

**CALIFORNIA COASTAL COMMISSION**

South Coast Area Office  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302  
(562) 590-5071

**W5a**

August 13, 2013

**ADDENDUM****TO: COMMISSIONERS AND INTERESTED PERSONS****FROM: SOUTH COAST DISTRICT STAFF****SUBJECT: ADDENDUM TO ITEM 5A, COASTAL COMMISSION ADMINISTRATIVE PERMIT NO. 5-12-274 (PATTON) FOR THE COMMISSION MEETING OF WEDNESDAY, AUGUST 14, 2013**

At the request of the applicant, Bill Patton, Commission staff is proposing to remove one sentence from the Administrative Permit for the proposed dock replacement project at 301 North Star Lane, Newport Beach (Orange County). As described more fully in the attached letter from the applicant's agent, Mr. Patton is concerned that the sentence will be interpreted as restricting the size of the boat that may be docked at the inner slip of the proposed dock. Staff intended the sentence to be descriptive of information provided as part of the application for an Administrative Permit. The proposed change in the language on Page 4 of the Administrative Permit appears below:

**Local Government and Other Approvals**

The proposed project has received Harbor Permit Number 0111-301 and Plan Check Number 1615-2012 from the City of Newport Beach Harbor Resources Division. The applicant's agent has sought approval from the Santa Ana Regional Water Quality Control Board (RWQCB). The agent also applied to the U.S. Army Corps of Engineers for a permit, but has not received a Provisional Letter of Permission (Provisional LOP) for the dock replacement project as of this date. At the request of the Army Corps of Engineers, the proposed project was modified to reduce the length of the outer finger of the proposed dock by six inches in length and four feet in width. This modification was intended to improve access to the inner boat slip. The revised plans (Exhibit 4) call for the approach to the inner boat slip to be 9' 6" wide measured from an extension of the property line for the single family residence at 301 North Star Lane. The approach will limit the maximum size vessel that can use the inner slip. ~~The applicant's agent has advised Commission staff that the inner slip will be used to dock a 17' x 7' sailboat.~~

Attached is a letter received August 9, 2013 from the applicant's agent, Swift Slip Dock & Pier Builders. The letter more fully describes the applicant's request for the change in the language above.



## Dock and Pier Builders, Inc.

Contractor's License 797052 A  
www.swiftslipdocks.com

2027 Placentia Avenue - Costa Mesa, CA 92627  
Telephone (949) 631-3121 - Fax (949) 631-3122

9 August 2013

Jeffrey Rabin  
California Coastal Commission  
200 OceanGate  
Suite 1000  
Long Beach, California 90802-4316

Re: Patton - 301 North Star Lane  
Administrative Permit #5-12-274

**RECEIVED**  
South Coast Region

AUG 09 2013

CALIFORNIA  
COASTAL COMMISSION

Mr. Rabin,

I am writing regarding the Patton - 301 North Star Lane - project.

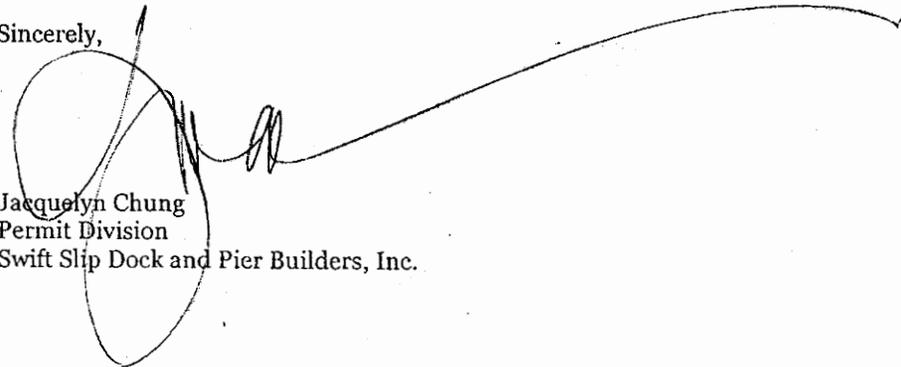
My client, Mr. Patton, is concerned about the descriptive sentence which states the size boat he intends to berth inside the proposed slip. This sentence can be found at the end of the first paragraph on page 4 of the Administrative Permit under Local Government and Other Approvals. "The applicant's agent has advised Commission staff that the inner slip will be used to dock a 17' x 7' sailboat.

Mr. Patton is concerned this single sentence may be interpreted as only the 17 x 7 sail boat and no other boat of the appropriate size may be berthed in the inner slip.

We respectfully request your consideration to remove this sentence from the permit.

Please contact me directly if you should have any questions.

Sincerely,

  
Jacquelyn Chung  
Permit Division  
Swift Slip Dock and Pier Builders, Inc.

