CALIFORNIA COASTAL COMMISSION
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W10a

Filed:	7/29/2015
180th Day:	1/25/2016
Staff:	S. Vaughn-LB
Staff Report:	8/20/2015
Hearing Date:	9/9/15

STAFF REPORT: CONSENT CALENDAR

Application No.:	**5-14-1843**
Applicant:	**OC Parks Department**
Agent:	Susan Brodeur
Location:	1901 Bayside Drive, Corona Del Mar, Orange County
Project Description:	Repair and reconstruct boat launch system comprised of railway tracks and pilings, and installation of a new sheet pile toe wall.
Staff Recommendation:	Approval with conditions.

SUMMARY OF STAFF RECOMMENDATION

The applicant is proposing to remove and dispose an approximately 25' long steel underwater railroad and support frame, four (4) 10" diameter by 10' long steel pipe piles, 100 ft^2 of concrete pavement immediately landward of the existing toe wall, and miscellaneous steel framing and hardware within the harbor and install eight (8) 12" diameter by 10' – 15' long steel pipe foundation piles, a new 8' wide by 53' long steel frame to support a new underwater rail track, and a new sheet pile toe wall bayward of the existing. The major issues raised by this proposed development concern impacts to marine resources and water quality.

The proposed project will replace the existing dilapidated railway structure with a new launch facility that will enable the County to safely remove and service newer larger boats. The project will result in 27 ft^2 of new fill of coastal waters, which will be mitigated with the removal of 102 ft^2 of existing fill. Additionally, 3.14 ft^2 of eelgrass will be permanently impacted and approximately 30 ft^2 of eelgrass will be temporarily impacted. **Special Condition 1** required the applicant to mitigate all impacts to eelgrass. The proposed project is the least environmentally damaging alternative and adequate mitigation for the fill arising from the new toe wall and rail system and potential impacts to eelgrass is proposed with the project. In addition, the project has been conditioned to protect water quality.

Staff is recommending **approval** of the proposed project with **five (5) Special Conditions** regarding: 1) pre- and post-construction eelgrass surveys; 2) pre- and post-construction Calera Taxifolia surveys; 3) compliance with construction responsibilities, debris removal measures, and construction best management practices; 4) submittal of Final Construction Staging Plans; and 5) public rights.

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EXHIBITS
Exhibit No. 1 – Location Map
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I. MOTION AND RESOLUTION

Motion: *I move that the Commission approve the Coastal Development Permit applications included on the consent calendar in accordance with the staff recommendations.*

Staff recommends a **YES** vote. Passage of this motion will result in approval of all the permits included on the consent calendar. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution: *The Commission hereby approves a Coastal Development Permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.*

II. STANDARD CONDITIONS

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 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.

III. SPECIAL CONDITIONS

1. Pre-and Post-Construction 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 within 60 days before the start of construction. The survey shall be prepared in full compliance with the "California Eelgrass Mitigation Policy" dated October 2014 (see http://www.westcoast.fisheries.noaa.gov/habitat/habitat_types/seagrass_info/california_eelgrass.html) adopted by the National Marine Fisheries Service (except as modified by this special condition) 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 30 days of completion of construction, or within the first 30 days of the next active growth period following completion of construction that occurs outside of the active growth period, 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 "California Eelgrass Mitigation Policy" dated October 2014 (see http://www.westcoast.fisheries.noaa.gov/habitat/habitat_types/seagrass_info/california_eelgrass.html) (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 1.38:1 ratio on-site, or at another location, in accordance with the California Eelgrass Mitigation Policy. All impacts to eelgrass habitat shall be mitigated at a minimum ratio of 1.38:1 (mitigation: impact). Any exceptions to the required 1.38:1 mitigation ratio found within the California Eelgrass Mitigation Policy 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.

2. 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 (see http://www.westcoast.fisheries.noaa.gov/habitat/habitat_types/seagrass_info/caulerpa_taxifolia.html).

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 to the Southern California Caulerpa Action Team (SCCAT). The SCCAT Surveillance Subcommittee may be contacted through William Paznokas, California Department of Fish & Wildlife (858-467-4218/William.Paznokas@wildlife.ca.gov) or Bryant Chesney, National Marine Fisheries Service (562-980-4037/Bryant.Chesney@noaa.gov), 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/or 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.

3. 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 from the receiving waters and storm drain inlets as possible;
(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; and
(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; and
   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; and
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.

4. Final Construction Staging Plan. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT the permittee shall submit for the review and approval of the Executive Director, two (2) full size sets of construction staging plans, which indicate that the construction staging area(s) and construction corridor(s) will minimize public access impacts to the coast.

(1) The plan shall demonstrate that:

a. Construction equipment, materials or activity shall not occur outside the staging area and construction corridor identified on the site plan required by this condition;
b. Construction equipment, materials, or activity shall not be placed within any water area; and
c. The construction staging area will gradually be reduced as less materials and equipment are necessary.

(2) The plan shall include, at a minimum, the following components:

a. A site plan that depicts:

1. limits of the staging area(s);
2. construction corridor(s); and
3. construction site.

The permittee shall undertake development in accordance with the approved final plan. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this Coastal Development Permit unless the Executive Director determines that no amendment is legally required.

5. 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.

IV. FINDINGS AND DECLARATIONS

The Commission hereby finds and declares:

A. PROJECT LOCATION AND DESCRIPTION

The project is located at the Newport Harbor Patrol Headquarters at 1901 Bayside Drive, Corona del Mar, Orange County. The work for the proposed project will take place in the water seaward of the Newport Harbor Patrol Headquarters' boat maintenance facility **(EXHIBIT 1)**. Public access near the site is available directly east at a small sandy beach.

The applicant proposes to replace the underwater portion of the original County operated Newport Harbor Patrol Marine Ways rail system that was built in 1956. The marine ways is a key component of Orange County's Newport Harbor Patrol Headquarters boat maintenance facility. It is a regional center that services the countywide fleet of law enforcement, marine fire fighting, search & rescue, and homeland security support boats. The existing marine ways is severely deteriorated and undersized such that it can no longer be used to safely haul out larger boats that need routine maintenance at the existing facility.

Proposed project features include **(EXHIBIT 2)**:

1. Removal and disposal of an approximately 25' long steel railroad rail and support frame, four (4) 10" diameter by 10' long steel pipe piles, 100 ft^2 of concrete pavement immediately landward of the existing toe wall (in the water), and miscellaneous steel framing and hardware. The piles are proposed to be extracted using vibratory equipment or cutoff flush at the mud line. The miscellaneous concrete and rubble that is present at the base of the existing toe wall is proposed be removed and properly disposed of outside of the coastal zone.

2. Furnish and install eight (8) 12" diameter by 10' – 15' long steel pipe foundation piles. The piles are proposed to be driven at least 4' into stiffer formational material that is overlain by a layer of sandy soil. An impact or vibratory hammer is proposed to be used to drive the piles.

3. Furnish and install a new 8' wide by 53' long steel frame to support the new marine way rail track. The entire frame is proposed to be shop fabricated, delivered to the job site, and lowered into position using a crane. The new work is proposed to extend from approximately 2.5' landward of the existing toe wall to about 50' bayward of the existing toe wall. The new rail system is proposed to be approximately 23' longer than the existing system in order to accommodate removing newer larger boats that need regular maintenance. No protective coatings are proposed to be used. The steel materials are proposed to be protected from corrosion with passive anodes welded to the frame. The anodes have been designed for a 25-year life at which time they will need to be replaced.

4. A new sheet pile toe wall is proposed to be installed immediately bayward of the existing, deteriorated ways ramp sheet toe wall to prevent backfill loss underneath the existing concrete ramp pavement. The piles are proposed to be driven to specific tip elevation using a

vibratory hammer. The sheet piles are proposed to be protected from corrosion with two coats of Carbonline 890 epoxy mastic. Each end of the toe walls adjacent to the existing bulkhead are proposed to be sealed with a subsurface column of pressure grout.

5. The work is proposed to be completed with a small closure pour between the new toe wall and the existing marine ways ramp pavement.

The applicant proposes to use a small crane operating from a floating barge and/or from the land immediately behind the bulkhead. Underwater divers shall assist in the installation of the ways frame. A small backhoe is proposed to be used to perform the concrete removal work. Other miscellaneous small tools and equipment are also proposed for use. The proposed project is expected to be completed within three (3) months after demolition begins.

The grade of the underwater replacement structure has been designed to avoid dredging. The combination of no dredging and the use of pipe piles will confine temporary increases in turbidity to the immediate location of the diameter of the pile footprint. As a result of a Section 401 permit, best management practice (BMPs) have been incorporated as specified in the California Stormwater Quality Association's guidelines.

The total amount of fill to be removed with the proposed project is approximately 102 ft^2 (Page 3, **EXHIBIT 2**). The removal of the existing rail track system will result in the removal of approximately 2 ft^2 of fill (four 10" diameter steel pipe piles). The removal of the concrete and debris will result in the removal of 100 ft^2 of fill. Proposed new fill will total approximately 27 ft^2. The new piles for the rail system will result in approximately 6 ft^2 of fill (eight 12" diameter steel pipe foundation piles) and the new toe wall will result in 21 ft^2 of new fill. The new fill resulting from the new piles is self-mitigating, as it will serve as a habitat substrate for marine fauna known to grow on harbor piles. The new fill resulting from the proposed new toe wall will be mitigated through the removal of the concrete and debris field located directly bayward of the existing sheet wall that remains from the construction of the original launch in 1956. As a result of the proposed project, 75 ft^2 of new soft bottom habitat will be produce, which has the potential to become eelgrass habitat area.

