Some of these materials may be ground on site and re-used as fill material. Unused material will be disposed of at an appropriately permitted location.
3. Remove, reuse, relocate, update, and/or modernize existing utilities including:
   a. Water storage tanks.
   b. Power poles and lines.
   c. Underground industrial water lines.
   d. Underground domestic water lines.
   e. Underground baywater water lines.
   f. Telecommunication lines.
   g. Gas lines.
   h. Sanitary sewer.
   i. Storm water systems.
4. Cut, fill, and site regrading in anticipation of sea level rise to obtain final ground elevations between +13 to +17 feet NAVD88 (i.e.: +12.66 to +16.66 MLLW). Dredge material and/or upland sources may be used as imported fill.
5. Import and install compacted gravel throughout the site (see the Figure 3 series for examples of where this could potentially occur) for a finished wear surface.
6. Asphalt roads and parking areas in certain discrete areas (e.g., a 200-space parking lot and areas near buildings).
7. Construct approximately 650,000 square feet of building space for manufacturing, repairs, offices, restrooms, and storage (see the Figure 3 series for examples of where these could potentially be sited).
8. Construct internal transportation network of paved and/or compacted gravel roads.
9. If needed, improve up to two intersections on New Navy Base Road and the intersection of Cookhouse Road and Vance Avenue (Figure 5).
10. Install high mast terminal lighting (approximately 150' high) around the perimeter of the site and other, shorter lighting as needed (see the Figure 3 series for examples of where high mast lighting could potentially be sited).
11. Make drainage improvements for stormwater which may include retention ponds, detention ponds, bioswales, and subsurface detention (see the Figure 3 series for examples of where these could potentially be sited).
12. Install charging infrastructure for electric vehicles and electrified construction equipment such as forklifts.
13. Install fueling stations for land-based vehicles.
14. Install connection to electricity substation currently located directly south of the Project site (Figure 6).
15. Install solar panels on ash landfill and connect to substation (Figure 6).

Marine Development Subarea

The following activities may occur within the Marine Development Subarea. See Figures 3.1 through 3.3 for examples of where various project elements may potentially be sited. Note that these figures serve as representative examples of potential layouts and do not represent planned scenarios or alternatives.

1. Demolish an existing ~6-acre wooden dock at Terminal I and No Name Dock (Figure 4).

2. Construct up to three wharfs totaling a maximum of approximately 2,500' along the shoreline. In this case, the wharfs will consist of pile supported, vessel berth structures. This will include installation of steel and/or concrete piles. These wharfs could be discontinuous from one another or cojoined to one another.
3. Dredge berths between the newly constructed wharfs and the federal navigation channel to approximately -40' Mean Low Lower Water (MLLW) for deep draft cargo vessel access and WTD construction activities. Dredged material may be disposed of at the Humboldt Open Ocean Disposal Site (HOODS), beneficially used or disposed of elsewhere.
4. Dredge a sinking basin to approximately -60' MLLW to accommodate semi-submersible vessel operations for device float off. Dredged material may be disposed of at the HOODS, beneficially used or disposed of elsewhere.
5. Construct a pier and associated gangways to an on-terminal wet storage facility. An on-terminal wet storage berth will be dredged between the pier/gangways and the federal navigation channel to a depth of up to -40' MLLW. This on-terminal wet storage area may temporarily contain floating foundations that do not yet have the towers or blades installed on them. In addition, the on-terminal wet storage area may also temporally contain fully-integrated WTDs for preparation prior to towing them to sea. The pier and gangways will allow land-based access of workers and small wheeled equipment to these temporarily-stored units. This new pier will be in the same general location as an existing ~160' wooden dock known as "Red Tank Dock." The new pier will either replace Red Tank Dock or will be located near Red Tank Dock. There is a bay water intake currently located at the end of Red Tank Dock, which includes a sea chest suspended into the water. If the new pier replaces Red Tank Dock, then the existing bay water intake infrastructure will be relocated to a new location or suspended from the new pier instead of from Red Tank Dock. Potential examples of the layout and infrastructure of the on-terminal wet storage pier and berth are shown in Figures 3.1 through 3.3.

Wet Storage Subareas

Within the Wet Storage Subareas, floating foundations may be temporarily stored prior to having the towers and blades installed on them. In addition, the fully assembled WTDs (floating foundation, tower, nacelle, and blades) may also be temporarily staged in the wet storage subareas prior to towing them to sea. See Figures 3.1 through 3.3 for examples of where these could potentially be sited. The following activities may occur within the Wet Storage Areas.

1. Relocate federal aids to navigation if needed.
2. Install aids to navigation.
3. Dredge to approximately -40' MLLW.
4. Install multi-point mooring structures (i.e., buoys and/or pile supported dolphins).

Habitat Restoration Subarea

The Habitat Restoration Subarea includes areas that are ruderal and dominated by non-native invasive plant species. Habitat restoration will mitigate for project impacts to wetlands and ESHAs. Habitat restoration will develop a mosaic of habitat types that is significantly higher quality than what will be impacted by the Project. The following activities will occur within the Habitat Restoration Subarea.

1. Create and enhance wetland and ESHA habitats at a sufficient replacement ratio to Project impacts to ensure no net loss of wetlands and ESHA.
2. Areas may be lowered in elevation to introduce tidal influence and develop salt marsh habitat.

3. Freshwater wetlands may be created at the margins of salt marsh to mimic natural salt marsh to freshwater marsh ecotones in Humboldt Bay.
4. Freshwater wetland will be developed by excavating geomorphic low points to intercept groundwater; placing clay soils in the bottom of geomorphic low points to intercept groundwater; and/or placing clay soils in the bottom of geomorphic low points to capture and retain rainwater.
5. Salt marsh, freshwater wetlands, and ESHA will be planted with suitable native plant species.
6. Biological mitigation; including but not limited to relocation of osprey nests.

Tenant Relocation

There are existing tenants within the Project Area (Figure 7) that will be relocated to make space for Project construction and operation. These relocations would not be required until early 2026 at the earliest, but could occur as soon as CEQA and required permitting processes are complete. These tenants and relocation plans are described below:

1. Shellfish and seaweed farms.

There are two existing seaweed farms and one existing shellfish nursery operating within the Marine Development Subarea (Figure 7). The farms operate under regulatory approvals that the Harbor District holds, through a project named the Humboldt Bay Mariculture Pre-Permitting Project ("Pre-Permitting Project"). The farms will need to be removed for the Project to proceed. They may be relocated to the area shown in Figure 7, relocated to a different area, or (if no viable sites can be identified) not relocated. Environmental effects of the farms at their existing locations were evaluated in a Final EIR that was certified in February, 2016 (SCH# 2013062068). If the farms are relocated then the Offshore Wind Marine Terminal Project EIR will evaluate the environmental effects of relocation. Amendments to the Pre-Permitting Project's US Army Corps, North Coast Regional Water Quality Control Board, Humboldt Bay Harbor District and California Coastal Commission regulatory approvals would also be required.

