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STAFF REPORT: REGULAR CALENDAR

Application No.:	**6-15-1980**
Applicant:	**City of Coronado**
Agent:	Keith Merkel
Location:	1715 and 1917 Strand Way, Coronado, San Diego County (APN# 760-055-09-00)
Project Description:	Demolition and replacement of Dock C in the Glorietta Bay Marina. Replacement of the public dock, reconstruction of the boat launch ramp, consolidation and relocation of riprap, placement of a sandy beach, expansion of the boat wash-off area and parking lot, and storm drain repair at the Public Boat Launch Facility.
Staff Recommendation:	Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The most significant benefit of this project is the increase in public access and recreation associated with the replacement of the Public Boat Launch Facility. The facility will include a new public dock that will accommodate the free temporary berthing of small and medium size vessels and allow for the tie up of non-motorized watercraft, a low free board for the launching of kayaks, paddleboards and rowing shells which will incorporate an Americans with Disabilities Act (ADA) compliant kayak launch, and a sandy beach that will allow for the passive launching of non-motorized watercraft. Both the Dock C and the public dock will be updated to comply with current safety and accessibility

requirements. Additional benefits are related to water quality improvements from drainage at the boat wash off area.

The primary issue relates to impacts to eelgrass from dredging and shading, though all eelgrass impacts will be fully mitigated through Special Conditions No. 3, 4, and 5 which require pre-construction surveys and testing, the establishment of an eelgrass mitigation site plan, and an eelgrass mitigation and monitoring plan. Additional special conditions address staging and access, avoidance of the invasive green alga Caulerpa taxifolia, water quality, and maintenance of the revetment. These conditions will ensure that the project will not have any adverse impact on public access, recreation, or biological resources. As conditioned, the project is consistent with Chapter 3 of the Coastal Act, the Glorietta Bay Master Plan, and the certified City of Coronado Local Coastal Program (LCP).

Commission staff recommends **approval** of coastal development permit application 6-15-1980 as conditioned.

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APPENDICES

EXHIBITS

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit Application No. 6-15-1980 subject to the conditions set forth in the staff recommendation.*

Staff recommends a **YES** vote on the foregoing motion. Passage of this motion will result in conditional approval of the permit and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby approves coastal development permit 6-15-1980 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 of 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

This permit is granted subject to the following special conditions:

1. **Final Plans.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and written approval by the Executive Director, final site and building plans that are in substantial conformance with the preliminary plans by Anchor QEA stamped received by Commission Staff on January 5, 2016. In regards to the eelgrass mitigation site, plans must be in substantial conformance with the Glorietta Bay Marina Dock C and Boat Launch Ramp Facilities Improvements Mitigation Monitoring and Reporting Plan by PlaceWorks dated May 2015.

   The permittee shall undertake development in accordance with the final approved plans. 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 Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. **Final Surveyed Revetment Plans.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT the applicant shall submit to the Executive Director for review and written approval, final revetment plans for the proposed project. Said plans shall be in substantial conformance with the plans prepared by Anchor QEA stamped received by Commission Staff on January 5, 2016. The plans shall identify permanent benchmarks or fixed reference points from which the elevation and bayward limit of the revetment can be referenced for measurements in the future.

3. **Eelgrass Mitigation Site Suitability and Plan.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval:

   a. Evidence that the eelgrass mitigation site still meets the original performance standards and is appropriate for mitigation for this project. The demonstration of available mitigation within the Glorietta Bay Marina Replacement and Shoreline Repair Project Mitigation Site shall explicitly define the boundaries of eelgrass allocated to:

1. The mitigation for the 2007 Glorietta Bay Marina Replacement and Shoreline Repair Project (CDP #6-06-026);

2. The mitigation of anticipated impacts to eelgrass subject to this CDP; and

3. The mitigation of bay coverage impacts subject to this CDP.

b. A formal Glorietta Bay Eelgrass Mitigation Site Plan providing requirements for use of, and maintenance of written records for, the existing residual non-assigned eelgrass mitigation habitat. The plan shall include, at a minimum, the following:

1. A requirement to apply all policies of the California Eelgrass Mitigation Policy and Implementing Guidelines, with special attention called to Implementing Guideline E #3, which pertains to mitigation banks;

2. A requirement to provide an updated (i.e., no older than the previous year) survey of the mitigation site, an estimate of anticipated eelgrass impacts and an alternatives analysis to reduce or avoid said impacts with any CDP application for a project proposing use of mitigation site credits;

3. A map of the mitigation site boundaries;

4. Documentation of site use and subtraction of credits, identifying the following for both past and proposed use of the site:

a) Amount of each withdrawal or addition of beneficial reuse materials;

b) Date of each withdrawal or addition of beneficial reuse materials;

c) Project name, location, and CDP number for each project requiring a withdrawal;

d) Total remaining eelgrass in site after each withdrawal or addition of beneficial reuse materials; and

e) Location within mitigation site of each withdrawal or addition of beneficial reuse materials.

5. A commitment to submit a report of site use, including the documentation required by (b)(4), at any time eelgrass mitigation is withdrawn or materials are added to the mitigation site, or any change in the mitigation site occurs; and

6. An acknowledgement that any proposed changes to the approved Glorietta Bay Eelgrass Mitigation Site Plan shall be reported to, and approved in writing by, the Executive Director.

The permittee shall undertake the permitted development in accordance with the approved mitigation site plan. No changes to the project approved final plans shall occur without a Commission-approved amendment to the permit unless the Executive Director determines that no such amendment is legally required.

4. **Pre-Construction Eelgrass Contamination Testing.** Prior to dredging, and within five (5) business days of receipt of concurrence from U.S. Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers (USACE) that the eelgrass material to be dredged is suitable for the proposed beneficial reuse, the applicant shall submit the concurrence and sediment testing results for the review and written approval of the Executive Director. The applicant shall restrict its reuse of dredge sediments to those authorized by the U.S. EPA and USACE. Should material be determined unsuitable for reuse purposes, it shall be disposed of in an upland disposal site outside of the coastal zone.

5. **Final Eelgrass Mitigation and Monitoring Plan.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and written approval by the Executive Director, a final plan that is in substantial conformance with Glorietta Bay Marina Dock C and Boat Launch Ramp Facilities Improvements Mitigation Monitoring and Reporting Plan by PlaceWorks, dated May 2015.

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

6. **Timing of Construction/Storage and Staging Areas/Access Corridors.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit final plans for the review and written approval of the Executive Director, showing the locations, both on- and off- site, which will be used as staging areas and storage areas for materials and equipment during the construction phase of this project. Said plans shall be in substantial conformance with the preliminary staging and layout program contained in the Glorietta Bay Marina Dock and Boat Launch Facility Improvements Initial Study dated April 2015. The applicant shall submit evidence that the approved plans/notes have been incorporated into construction bid documents. The plans shall indicate that construction access corridors and staging areas shall be located in a manner that has the least impact on public access to and along the shoreline, and shall include the following items as written notes on the plans:

   a. No portion of existing public parking lots or public on-street parking areas shall be used for the interim or overnight storage of construction equipment or materials, with the exception that the Glorietta Bay Park and Boat Launch Facility Parking Lot and a portion of the Glorietta Bay parking lot presently

used predominantly for off-site parking by the Naval Amphibious Base (NAB) may be used on a temporary basis.

b. No work may occur starting Memorial Day weekend through Labor Day of any year.

c. The staging site(s) shall be removed and/or restored immediately following completion of the development.

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

7. **Assumption of Risk, Waiver of Liability and Indemnity.**

a. By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from waves and sea level rise; (ii) to assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

b. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit a written agreement, in a form and content acceptable to the Executive Director, incorporating all of the above terms of this condition.

8. **Invasive Species.** Not earlier than 90 days nor later than 30 days prior to commencement or re-commencement of any development authorized by this coastal development permit, the applicant shall undertake a survey of the project area and a buffer area at least 33 feet beyond the project area to determine the presence of the invasive alga Caulerpa taxifolia. The survey shall include a visual examination of the substrate. If any portion of the project commences in a previously undisturbed area after the last valid Caulerpa taxifolia survey expires, a new survey is required prior to commencement of work in that area. The survey protocol shall be prepared in consultation with the California Department of Fish and Wildlife and the National Marine Fisheries Service. Within five (5) business days of completion of the survey, the applicant shall submit the survey: (1) for the review and written

approval by the Executive Director; and (2) to the Surveillance Subcommittee of the Southern California Caulerpa Action Team.

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 Caulerpa 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 required by California Coastal Act and Commission regulations; or (2) the applicant has revised the project to avoid any contact with Caulerpa 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.