**CALIFORNIA COASTAL COMMISSION**  
South Coast Area Office 200 Ocean Gate, Suite 1000  
Long Beach, CA 90802-4302  
(562) 590-5071

**W5a**



Staff: J Rabin-LB  
Date: July 25, 2013

**ADMINISTRATIVE PERMIT**

**Application No.:** 5-12-274

**Applicant:** Bill Patton

**Agent:** Swift Slip Dock & Pier Builders, Inc.

**Location:** 301 North Star Lane, Newport Beach (Orange County)

**Project Description:** Remove existing "L"-shaped floating dock and gangway, and three 14" square concrete piles with total water coverage of 446 square feet. Replace with a new "V"-shaped floating dock of varying dimensions, a 4' x 4' pier platform, and a 3' x 26' gangway for total water coverage of 516 square feet, an increase of about 70 square feet. The project also includes three 14" square concrete piles and one new 12" square concrete pile supporting the new pier platform.

**EXECUTIVE DIRECTOR'S DETERMINATION:**

The findings for this determination, and for any special conditions, appear on subsequent pages.

NOTE: P.R.C. Section 30624 provides that this permit shall not become effective until it is reported to the Commission at its next meeting. If one-third or more of the appointed membership of the Commission so request, the application will be removed from the administrative calendar and set for public hearing at a subsequent Commission meeting. Our office will notify you if such removal occurs.

This permit will be reported to the Commission at the following time and place:

Wednesday, August 14, 2013 – 8:00 a.m.  
County of Santa Cruz  
Board of Supervisors Chambers  
701 Ocean Street  
Santa Cruz, CA 95060

IMPORTANT - Before you may proceed with development, the following must occur:

Pursuant to 14 Cal. Admin. Code Sections 13150(b) and 13158, you must sign the enclosed duplicate copy acknowledging the permit's receipt and accepting its contents, including all conditions, and return it to our office. Following the Commission's meeting, and once we have received the signed acknowledgement and evidence of compliance with all special conditions, we will send you a Notice of Administrative Permit Effectiveness.

**BEFORE YOU CAN OBTAIN ANY LOCAL PERMITS AND PROCEED WITH DEVELOPMENT, YOU MUST HAVE RECEIVED BOTH YOUR ADMINISTRATIVE PERMIT AND THE NOTICE OF PERMIT EFFECTIVENESS FROM THIS OFFICE.**

CHARLES LESTER  
Executive Director

By: Jeffrey Rabin  
Title: Coastal Program Analyst

**STANDARD CONDITIONS:**

This permit is granted subject to the following standard conditions:

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

**SPECIAL CONDITIONS:** See pages six through ten.

**EXECUTIVE DIRECTOR'S DETERMINATION (continued):**

The Executive Director hereby determines that the proposed development is a category of development, which, pursuant to PRC Section 30624, qualifies for approval by the Executive Director through the issuance of an Administrative Permit. Subject to Standard and Special Conditions as attached, said development is in conformity with the provisions of Chapter 3 of the Coastal Act of 1976 and will not have any significant impacts on the environment within the meaning of the California Environmental Quality Act. If located between the nearest public road and the sea, this development is in conformity with the public access and public recreation policies of Chapter 3.

**FINDINGS FOR EXECUTIVE DIRECTOR'S DETERMINATION:**

**A. PROJECT DESCRIPTION**

The subject site is located at 301 North Star Lane in the City of Newport Beach. Single-family residences characterize the subject site and the surrounding area (Exhibits #1 and #2). The project involves removal of the existing "L"-shaped floating dock and gangway, and three 14" square concrete piles with total water coverage of 446 square feet (Exhibit #3).

The previous dock would be replaced with a new "V"-shaped floating dock of varying dimensions, a 4' x 4' pier platform, and a 3' x 26' gangway for total water coverage of 516 square feet, an increase of about 70 square feet. The project also includes three 14" square concrete piles and one 12" square concrete pile supporting the new pier platform (Exhibit #4).

The proposed "V"-shaped dock is a very different configuration than the smaller "L"-shaped dock that it replaces. As revised, the outer finger of the proposed dock is 40 feet 11 inches long and 4 feet wide for most of its length. The inner finger of the dock would be 35½ feet long with a maximum width of 8 feet for most of its length, narrowing to five feet at the up coast end of the dock. The inner boat slip would be a maximum of 10 feet wide and 20¾ feet long. The project also includes the 4' x 4' pier platform and 3' x 26' gangway. The pier platform would be immediately adjacent to the bulkhead. The floating dock will be six inches bayward from the bulkhead.