The existing toe wall is recessed 4' from the stringline of the site's bulkhead. The existing toe wall extends above grade by about 2'. This toe wall is 20' long and is the last remaining section of the original 1956 bulkhead that needs to be repaired to prevent suspected soil leakage bayward. The other portions of the bulkhead were previously repaired consistent with CDP 5-07-370. The sheet pile wall was considered for the following reasons:

1. The vertical wall will result in the smallest bottom footprint.

2. Backfill retention and lateral soil support is required from the top ramp pavement to the surface of bedrock which is located about 8' below the existing mud line. A vertical sheet pile wall is the most efficient alternative to perform this function.

3. The only other feasible method to provide the necessary backfill retention for the site is quarry stone. This would require extensive excavation of the existing bay soil to sufficiently bury the section and would result in considerable more impacts to the adjacent area. This

alternative was dismissed because most of the work would have to occur underwater and be invisible to inspection, which would not confidently assure the quality of repair.

The applicant states that that toe wall must be built bayward of the existing toe wall as opposed to landward for the following reasons:

1. The existing sheet pile toe wall is deteriorated from corrosion. The wall contains suspected holes and gaps that allow backfill to pass through it. Unsuccessful repair attempts have been made in the past to seal behind the wall with grout. This material now presents obstructions that will not allow a new sheet pile to be placed behind the existing sheet pile. Existing timber piles below ground behind the existing toe wall to support the existing marine ways rail also present obstructions to sheet pile placement.

2. Placement of the new toe wall in front of the existing wall will result in the most positive backfill seal.

The proposed rail system is 23' longer than the existing system. This will allow the new rail system to safely remove newer larger boats from the water to be serviced in the County's on-site marine vessel maintenance facility. Currently, the marine ways facility is not able to accommodate newer larger boats, and they must be sent to private marine maintenance facilities off site for regular and required service.

An eelgrass survey, *Eelgrass Survey for Newport Harbor Patrol Headquarters Marine Ways Repair Project*, conducted by Chambers Group, Inc. in April 2014, concluded that 3.14 ft^2 of eelgrass will be permanently impacted as a result of the proposed project. The applicant's Section 404 permit concluded that 30 ft^2 of eelgrass will be disturbed during demolition and construction of the proposed project. **Special Condition 1** requires the applicant to perform pre- and post-eelgrass surveys and to mitigate for eelgrass that is permanently impacted. Impacts to eelgrass related to the currently proposed project were considered in a previous CDP application (CDP 5-07-370). The previous CDP determined that there would be 258 m^2 (2,777 ft^2.) of eelgrass impacted as a result of the approved project. Due to budget constraints, the scope of the previously approved project (5-07-370) was reduced, eliminating the replacement of the marine way rail track and new toe wall. However, the mitigation that was carried out in conjunction with the 5-07-370 CDP included mitigation for the currently proposed project because the mitigation was already planned, budgeted for, and it was economically efficient to combine and carry out mitigation for both projects at the same time.

A post-construction (post CDP 5-07-370 project) eelgrass survey was performed on March 31, 2011 (MBC 2013). The total observed impact to eelgrass as a result of the project approved under CDP 5-07-370 was 37 m^2 (398 ft^2). The eelgrass mitigation conditions required an eelgrass mitigation ratio of 1.2 to 1 to replace lost eelgrass. The loss of 37 m^2 of eelgrass required the replacement 45 m^2 of eelgrass. The original mitigation was expected to be much larger at 310 m^2. The mitigation site was prepared and 310 m^2 of eelgrass was transplanted to the prepared site. Two (2) and three (3) –year monitoring reports indicate that the eelgrass mitigation for CDP 5-07-370 has resulted in 714 m^2 (7,685 ft^2) of new eelgrass areas (there are two mitigation sites adjacent to the subject site; page 2, **EXHIBIT 1**). This is significantly more than what was anticipated or required for the previously approved and currently proposed projects. The mitigation sites have not been used for mitigation for

any other project. Therefore, the proposed potential impacts to existing eelgrass, as a result of the proposed project, have already been accounted for and mitigated for.

B. MARINE RESOURCES

The proposed development and its associated structures are 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 the maintenance purposes of County marine vessels, conforms to Sections 30224 and 30233 of the Coastal Act.

C. WATER QUALITY

The proposed development has a potential for a discharge of polluted run-off from the project site into coastal waters. The development, as proposed and as conditioned, incorporates design features to minimize the effect of construction and post-construction activities on the marine environment. These design features include, but are not limited to, the appropriate management of equipment and construction materials, reducing run-off through the use of permeable surfaces, and for the use of post-construction best management practices to minimize the project's adverse impact on coastal waters. Therefore, the Commission finds that the proposed development, as conditioned, conforms with Sections 30230 and 30231 of the Coastal Act regarding the protection of water quality to promote the biological productivity of coastal waters and to protect human health.

D. LOCAL COASTAL PROGRAM (LCP)

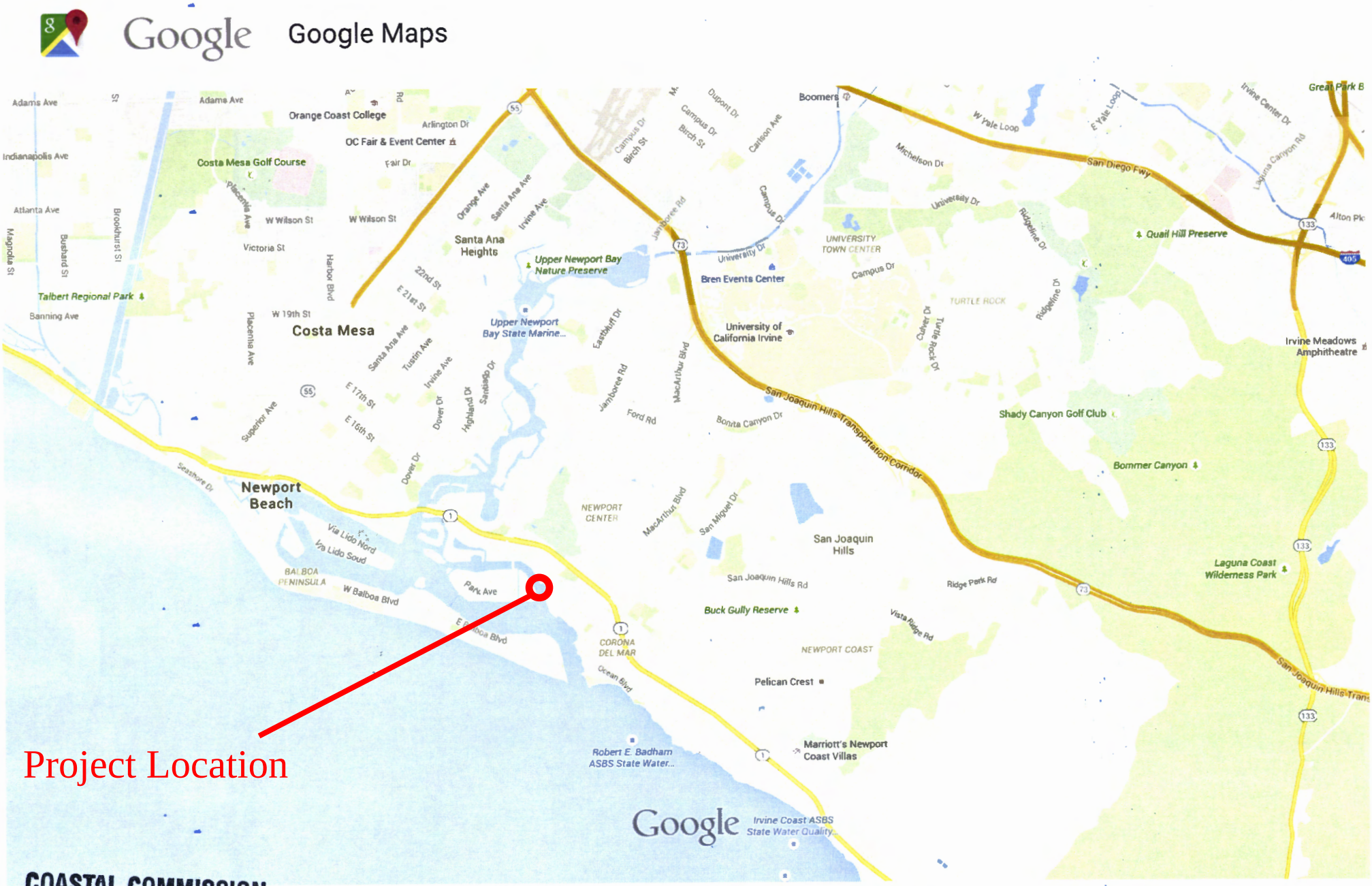
Coastal Act section 30604(a) states that, prior to certification of a local coastal program ("LCP"), a coastal development permit can only be issued upon a finding that the proposed development is in conformity with Chapter 3 of the Act and that the permitted development will not prejudice the ability of the local government to prepare an LCP that is in conformity with Chapter 3. The Coastal Land Use Plan (CLUP) for the City of Newport Beach was effectively certified on May 19, 1982. The certified CLUP was updated on October 2005 and in October 2009. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified CLUP for the area. Approval of the project, as conditioned, will not prejudice the ability of the local government to prepare an LCP that is in conformity with the provisions of Chapter 3 of the Coastal Act.