9. **Demolition/Construction Debris Removal.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, a demolition/construction debris removal plan for the construction phase of the project designed by a licensed engineer or other qualified specialist. The plan shall incorporate the following Best Management Practices (BMPs) and other requirements:

    a. Detailed description of phasing and scheduling of demolition/construction and staging of demolition/construction machinery and materials.

    b. No demolition/construction materials, equipment, debris, or waste shall be placed or stored where it may be subject to wave, wind, or rain erosion and dispersion or where it may enter a storm drain.

    c. Removal of bottom debris following demolition and prior to construction.

    d. Any and all debris resulting from demolition/construction activities shall be removed from the project site and disposed of within 24 hours of completion of construction.

    e. The applicant shall dispose of all demolition and construction debris outside the coastal zone or at a site within the coastal zone permitted to receive the debris from the proposed project. The applicant shall provide evidence to the Executive Director of the location of the disposal site prior to the commencement of development. Should the disposal site be located in the Coastal Zone, the applicant shall confer with the Executive Director to determine whether a separate coastal development permit or notice of impending development is required.

    f. Machinery or demolition/construction materials not essential for the project are prohibited at all times in the subtidal and intertidal zones.

10. **Water Quality/Construction BMPs.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review

and approval of the Executive Director, a water quality plan for the construction phase of the project designed by a licensed engineer or other qualified specialist. The plan shall incorporate the following Best Management Practices (BMPs) and other requirements:

a. All pressure treated wood shall use, in the following order of preference, Copper Azole, Alkaline Copper Quaternary, or Ammoniacal Copper Zinc Arsenate as a preservative.

b. Pile driving operations shall be conducted so as to minimize disturbance to benthic substrates.

c. Silt curtains shall be utilized to control turbidity during placement of dredged materials at the eelgrass restoration site. Silt curtain deployment and material placement for construction of the eelgrass restoration site shall be monitored by a qualified biological monitor to avoid adverse effects to adjacent eelgrass habitat.

d. No concrete rubble shall be placed in the eelgrass restoration site. Concrete rubble shall be disposed of offsite at an approved disposal facility.

e. Any debris discharged to the water in association with demolition or construction shall be immediately retrieved and disposed of. This shall be done by ensuring that the Contractor has available staff and equipment to collect debris. Where demolition activities involve removal of significant structures from the water and debris discharge could be substantial, the Contractor shall deploy a surface boom around the over water structure demolition areas to capture debris and make removal easier. Divers shall recover non-buoyant debris discharged into coastal waters as soon as possible after loss.

f. 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 soil.

g. Reasonable and prudent measures shall be taken to prevent any discharge of fuel or oily waste from heavy machinery or construction equipment into coastal waters. The applicants and applicants' contractors shall have adequate equipment available to contain any such spill immediately.

h. Machinery or construction materials not essential for project improvements shall not be allowed at any time in the intertidal zone.

i. Concrete work shall employ methods to avoid the placement of cement products, cement-laden wash water, or concrete debris where it could enter coastal waters, except as proposed for grouting the launch ramp panels and form-contained casting of gangway platform casements. In these areas, mortar and concrete shall be of a type suitable for in-water curing and

registered for such purposes. All other concrete shall be fully cured, and concrete debris and construction materials shall be completely removed prior to re-watering the construction site. No concrete work will be done when rain is likely to occur.

j. Temporary erosion control measures shall be implemented should construction or site preparation cease for a period of more than 30 days. These temporary erosion control measures shall be monitored and maintained until demolition or construction operations resume.

k. The areas to be disturbed by construction activities, including any temporary access roads, staging areas, and stockpile areas, shall be delineated on a map.

l. At the end of the demolition/construction period, the applicant shall conduct visual inspections of the project area, including benthic inspections, to ensure that no debris, trash or construction material has been left on the shoreline or in the water, and that the project has not created any hazard to navigation.

11. **Water Quality/Marina BMPs.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and approval of the Executive Director, a detailed Water Quality Management Plan (WQMP) including appropriate Best Management Practices (BMP) for controlling adverse impacts to water quality related to the public boating facilities associated with this project. The WQMP shall demonstrate that boating in the project area will be managed in a manner that protects water quality and that persons or employees maintaining boats in slips or using slips on a transient basis are made aware of water quality provisions. The plan shall be consistent with appropriate recommendations of the California Clean Marina Toolkit. For marina elements, the plan shall include procedures for inspection of boater activities and sanctions for boaters that may be adversely impacting water quality. The plan shall include, at a minimum, the following provisions:

a. Marina Boat Maintenance Best Management Practices

1) Where hulls are so fouled that cleaning must be abrasive and is likely to result in paint removal and the discharge of toxic heavy metals, remove the boats from the water and perform cleaning at a location where debris can be captured and disposed of properly.

2) Where boat hulls are cleaned in the water: clean bottom paints using non-abrasive methods and avoid creating a colored plume of paint in the water; perform hull cleaning in accordance with the manufacturer's recommendations for the type of hull coating or bottom paint; and perform regular hull maintenance to prevent hard marine growth.

3) Detergents and cleaning products used for washing boats above the water line shall be non-toxic, phosphate-free, and biodegradable, and amounts used shall be kept to a minimum.

4) Detergents containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, strong acids, or lye shall not be used where they could be released into the water.

5) Conduct vessel washing and maintenance onshore in areas designated by the marina and follow marina rules for use of those areas.

b. Marina Solid Waste Best Management Practices Related to Boat Maintenance.

1) In order to prevent spillage and loss of sanding debris into the water, no sanding or application of liquid protective materials (e.g., paint, varnish, teak oil) shall be allowed between the waterline and the deck. Any boat owner intending to sand or apply liquid protective materials to the outside boat surfaces above the deck shall inform the dock master of the proposed work. The boat owner will be responsible for management practices that ensure proper containment and disposal of sanding debris, spilled paint and used application materials. Large scale or commercial maintenance of outside boat surfaces shall not be conducted within the marina.

2) Receptacles shall be provided for the appropriate recycling or disposal of waste materials.

c. Hazardous Waste Best Management Practices. Areas for collection and proper disposal or recycling of hazardous materials such as old gasoline or gasoline with water, oil absorbent materials, used oil, oil filters, antifreeze, lead acid batteries, paints, and solvents shall be provided in compliance with local hazardous waste storage regulations and shall be clearly labeled. Signage shall be placed on all regular trash containers to indicate that hazardous materials may not be disposed of in the container. The containers shall notify boaters as to how to dispose of hazardous materials and where to recycle certain recyclable wastes.

d. Sewage Pumpout System Best Management Practices. In order to prevent the overboard disposal of untreated sewage within the project area and surrounding waters the WQMP will provide a section describing the capacity and operational status of sewage pumpout facilities in Glorietta Bay and document whether they are adequate to serve the needs of boaters using the Glorietta Bay Marina. If the current faculties are not adequate to address the needs of the marina, the WQMP shall include a commitment to address the deficiencies. The report shall explain how the managers of Glorietta Bay Marina will ensure that boaters make proper use of these facilities.

e. Public Education Measures. The Glorietta Bay Marina Operator shall distribute the WQMP to all users of the marina boat docks. Informative signage describing and/or depicting BMPs for maintenance of boats and

boating facilities consistent with those specified herein shall be posted conspicuously.

f. Public Boat Launch Ramp Rinse Station BMPs. The boat rinse station shall be posted with information on allowable activities at the ramp and rinse station. The rinse station shall be identified to provide for short-period freshwater rinsing of boat hulls, engine flushing, and non-abrasive wash down of boats. No mechanical repairs, fluid changes, or heavy detergent cleaning or abrasive scrubbing may be conducted at the rinse station.

12. **Inspection and Maintenance Program.** The applicant shall exercise due diligence in periodically inspecting the marina facility and public boat launch facility that are subject to this permit. The applicant shall immediately undertake any repairs necessary to maintain the structural integrity of the docks, pilings, and utility connections, and to ensure that pieces of debris do not enter the marine environment. On a revolving five-year basis, following the date of project completion, the permittee shall conduct an inspection of the sites to ensure the integrity of the docks, pilings, and utility connections, and to ensure that all corrective actions have or will be immediately undertaken to maintain the integrity of the facility. The inspections shall be undertaken by boat, during periods of extreme low tides. All periodic reports shall be submitted to the Executive Director for review and approval. If the inspections confirm that any material used in the marina is impacting marine resources, the use of harmful materials shall cease, and alternatives proposed to use more environmentally friendly materials. The Executive Director shall determine if any necessary repairs require a new coastal development permit.

13. **Resources Agencies.** The applicant shall comply with all requirements and mitigation measures specified by the California Department of Fish and Wildlife, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project that may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change would require an amendment pursuant to the requirements of the Coastal Act and the Commission regulations.

14. **Future Maintenance of Revetment.** The permittee shall be responsible for maintenance of the permitted revetment. If after inspection, it is apparent repair or maintenance is necessary, the permittee should contact the Commission office to determine whether permits are necessary.