The dock project will be used for boating related purposes to serve a single-family residential development. As required by the City of Newport Beach Harbor Resources Division, an eelgrass survey was conducted on September 12, 2012. No eelgrass was discovered within the project area. Eelgrass surveys completed during the active growth phase of eelgrass (typically March through October) are valid for 60-days with the exception of surveys completed in August-October. A survey completed in August-October shall be valid until the resumption of active growth (i.e., March 1). The project is on the agenda for the August 2013 Coastal Commission meeting so the eelgrass survey is no longer valid. Therefore, a subsequent eelgrass survey will be required prior to beginning any construction.

As required by the City of Newport Beach Harbor Resources Division, a pre-construction *Caulerpa taxifolia* survey was done on September 12, 2012. No *Caulerpa taxifolia* was found. *Caulerpa taxifolia* surveys are valid for 90 days. The project is on the agenda for the August 2013 Coastal Commission meeting. The *Caulerpa taxifolia* survey is not valid since 90 days have passed since the survey was completed. Thus, an updated *Caulerpa taxifolia* survey must be conducted prior to commencement of the project. Therefore, the Commission imposes **Special Conditions No. 2 and No. 3**, which identifies the procedures necessary to be completed prior to beginning any construction. Also, if any *Caulerpa taxifolia* is found on the project site, **Special Condition No. 3** also identifies the procedures necessary to be completed prior to beginning any construction.

### **Local Government and Other Approvals**

The proposed project has received Harbor Permit Number 0111-301 and Plan Check Number 1615-2012 from the City of Newport Beach Harbor Resources Division. The applicant's agent has sought approval from the Santa Ana Regional Water Quality Control Board (RWQCB). The agent also applied to the U.S. Army Corps of Engineers for a permit, but has not received a Provisional Letter of Permission (Provisional LOP) for the dock replacement project as of this date. At the request of the Army Corps of Engineers, the proposed project was modified to reduce the length of the outer finger of the proposed dock by six inches in length and four feet in width. This modification was intended to improve access to the inner boat slip. The revised plans (Exhibit 4) call for the approach to the inner boat slip to be 9' 6" wide measured from an extension of the property line for the single family residence at 301 North Star Lane. The approach will limit the maximum size vessel that can use the inner slip. The applicant's agent has advised Commission staff that the inner slip will be used to dock a 17' x 7' sailboat.

As part of its Harbor Permit for the project, the City of Newport Beach has imposed Special Condition 8, which states: "Vessels shall not encroach upon neighbor's property on either side." The City also included Special Condition 9, which says: "Vessels may not extend beyond the end of the fingers by more than the width of its beam."

### **B. PUBLIC ACCESS**

The nearest public access to Upper Newport Bay can be found at the end of North Star Lane, approximately 310 feet from the front of the single family home at 301 North Star Drive. However, the site where the proposed dock project would be located is not accessible on foot from the end of North Star Lane. There is presently no beach area in front of the bulkhead at this site where the public could walk or sit. There is also no direct public access to the water from the land side in the immediate vicinity of the dock project (i.e. from North Star Lane). None of the homes in the Dover Shores subdivision, where this project site is located, provide public access to the water. A beach owned by the Dover Shores Community Association is located at the intersection of White Cliffs Drive and Polaris Drive west of the subject site. Entry to that beach from the landside is presently controlled by a gate.

There is substantial evidence that the submerged land to be occupied by the proposed project is presently under private ownership subject to a navigational easement. Yet, there is some conflicting evidence that indicates the submerged land may be in public ownership subject to the public trust. Some inconsistent information from Orange County suggests that the embayments of the Dover

Shores community, where the proposed pier and dock is to be built, are public trust tidelands administered by the County. However, other information suggests that these embayments are private tide and submerged lands not subject to the public trust because the mean high tide line (MHTL) was adjudicated in this area in case no. 20436 in Orange County Superior Court in 1926 (Orange County v. The Irvine Company). According to that court case, the court identified the MHTL in this area as being about 370 feet south east of the subject site. Thus, based on the adjudicated MHTL, anything seaward of that line would typically be public tide and submerged lands subject to the public trust, while anything landward of that line would typically be private property or, at least, not subject to the public trust. Based on the evidence provided, the dredging of the embayments (potentially out of upland swamp and overflow land) and exposure of the area to tidal flow within the Dover Shores community appears to be a result of the subsequent subdivision tract (no. 4224) grading that created the Dover Shores development. Thus, if this is the case, the embayments within the Dover Shores community were dredged from private swamp and overflow land landward of the adjudicated MHTL, the embayment fronting the subject property would not be subject to the public trust. Rather, it is a navigational waterway that is subject to the navigational easement pursuant to Public Resources Code section 7552.5, which, in general, precludes the property owner, in this case the Dover Shores HOA, or any other person or entity with a legal right to use the tide and submerged lands in the waterway for development, from interfering with the public's right to navigate the embayment. Since the proposed dock will be landward of the existing dock and the existing dock currently does not interfere with the public's right to navigate the embayment, then by inference a proposed dock that is situated further landward from the navigational channel is not expected to interfere with the public's ability to navigate the embayment fronting the applicant's property. Therefore, the proposed development will not interfere with any existing navigational easement that may exist over the navigational waters of the embayment. If, on the other hand, evidence is presented after approval of this permit that supports a finding that the embayment fronting the applicant's property consists of public tide and submerged lands that is subject to the public trust, a Special Condition is imposed stating that the approval of a Coastal Development Permit for the project does not waive any public rights or interest that exist or may exist on the property.