E. California Environmental Quality Act (CEQA)

Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

Orange County is the lead agency responsible for certifying that the proposed project is in conformance with the California Environmentally Quality Act (CEQA). The County determined

that in accordance with CEQA, the project is categorically exempt from CEQA under Class 1 Section 15301 and Class 3 Section 15303 certified on September 19, 2014. Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA).



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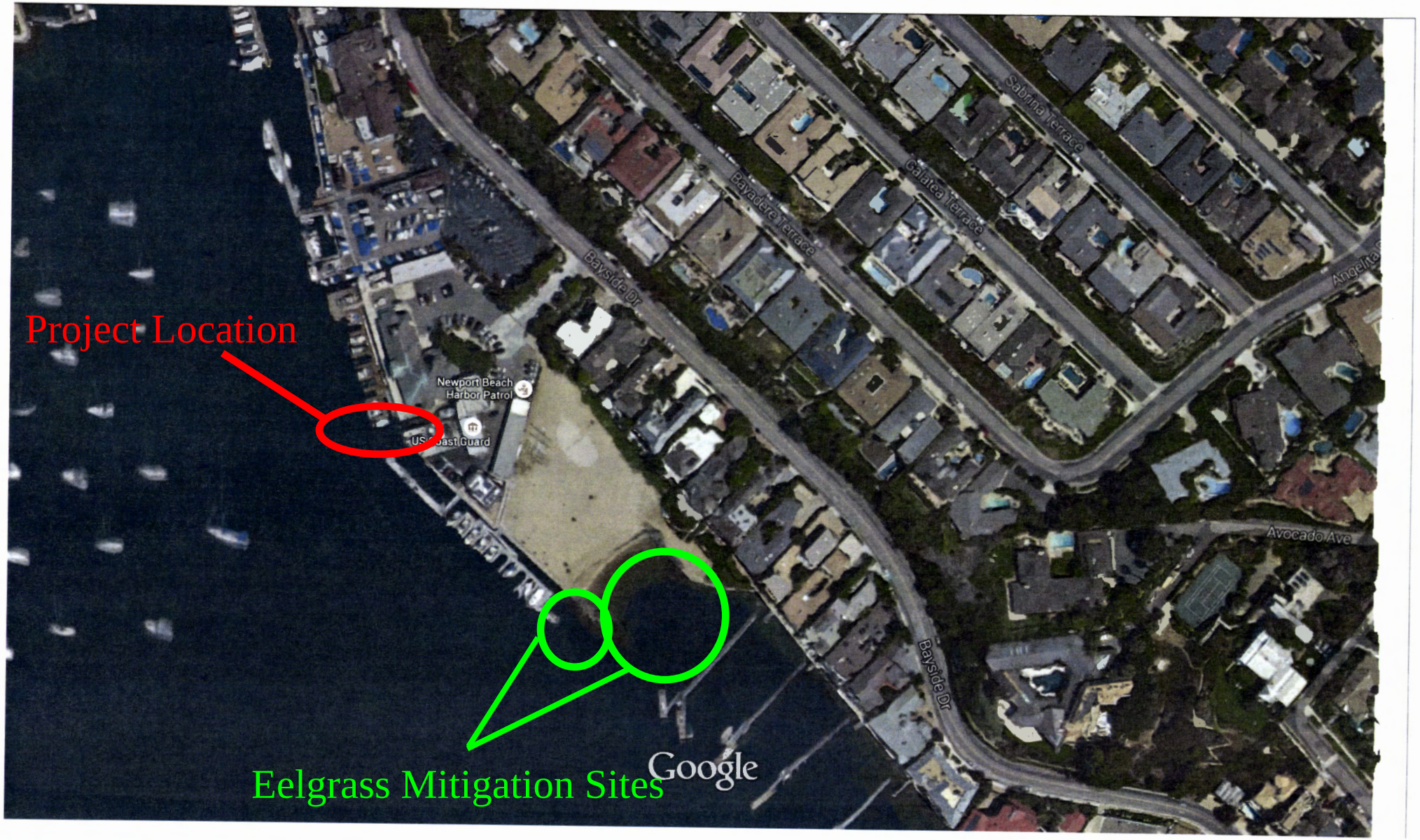
Google Maps



Imagery ©2015 Google, Map data ©2015 Google 100 ft

COASTAL COMMISSION

EXHIBIT # 1

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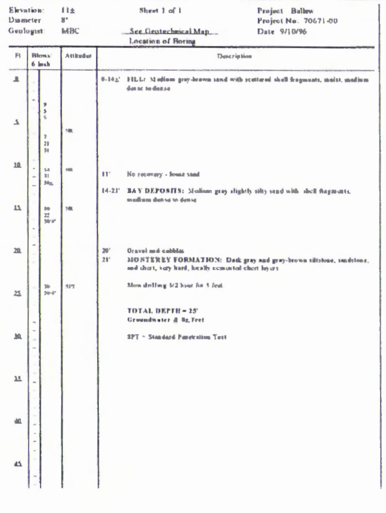

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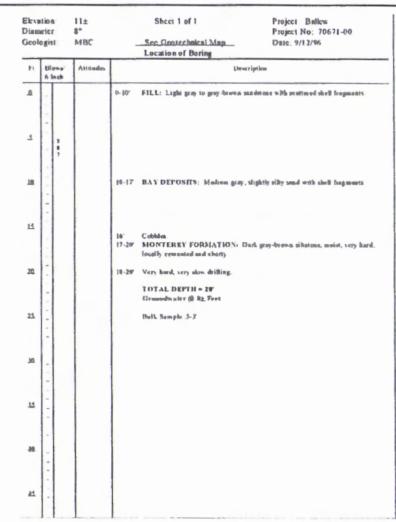

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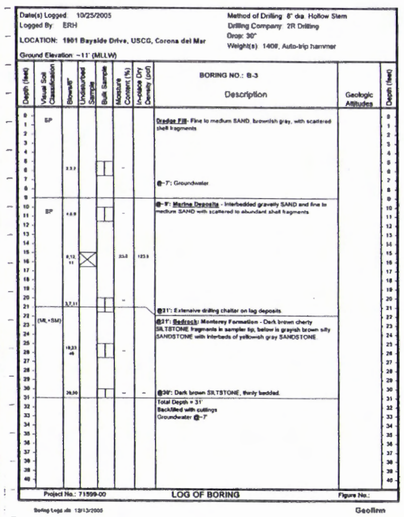

3/3 BORINGLOG_B3_2005
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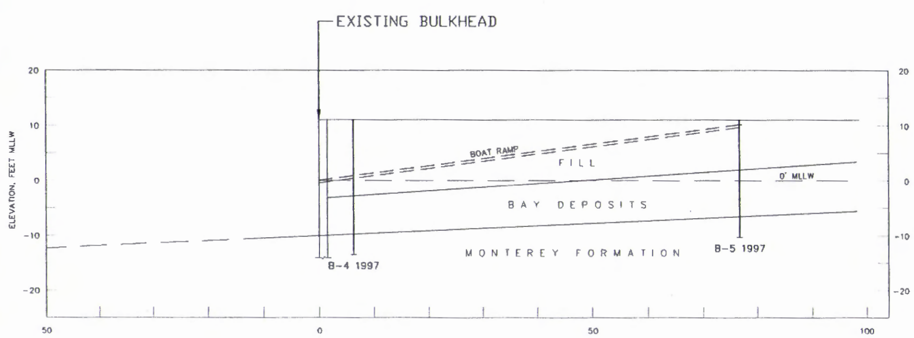
NOTES:

1. BORING LOGS AND SECTIONS FROM GEOFIRM 1997 AND 2008.
2. FOR ADDITIONAL GEOTECHNICAL INFORMATION SEE FULL REPORTS ENTITLED:

"PRELIMINARY GEOTECHNICAL INVESTIGATIONS, PROPOSED NEW OPERATIONS BUILDING AND BULKHEAD WALL, U.S. COAST GUARD STATION, BAYSIDE DRIVE, NEWPORT BEACH, CALIFORNIA" PREPARED BY GEOFIRM JANUARY 5, 2006, AMENDED DECEMBER 17, 2008.

"PRELIMINARY GEOTECHNICAL INVESTIGATION, PROPOSED NEW HARBOR PATROL FACILITY AND BULKHEAD WALL, 1901 BAYSIDE DRIVE, NEWPORT BEACH, CALIFORNIA", PROJECT NO. 71282-00, REPORT NO. 6-2341, OCTOBER 16, 1996, AMENDED MARCH 31, 1997.



