

CALIFORNIA COASTAL COMMISSION

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REGULAR CALENDAR
STAFF REPORT AND PRELIMINARY RECOMMENDATION

Application No.: 6-06-26

Applicant: City of Coronado

Agent: Keith Merkel

Description: Removal and replacement of existing Glorietta Bay Marina buildings and docks, removal and reconstruction of riprap revetment, dredging portions of the marina, and construction of an eelgrass mitigation site.

Site: Eastern portion of Glorietta Bay, beginning at the edge of the existing seawall just north of the new City Hall, and extending along the shoreline north to the Coronado Yacht Club, Coronado, San Diego County.

STAFF NOTES:

Summary of Staff's Preliminary Recommendation: Staff is recommending approval of the proposed marina renovation project. The existing docks are in poor condition, and the revetment has deteriorated, exposing Strand Way to erosion and scattering riprap around the mud flats in the bay. The proposed project will replace and update the existing docks and marina building and pull in and reshape the revetment, expanding the tidal prism and increasing open water area. The applicant is required to continue to provide lower-cost recreational boating activities and events at the marina, or provide slip space to a non-profit agency to ensure that water-dependent recreational uses are promoted and preserved. All impacts to existing eelgrass resulting from the dredging will be fully mitigated. Special conditions address staging and access, eelgrass protection, avoidance of the invasive green alga *Caulerpa taxifolia*, 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 LCP.

Standard of Review: Chapter 3 Policies of the Coastal Act with the certified Glorietta Bay Master Plan used as guidance.

Substantive File Documents: Certified City of Coronado LCP; Certified Port Master Plan; Glorietta Bay Master Plan (LCPA #1-02); Negative Declaration for the Glorietta Bay Marina, Marina Building and Promenade Redevelopment; California Boating Facilities Need Assessment, October 15, 2002, from the California Department of Boating and Waterways; CDP#s 6-03-053; 6-04-51.

I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

MOTION: *I move that the Commission approve Coastal Development Permit No. 6-06-26 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

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

RESOLUTION TO APPROVE THE PERMIT:

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. 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.

See attached page.

III. Special Conditions.

The permit is subject to the following 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 Cash & Associates dated 2/21/06.

The permittee shall undertake 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.

2. Glorietta Bay Recreational Boating Program. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for the review and written approval of the Executive Director, a final recreational boating program in substantial conformance with the preliminary program attached as Exhibit #12 to the staff report for #6-06-26, and that includes the following:

a. The public dock operator KDME (Seaforth), as the operating concessionaire to the City of Coronado, shall provide for the continued operation of a program that provides subsidized access for disadvantaged segments of the community. Program elements may vary from time to time, but shall maintain a service level roughly approximate to the present program that are being conducted by Seaforth. Specifically, these programs include an annual organized fishing event that is free to the Big Brothers and Big Sisters of San Diego County (BB&BS) and an annual sailing program that is also free to the Big Brothers and Big Sisters. The Big Brothers and Big Sisters are invited to participate in the monthly club events. The cost to the BB&BS ranges from free to \$15/pair. Events are typically sailing events with a few powerboat and kayak events each year. The regular program cost for participation is \$15/person and higher. As such, the BB&BS get a minimum 50% discount over the standard event rates. For the Boy Scouts and Girl Scouts of San Diego County, Seaforth operates a subsidized program to provide access for water-sports equipment and education. Seaforth gives troop sailing lessons and makes available training and equipment for achieving sailing, boating, and fishing merit badges. While much of the time is donated to the scouting programs, the cost for access to these Seaforth equipment and staff training resources is about \$5-6/person for the scouting events. Approximately 250 to 300 people take advantage of the free programs each year.

b. In the event that Seaforth ceases operations at the Glorietta Bay Marina, a new operator shall take over the above requirements. However, if no subsequent operator can be found to take over the program, within 30 days of cessation of the program, the applicant shall submit evidence of the following:

i. One slip or side-tie within the Glorietta Bay Marina shall be reserved for exclusive use by a non-profit equal opportunity boating club, deemed acceptable by the Executive Director in consultation with the City of Coronado, that promotes public recreational boating. No rent shall be charged for the slip or side-tie, but the slip tenants (non-profit equal opportunity boating club) shall be responsible for the payment of utilities and insurance.

ii. In the interim (before an acceptable non-profit equal opportunity boating club is identified), the one slip or side-tie shall be made available for short-term rental as a transient overnight guest space only (no long-term rental agreements).

3. 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 Cash & Associates dated 2/21/06. 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.

4. 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, final plans that are in substantial conformance with the preliminary plans by Eelgrass Mitigation Plan in Support of the Glorietta Bay marina Replacement and Shoreline Repair Projects in Glorietta Bay, dated February 27, 2006.

The permittee shall undertake the development in accordance with the approved mitigation and monitoring 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.