As conditioned, the proposed development will not have any new adverse impact on public access to the coast or to nearby recreational facilities. Thus, as conditioned, the proposed development conforms with Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act.

### **C. MARINE RESOURCES**

The proposed recreational boat dock development and its associated structures are an allowable and encouraged marine related use. The project design includes the minimum sized pilings and the minimum number of pilings necessary for structural stability. There are no feasible less environmentally damaging alternatives available. As conditioned, the project will not significantly adversely impact eelgrass beds and will not contribute to the dispersal of the invasive aquatic algae, *Caulerpa taxifolia*. Further, as proposed and conditioned, the project, which is to be used solely for recreational boating purposes, conforms to Sections 30224 and 30233 of the Coastal Act.

The City of Newport Beach has imposed Special Condition 4 on their Harbor Permit for this project. “Only marine oriented uses are allowed on the pier, pier platform, gangway and float. Patio furniture, plants etc...are not permitted.” Compliance with this City-imposed condition will contribute toward the project’s consistency with Section 30233 of the Coastal Act.

**D. WATER QUALITY**

The proposed work will be occurring on, within, or adjacent to coastal waters. The storage or placement of construction material, debris, or waste in a location where it could be discharged into coastal waters would result in an adverse effect on the marine environment. To reduce the potential for construction related impacts on water quality, the Commission imposes special conditions requiring, but not limited to, the appropriate storage and handling of construction equipment and materials to minimize the potential of pollutants to enter coastal waters. To reduce the potential for post-construction impacts to water quality the Commission requires the continued use and maintenance of post construction BMPs. As conditioned, the Commission finds that the development conforms to Sections 30230 and 30231 of the Coastal Act.

**E. LOCAL COASTAL PROGRAM**

The LUP for the City of Newport Beach was effectively certified on May 19, 1982. The certified LUP was updated on October 8, 2009. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified Land Use Plan for the area. Approval of the project, as conditioned, will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3.

**F. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

As conditioned, there are no feasible alternatives or additional feasible mitigation measures available that would substantially lessen any significant adverse effect that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

**SPECIAL CONDITIONS:**

This permit is granted subject to the following special conditions:

**1. Water Quality**

**A. Construction Responsibilities and Debris Removal**

- (1) No demolition or construction materials, equipment, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain or tidal erosion and dispersion.

- (2) Any and all debris resulting from demolition or construction activities, and any remaining construction material, shall be removed from the project site within 24 hours of completion of the project.
- (3) Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
- (4) Machinery or construction materials not essential for project improvements will not be allowed at any time in the intertidal zone.
- (5) If turbid conditions are generated during construction a silt curtain will be utilized to control turbidity.
- (6) Floating booms will be used to contain debris discharged into coastal waters and any debris discharged will be removed as soon as possible but no later than the end of each day.
- (7) Non buoyant debris discharged into coastal waters will be recovered by divers as soon as possible after loss.
- (8) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- (9) The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
- (10) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.
- (11) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
- (12) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
- (13) The discharge of any hazardous materials into any receiving waters shall be prohibited.

- (14) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away as possible from the receiving waters and storm drain inlets.
- (15) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity.
- (16) All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

**B. Best Management Practices Program.** By acceptance of this permit the applicant agrees that the long-term water-borne berthing of boat(s) in the approved dock and/or boat slip will be managed in a manner that protects water quality pursuant to the implementation of the following BMPs.

(1) Boat Cleaning and Maintenance Measures:

- a. In-water top-side and bottom-side boat cleaning shall minimize the discharge of soaps, paints, and debris.
- b. In-the-water hull scraping or any process that occurs under water that results in the removal of paint from boat hulls shall be prohibited. Only detergents and cleaning components that are designated by the manufacturer as phosphate-free and biodegradable shall be used, and the amounts used minimized.
- c. The applicant shall minimize the use of detergents and boat cleaning and maintenance products containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates or lye.