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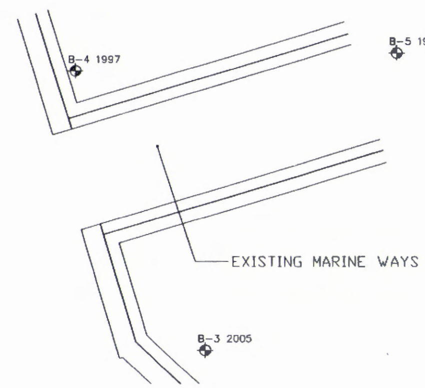

4/3 BORING LOCATIONS
SCALE: 1" = 10'

Prepared By
NOBLE
2201 DUPONT DRIVE, SUITE 830
IRVINE, CA 92612
(949) 752-1530
(949) 752-8381 (FAX)

PRELIMINARY- NOT FOR CONSTRUCTION

COUNTY OF ORANGE
SOIL BORING LOGS
OC COMMUNITY RESOURCES

NO.	DESCRIPTION	SHT.	APPROVED	DATE

REVISIONS

PREPARED UNDER THE RESPONSIBLE CHARGE OF:
REGISTERED PROFESSIONAL ENGINEER
JON T. MOORE
No. C25673
Exp. 12/31/15
CIVIL
STATE OF CALIFORNIA
DATE

DESIGNED BY: TJF
DRAWN BY: JM
CHECKED BY: JTM
DRAWING CODE: ----
FILE NAME: ----
PLOT DATE: 10/13/2014
SCALE: AS SHOWN

NEWPORT HARBOR PATROL HEADQUARTERS
MARINE WAYS REPAIR
CORONA DEL MAR

PROJ. NO.: ----

Sheet Reference Number
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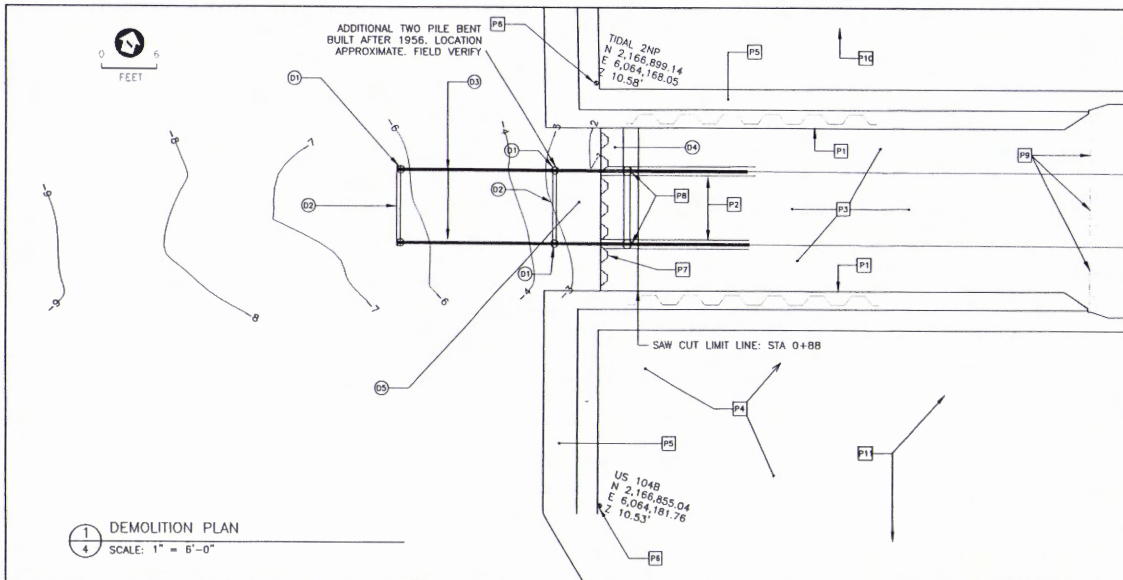
COASTAL COMMISSION
5-14-1843
EXHIBIT # 2
PAGE 1 OF 9



DEMOLITION PLAN (1/4)
SCALE: 1" = 6'-0"

DEMOLITION NOTES:

1. CONTRACTOR SHALL PROVIDE AND PLACE SHORING AS REQUIRED TO PREVENT DAMAGE OR MOVEMENT TO STRUCTURES AND IMPROVEMENTS THAT ARE TO REMAIN.
2. CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN BARRICADES, GUARD RAILS, AND FENCING TO PROTECT THE GENERAL PUBLIC, WORKERS, AND ADJACENT PROPERTY TO COMPLY WITH ALL APPLICABLE SAFETY LAWS AND REGULATIONS.
3. REMOVE ALL EXISTING PILES, RAIL, HARDWARE, DEBRIS, CONCRETE PAVEMENT, AND MISCELLANEOUS METAL IN THEIR ENTIRETY WITHIN THE LIMITS SHOWN.
4. NEAT STRAIGHT LINE SAWCUTS SHALL BE PROVIDED FOR ANY REMOVAL OF CONCRETE PAVEMENT, GUTTER, OR STAIRS.
5. REMOVE AND TRANSPORT DEBRIS AND RUBBISH IN A MANNER THAT WILL PREVENT SPILLAGE ON BEACH, STREETS, AND ADJACENT AREAS. DEMOLISHED ITEMS AND DEBRIS OTHER THAN SOIL SHALL NOT BE LEFT ON THE JOB SITE FOR MORE THAN THREE DAYS. ALL REMOVED MATERIALS SHALL BECOME PROPERTY OF THE CONTRACTOR. CONTRACTOR SHALL DISPOSE OF SUCH MATERIALS OFF THE JOB SITE AT CONTRACTOR'S EXPENSE. CONTRACTOR SHALL SUBMIT A WASTE MANAGEMENT PLAN (WMP) BEFORE CONSTRUCTION BEGINS ON THE PROJECT. DETAILS OF THE WMP CAN BE FOUND IN THE PROJECT SPECIFICATIONS.
6. CONTRACTOR SHALL CAREFULLY REMOVE ALL ITEMS TO BE DEMOLISHED THAT ARE UNDER WATER SO AS TO NOT OVER EXCAVATE SUBSURFACE MATERIALS BEYOND THE EXTENT OF THE ITEMS BEING REMOVED. DEMOLITION WORK SHALL NOT CAUSE FRACTURES IN SUBSURFACE MATERIAL OR OTHER DAMAGE TO EXISTING IMPROVEMENTS. CONTRACTOR SHALL BE RESPONSIBILITY FOR PROTECTING OF ALL SURROUNDING AREAS.

NOTE:

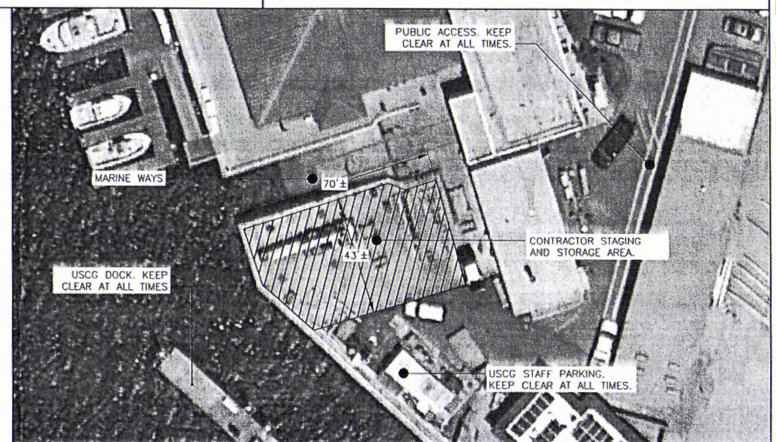
BOTTOM ELEVATIONS VARY. TIDES AND WATER LEVELS VARY IN RESPONSE TO ASTRONOMICAL TIDE, WAVE ACTION, AND OTHER FACTORS. CONTRACTOR IS ADVISED TO PLAN WORK SCHEDULE CAREFULLY AS CONDITIONS MAY CHANGE DAILY AND SEASONALLY. JOB SITE IS EXPOSED TO STORM TIDES AND WAVES. CONTRACTOR IS ADVISED TO SUBSCRIBE TO MARINE FORECAST SERVICE TO PROVIDE DAILY INFORMATION ON WEATHER AND MARINE CONDITIONS WHICH COULD EFFECT THIS WORK.

DEMOLITION SCHEDULE

NO.	ITEM
D1	REMOVE AND DISPOSE OF 12" DIAMETER STEEL PIPE PILE.
D2	REMOVE AND DISPOSE OF STEEL PILE CAP AND ASSOCIATED HARDWARE.
D3	REMOVE AND DISPOSE OF STEEL RAILROAD RAIL STEEL FRAME AND BRACING, AND ASSOCIATED HARDWARE.
D4	NEATLY SAW CUT, REMOVE, AND DISPOSE OF EXISTING CONCRETE PAVEMENT TO LIMITS SHOWN.
D5	CAREFULLY REMOVE AND DISPOSE OF ALL EXISTING SURFACE RUBBLE AND DEBRIS.

ITEMS TO PROTECT IN PLACE

NO.	ITEM
P1	EXISTING CONCRETE BULKHEAD CAP AND STEEL SHEET PILE.
P2	EXISTING STEEL RAILROAD RAIL AND CONTINUOUS CONCRETE FOOTING.
P3	EXISTING PCC PAVEMENT.
P4	EXISTING HMA AND PCC PAVEMENT.
P5	EXISTING AL GUARDRAIL.
P6	EXISTING SURVEY BENCHMARK
P7	EXISTING STEEL SHEET PILE TOE WALL. FRESH HEAD 1 FT BELOW EXISTING GRADE.
P8	EXISTING TIMBER PILE AND PILE CAP
P9	EXISTING STORM DRAIN
P10	EXISTING NEWPORT HARBOR PATROL HEADQUARTERS BUILDING AND IMPROVEMENTS.
P11	EXISTING BOAT YARD AND PARKING LOT IMPROVEMENTS.