2. Commercial fishermen storage area and small boat repair facility.

Commercial fishermen currently store equipment and there is a small boat repair facility within the proposed Upland Development Subarea (Figure 7). Storage will be relocated to Woodley Island (Figure 7). This area on Woodley Island will be graveled and fenced. The small boat repair facility will be moved offsite to a location that has not been identified yet. It is expected that the relocation site will not require improvements or regulatory approvals. The DEIR will evaluate the environmental effects of relocating the equipment and boat repair facility. An amendment to the California Coastal Commission Coastal Development Permit for Woodley Island development may be required.

3. Hagfish Holding Facility.

A permitted facility that unloads hagfish from a fishing vessel and temporarily holds them prior to shipping is located within the Upland Development Subarea (Figure 7). The facility includes a bay water intake and discharge. This facility will be relocated to one of the following sites:

- An existing building just south of the project site, outside of the project boundary.
- A new building within the project boundary to be constructed on the south end of the Project Area. Under this scenario, a crane will be placed on RMT-II dock to facilitate fish offloading (Figure 7). Bay water will be provided from a master water intake that the Harbor District is currently permitting. Piping will be installed to allow for water discharge back to the bay near the RMT-II dock. The DEIR will assess

the environmental effects of relocating the facility as well as installing and operating the crane and water discharge.

- Another offsite facility at a location to be determined.

Dredge Material Dewatering Area (Samoa Lagoons)

The proposed project includes three or more berth areas and some wet storage areas, all of which will need to be initially dredged and then periodically re-dredged in the future (known as maintenance dredging). Each maintenance dredging event will generate substantial amounts of dredge material that will need to be reused, disposed of, de-watered, and/or stored.

As shown in Figure 6, an existing dredge material dewatering area is located just north of the Upland Development Subarea. Known as "Samoa Lagoons," this site was designed and constructed to receive dredge materials, drain residual water back to the bay, and then temporarily store the dried sediment. The "de-watered" dredge material can then be hauled offsite for beneficial use or disposal. The site was originally used as a dewatering and storage site for the dredging of a berth to the east of the large redwood dock that is scheduled to be demolished as a part of the proposed project (see the Marine Development Subarea section). The proposed project will modernize the Samoa Lagoons Dredge Materials Dewatering Area to be used for either the initial dredging and/or the maintenance dredging of the proposed berths and wet storage areas. The project will also either amend existing permits associated with the Samoa Lagoons site or acquire new required permits.

Operations

Following construction, the following operations may occur throughout the Project Area:

1. Offshore wind terminal operations including:
    a. General terminal operations such as use of crawler cranes and fixed position ring cranes and loading and unloading of turbine components via ships.
    b. Marine terminal import of WTD components such as blades, towers, floating foundations, and other turbine components, as well as turbine device mooring equipment, such as anchors, mooring lines, chain, etc.
    c. Manufacturing of turbine components and/or turbine device mooring equipment.
    d. Staging of turbine components and/or turbine device mooring equipment.
    e. Fabrication and assembly of turbine device substructures.
    f. Assembly and vertical integration of components to produce fully integrated and operational turbines (WTDs).
    g. Launching of WTDs.
    h. Towing of WTDs from site, along the Federal Navigation Channel, and out the entrance of Humboldt Bay (Figure 8). This component of the project ends at the entrance of Humboldt Bay. Towing of the components beyond the entrance of the Bay is not a part of this project and is covered under other environmental documents, such as those being developed by BOEM for offshore wind energy development. Offshore operations of the turbines is also not a part of this project and is covered under other environmental documents, such as those being developed by BOEM.
    i. Long-term maintenance of fully operational turbines if operational turbines that are in the ocean need to be temporally towed back into Humboldt Bay.

   j. Decommissioning of fully operational turbines if operational turbines that are in the ocean need to be towed back into Humboldt Bay for deconstruction and repurposing.
   k. Temporary staging/storage of floating foundations and fully operational turbines within wet storage sites.
2. On-going maintenance dredging of berths and wet storage areas.
3. Monitoring and management of habitat restoration site.
4. Possible additional operations including but not limited to:
   a. Breakbulk cargo operations.
   b. Forest product manufacturing, loading, offloading, and storage.
   c. Operation of hagfish holding facility.

Humboldt Bay Area Plan Amendments

The Project will assess the environmental effects of making required amendments to the Humboldt Bay Area Plan ("HBAP", Local Coastal Program). The following aspects of the HBAP may need to be amended:

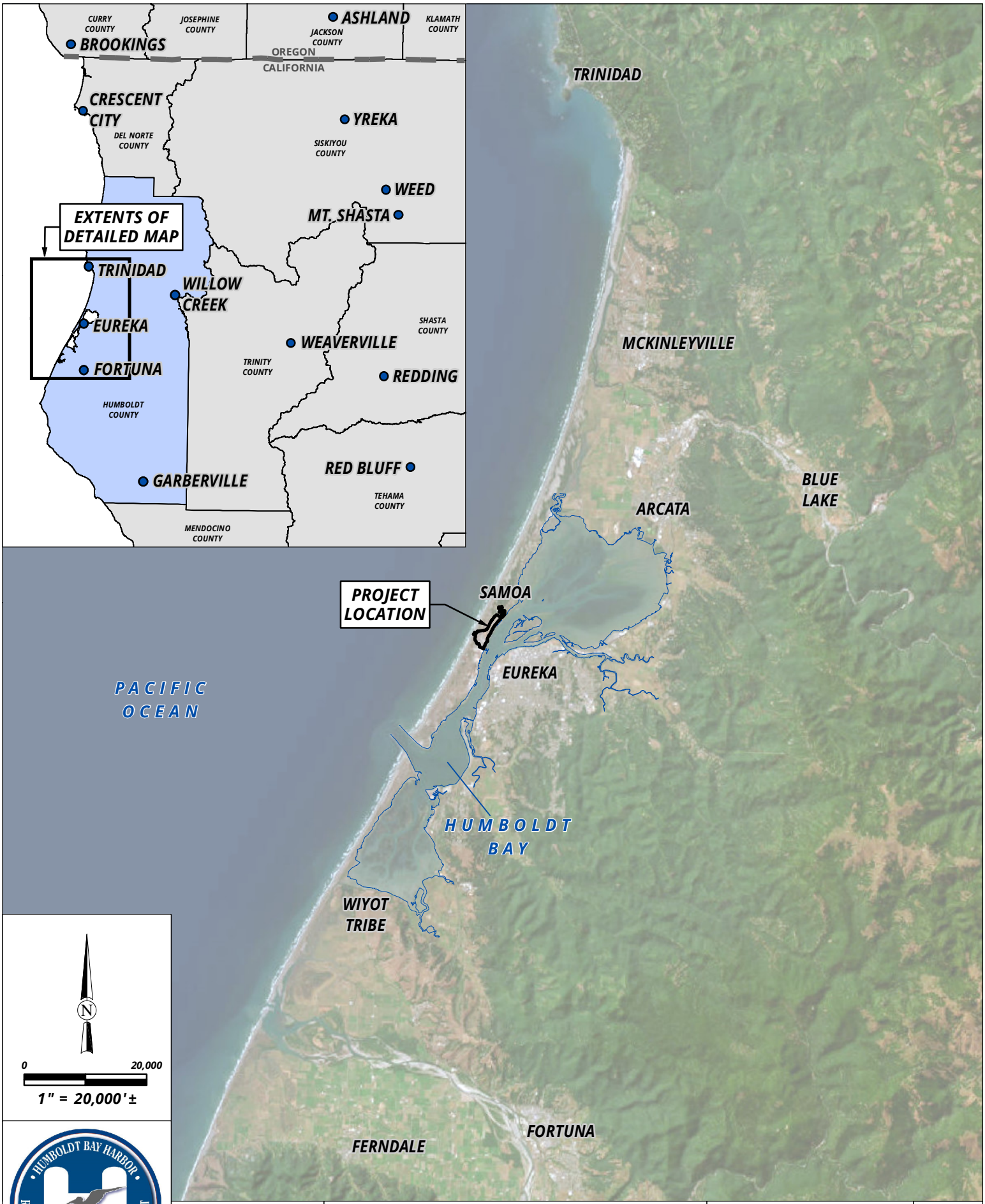
1. Recognizing the Project as a Priority 1 Site for the proposed Coastal-dependent industrial use. Resolve conflicting language in relationship to other coastal act policies that are addressed in the HBAP and with other current uses including policies regarding natural resources, viewsheds, and recreation.
2. An area designated NR-W by Humboldt County is within the Harbor District's primary regulatory jurisdiction and is contrary to the purposes of the tidelands granted in 1970 to the Harbor District by the California State Lands Commission. This inconsistency will need to be resolved.
3. Differentiate between buildings and non-building structures (e.g. cranes, high mast lighting and assembly of wind turbines) and increase maximum building and structure height allowances to accommodate the Project.
4. Modify limitations of industrial performance standards, including, noise, lighting, vibrations, dust control, and enclosed manufacturing to meet the needs of this Project and surrounding land uses.
5. With the need to amend the HBAP regarding this Project, HBAP policies would need to be resolved that conflicted with policies of the Coastal Act for the area within the State Retained Jurisdiction, Chapter 3 Coastal Resources Planning and Management Policies apply.

Key Environmental Issues to be Addressed in Environmental Impact Report

The DEIR will describe the reasonably foreseeable and potentially significant impacts of the proposed project (both direct and indirect). The DEIR will evaluate the cumulative impacts of the project when considered in conjunction with other related past, present, and reasonably foreseeable future projects. The DEIR will evaluate the following environmental topic areas:

• Aesthetics	• Mineral Resources
• Agriculture / Forestry Resources	• Noise
• Air Quality	• Population / Housing
• Biological Resources	• Public Services
• Cultural Resources	• Recreation
• Energy	• Transportation
• Geology / Soils	• Tribal Cultural Resources
• Greenhouse Gas Emissions	• Utilities / Service Systems
• Hazards and Hazardous Materials	• Wildfire
• Hydrology / Water Quality	• Cumulative Effects
• Land Use and Planning	• Growth Inducing Effects

When environmental documentation for this project is complete, it will be available for review at the District's office at: 601 Startare Drive, Eureka, CA 95501 and online at: www.humboldtbay.org. More information about the project can be found here: https://www.youtube.com/@humboldtbayharbordistrict.



HUMBOLDT BAY HARBOR RECREATION & CONSERVATION DISTRICT

moffatt & nichol

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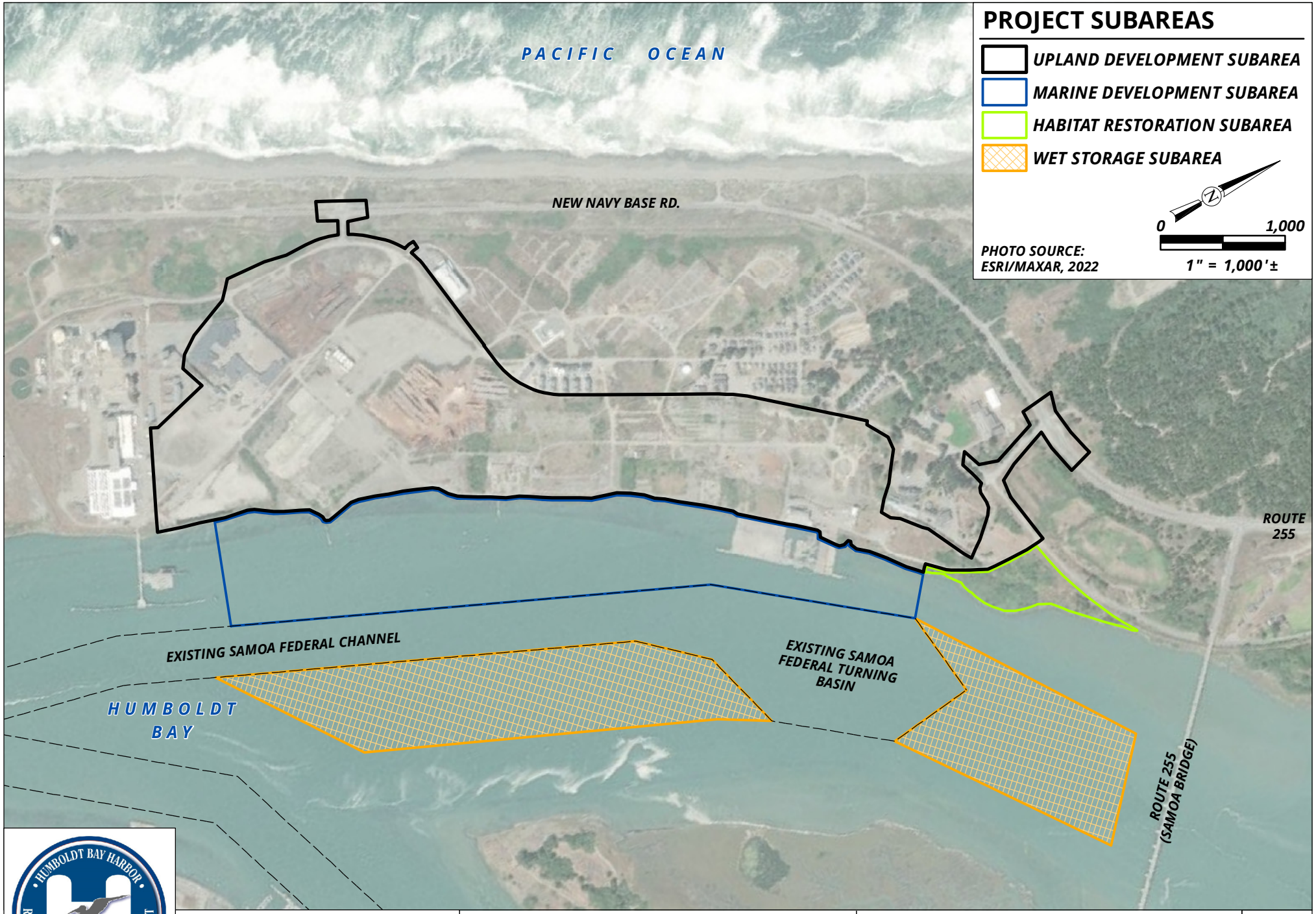
Humboldt Bay Offshore Wind Heavy Lift Marine Terminal