15. **Other Permits.** PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, the permittee shall provide to the Executive Director copies of all other required state or federal discretionary permits and approvals, including leases, for the development authorized by CDP #6-15-1980. The applicant shall inform the Executive Director of any changes to the project required by other state or federal agencies. Such changes may not be incorporated into the project until the applicant obtains a

Commission amendment to this permit, unless the Executive Director determines that no amendment is legally required.

16. **Timing of Construction.** No in-water construction, other than non-turbidity generating work on the dock surfaces, may occur during the California least tern nesting season from April 1 to September 15, unless approved in writing by the U.S. Fish and Wildlife Service.

    The permittee shall undertake development in accordance with the approved timing restrictions. Any proposed changes to the timing restrictions shall be reported to the Executive Director. No changes to the timing restrictions shall occur without an amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

17. **Long-Term Monitoring Program.** PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, the applicant shall submit for review and written approval of the Executive Director, a long-term monitoring plan for the existing and approved shoreline protection. The purpose of the plan is to monitor and identify damage or changes to the revetment such that repair and maintenance is completed in a timely manner to avoid further encroachment of the revetment on the beach. The monitoring plan shall incorporate, but not be limited to the following:

    a. An evaluation of the current condition and performance of the revetment, addressing any migration or movement of rock which may have occurred on the site and any significant weathering or damage to the revetment that may adversely impact its future performance.

    b. Measurements taken from the benchmarks established in the survey as required in Special Condition No. 2 of CDP #6-16-1980 to determine settling or seaward movement of the revetment. Changes in the beach profile fronting the site shall be noted and the potential impact of these changes on the effectiveness of the revetment evaluated.

    c. Recommendations on any necessary maintenance needs, changes, or modifications to the revetment to assure its continued function and to assure no encroachment beyond the permitted toe.

    d. An agreement that the permittee shall apply for a coastal development permit within 90 days of submission of the report for any necessary maintenance, repair, changes or modifications to the project recommended by the report that require a coastal development permit and to implement the repairs, changes, etc. approved in any such permit.

    The above-cited monitoring information shall be summarized in a report, prepared by a qualified professional, acceptable to the Executive Director, familiar with shoreline processes, submitted to the Executive Director for review and written approval. The report shall be submitted to the Executive Director yearly after each

winter storm season but prior to the 1st of May, starting with May 1, 2017 for the first 5 years after completion of construction. After the completion of five (5) annual reports monitoring may be lessened to once every five (5) years, beginning May 1, 2022. Monitoring once every five (5) years shall continue throughout the life of the revetment or until the revetment is removed or replaced under a separate coastal development permit.

The permittee shall undertake development in accordance with the approved monitoring program. Any proposed changes to the approved program shall be reported to the Executive Director. No changes to the program shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

18. **As-Built Plans.** Within 60 days of completion of the project, or within such additional time as the Executive Director may grant for good cause, the applicant shall submit as-built plans for the approved revetment and associated structures and submit certification by a registered civil engineer, acceptable to the Executive Director, verifying the revetment and associated structures have been constructed in conformance with the approved final plans for the project. The plans shall identify at least three permanent benchmarks at fixed reference point(s) from which the elevation and seaward limit of the revetment can be referenced for measurements in the future.

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION

The proposed project involves the rehabilitation of both land and water components of the western and southern portions of Glorietta Bay at Dock C in the Glorietta Bay Marina and the Public Boat Launch Facility. Glorietta Bay is an inlet in the mid-western portion of the San Diego Bay, located along the eastern side of the City of Coronado. The City of Coronado has a certified LCP and a Glorietta Bay Master Plan. However, the subject project is within the Commission's original jurisdiction, thus Chapter 3 is the standard of review and the certified LCP and Master Plan used for guidance.

The subject project is part of a larger project that also includes improvements in the area between the pier head line and the Bulkhead line and within the San Diego Unified Port District's jurisdiction. Permit jurisdiction for the project as a whole is split between appealable Port jurisdiction and original jurisdiction retained by the Commission (see Exhibit #4). However, although the entire site is not within the Commission's original jurisdiction, the project elements function as a whole across and without regard to the jurisdictional boundaries, and there is no logical way that these project elements could be reviewed in part. Thus, the Commission is evaluating these project components as a whole. This permit, however, will authorize development only in those areas that fall within the Commission's original permit jurisdiction. The Commission recently approved PMP-6-PSD-15-0002-2 updating the text, figures, and project list of the Coronado

Bayfront Planning District 6 in the Port Master Plan to allow for the improvements subject to this CDP, and Commission staff are coordinating with Port staff in their review of the coastal development permit expected to be issued by the Port.

There are three docks in the Glorietta Bay Marina owned and operated by the City of Coronado (Exhibit #2). Dock A and Dock B were reconstructed in 2007 under CDP #6-06-26 which also authorized the removal and replacement of Glorietta Bay Marina buildings, removal and reconstruction of riprap revetment, dredging portions of the marina, and construction of an eelgrass mitigation site. Dock C, built in the early 1980's, was not in need of repairs at that time, but has since been deteriorating at an accelerated rate and is now in need of the proposed improvements. Additionally, according to the City, Dock C does not meet the City of Coronado's fire protection regulations, National Electric Code, Americans with Disabilities Act (ADA) accessibility requirements, or California Department of Boating and Waterways (DBW) design standards. Located to the southeast of Dock C is the Public Boat Launch Facility. Built in 1969 and the only public launching facility in the City of Coronado and on the entire west side of the bay, the City has indicated this facility is also in need of updating and various improvements to increase safety and accessibility.

Dock C

Dock C currently consists of a platform on the shoreline with a gangway extending from the platform to a timber dock system supported by plastic floats filled with polystyrene foam and concrete-encased foam floats. It is held in place by 26 twelve-inch reinforced concrete piles and encompasses 8,931 square feet of surface area and approximately 37,116 square feet of water space that is leased from the Port. The dock contains 34 slips and 1,303 rentable lineal feet.

Improvements to Dock C consist of demolition of the existing dock and replacement of the dock in an alternative configuration (Exhibit #3). The gangway platform would be extended and a new dock would be reconstructed to accommodate changes in vessel design, size ratios, and design standards. The reconstructed dock would improve pedestrian access and comply with ADA requirements, as well as improve vessel navigation in accordance with DBW standards for navigation clearance and turnaround space. Although the total dock area proposed is 8,272 square feet, or 659 square feet (7.4 percent) less than the existing dock, the total number of slips will remain unchanged. The gangway crosses from an existing access platform to the dock located between the bulkhead and pierhead lines. Therefore, the shoreline landing and portions of the gangway are within the Commission's jurisdiction, while the majority of the dock replacement itself falls within the Port's jurisdiction.

The reconfiguration of Dock C would result in the eastward extension of the dock by approximately 84 feet and require maintenance dredging to remove a single area of accumulated bay muds in order to provide adequate depth for vessel navigation. The area proposed to be dredged supports eelgrass to depths of -7 feet mean lower low water (MLLW) and extends over 1,572 square feet. As proposed, if suitable, dredged material will be relocated to an existing eelgrass restoration area in the southeast corner of

Glorietta Bay, across from Glorietta Bay Park. The maintenance dredging footprint is within the Port's jurisdiction, while the beneficial reuse area is located within the Commission's jurisdiction in an area previously leased from the California State Lands Commission (SLC) for the purposes of eelgrass restoration (CDP #6-26-026). This area requires an updated lease from SLC (Special Condition 15), however, the footprint of material placement falls within the same footprint and fill envelope previously approved for the construction of the eelgrass site.

Public Boat Launch Facility

Existing landside uses of the Public Boat Launch Facility include a parking lot, boat wash-down area, boat launch ramp and adjoining riprap revetment, a gangway to a floating standard dock, and another riprap revetment 180 feet southeast of the dock (Exhibit #4). Waterside uses include the concrete boat ramp approach that extends into the bay and a concrete abutment, wooden gangway ramp, and a wooden boarding dock. The boat launch facility is owned and operated by the City.

The proposed boat launch facility improvements include the following components:

1. Replacement of Boarding and Public Dock. The existing dock, piles, and gangway would be demolished and replaced with a new dock and pile system. The new gangway would be ADA compliant and lighting would be provided beneath the handrails. The new dock would be extended approximately 20 feet northwest and angled 90 degrees eastward for 40 feet, and would be used as a free public dock for the berthing of small and medium boats for up to five hours per day. An 800 sq. ft. lower freeboard dock extension would be attached to the dock to be used for non-motorized watercraft, such as kayaks, paddleboards, and rowing shells.

2. Boat Launch Ramp. The existing ramp would be reconstructed in its current footprint. To the east end of the boat launch ramp and dock, riprap that has been displaced into the bay would be reconsolidated to areas east of the ramp to protect the toe of the existing seawall and adjoining bayfront promenade. This would be a relocation of existing, displaced revetment stone back to its original position and does not involve the installation of any new rocks.