STAGING AREA (2/4)
SCALE: 1" = 20'

0 20 FEET

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PRELIMINARY- NOT FOR CONSTRUCTION

COUNTY OF ORANGE
DEMOLITION PLAN
OC COMMUNITY RESOURCES

NO.	DESCRIPTION	SHT.	APPROVED	DATE

REVISIONS

PREPARED UNDER THE RESPONSIBLE CHARGE OF:
REGISTERED PROFESSIONAL ENGINEER — JON T. MOORE — No. C25673 — Exp. 12/31/15 — CIVIL — STATE OF CALIFORNIA
DATE

DESIGNED BY: TJF
DRAWN BY: JM
CHECKED BY: JTM
DRAWING CODE: ----
FILE NAME: ----
PLOT DATE: 10/15/2014
SCALE: AS SHOWN

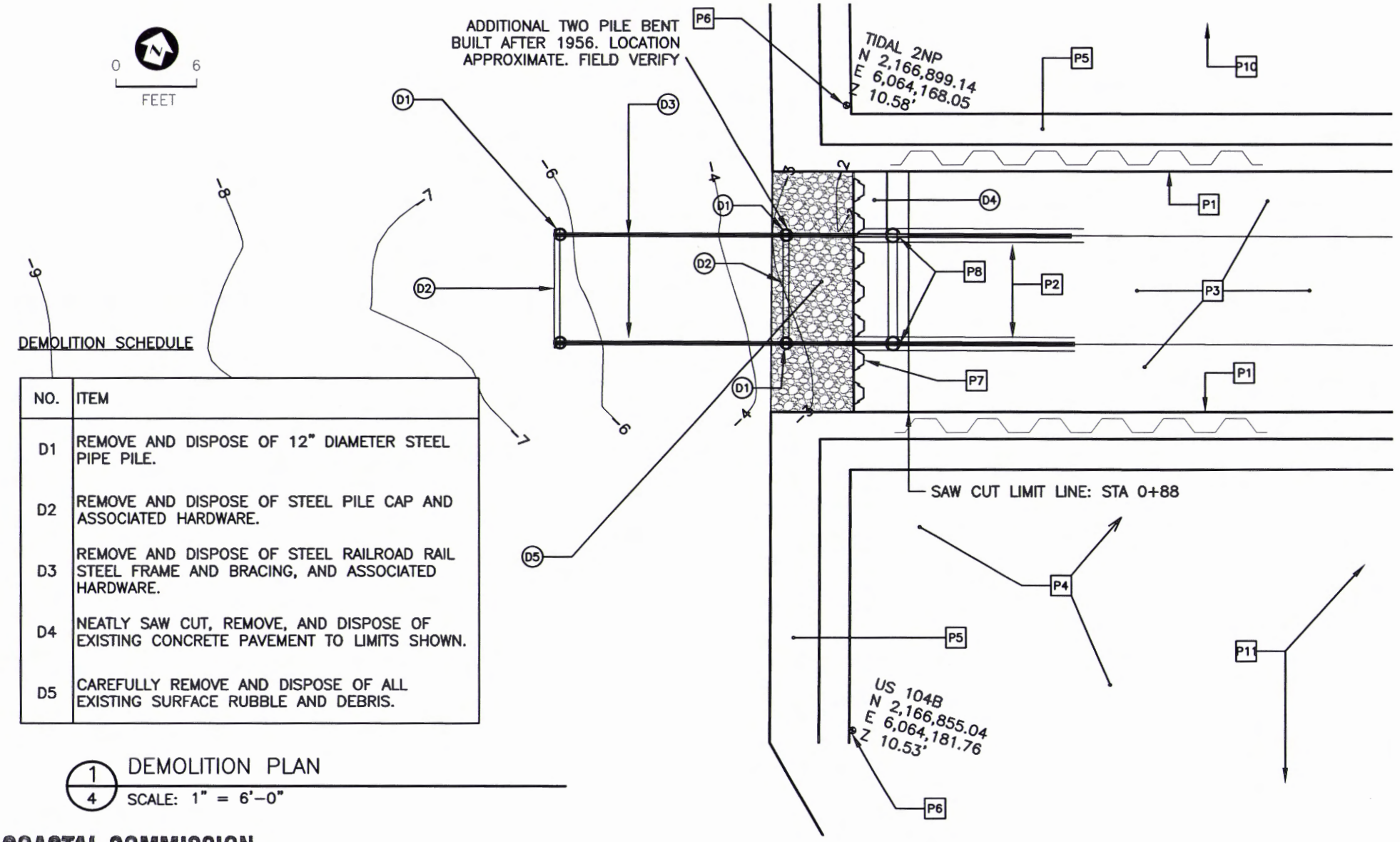
NEWPORT HARBOR PATROL HEADQUARTERS
MARINE WAYS REPAIR
CORONA DEL MAR

PROJ. NO.: ----

Sheet Reference Number: 4
Sheet 4 of 11

COASTAL COMMISSION

EXHIBIT # 2
PAGE 2 OF 9

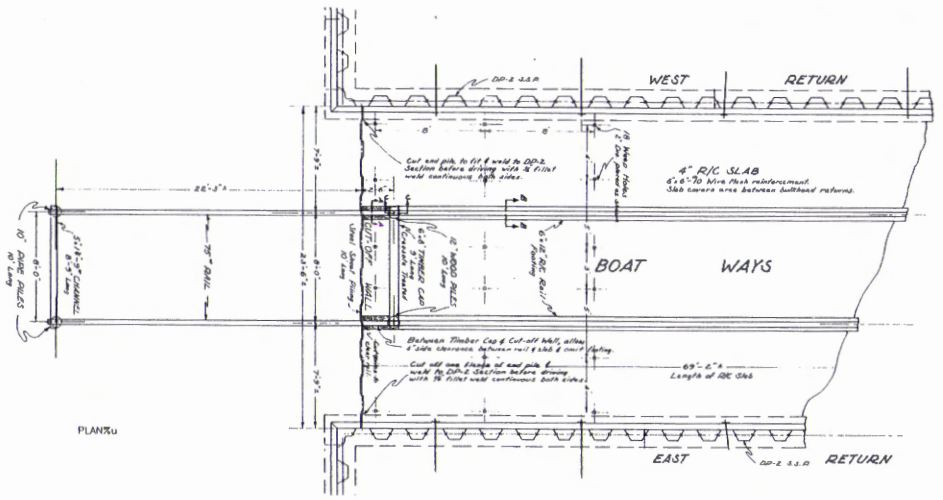


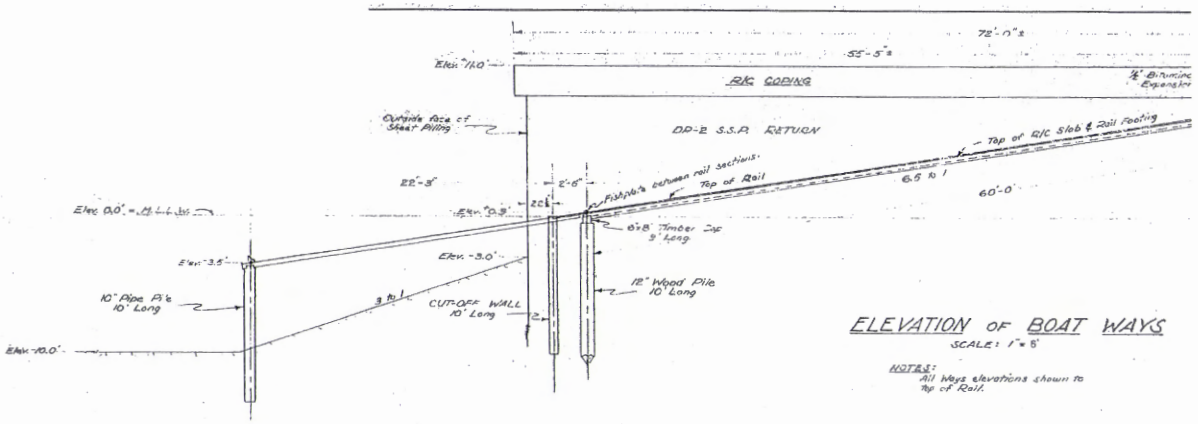
DEMOLITION SCHEDULE

NO.	ITEM
D1	REMOVE AND DISPOSE OF 12" DIAMETER STEEL PIPE PILE.
D2	REMOVE AND DISPOSE OF STEEL PILE CAP AND ASSOCIATED HARDWARE.
D3	REMOVE AND DISPOSE OF STEEL RAILROAD RAIL STEEL FRAME AND BRACING, AND ASSOCIATED HARDWARE.
D4	NEATLY SAW CUT, REMOVE, AND DISPOSE OF EXISTING CONCRETE PAVEMENT TO LIMITS SHOWN.
D5	CAREFULLY REMOVE AND DISPOSE OF ALL EXISTING SURFACE RUBBLE AND DEBRIS.