(2) Solid and Liquid Waste Management Measures:

- a. All trash, recyclables, and hazardous wastes or potential water contaminants, including old gasoline or gasoline with water, absorbent materials, oily rags, lead acid batteries, anti-freeze, waste diesel, kerosene and mineral spirits will be disposed of in a proper manner and will not at any time be disposed of in the water or gutter.

(3) Petroleum Control Management Measures:

- a. Boaters will practice preventive engine maintenance and will use oil absorbents in the bilge and under the engine to prevent oil and fuel discharges. Oil absorbent materials shall be examined at least once a year and replaced as necessary. Used oil absorbents are hazardous waste in California. Used oil absorbents must therefore be disposed in accordance with hazardous waste disposal regulations. The boaters will regularly inspect and maintain engines, seals, gaskets, lines and hoses in order to prevent oil and fuel spills. The use of soaps that can be discharged by bilge pumps is prohibited.
- b. If the bilge needs more extensive cleaning (e.g., due to spills of engine fuels, lubricants or other liquid materials), the boaters will use a bilge pump-out facility or steam cleaning services that recover and properly dispose or recycle all contaminated liquids.
- c. Bilge cleaners which contain detergents or emulsifiers will not be used for bilge cleaning since they may be discharged to surface waters by the bilge pumps.

**2. Eelgrass Survey(s)**

- A. Pre-Construction Eelgrass Survey.** A valid pre-construction eelgrass (*Zostera marina*) survey shall be completed during the period of active growth of eelgrass (typically March through October). The pre-construction survey shall be completed prior to the beginning of construction and shall be valid until the next period of active growth. The survey shall be prepared in full compliance with the “Southern California Eelgrass Mitigation Policy” Revision 8 (except as modified by this special condition) adopted by the National Marine Fisheries Service and shall be prepared in consultation with the California Department of Fish and Wildlife. The applicant shall submit the eelgrass survey for the review and approval of the Executive Director within five (5) business days of completion of each eelgrass survey and in any event no later than fifteen (15) business days prior to commencement of any development. If the eelgrass survey identifies any eelgrass within the project area which would be impacted by the proposed project, the development shall require an amendment to this permit from the Coastal Commission or a new coastal development permit.
- B. Post Construction Eelgrass Survey.** If any eelgrass is identified in the project area by the survey required in subsection A of this condition above, within one month after the conclusion of construction, the applicant shall survey the project site to determine if any eelgrass was adversely impacted. The survey shall be prepared in full compliance with the “Southern California Eelgrass Mitigation Policy” Revision 8 (except as modified by this special condition) adopted by the National Marine Fisheries Service and shall be prepared in consultation with the California Department of Fish and Wildlife. The applicant shall submit the post-construction eelgrass survey for the review and approval of the Executive Director within thirty (30) days after completion of the survey. If any eelgrass has been impacted, the

applicant shall replace the impacted eelgrass at a minimum 1.2:1 ratio on-site, or at another location, in accordance with the Southern California Eelgrass Mitigation Policy. All impacts to eelgrass habitat shall be mitigated at a minimum ratio of 1.2:1 (mitigation: impact). The exceptions to the required 1.2:1 mitigation ratio found within SCEMP shall not apply. Implementation of mitigation shall require an amendment to this permit or a new coastal development permit unless the Executive Director determines that no amendment or new permit is required.

**3. Pre-construction *Caulerpa Taxifolia* Survey**

- A.** Not earlier than 90 days nor later than 30 days prior to commencement or re-commencement of any development authorized under this coastal development permit (the “project”), the applicant shall undertake a survey of the project area and a buffer area at least 10 meters beyond the project area to determine the presence of the invasive alga *Caulerpa taxifolia*. The survey shall include a visual examination of the substrate.
- B.** The survey protocol shall be prepared in consultation with the Regional Water Quality Control Board, the California Department of Fish and Wildlife, and the National Marine Fisheries Service.
- C.** Within five (5) business days of completion of the survey, the applicant shall submit the survey:
  - (1) for the review and approval of the Executive Director; and
  - (2) to the Surveillance Subcommittee of the Southern California Caulerpa Action Team (SCC\_AT). The SCCAT Surveillance Subcommittee may be contacted through William Paznokas, California Department of Fish and Wildlife (858/467-4218) or Robert Hoffman, National Marine Fisheries Service (562/980-4043), or their successors.
- D.** If *Caulerpa taxifolia* is found within the project or buffer areas, the applicant shall not proceed with the project until 1) the applicant provides evidence to the Executive Director that all *C. taxifolia* discovered within the project and buffer area has been eliminated in a manner that complies with all applicable governmental approval requirements, including but not limited to those of the California Coastal Act, or 2) the applicant has revised the project to avoid any contact with *C. taxifolia*. No revisions to the project shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

**4. Public Rights**

The Coastal Commission’s approval of this permit shall not constitute a waiver of any public rights that exist or may exist on the property. The permittee shall not use this permit as evidence of a

waiver of any public rights that may exist on the property.