Vicinity Map

March 2023

Figure 1



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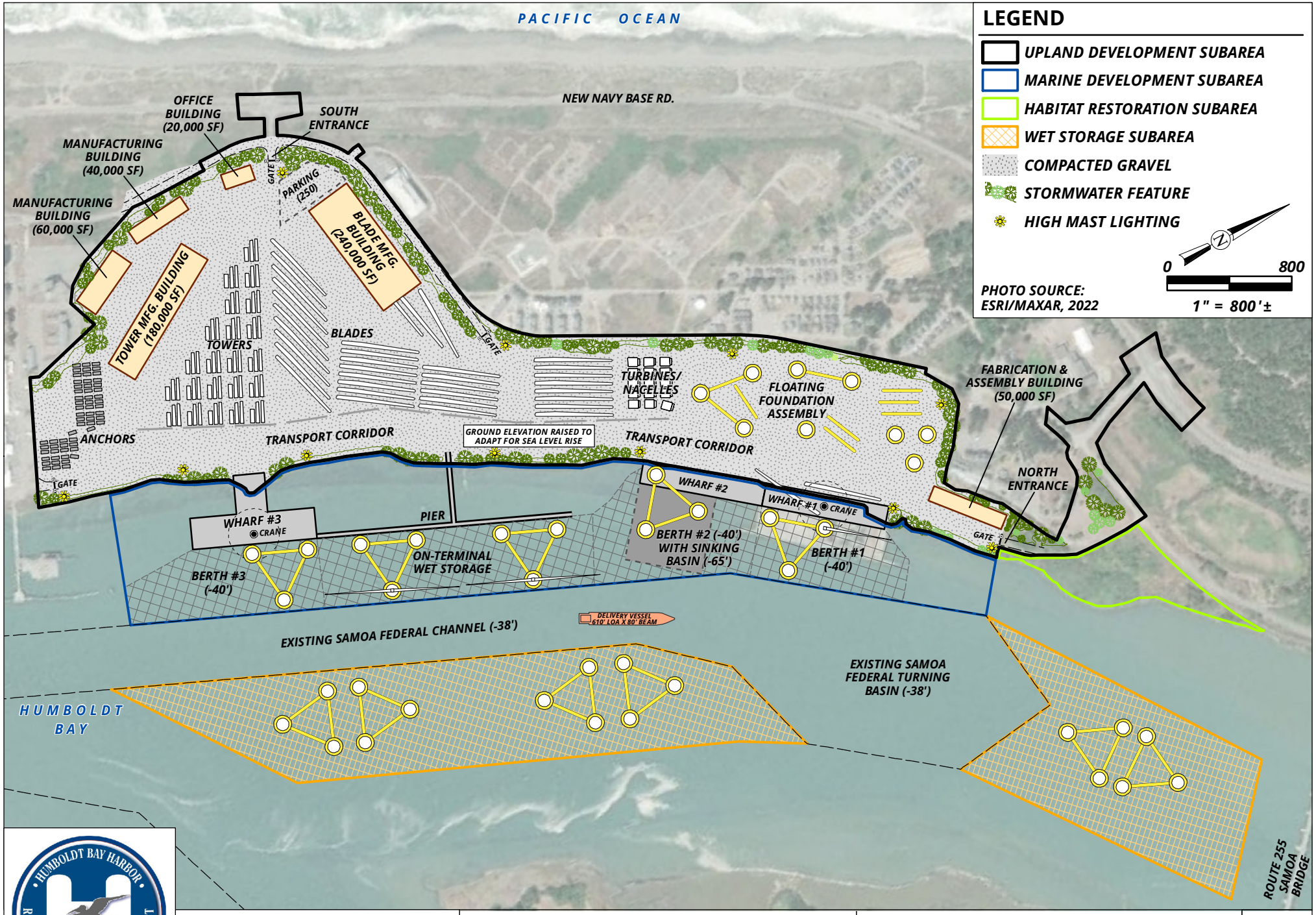
Humboldt Bay Offshore Wind Heavy Lift Marine Terminal