5. 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 Resource Assessment for Glorietta Bay by Merkel & Associates, Inc. dated January 2006. 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 22 parking spaces in the Glorietta Bay Marina Parking Lot west of the Civic Center, 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 shall occur within the public right-of-way on weekends and holidays between Memorial Day weekend and Labor Day of any year.
- c. The staging site(s) shall be removed and/or restored immediately following completion of the development.
- d. Vehicular and pedestrian access to the existing Coronado Yacht Club, Boathouse Restaurant, Glorietta Bay Boat Ramp and Glorietta Bay Park shall be maintained at all times during construction.

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.

6. Assumption of Risk, Waiver of Liability and Indemnity Agreement

- A. By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from waves; (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 ANY CONVEYANCE OF THE PROPERTY THAT IS THE SUBJECT OF THIS COASTAL DEVELOPMENT PERMIT, the applicant shall execute and record a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing all Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The restriction shall include a legal description of the applicant's entire parcel or parcels. It shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the Special Conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes – or any part, modification, or amendment thereof – remains in existence on or with respect to the subject property.

C. 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.

7. Invasive Species. Prior to the commencement of dredging, the applicant shall provide evidence that dredging of Glorietta Bay can occur without the risk of spreading the invasive green alga *Caulerpa taxifolia* as follows.

- 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 applicant shall undertake a survey of the project area (includes and any other areas where the bottom could be disturbed by project activities) 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 Game, and the National Marine Fisheries Service.
- c. Within five (5) business days of completion of the survey, the applicant shall submit the survey:
 1. For the review and written approval of the Executive Director; and
 2. To the Surveillance Subcommittee of the Southern California Caulerpa Action Team (SCCAT). The SCCAT Surveillance Subcommittee may be contacted through William Paznokas, California Department of Fish & Game (DFG) (858-467-4218) or Robert Hoffman, National Marine Fisheries Service (NMFS) (562-980-4043).
 3. If *Caulerpa* is found, then the NMFS and DFG contacts shall be notified within 24 hours of the discovery.
- d. If *Caulerpa* is found, prior to the commencement of dredging, the applicant shall provide evidence to the Executive Director for review and written approval either that the *Caulerpa* discovered within the project and/or buffer area has been eradicated or that the dredging project has been revised to avoid any contact with *Caulerpa*. No changes to the dredging project shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

8. 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.

9. 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 construction BMP 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. The use of creosote treated wood is prohibited.
- b. Where permitted, disturbance to the ocean bottom and intertidal areas shall be minimized. Jetting for the installation of new piles is not permitted.
- c. Silt curtains shall be utilized to control turbidity during placement and removal of all piles and placement of dredged materials for the construction of 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. Floating booms shall 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.
- e. Divers shall recover non-buoyant debris discharged into coastal waters as soon as possible after loss.
- f. Erosion control/sedimentation BMPs shall be used to control sedimentation impacts to coastal waters during project staging, demolition and construction. BMPs designed to prevent spillage and/or runoff of construction-related materials, and to contain sediment or contaminants associated with construction activities shall be implemented prior to the on-set of such activity. These BMPs shall include, but are not limited to: storm drain inlets must be protected with sandbags or berms, all stockpiles must be covered, the storage, application and disposal of pesticides, petroleum and other construction and chemical materials must be managed and controlled, and adequate sanitary and waste disposal facilities must be provided. BMPs shall include a pre-construction meeting to review procedural and BMP guidelines.
- g. 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.
- h. The areas to be disturbed by construction activities, including any temporary access roads, staging areas, and stockpile areas, shall be delineated.
- i. At the end of the demolition/construction period, the applicant shall use divers or sonographic surveys to inspect the project area and 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.

10. 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 (<http://www.coastal.ca.gov/ccbn/toolkit/marina-toolkit.pdf>). 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. 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 phosphate-free and biodegradable, and amounts used shall be kept to a minimum.
4. Detergents containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates or lye shall not be used.

b. 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 a representative of the marina (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

1. 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.

2. 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 facilities are not adequate to address the needs of the marina, the WQMP shall include a commitment to address the deficiencies. The report should explain how the managers of Glorietta Bay Marina will ensure that boaters make proper use of these facilities. .

e. Public Education Measures

The Harbor Department shall distribute the Water Quality Management Plan to all users of the boat docks. Informative signage describing and/or depicting Best Management Practices for maintenance of boats and boating facilities consistent with those specified herein shall be posted conspicuously.

11. Marina Inspection and Maintenance Program. The applicant shall exercise due diligence in periodically inspecting the marina facility that is 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 applicant shall conduct an inspection of the marina 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 the material used in the marina is impacting marine resources, the use of such materials shall be stopped, as more environmentally friendly products are developed. The Executive Director shall determine if any necessary repairs require a new coastal development permit.

12. Resource Agencies. The applicant shall comply with all requirements and mitigation measures specified by the California Department of Fish and Game, 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 shall require an amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

13. 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.