1/4 DEMOLITION PLAN

SCALE: 1" = 6'-0"





ELEVATION OF BOAT WAYS
SCALE: 1" = 6'

NOTES:
All Ways elevations shown to Top of Rail.

1/5 EXISTING WAYS PLAN and PROFILE
SCALE: 1" = 6'-0"

NOTE:
ADDITIONAL UNDOCUMENTED TWO-PILE BENT AND OTHER MISCELLANEOUS STEEL FRAMING AND BRACING WAS ADDED TO THE ORIGINAL MARINE WAYS SOMETIME AFTER 1956. THE DETAILS OF THESE IMPROVEMENTS ARE NOT KNOWN AND ARE NOT SHOWN IN THESE RECORD DRAWINGS. REMOVE ALL PILE, PILE CAP, STEEL FRAME, BRACING, AND MISCELLANEOUS HARDWARE AS SPECIFIED WITHIN DEMOLITION LIMITS SHOWN ON SHEET 4.

NOTE:
DETAILS REPRODUCED FROM SHEET NOS. 5 AND 6 OF ORANGE COUNTY HARBOR DISTRICT DRAWINGS FOR IMPROVEMENTS AT U.S. BULKHEAD STATIONS 104A AND 104B, APRIL 25, 1952.

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COUNTY OF ORANGE
EXISTING WAYS DETAILS
OC COMMUNITY RESOURCES

NO.	DESCRIPTION	DATE	APPROVED
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PREPARED UNDER THE RESPONSIBLE CHARGE OF
REGISTERED PROFESSIONAL ENGINEER
No. C25873
Exp. 12/31/15
STATE OF CALIFORNIA
DATE

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FILE NAME
DATE 10/7/2014
SCALE AS SHOWN

NEWPORT HARBOR PATROL HEADQUARTERS
MARINE WAYS REPAIR
CORONA DEL MAR

PROJ. NO.

Sheet Reference Number
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COASTAL COMMISSION

EXHIBIT # 2
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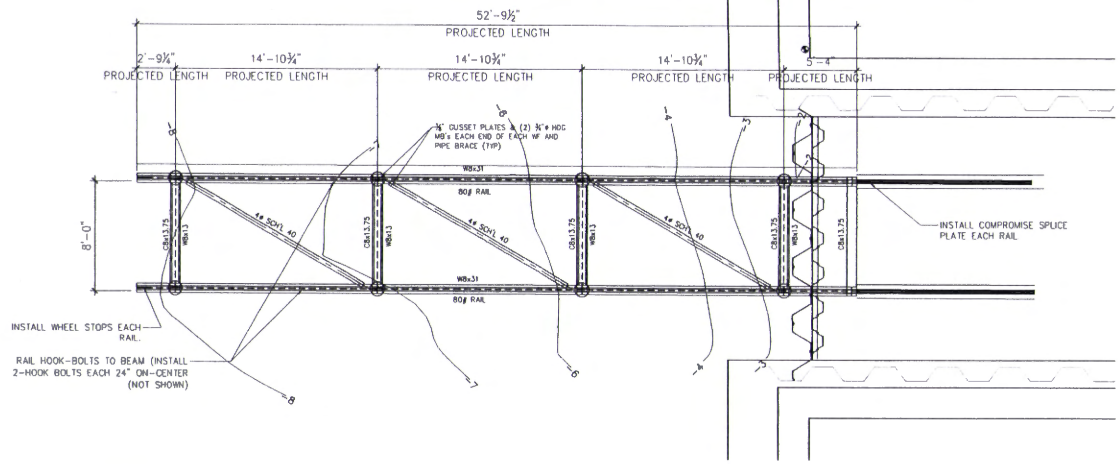
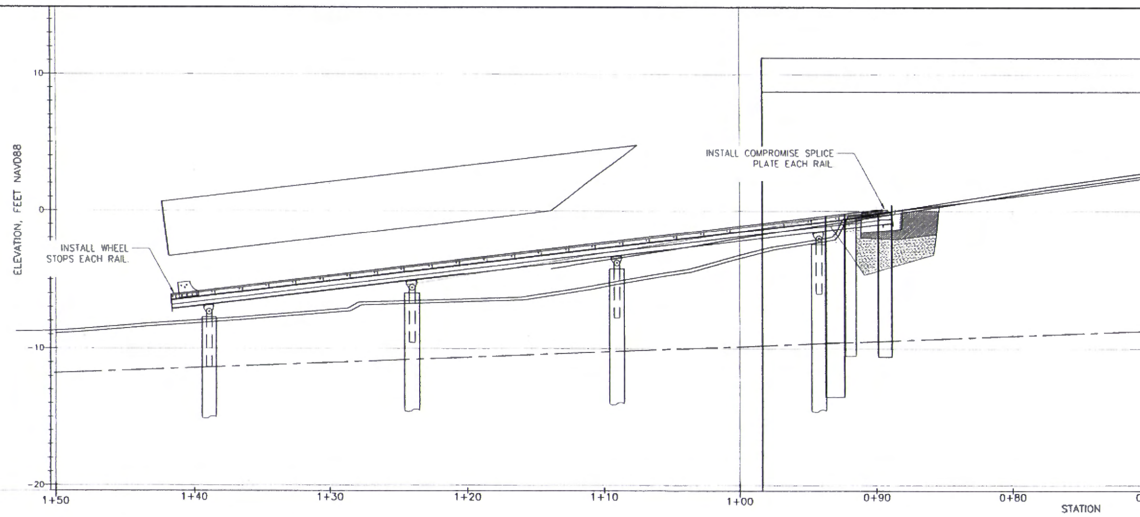


1/7 MARINE WAYS PLAN
SCALE: 1" = 4'



A/7 MARINE WAYS PROFILE
SCALE: 1" = 4'

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COUNTY OF ORANGE
PROJECT PLAN
OC COMMUNITY RESOURCES

NO.	DESCRIPTION	SHT.	APPROVED	DATE

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REGISTERED PROFESSIONAL ENGINEER JON T. MOORE No. C25673 Exp. 12/31/15 CIVIL STATE OF CALIFORNIA
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NEWPORT HARBOR PATROL HEADQUARTERS
MARINE WAYS REPAIR
CORONA DEL MAR
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Sheet Reference Number
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COASTAL COMMISSION

EXHIBIT # 2
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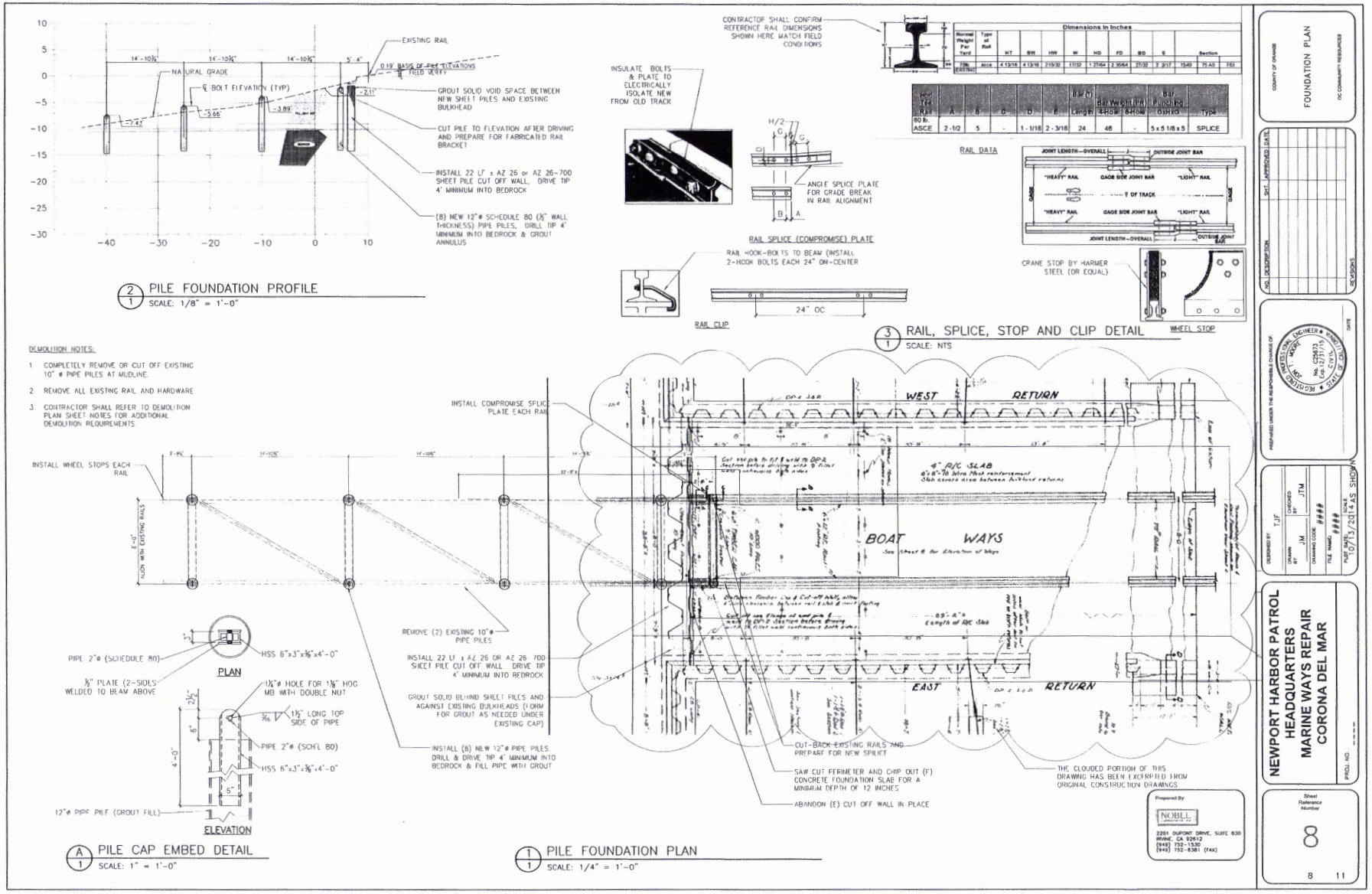