3. Sandy Beach and Shoreline Stabilization. Removal of large riprap and placement of clean sand will provide a new sandy beach area of approximately 1,174 square feet and 24 lineal feet along the bay for launching small watercraft. The large riprap will be relocated down the slope and over existing small riprap, to protect the sandy beach and boat launch ramp from toe scour.

4. Expansion of the Boat Wash-off Area and Parking Lot. The existing boat wash-off area will be redesigned to accommodate both boat and tow vehicles, and will encompass an area of 2,225 square feet. Wash water would be collected via a new drain that would be connected to the City's sanitary sewer, whereas the current facility drains directly into the storm drain via a subsurface drain, as well as into

the bay via sheet flow down the parking lot. A portion of the parking lot will be resurfaced to accommodate the new wash basin, and the lot would be restriped to include a new ADA parking stall and two new temporary parking stalls. Additional lighting improvements are proposed including automatic sensor light fixtures, replacement of an existing fixture, and installation of a new fixture. Finally, a new sign would replace the existing Glorietta Bay Boat Launch Facility sign.

5. Glorietta Bay Park Storm Drain Repair. Approximately 180 feet east of the boarding dock, there is a main municipal storm drain outlet at the seawall near the western end of the beach area in Glorietta Bay Park. Displaced riprap will be reconsolidated to protect the existing end of the seawall and adjoining eroding slopes and bayfront promenade. The end of the storm drain would be cut back to the edge of the riprap, which will serve as a dissipater for the storm drain.

The public dock and boat launch ramp components of the project span Port and Commission jurisdictions, while the sandy beach, revetment, boat wash-off station, parking lot, and storm drain are entirely within the Commission's jurisdiction.

B. SENSITIVE RESOURCES

Section 30230 of the Coastal Act states:

> *Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. […]*

Section 30231 of the Coastal Act states:

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Section 30233 of the Coastal Act states:

> *(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:*

(l) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.[…]

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems. […]

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. [...]

Section 30240(b) of the Coastal Act states:

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30705 of the Coastal Act states:

(a) Water areas may be diked, filled, or dredged when consistent with a certified port master plan only for the following: […]

(3) New or expanded commercial fishing facilities or recreational boating facilities. […]

(c) Dredging shall be planned, scheduled, and carried out to minimize disruption to fish and bird breeding and migrations, marine habitats, and water circulation. Bottom sediments or sediment elutriate shall be analyzed for toxicants prior to dredging or mining, and where water quality standards are met, dredge spoils may be deposited in open coastal water sites designated to minimize potential adverse impacts on marine organisms, or in confined coastal waters designated as fill sites by the master plan where such spoil can be isolated and contained, or in fill basins on upland sites. Dredge material shall not be transported from coastal waters into estuarine or fresh water areas for disposal.

Glorietta Bay is a shallow, soft-bottom habitat, which extends from the shoreline to a central dredged channel. Subtidal areas are mostly non-vegetated, with patches of eelgrass along a portion of the bay perimeter. Eelgrass (*Zostera marina*) is an aquatic plant consisting of tough cellulose leaves, which grows in dense beds in shallow, subtidal or intertidal unconsolidated sediments. Eelgrass is considered worthy of protection because it functions as important habitat for a variety of fish and other wildlife, according to the California Eelgrass Mitigation Policy (CEMP) (NMFS 2014) adopted by the National Marine Fisheries Service (NMFS) in coordination with a number of state and federal resource and regulatory agencies, including the Commission. For instance, eelgrass beds provide areas for fish egg laying, juvenile fish rearing, and waterfowl foraging. Sensitive species, such as the California least tern, a federally listed endangered species, utilize eelgrass beds as foraging grounds. **Special Condition No. 16** prohibits in-water work that would increase turbidity, including dredging or pile driving, removal or construction of the ramp, and placement of the revetment in the water, during least tern nesting season. Thus, no impacts to foraging terns are expected.

Direct impacts to eelgrass are anticipated, including approximately 1,572 square feet as a result of maintenance dredging at Dock C. Indirect impacts to eelgrass are also anticipated, including approximately 683 square feet of eelgrass as a result of shading by the freeboard dock. In total, the proposed project would result in approximately 2,255 square feet of direct and indirect eelgrass impacts.

In addition, while the Dock C portion of the project would result in a decrease in bay coverage by 659 square feet, the public dock replacement at the Public Boat Launch Facility would result in an increase in bay coverage of 1,419 square feet. Combining the Dock C and public dock components yields a net increase in bay coverage of 760 square feet (1,419 square feet – 659 square feet). The increase in bay coverage has the potential to reduce the habitat available to foraging piscivorous birds and to change the character within the marine biological communities, including a potential decrease in primary productivity associated with dock shading.

In 2007, an eelgrass restoration area was created in the southeastern corner of Glorietta Bay to provide beneficial re-use of dredge materials and to mitigate for impacts to eelgrass associated with maintenance dredging and replacement of the Glorietta Bay Marina (CDP # 6-06-026). At that time, Docks A and B were replaced and the mitigation required was determined to be 6,103 square feet of new eelgrass. As of the 60-month monitoring conducted in 2012 and subsequent surveys by the applicant's consultant, the Glorietta Bay Marina Replacement and Shoreline Repair Project mitigation site supported 25,628 square feet of new eelgrass. This represents an excess of 19,525 square feet beyond the mitigation requirement for the earlier replacement of Docks A and B. The applicant proposes to use this surplus eelgrass as mitigation for both impacts to eelgrass and increase in open water coverage for the current proposed improvements to Dock C and the Public Boat Launch Facility.

For the proposed project, permanent impacts are those that will result in loss of eelgrass habitat, and increased bay coverage that has the potential to reduce productivity of the

shaded waters. Bay coverage impacts are calculated as a net change (i.e., reduction in bay coverage associated with one feature is directly credited against increases in bay coverage of other features such that any residual difference results in the final shading impact). For eelgrass impacts, losses of eelgrass are considered separately from bay coverage impacts, so any bay coverage increase that also results in an impact to eelgrass, must offset both the bay coverage loss of productivity, and the eelgrass loss of function. Ideally, any increase in bay coverage would be mitigated by creating open water elsewhere in the bay, such as removing a shading structure that is no longer needed or excavating upland habitat. However, in this case, neither are available to the applicant and as a result, mitigation of impacts may be addressed by an increase in the ecosystem function of other waters, providing that the mitigation also specifically addresses the loss of eelgrass as a special aquatic site. Under the CEMP, because the surplus eelgrass habitat has been created over three years in advance of eelgrass impacts associated with the proposed work, a 1:1 impact to mitigation ratio applies. As such the applicant must mitigate for a total of 3,015 square feet of impacts in total (760 square feet bay coverage + 2,255 square feet impacts to eelgrass), which are anticipated to be fully offset by the surplus eelgrass currently present at the mitigation site. **Special Condition No. 3** requires the applicant to provide evidence that the eelgrass mitigation site still meets the original performance standards and is appropriate mitigation for this project, and that the applicant also submit a formal Glorietta Mitigation Site Plan providing requirements for use of and maintenance of written records for the existing informal eelgrass mitigation site.

While the applicant anticipates that the 3,015 square feet of mitigation required for the impacts to eelgrass and increase in bay coverage for the Dock C and public dock replacement can be fully offset by the eelgrass currently present at the Glorietta Bay Marina Replacement and Shoreline Repair Project mitigation site, the dredged material from the Dock C replacement, if determined to be chemically suitable for in-bay reuse, will also be placed at the mitigation site as beneficial reuse to continue expansion of the area suitable for eelgrass growth. A sediment sampling program was completed in October 2015 in accordance with an EPA and USACE approved Sampling and Analysis Plan (SAP). This sampling and testing resulted in a dredged material characterization study which is presently under review by the EPA and USACE for sediment suitability determination for the proposed reuse. **Special Condition No. 4** requires the applicant to submit concurrence from the EPA and USACE that the material is suitable for beneficial reuse. In the event that additional eelgrass mitigation is required beyond what can be met at the existing site, this newly created habitat would be planted with eelgrass and monitored for 5 years according to the requirements of the CEMP. **Special Condition No. 5** requires the applicant to submit Final Eelgrass Mitigation and Monitoring Plan for the project.

Dredging also has the ability to aid in the spread of the invasive green algae Caulerpa Taxifolia. **Special Condition No. 8** requires a Caulerpa Taxifolia survey not more than 90 days prior to commencement of construction, and subsequent action should Caulerpa be found in the project area.

Therefore, as conditioned, the project is consistent with the resource protection policies of the Coastal Act.