Project Subareas

April 2023

Figure 2



HUMBOLDT BAY HARBOR RECREATION & CONSERVATION DISTRICT

moffatt & nichol

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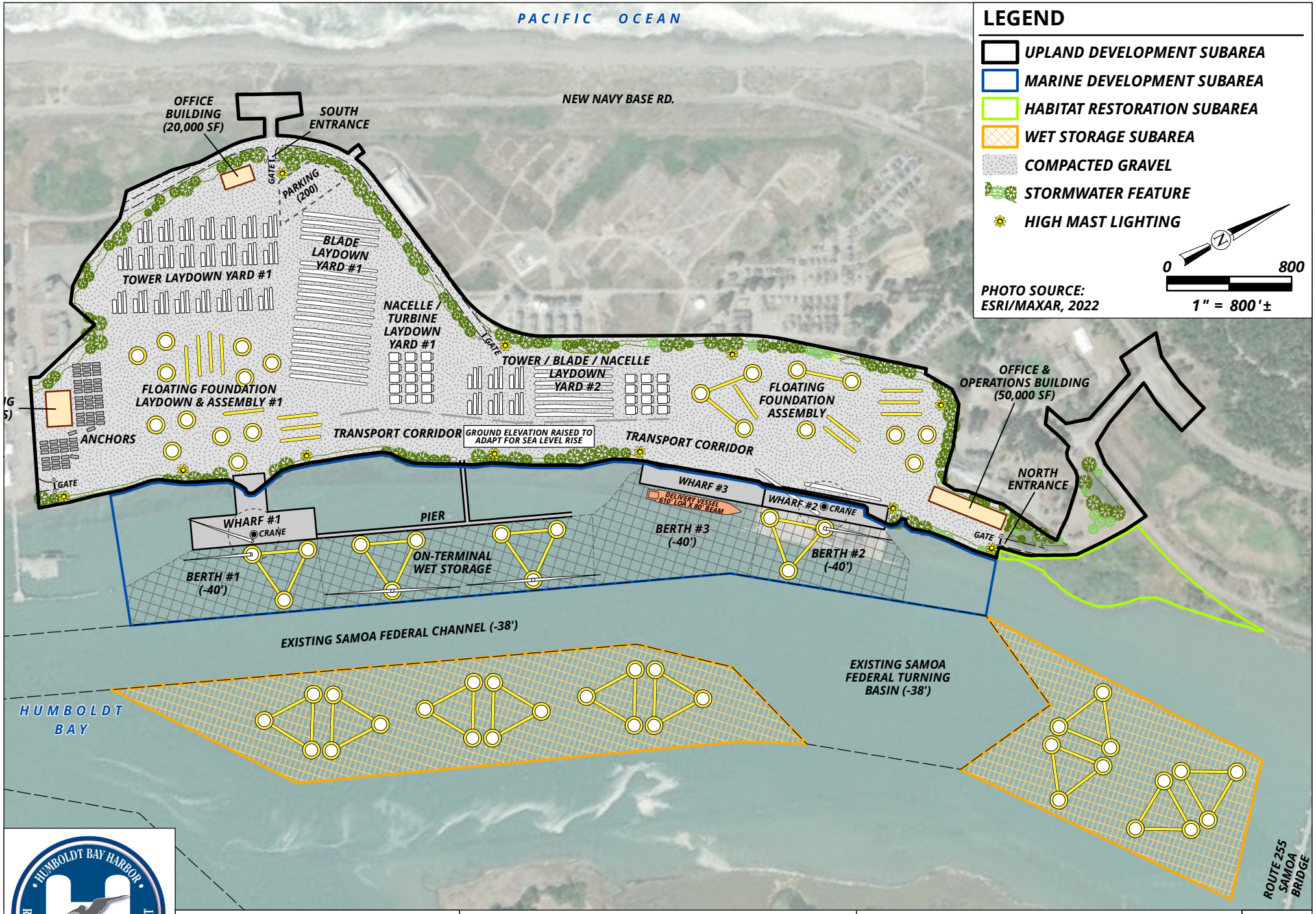
Humboldt Bay Offshore Wind Heavy Lift Marine Terminal

Project Example #1

June 2023

Figure 3.1



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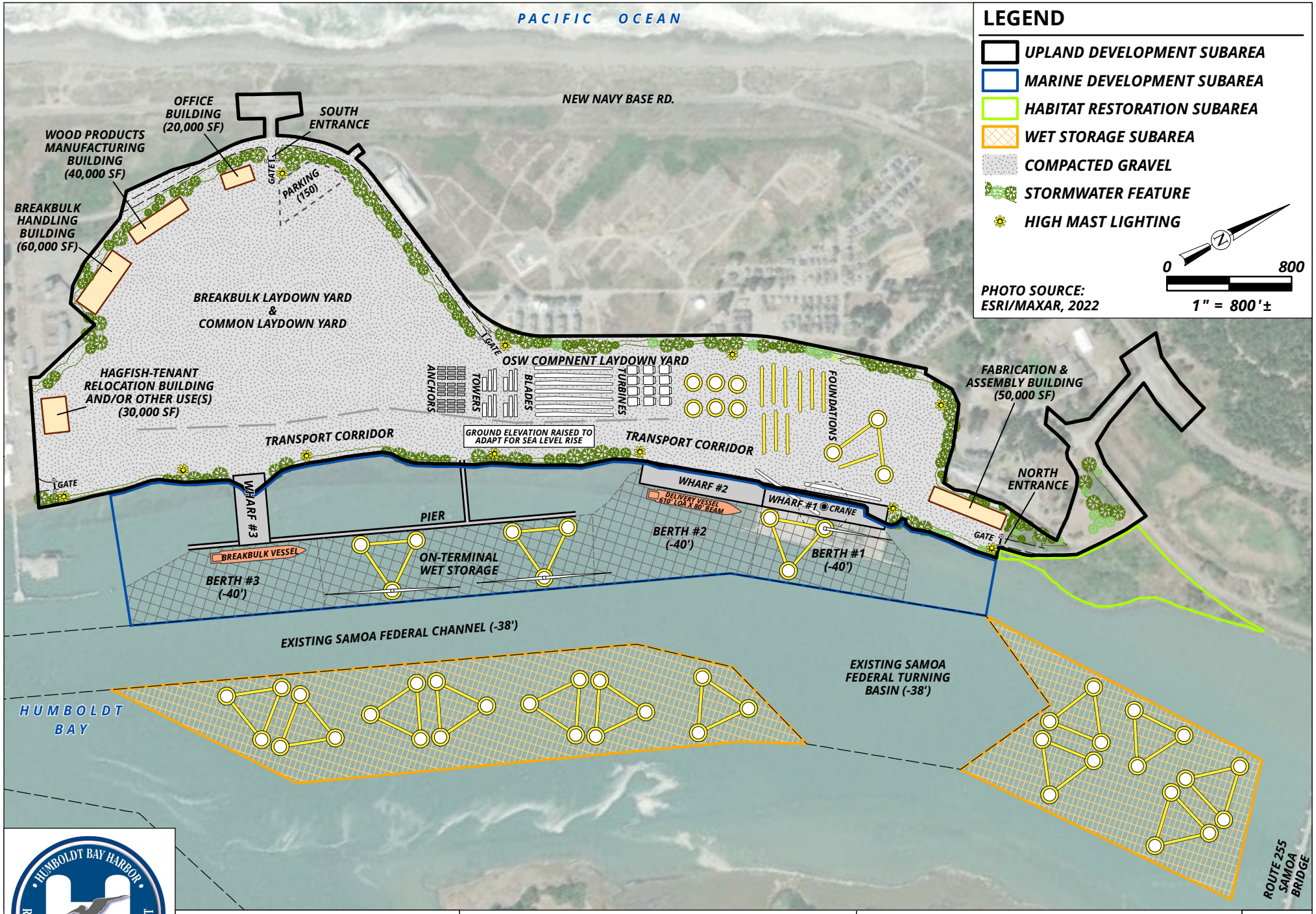
Humboldt Bay Offshore Wind Heavy Lift Marine Terminal