2/1 PILE FOUNDATION PROFILE
SCALE: 1/8" = 1'-0"

3/1 RAIL, SPLICE, STOP AND CLIP DETAIL
SCALE: NTS

A/1 PILE CAP EMBED DETAIL
SCALE: 1" = 1'-0"

1/1 PILE FOUNDATION PLAN
SCALE: 1/4" = 1'-0"

COASTAL COMMISSION

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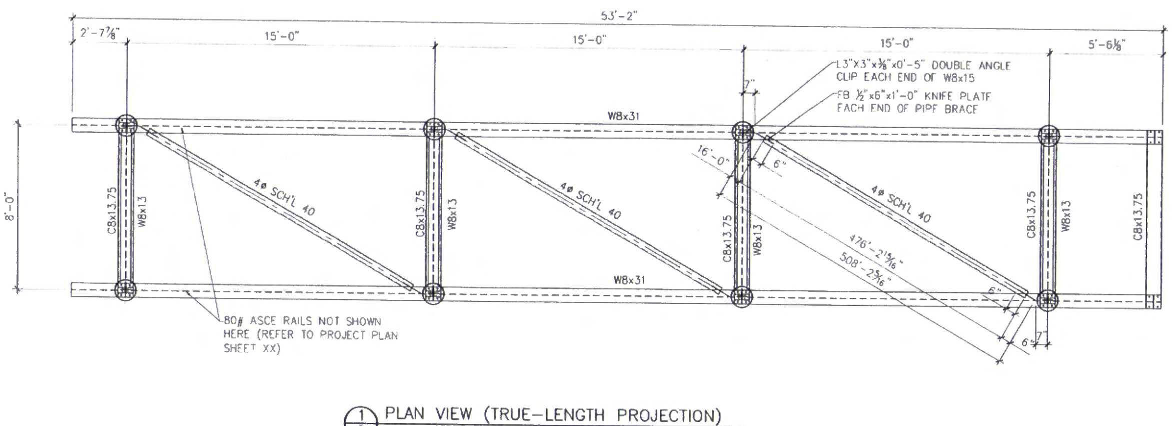
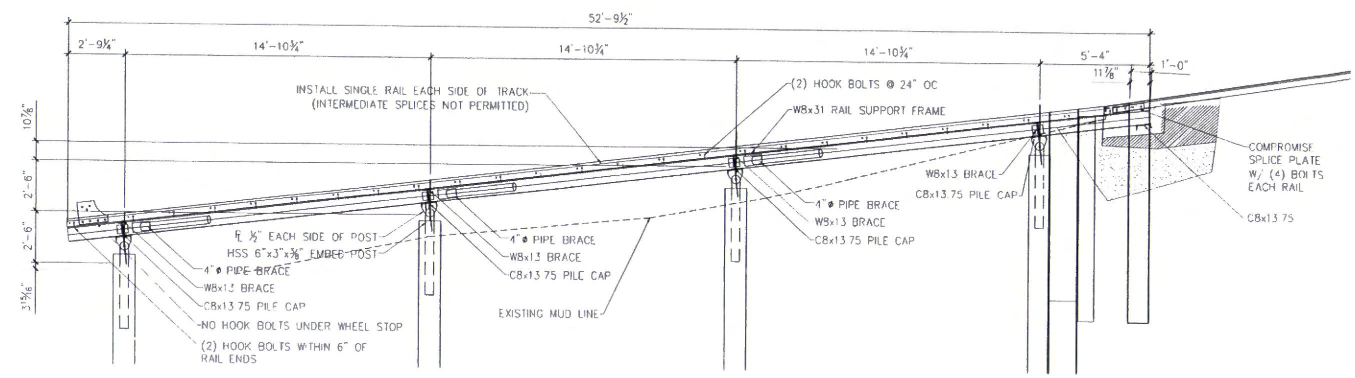


1/9 PLAN VIEW (TRUE-LENGTH PROJECTION)
SCALE: 3/8" = 1'-0"



2/9 PROFILE VIEW
SCALE: 3/8" = 1'-0"

PRELIMINARY- NOT FOR CONSTRUCTION

COUNTY OF ORANGE
WAYS DETAIL
OC COMMUNITY RESOURCES

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MARINE WAYS REPAIR
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COASTAL COMMISSION

EXHIBIT # 2
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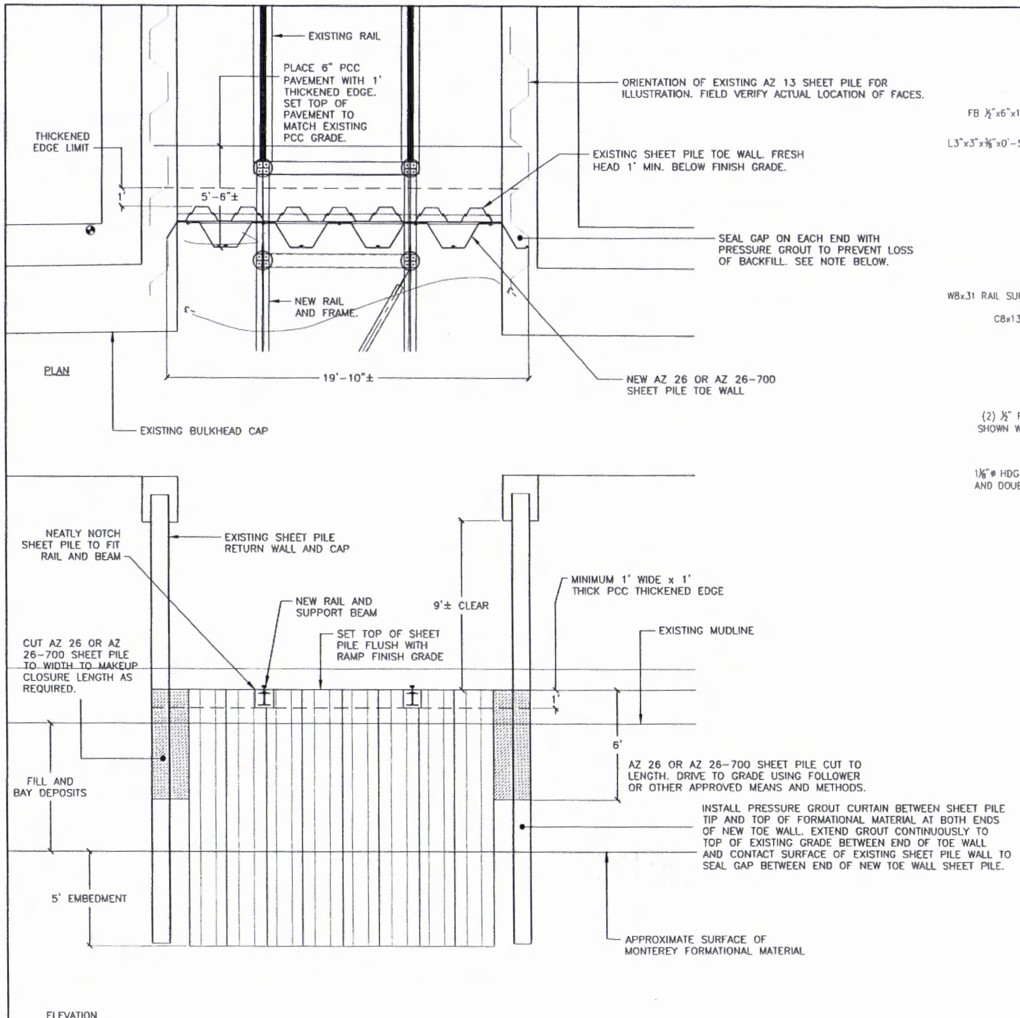
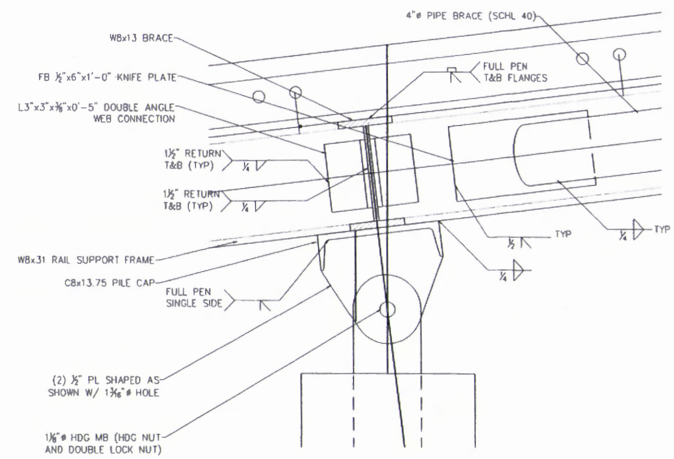