C. SHORELINE PROTECTION

Section 30235 of the Coastal Act states:

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. […]

Section 30253 of the Coastal Act states:

New development shall do all of the following: […]

(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Section 30210 of the Coastal Act states

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30213 of the Coastal Act states

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220 of the Coastal Act states

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221 of the Coastal Act states

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30223 of the Coastal Act states

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30224 of the Coastal Act states

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30234 of the Coastal Act states

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. […]

Section 30252 of the Coastal Act states

The location and amount of new development should maintain and enhance public access to the coast by […] (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, […]

Section 30708 of the Coastal Act states

All port-related developments shall be located, designed, and constructed so as to: […]

(d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible. […]

The proposed project involves the reconsolidation and relocation of revetment in the project area. Riprap on the shoreline at the east end of the public boat ramp that has been displaced would be relocated to its original position to protect the toe of the existing seawall and adjoining Bayfront promenade. Existing riprap west of the boat ramp will be removed to create a new 1,174 square foot sandy beach in its place in order to provide a new launching area for personal watercraft. The displaced riprap will be relocated west of the beach area in order to protect the new sandy beach from erosion, and 180 feet east of the boat launch ramp to an existing riprap revetment in the beach area of Glorietta Bay Park. Previously displaced riprap at the storm drain will also be reconsolidated to protect the existing end of the seawall and adjoining eroding slopes and Bayfront promenade. The footprint of the existing rock will not be increased.

The Commission has previously authorized shoreline protection in Glorietta Bay several times. In August 1987, the Commission approved construction of a 1,686-foot long seawall with riprap along the southwestern edge of Glorietta Bay, south of the proposed project, to remedy deteriorating shoreline conditions and flooding problems (CDP #6-87-350). Implementation of the first part of the Glorietta Bay Master Plan was approved in

August 2004, and included rebuilding the riprap revetment adjacent to the new City Hall buildings (CDP #6-04-051). In July 2006 the Commission authorized shoreline repair consisting of removing the then deteriorated riprap and rubble from approximately 1,650 linear feet of shoreline, replacing the riprap on a geosynthetic fabric, and construction of a new seawall/seatwall to serve as the bayside edge of the pedestrian promenade extension (CDP #6-06-026).

The addition of new rock on the shoreline can potentially impact public access and recreation. However, in the case of the proposed project, there has historically been shoreline protection in this area, which has deteriorated and spread rock and debris in such a manner that the effectiveness of the revetment has decreased. Thus, by reconsolidating the current rock, no increase to the historical footprint will occur and no further impacts to public access and recreation would be expected. In fact, the addition of the new sandy beach and subsequent relocation of rock to the toe of the existing riprap will result in an overall softening of the shoreline and increase public access and recreation by providing an area for the public to launch non-motorized watercraft.

Severe wave action in this vicinity is fairly rare, as Glorietta Bay is a small, somewhat protected arm of San Diego Bay. Nevertheless, the applicant has previously documented that wave action on the damaged revetment has led to erosion along the shoreline, which will continue without some form of shoreline protection. The existing Strand Way roadway is immediately adjacent to the shoreline and would be undermined were erosion permitted to continue. Strand Way is the first public roadway in the area, and a major coastal access route. Damage to this roadway and the public pedestrian accessway would have an adverse impact on public access and recreation. The revetment also provides support and protection for the public docks in the bay. Thus, in this case, the reconsolidation of existing riprap and addition of the sandy beach will increase public access to the shore and recreation opportunities while protecting the shoreline and nearby structures and infrastructure.

Special Condition No. 1 requires the submittal of final plans in substantial conformance with the submitted plans and **Special Condition No. 2** requires that the City submit final surveyed plans for the revetment to ensure that the location and extent of the rock is well documented. Because there remains an inherent risk to development along the shoreline, Special **Condition No. 7** requires the applicant to submit a signed document which shall indemnify and hold harmless the California Coastal Commission, its officers, agents and employees against any and all claims, demands, damages, costs, expenses of liability arising out of the acquisition, design, construction, operation, maintenance, existence, or failure of the permitted project. **Special Condition No. 14** advises the applicant of the need to maintain the revetment and that any change in the design of the revetment or future additions/repairs may require a coastal development permit. **Special Condition No. 17** requires the applicant develop a monitoring plan for the revetment. **Special Condition No.18** requires that the applicant submit as built plans that identify benchmarks to reference for future measurements.

With respect to adverse impacts to shoreline processes and local shoreline sand supply, because the revetment is not located along the open ocean shoreline, it will not have a

direct impact on shoreline processes that distribute sand to area beaches. That is, the proposed shoreline protection will not physically interfere with sand transport along the littoral cell that provides nourishment to local beaches. While any seawall has indirect adverse effects on sand supply - by protecting sand supplies (bluffs) from erosion by wave scour - in this particular case there is no natural beach area around the revetment, and no adverse direct or indirect impact to sand supply from the proposed repair work will result. Therefore, as conditioned, the proposed project is consistent with the cited Coastal Act policies.

D. PUBLIC ACCESS AND RECREATION

Section 30210 of the Coastal Act states

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30213 of the Coastal Act states

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220 of the Coastal Act states

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221 of the Coastal Act states

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30223 of the Coastal Act states

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30224 of the Coastal Act states

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors,

limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30234 of the Coastal Act states

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. […]

Section 30252 of the Coastal Act states

The location and amount of new development should maintain and enhance public access to the coast by […] (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, […]

Section 30708 of the Coastal Act states

All port-related developments shall be located, designed, and constructed so as to: […]

(d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible. […]

Project Construction

Construction staging for the project would occur in two City-owned areas: the Glorietta Bay Boat Launch Facility parking lot and a parking lot approximately 1,000 feet southeast of the boat launch facility. The offsite staging area is used predominantly by the Naval Amphibious Base. The staging areas would be temporarily fenced. Staging at the Glorietta Bay Boat Launch Facility parking lot would require closure of a small portion of the adjoining park as well as the entire launch ramp and facilities during construction. Signage would be posted at the parking lot along Strand Way to direct users of the boat launch facility to other nearby launch ramps, such as the ones at National City and Chula Vista. Pedestrian traffic would be directed along signed detours around the work area.

Construction would be scheduled during weekdays in non-summer months when boat launching demand is at a low to minimize impacts to users. The proposed construction schedule runs from September 2016 through March 2017. **Special Condition No. 6** requires the applicant to submit final staging and construction plans and prohibits construction activities from Memorial Day weekend through Labor Day.

Project Operation

In prior permit actions, the Commission has been concerned about the trend towards larger slips in marinas at the expense of the smaller slips. As larger slips occupy more space in a marina, there is less space for the smaller slips and the result is fewer overall slips and fewer slips available for the owners of small vessels. As the trend for larger boats continues and marinas convert their small boat slips to larger slips, berthing

opportunities for the small boat owner will be reduced. While it is difficult to contend that recreational boating is in fact a "low" cost recreational activity, in general, smaller boats are less expensive, and therefore more available to a larger segment of the population than are larger boats. The Commission has not historically regulated the rates at which marinas rent their slips to the public. The Commission has, however, regulated the design of a marina in order to ensure that the redesigned slips conform to the public access and recreation policies of the Coastal Act by providing the correct balance between the size of slips and the boaters' demand for slips.

In this particular case, the reconstructed dock would provide the same number of slips (34 total) in the same ratio/size as currently provided: 16 slips to accommodate vessels 30 feet and under, and 18 slips for vessels over 30 feet. The new slip lengths would be consolidated into 10-foot increments. The average boat length of the existing dock system is 38.3 feet, and the new dock system's average would be 40.0 feet; the reconfigured dock would result in an average increase of 2 feet per boat.

Perhaps of equal importance to the provision of smaller slip space for maintaining some level of affordability for recreational boating, is the availability of public launch ramps and docks. The associated Port Master Plan Amendment approved by the Commission in January 2016 provides for a public launch ramp, and expanded public dock space for temporary side tie berthing of small- and medium-sized motor and sail boats up to 50 feet in length. Three berthing tie-ins would be provided, and vessels would be allowed to dock for up to five hours per day at no cost. A 20-foot by 40-foot lower freeboard floating dock extension would also be provided in the middle of the standard dock for non-motorized watercraft, such as kayaks, paddleboards, and rowing shells.

In order to maintain public access and recreation levels throughout the project, **Special Condition No. 12** requires an inspection and maintenance program to maintain the integrity of the facilities. **Special Condition 14** also requires maintenance of the revetment to ensure rocks don't impede access.

In summary, the proposed project will result in an expanded public recreational dock that will encourage recreational boating use and provide new water access opportunities in the area as well as upgrading and rehabilitating existing public recreational facilities. No adverse impacts to recreation are expected other than short-term restrictions on access to the Public Boat Launch Facility during construction. Therefore, the Commission finds the proposed project, as conditioned, consistent with the public access and recreation policies of the Coastal Act.