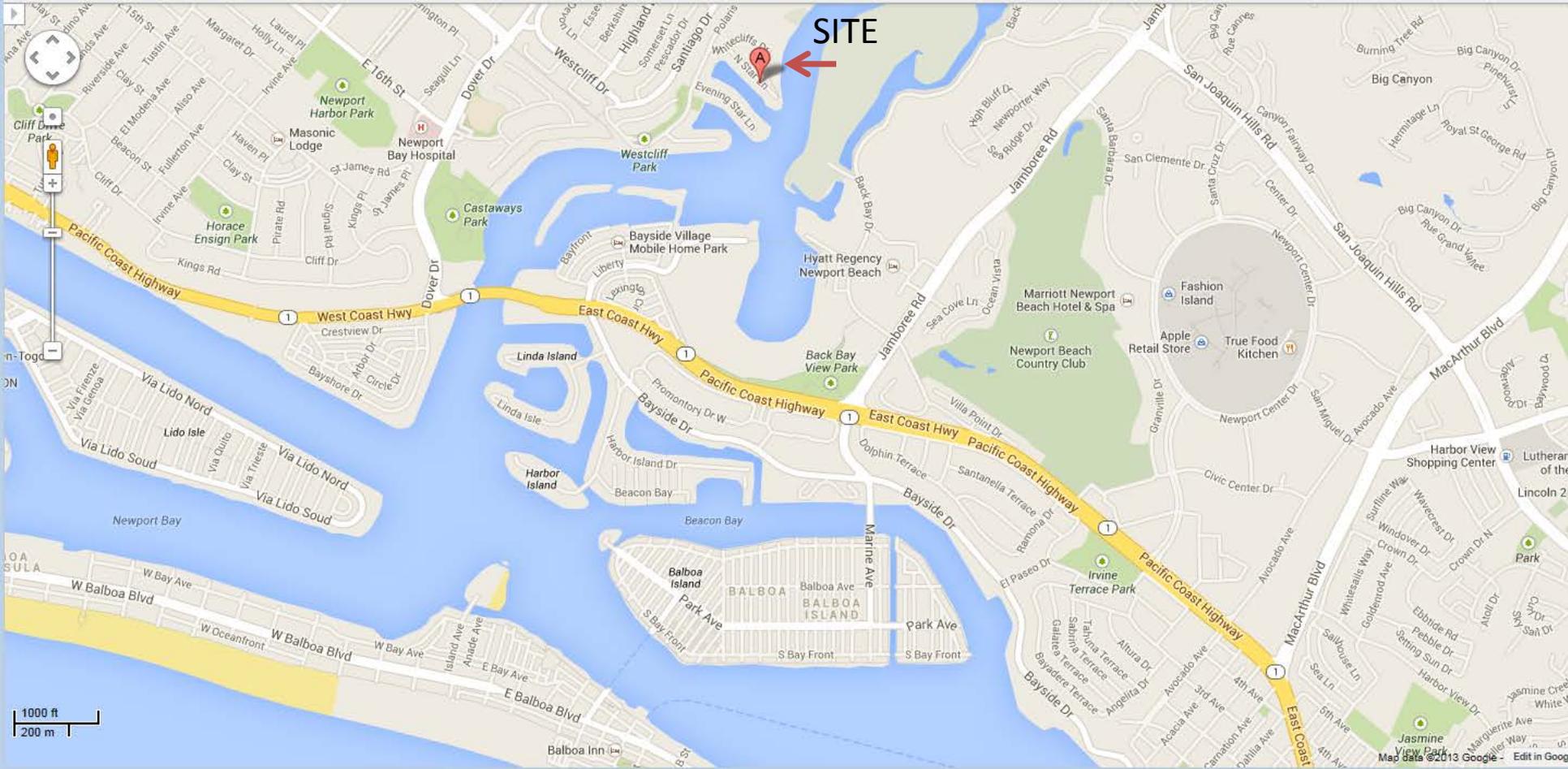
**ACKNOWLEDGMENT OF PERMIT RECEIPT/ACCEPTANCE OF CONTENTS:**

I/We acknowledge that I/we have received a copy of this permit and have accepted its contents including all conditions.