Project Example #2

April 2023

Figure 3.2



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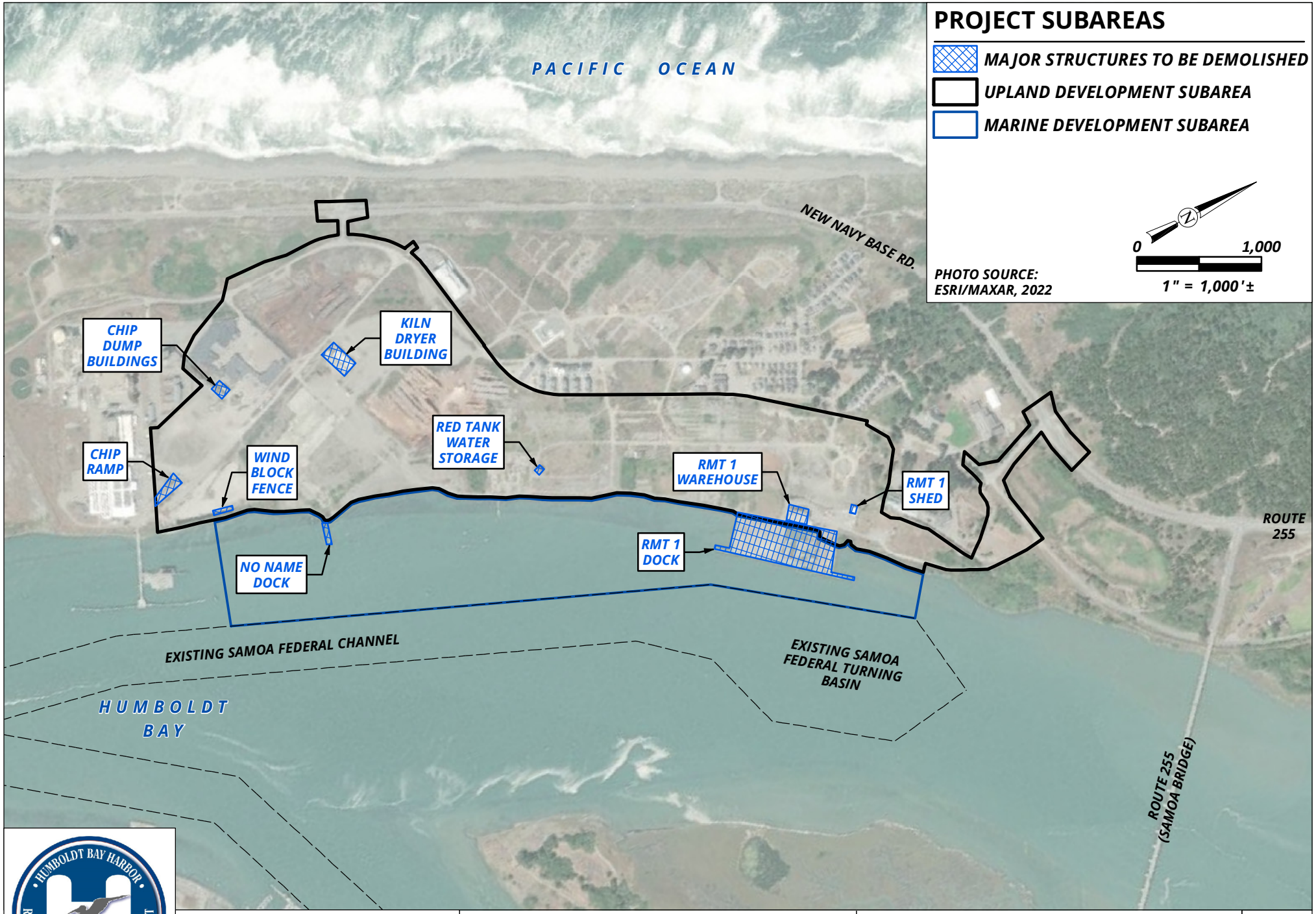
Humboldt Bay Offshore Wind Heavy Lift Marine Terminal

Project Example #3

April 2023

Figure 3.3



HUMBOLDT BAY HARBOR RECREATION & CONSERVATION DISTRICT

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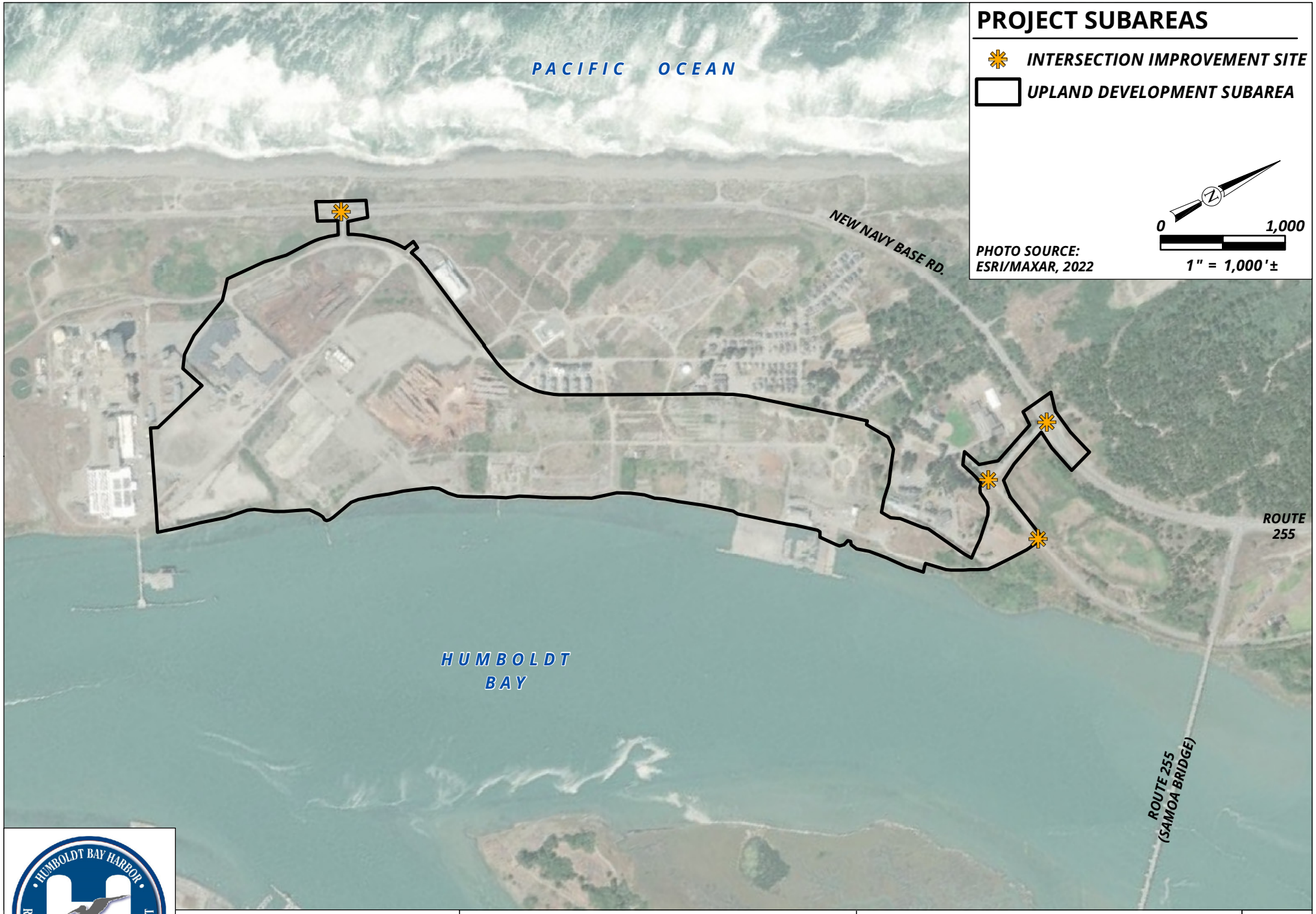
SHN