E. WATER QUALITY

Section 30230 of the Coastal Act states

> *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will*

maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 of the Coastal Act states

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Project Construction

The above cited Coastal Act policies are intended to protect the water quality and biological productivity of coastal water resources. The proposed project will result in the replacement and reconfiguration of the docks, which has the potential to adversely impact coastal water quality through the introduction of pollutants associated with boating activities. In addition, there are potential impacts to water quality from the demolition and construction activities associated with the project.

Landside work includes the staging of new docks within the marina parking areas, demolition and resurfacing of the parking lot asphalt, and construction of a boat wash area. Parking lot resurfacing is expected to take approximately three weeks to complete, and runoff or water discharged from this area would drain directly into Glorietta Bay. In the event that the launch ramp parking lot is used to load dredged material or demolition debris, water and sediment runoff that is transferred from the barge to trucks is also likely to run down the launch ramp into the bay. This would increase the turbidity and sediment in the vicinity of the eelgrass habitat and could impact other aquatic life. Also, chemicals or fuels could accidentally spill and be washed into the bay.

Waterside construction activities associated with the demolition and reconstruction of the two docks also has the potential to result in temporary water quality impacts. Removal of piers and pilings would result in the temporary re-suspension of sediments, short-term increases in turbidity, and potential decreases in dissolved oxygen. In addition, the marine equipment (dredges and barges) have the potential to discharge petroleum products into the water in the form of diesel and hydraulic fuel. During demolition, floatable debris may break free of removed dock structures and drift to shoreline areas. Turbidity impacts are expected to be short term and localized around the demolition and reconstruction locations.

Proposed BMPs to avoid and minimize these potential impacts include deployment of a turbidity curtain between dredge and fill areas and adjacent eelgrass (where eelgrass occurs within 20 feet of the work dredge-and-fill areas) in order to limit turbidity drift in eelgrass beds. During parking lot resurfacing work and if the launch ramp parking lot is used for the handling of wet materials, such as demolished docks or dredge sediments,

gravel bag filters and oil-absorbent rolls will be placed across the top of the boat launch ramp to trap and filter any released water prior to drainage into the bay. Sediment and debris trapped by the filter will be removed for landfill disposal on a regular basis to ensure that the filter remains functional. The oil-absorbent rolls will be required to remain in place during the entire construction period to prevent potential petroleum or fuel spills from reaching the bay.

To minimize the likelihood of the pile breaking and reduce the amount of sediment released into the water column, piles will be first hit or vibrated to break the bond with the sediment, or loosened from sediment by jetting along the edges of the pile. Jetting during pile removal will be held to the turbidity plume limits outlined for dredging. Piles will be removed slowly to allow sediment to slough off near the mudline and then quickly transferred to the receiving barge to minimize the potential release of creosote, petroleum sheens, and turbidity into the water column. The storage areas for the piles on the barge will include straw bales, filter fabric, or other containment devices to prevent the release of water into the bay. The City's project manager and project biologist will inspect the work site to ensure that debris, including broken piles, is not left onsite following demolition.

In addition, any debris that breaks free from the docks will be immediately collected and removed to prevent it from drifting away from the work areas. A spill prevention and control plan that addresses the potential for an accidental release of fuel or petroleum products will be developed to include the use of floating booms and absorbent materials to recover released hazardous materials, as well as provisions for containment, removal, and disposal of spilled materials. An emergency spill and reporting contact list will also be part of the plan. All vehicles and equipment within or adjacent to the bay will be visually inspected for fuel or waste leaks before the beginning of the work day.

Project construction activities can be found to be substantially in conformance with the Coastal Act policies above, however, conditions are required to further ensure consistency. As such, **Special Condition No. 9** requires a demolition/construction debris removal plan incorporating best management practices and **Special Condition No. 10** requires a construction water quality plan.

Project Operation

The proposed project would not increase impervious surfaces compared to existing conditions, and there would be no substantial difference in stormwater runoff from the parking area after completion of the construction activities. With the new boat wash down basin, wash water would be captured and diverted to the sanitary sewer system, which would eliminate bilge water, motor flushing, and parking lot wash down from being discharged directly into the bay. Therefore, this would result in a beneficial impact to water quality.

The proposed project would replace Dock C with an equivalent number of slips, and the dock would be moved farther away from the shore, thus increasing circulation behind the dock in the shallow waters. This reconfiguration would result in minor increases in water

clarity and dissolved oxygen levels in that area. The change would also reduce shading and support expanded eelgrass beds in that area. Therefore, long-term impacts from the proposed project would result in a beneficial impact to water quality.

Although many of the aspects of this project are expected to increase water quality, adverse effects to water quality can occur through the public use of these facilities. **Special Condition No. 11** requires a detailed water quality best management plan for the public boat facilities that contain boater inspection and education elements. Implementation of this plan will help ensure that boating in the project area will be managed in a manner that protects water quality and that the users of the facilities are made aware of water quality provisions.

Therefore, as conditioned, the project will not have any adverse impacts to water quality that will not be adequately mitigated. Therefore the proposed project is consistent with the cited Coastal Act policies and will assure the protection of water quality.

F. LOCAL COASTAL PLANNING

Section 30604(a) also requires that a coastal development permit shall be issued only if the Commission finds that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program (LCP) in conformity with the provisions of Chapter 3 of the Coastal Act. In this case, such a finding can be made.

The project area spans the jurisdiction of San Diego Unified Port District and the Commission's original coastal permit jurisdiction. In addition, the City of Coronado has adopted a Master Plan for the Glorietta Bay area in its LCP. For areas within the City limits, coastal development permits are issued by the Commission, with the certified LCP and the Glorietta Bay Master Plan used as guidance.

As conditioned, the project can be found consistent with Chapter 3 policies of the Coastal Act that pertain to shoreline development, public access and recreation, water quality, and the protection of biological resources. The project was also found to be consistent with the goals and standards contained in the Glorietta Bay Master Plan guidance document. Therefore, approval of the proposed development, as conditioned, will not prejudice the ability of the City of Coronado to continue to implement its certified LCP.

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, 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.

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions

addressing sensitive species and habitats, water quality, and invasive species, will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. In addition, the City of Coronado has completed an Initial Study for the Glorietta Bay Marina Dock C and Boat Launch Facility Improvements Project, concluding that with the incorporation of mitigation measures, the project will not have a significant effect on the environment; accordingly, a Mitigated Negative Declaration has also been prepared for the proposed project. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

APPENDIX A – SUBSTANTIVE FILE DOCUMENTS

- CDP #6-06-026
- City of Coronado Local Coastal Program Land Use Plan
- PlaceWorks, April, 2015, Glorietta Bay Marina Dock C and Boat Launch Facility Improvements Mitigated Negative Declaration and Initial Study
- National Marine Fisheries Service's, October, 2014, California Eelgrass Mitigation Policy and Implementing Guidelines
- California Coastal Commission, 2004, California Clean Marina Toolkit
- PlaceWorks, May, 2015, Glorietta Bay Marina Dock C and Boat Launch Ramp Facilities Improvements Mitigation Monitoring and Reporting Plan