\_\_\_\_\_  
Applicant's Signature

\_\_\_\_\_  
Date of Signing

# 301 North Star Lane, Newport Beach – Administrative Permit 5-12-274 – Exhibit #1



# 301 North Star Lane, Newport Beach – Administrative Permit 5-12-274 – Exhibit #2

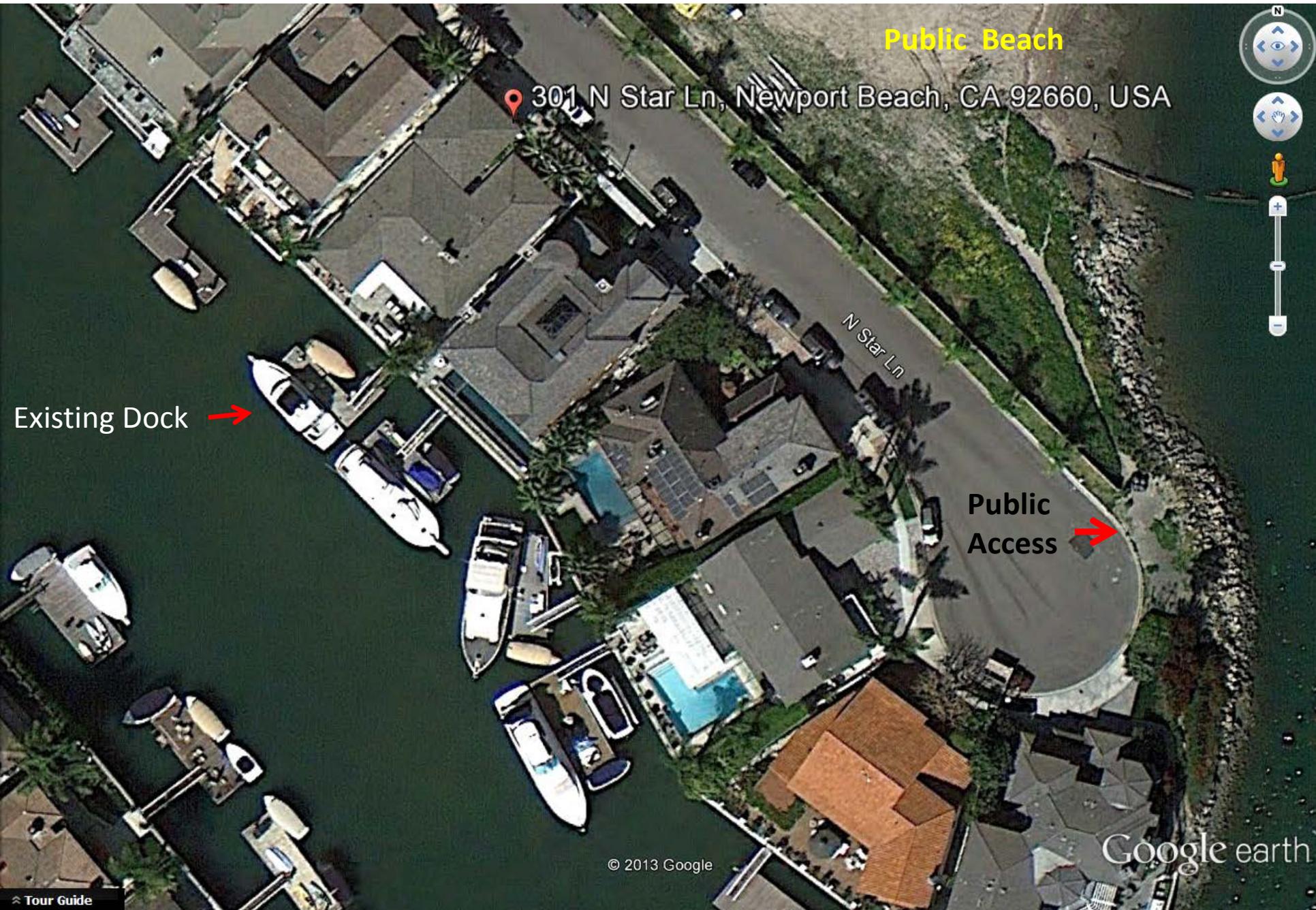
Public Beach

301 N Star Ln, Newport Beach, CA 92660, USA

N Star Ln

Existing Dock →

Public Access →

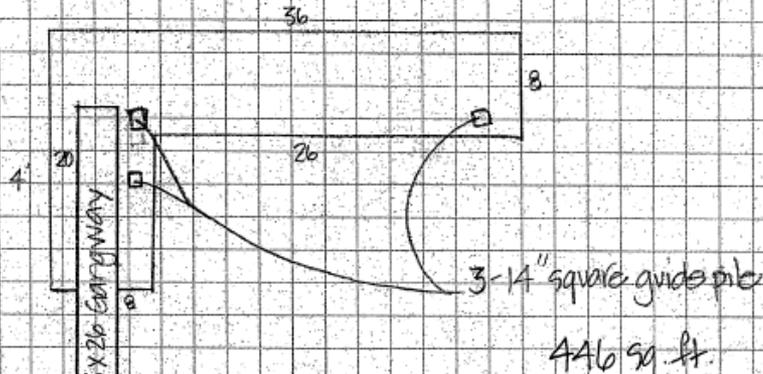


2027 Placentia Avenue, Costa Mesa, California 92627