1/10 RAMP TOE DETAIL
SCALE: 1" = 3'



3/10 FRAME CONNECTION DETAIL
SCALE: 3" = 1'-0"

SHEET PILE NOTES:

1. SHEET PILE FOR TOE WALL SHALL BE SIZE AZ 26 OR AZ 26-700 AS MANUFACTURED BY ARCELOR MITAL. PILES SHALL CONFORM TO ASTM A 572 GRADE 50.
2. PROTECTIVE COATING FOR SHEET PILE SURFACES SHALL BE "CARBOLINE 890" HIGH BUILD EPOXY MASTIC AS MANUFACTURED BY CARBOLINE COMPANY, ST. LOUIS, MO. OR APPROVED EQUAL. CARBOLINE COLOR SHALL BE DARK BROWN NUMBER 2277 PER CARBOLINE COLOR SELECTION CHART. STEEL SURFACES SHALL BE PREPARED FOR COATING PER MANUFACTURER'S WRITTEN RECOMMENDATIONS FOR IMMERSION.

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COUNTY OF ORANGE
WAYS DETAIL
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COASTAL COMMISSION

EXHIBIT # 2
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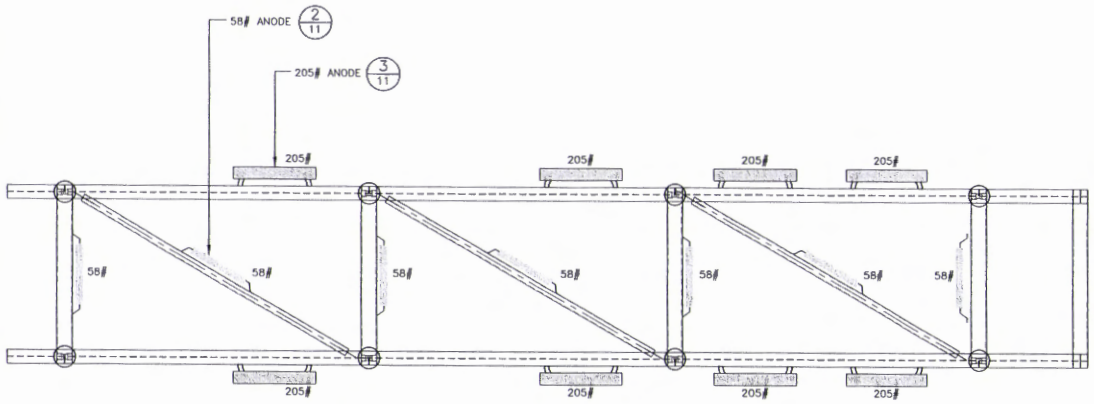
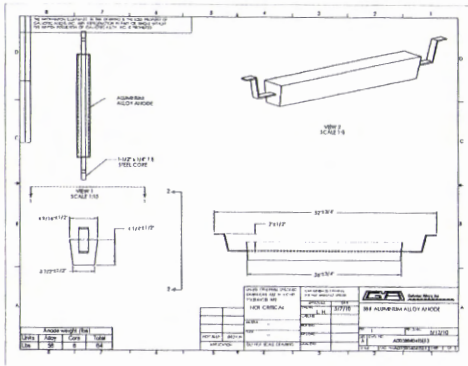
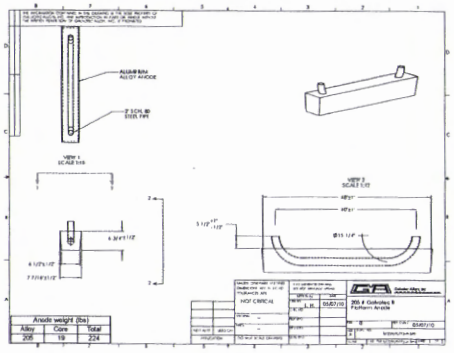


1/11 CATHODIC PROTECTION PLAN
SCALE: 3/8" = 1'-0"



2/11 58# ANODE DETAIL
SCALE: N.T.S.



3/11 205# ANODE DETAIL
SCALE: N.T.S.

CATHODIC PROTECTION NOTES:

1. ALL CATHODIC PROTECTION WORK SHALL CONFORM TO THE REQUIREMENTS OF NACE SP-0176-2007, DNV RP B401 (2005), NACE SP-0387-2006, AND NACE TM0190-98.
2. ALL ANODES SHALL BE FIFTY-EIGHT (58) POUND AND TWO-HUNDRED FIVE (205) POUND AL/IN/ZN ALLOY, GALVOTEC III OR APPROVED EQUAL INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS.
3. ALL ANODE ATTACHMENT WELDING AND ASSOCIATED INSPECTION SHALL BE COMPLETED ABOVE WATER PRIOR TO COMPONENT INSTALLATION. WELDING AND INSPECTION SHALL BE IN ACCORDANCE WITH AWS D1.1 LATEST EDITION.
4. ALL ANODE FASTENING SHALL BE COMPLETED USING SMAW. WELDS SHALL BE CONTINUOUS FILLET WELDS EQUIVALENT IN CROSS SECTION TO THE MATERIAL THICKNESS ENCOMPASSING THE ENTIRE PERIMETER OF THE STANDOFF CONTACT AREA.
5. ELECTRICALLY ISOLATE THE METALLIC COMPONENTS OF THE NEW MARINE WAYS FROM THE EXISTING SHEET PILE AND RAILWAY STRUCTURES.
6. AFTER ANODE INSTALLATION AND THE MARINE WAYS ASSEMBLY IS COMPLETE AND IN PLACE THE CONTRACTOR SHALL TEST THE CATHODIC PROTECTION SYSTEM TO ASSURE THAT:
7. THE EXISTING RAIL SYSTEM, BULKHEAD, AND APPURTENANCES (FOREIGN METAL STRUCTURES) ARE ELECTRONICALLY ISOLATED FROM THE NEW CATHODIC PROTECTION SYSTEM.
8. THE NEW ASSEMBLY SUBCOMPONENTS ARE ELECTRICALLY CONTINUOUS WITH THE CATHODIC PROTECTION SYSTEM. THE CRITERION FOR ELECTRICAL CONTINUITY SHALL BE AN ELECTRICAL RESISTANCE BETWEEN THE ANODE AND THE SUBCOMPONENT LESS THEN 0.1 OHM AS MEASURED WITH A DIGITAL MILL-OHMETER WITH A MINIMUM RESOLUTION OF 0.001 OHMS.
9. TESTING SHALL BE PERFORMED BY A NACE QUALIFIED AND CERTIFIED INSPECTOR IN UNDERWATER CORROSION PROTECTION. A CALIBRATED HIGH IMPEDANCE VOLT METER AND AG/AGCL REFERENCE ELECTRODE SHALL BE USED.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING ELECTRICAL CONTINUITY BETWEEN THE CATHODIC PROTECTION SYSTEM AND ALL NON-WELDED COMPONENTS INCLUDING FASTENERS. SERRATED WASHERS OR BONDING CABLES SHALL BE USED AS REQUIRED TO ASSURE ELECTRICAL CONTINUITY BETWEEN FASTENERS OR OTHER NON-WELDED SUBCOMPONENTS AND THE CATHODIC PROTECTION SYSTEM.

PERIODIC INSPECTION OF CATHODIC PROTECTION SYSTEM

1. UPON ACCEPTANCE OF THE MARINE WAYS THE COUNTY SHALL PERFORM PERIODIC SURVEYS OF THE CATHODIC PROTECTION SYSTEM TO ENSURE ITS EFFECTIVENESS. INSPECTIONS SHALL BE PERFORMED 30 TO 60 DAYS AFTER INSTALLATION TO ENSURE POLARIZATION AND BIENNIALLY THEREAFTER TO CONFIRM SYSTEM OPERATION. SURVEYS SHALL BE PERFORMED BY NACE QUALIFIED AND CERTIFIED UNDERWATER CORROSION EXPERTS USING A CALIBRATED HIGH IMPEDANCE VOLT METER AND AG/AGCL REFERENCE ELECTRODE.

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PRELIMINARY- NOT FOR CONSTRUCTION

COUNTY OF ORANGE — OC COMMUNITY RESOURCES
CORROSION PROTECTION

NO.	DESCRIPTION	DATE	APPROVED
	REVISIONS		

PREPARED UNDER THE RESPONSIBLE CHARGE OF:
REGISTERED PROFESSIONAL ENGINEER * TIMOTHY J. FOLEY * No. C25673 Exp.12/31/15 Civil * STATE OF CALIFORNIA
DATE

DESIGNED BY	DRAWN BY	CHECKED BY	SCALE
TJF	JM	JTM	AS SHOWN

DRAWING CODE: ---
FILE NAME: ---
DATE 10/15/2014
PROJ. NO ---

NEWPORT HARBOR PATROL
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MARINE WAYS REPAIR
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COASTAL COMMISSION

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