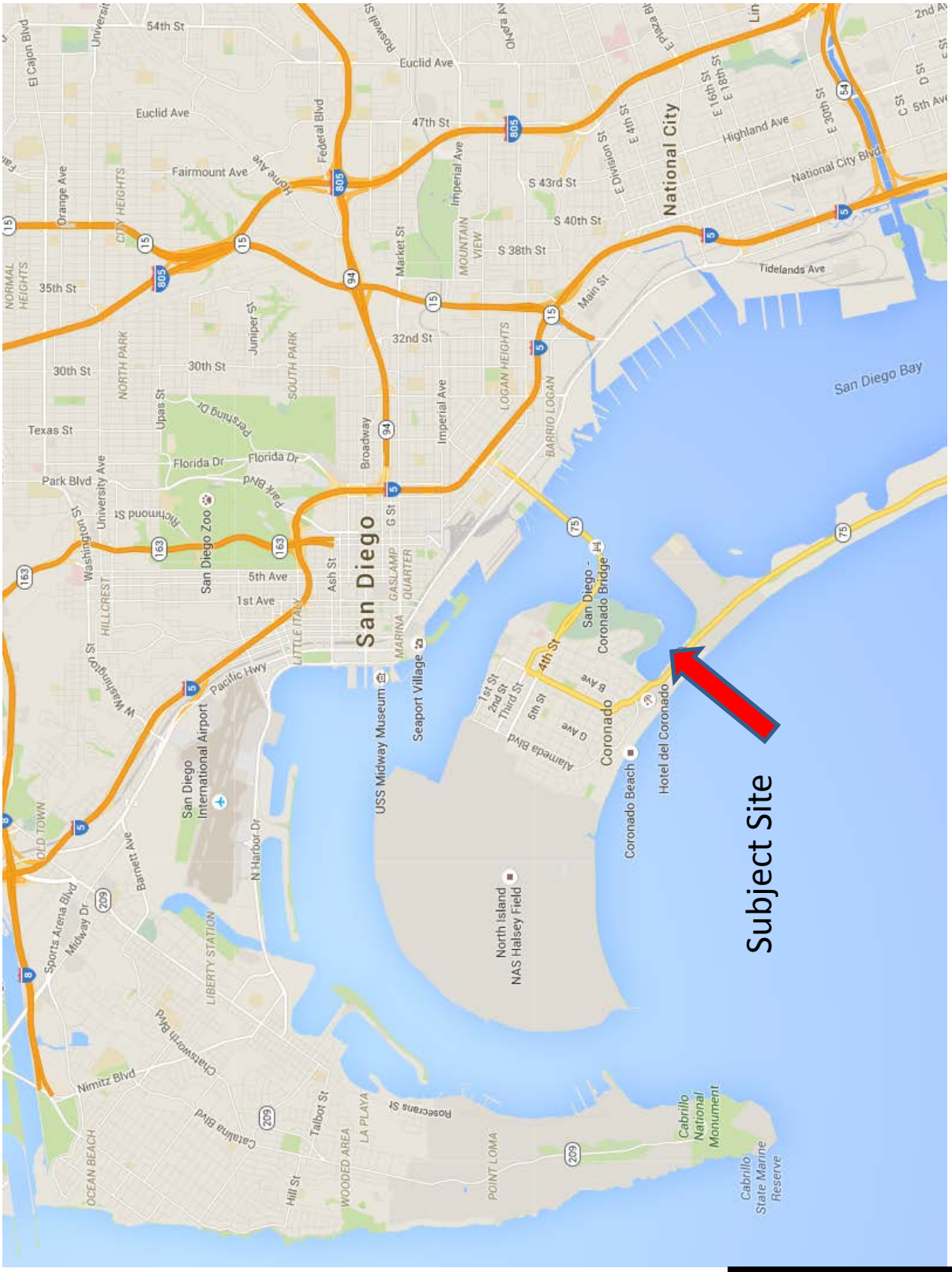


EXHIBIT NO. 1
APPLICATION NO. **6-15-1980**
Vicinity Map
California Coastal Commission

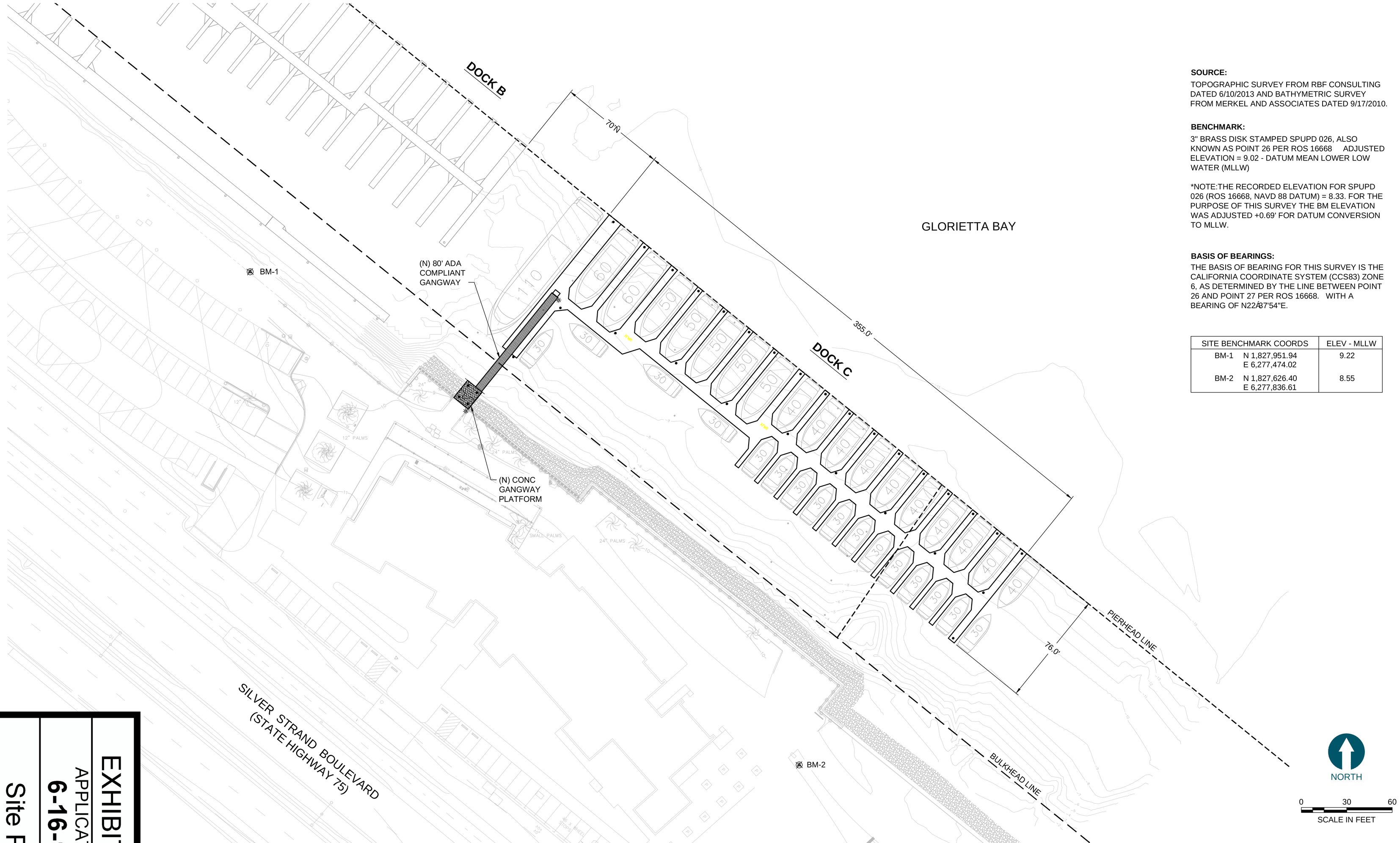
EXHIBIT NO. 2

APPLICATION NO.

6-15-1980

Aerial View

California Coastal Commission



SOURCE:

TOPOGRAPHIC SURVEY FROM RBF CONSULTING DATED 6/10/2013 AND BATHYMETRIC SURVEY FROM MERKEL AND ASSOCIATES DATED 9/17/2010.

BENCHMARK:

3" BRASS DISK STAMPED SPUPD 026, ALSO KNOWN AS POINT 26 PER ROS 16668 ADJUSTED ELEVATION = 9.02 - DATUM MEAN LOWER LOW WATER (MLLW)

*NOTE:THE RECORDED ELEVATION FOR SPUPD 026 (ROS 16668, NAVD 88 DATUM) = 8.33. FOR THE PURPOSE OF THIS SURVEY THE BM ELEVATION WAS ADJUSTED +0.69' FOR DATUM CONVERSION TO MLLW.

BASIS OF BEARINGS:

THE BASIS OF BEARING FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM (CCS83) ZONE 6, AS DETERMINED BY THE LINE BETWEEN POINT 26 AND POINT 27 PER ROS 16668. WITH A BEARING OF N22°37'54"E.

SITE BENCHMARK COORDS		ELEV - MLLW
BM-1	N 1,827,951.94 E 6,277,474.02	9.22
BM-2	N 1,827,626.40 E 6,277,836.61	8.55

50% DESIGN SUBMITTAL

EXHIBIT NO. 3
APPLICATION NO.
6-16-1980
Site Plans
1 of 2
California Coastal Commission

	APP'D	DATE
		1/29/2016

CITY OF CORONADO
PUBLIC SERVICES DEPARTMENT

APPROVED BY	BY	DATE
PLANNING DEPT.		
BUILDING DEPT.		
RECREATION DEPT.		

APPROVED BY
CITY ENGINEER
DATE: _____

ANCHOR QEA

GLORIETTA BAY MARINA
DOCK C RECONSTRUCTION PROJECT

SITE PLAN

DATE: 1/29/2016
SHEET 4 OF XX SHEETS
PLAN X-XXX

SAND BEACH-SHALLOW SUBTIDAL SHORELINE FOR NON-MOTORIZED PERSONAL CRAFT LAUNCH

1. SAND BEACH OVER EXISTING RIP RAP WITH PARTIAL REMOVAL TO LOWER ROCK PROFILE TO ACCOMMODATE EVEN SAND BEACH SURFACE
2. SAND RETAINED BY WAVE BARRIER RETENTION GROINS AND RAISED CURB ON NORTHWEST EDGE OF RAMP
3. BEACH FLAIRS TO BROADER WIDTH BEHIND ROCK TO REDUCE PENETRATING WAVE ENERGY ON LAUNCH BEACH
4. SELF CENTERING FLOATS OR POST MARKERS AT BEACH LANDING
5. REMOVE SURPLUS ROCK OUTBOARD OF BEACH TO REDUCE ROCK FILL EXTENT AS PROJECT MITIGATION

SEWER DATA TABLE

LINE	COURSE	LENGTH	TYPE
1	N38°11'33"W	58.25'	4" PVC

NOTE: SLURRY SEAL AC PAVEMENT AND RESTRIPE WITHIN PROJECT LIMITS AS SHOWN.