(949) 631-3121 • Fax (949) 631-3122

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5-12-274



**Existing Dock – Exhibit #3**

**Admin. Permit 5-12-274**

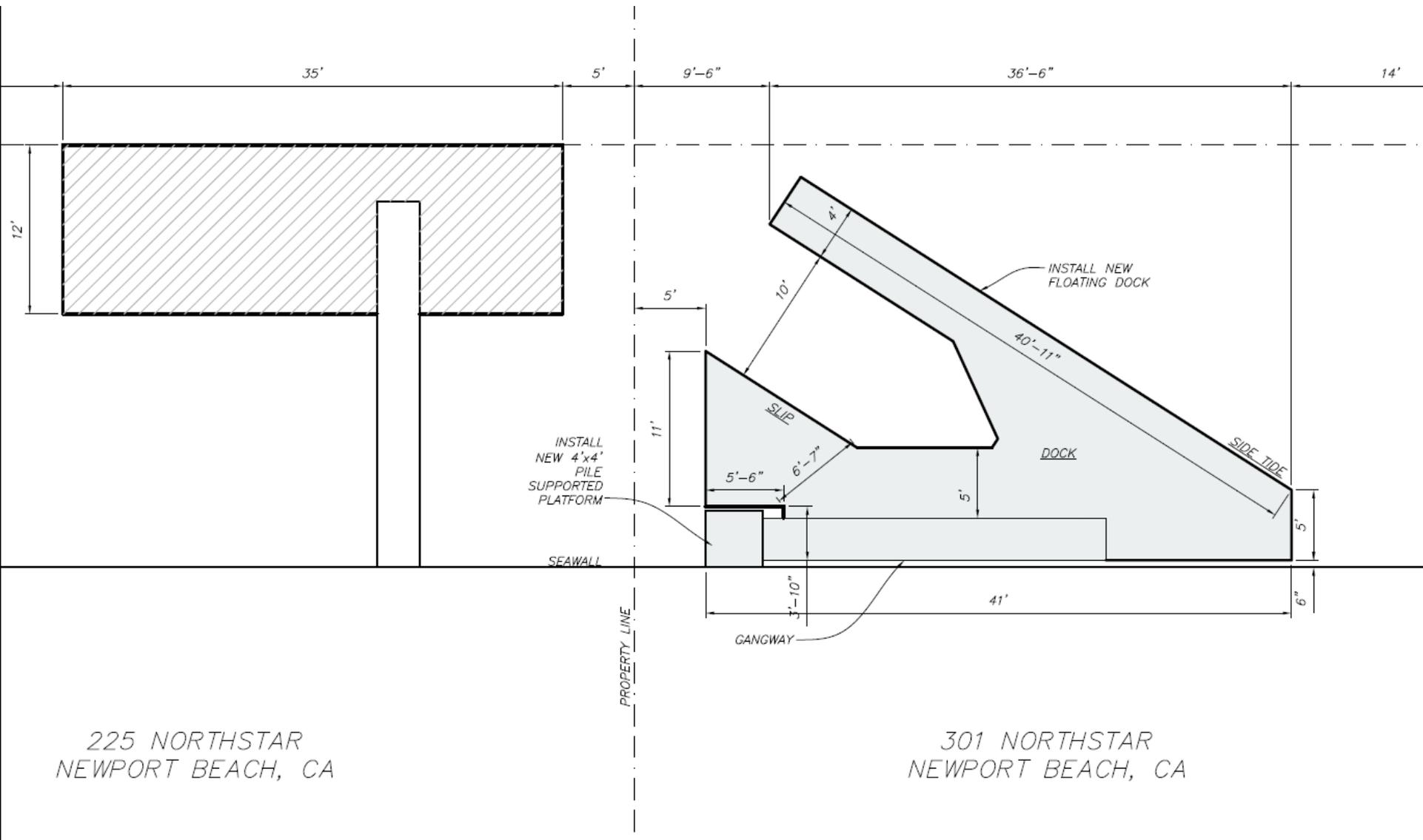
Bill Patton  
301 North Star Lane  
Newport Beach, 92660



**DOCK & PIER  
BUILDERS, INC.**

EXISTING

# Proposed Site Plan – 301 North Star Lane – Administrative Permit 5-12-274 – Exhibit #4



225 NORTHSTAR  
NEWPORT BEACH, CA

301 NORTHSTAR  
NEWPORT BEACH, CA