

# *Drakes Bay Oyster Company*

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March 5, 2011

Natalie Gates  
DBOC SUP EIS

Re: Boat parking and floating dock area dredging

Dear Natalie,

During your site visit with VHB on February, 16, 2011, we discussed dredging at the end of the pier. You asked us to describe the dredging request so that it can be included in the current EIS analysis. Thank you for reminding us and for allowing us time to submit this request.

Traditionally, and currently, millions of oysters are washed on the pier that lies just above the floating dock where DBOC parks its boats each year. The result is that shell fragments and sediments from the washing process flow back to the Estero and settle to the bottom upon entry into the Estero water.

The Johnson Oyster Company dredged this area annually so that the floating dock would remain over water at low tide and boats would have access to the dock. Since DBOC took over operations in 2005, this area has not been dredged. Currently, the shell debris deposited from the oyster washing operations is interfering with the floating dock and essentially blocking boat access to the floating dock except at high tide.

DBOC would like to address this problem in two ways. First, DBOC would like to obtain all necessary permits and permissions to dredge the area as shown on the site plan (attachment a). The area of shell debris removal is approximately 60' x 30'. The depth of the dredging in this area will vary from 0'0" to approximately 3'0" near the pier. The approximate total volume of dredged material is approximately 100 cubic yards. Dredging can be accomplished at low tide by using a hydraulic excavator from the shore. All dredged material will be loaded on trucks, removed from PRNS, and deposited at a dump site approved by PRNS. Second, DBOC will install a new oyster washing system (attachment b) within the oyster conveyer system that filters the wash water before it is returned to the receiving waters. The system will trap shell fragments and sediments into a container that will be closely monitored and maintained. All shell fragments and sediments removed by the washing and filter system will be loaded on trucks and

removed from PRNS. Once the dredging and the new washing system are completed, DBOC does not believe that any dredging will be necessary in the future.

Sincerely,

Kevin & Nancy Lunny