BEACH SAND GRADATION TABLE

SIEVE NO. SIZE WEIGHT	METRIC SIZE	% PASSING BY
3/8"	9.50MM	100
4	4.75MM	90-100
8	2.36MM	85-95
16	1.180MM	70-80
30	0.600MM	40-50
50	0.300MM	10-20
100	0.150MM	0-10
200	0.075MM	0-3

1/4 SITE PLAN
SCALE:1" = 20'

NORTH
0 20 40
SCALE IN FEET

CONSTRUCTION KEY NOTES:

1. CONSTRUCT AC OVERLAY
2. CONSTRUCT REINFORCED CONCRETE APRON, SEE SHEET 5
3. FURNISH AND INSTALL V-GROOVED FINISHED PRECAST PANELS, SEE SHEET 5
4. ADJUST UTILITY COVERS AND LIDS TO NEW GRADE
5. CONNECT 4" SCH. 40 PVC TO SEWER MANHOLE IE: 7.85
6. FURNISH AND PLACE COARSE SAND 80CY (SPEC.) OVER AGGREGATE
7. CONSTRUCT CONCRETE BERM PER SECTION A/6
8. FURNISH AND INSTALL BOAT WASH AREA SIGN PER CITY
9. FURNISH AND INSTALL 24"x24" GRATE TG: 10.45 IE: 9.45.
10. FURNISH AND INSTALL GROUT BAGS, SEE SHEET 5
11. FURNISH AND INSTALL BOLLARDS SIMILAR TO EXISTING
12. FURNISH AND INSTALL BEACH LANDING MARKER POSTS ANCHORED IN ROCK/SAND
13. CONSTRUCT GANGWAY PLATFORM AND FURNISH AND INSTALL RAILING, SEE SHEET 8
14. FURNISH AND INSTALL ADA GANGWAY, SEE SHEET 9 & 10
15. RECONSTRUCT AND INSTALL BOARDING DOCK, SEE SHEET 9
16. FURNISH AND INSTALL DOCK GUIDE PILES, SEE SHEET 12
17. FURNISH AND INSTALL LAUNCH RAMP DEDICATION SIGN, SEE SHEET 13
18. FURNISH AND INSTALL LOW FREEBOARD DOCK, SEE SHEET 9
19. INSTALL NEW LIGHT POLE WITH "WHITE LIGHT", SEE 2/12

LEGEND:

- ASPHALT DAYLIGHT
- +9.49 EX SPOT ELEVATION
- (1.00) EX CONTOUR
- 1.00 NEW CONTOUR
- CAR-BOAT TRAILER TRAVELED WAY
- EX WALL
- EX ASPHALT
- EX CONCRETE
- LIGHT CLASS RIPRAP AND/OR REUSED ROCK ON SITE
- GROUT BAGS
- NEW CONCRETE
- NEW COARSE SAND 1174 SQFT. (SPEC.) OVER EXIST. RIP-RAP, SEE TABLE BELOW
- NEW RIP RAP WITH PROTECTION
- ASPHALT OVERLAY
- LAUNCH RAMP V-GROOVING
- PROJECT LIMIT OF WORK
- ADA PATH OF TRAVEL
- BENCHMARK
- WATER SURFACE
- EXISTING LIGHTING

60% DESIGN RE-SUBMITTAL

REVISIONS	DESCRIPTION	APP'D	DATE
A	30% SUBMITTAL		4/30/13
B	60% SUBMITTAL		10/18/13
C	60% RE-SUBMITTAL		1/14/16

CITY OF CORONADO
PUBLIC SERVICES DEPARTMENT

APPROVED BY	BY	DATE
PLANNING DEPT.		
BUILDING DEPT.		
RECREATION DEPT.		

APPROVED BY
CITY ENGINEER
DATE:

ANCHOR QEA

GLORIETTA BAY
BOAT LAUNCH RAMP FACILITY IMPROVEMENTS
SITE PLAN

DATE: 1/14/2016
SHEET 4 OF 15 SHEETS
PLAN X-XXX

H:\AutoCAD Project Files_Projects\0910-City of Coronado\Glorietta Bay Launch Ramp\Construction Plans\0190-PL-04-LR_SITE PLAN.dwg SITE PLAN
Dec 14, 2015 8:24am rrazonable

EXHIBIT NO. 4

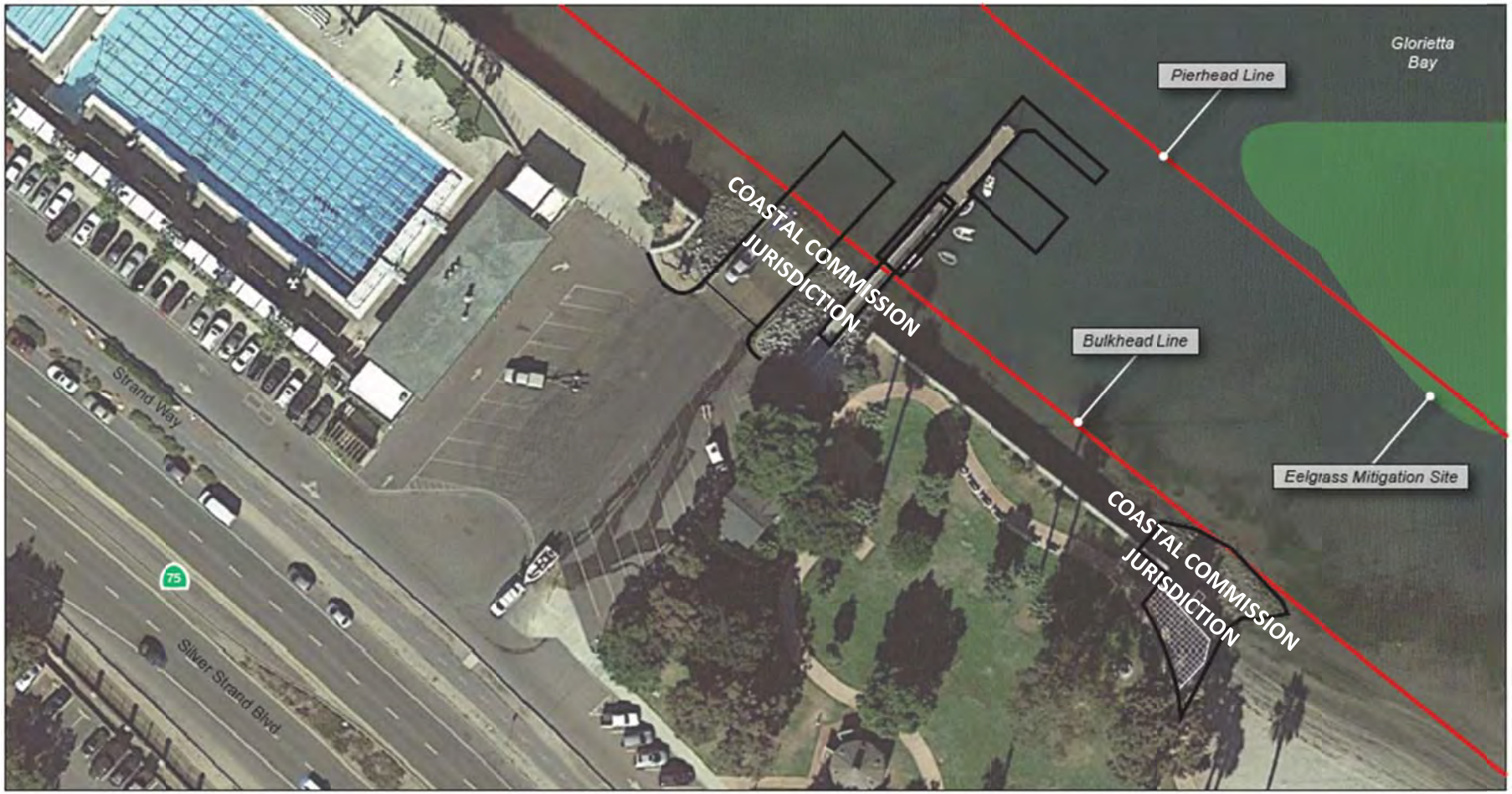
APPLICATION NO.
6-16-1980

Jurisdiction Maps

1 of 2

California Coastal Commission

Figure 11 - Aerial View of Boat Launch Facility Improvements



Basemap Source: Google Earth Pro, 2014