Humboldt Bay Offshore Wind Heavy Lift Marine Terminal

Major Structures to be Demolished

May 2023

Figure 4



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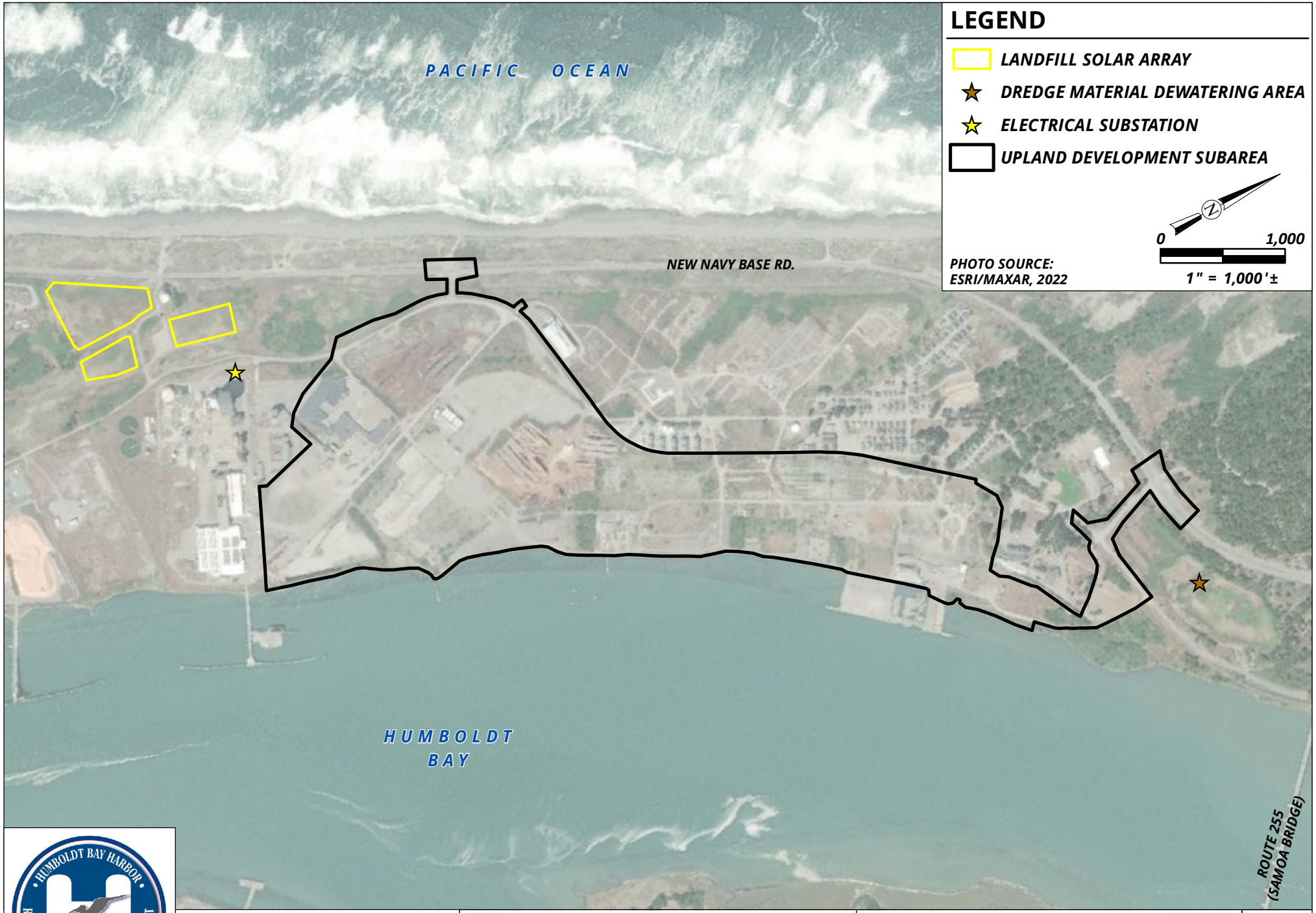
Humboldt Bay Offshore Wind Heavy Lift Marine Terminal

Potential Intersection Improvements

May 2023

Figure 5



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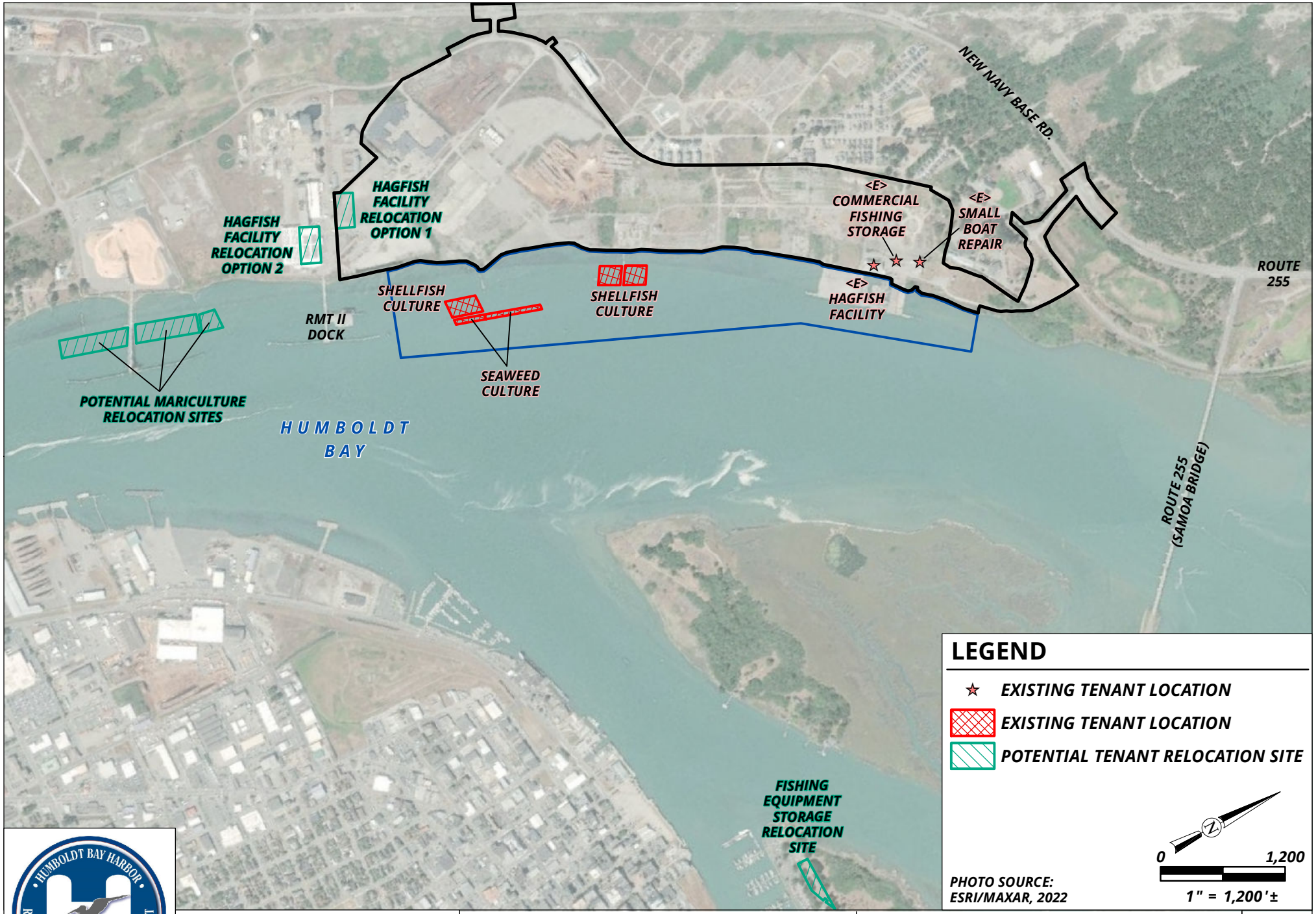
Potential Landfill Solar Array, Potential Dredge Material Dewatering Area, & Existing Electrical Substation

May 2023

Figure 6



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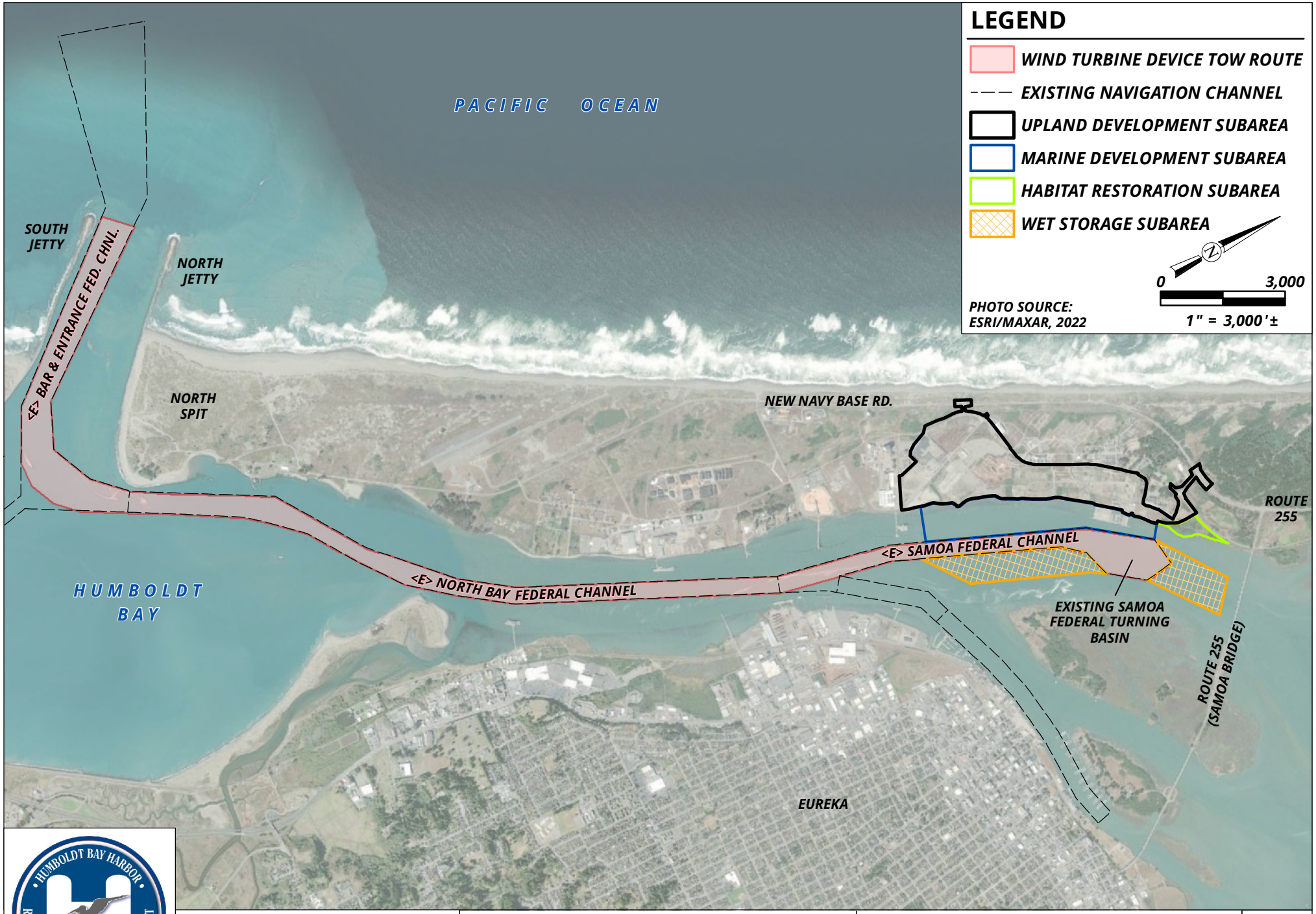
Existing Tenant Locations & Proposed Tenant Relocation Sites

June 2023

Figure 7



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Wind Turbine Device Tow Out Route

May 2023

Figure 8