14. 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 for the development authorized by CDP #6-06-26. The applicant shall inform the Executive Director of any changes to the project required by other state or federal agencies. Such changes shall 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.

15. Timing of Construction. No in-water construction shall 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 (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.

IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description. The proposed project is the rehabilitation of both land and water components of the western and northern portions of Glorietta Bay. 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 project includes dredging the existing marina; removing and replacing the failing riprap shoreline with riprap and a seawall with a public promenade; the replacement and reconfiguration of the 66 existing deteriorating marina docks and the rental docks; and removal of an over-water marina building with deteriorating support piles and landside replacement of the building; and implementation of an eelgrass restoration project to mitigate project impacts to eelgrass habitat.

The subject project is part of a larger project that also includes upland improvements 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 #3). 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. Commission staff are coordinating with Port staff with the goal of avoiding the need to appeal the Port permit.

The proposed marina dredging would remove accumulated shoal sands and silts beneath the marina to provide adequate depth for boat navigation without grounding. The dredging would also remove riprap that has migrated from the failing armored shoreline edge. The dredging would return marina depth to -7 feet MLLW along the shallow shoreline fringe of the marina by removal of approximately 11,885 cubic yards of material. Dredged material would be removed by clamshell dredge and excavator operated from a floating barge. All of the excavated material would be hauled by barge and placed within the southern end of Glorietta Bay for reuse in the construction of the eelgrass mitigation site. Approximately 55% of the total dredge area and 85% of the total dredge volume occurs within Coastal Commission jurisdiction. The remaining approximately 45% of the dredge area and 15% of the volume occurs within the Port's permit jurisdiction.

The shoreline repair will consist of removing the existing deteriorated riprap and rubble from approximately 1,650 linear feet of shoreline, replacing the riprap on a geosynthetic fabric at 1.5:1 riprap slope angle, and construction of a new seawall/seatwall to serve as the bayside edge of the pedestrian promenade extension. The shoreline work has been divided into Zone A (north of the Coronado Boat House 1887 Restaurant) and Zone B (south of the Coronado Boat House 1887 Restaurant). Zone A is within the Port's appealable jurisdiction, while Zone B is within the Commission's jurisdiction. Several existing storm drain outfalls will be protected in place with the rock and small headwalls constructed to stabilize the end of the pipes. One existing storm drain outfall located near the future pocket park has failed structurally and will be replaced with a new pipe of the same size located in the same alignment, but pulled back towards shore by 10 feet. The shoreline work will result in the net removal of 869 cubic yards of material from along the bank (54 cy would be removed from Zone A and 815 cy would be removed from Zone B). As a result, the proposed revetment repairs would result in a net gain in water area of 912 square feet of water.

The replacement and reconfiguration of the existing docks is proposed to address the deteriorating condition of the existing facilities and to upgrade the facilities to current Department of Boating and Waters standards, ADA standards, and safety and building codes. The total number of slips at the A&B docks will remain at 66, but the slip-size mix will be altered to provide fewer slips for smaller boats, and more for larger boats (see Exhibit #10). The existing rental dock will also be removed and replaced.

Currently, the majority of the A&B Docks occur within Port Commission jurisdiction with 50 of the 66 total slips being fully within Port jurisdiction and approximately 50% of the 16 additional rental slips being in Port jurisdiction. The existing gangway access and approximately 50% of 16 slips occur within Coastal Commission jurisdiction under the

present conditions. Under the proposed reconfiguration, the new gangway access as well as 6 full slips and 4 full side ties will occur in Coastal Commission jurisdiction. In addition, a 91-foot dock dedicated to City public works boats, and transient use will occur within the Coastal Commission jurisdiction. The residual portion of the docks would occur in Port jurisdiction. However, as previously noted, the Commission is reviewing the construction and operation of the marina as a whole.

There is currently a two-story, 2,370 sq.ft. 1970's vintage marina building located on a wharf over the water. The building houses the marina manager and various marine-related concessionaires, and serves as the control point for gangway access to the docks. The building is largely constructed on a wharf supported by fifteen 16-inch square concrete piles over the water. The surface area coverage of the wharf is 1,550 square feet with approximately 500 square feet of building extending onto the adjacent uplands. The existing building is deteriorating and does not meet ADA requirements. As proposed, the building will be demolished and a new two-story, 3,100 sq.ft. building will be constructed upland of the docks and inland of the pedestrian walkway. The new building will provide public restrooms and showers and lockers for boaters. A public promenade will be constructed between the building and the marina to provide continuous public access along the waterfront. The existing and proposed marina building is wholly within the Commission's jurisdiction.

The eelgrass mitigation site is proposed to offset impacts to an estimated 4,922 sq.ft. of eelgrass impacts resulting from the proposed shoreline repairs and marina dredging. The dredged material would be used to create a submerged plateau at an elevation suitable for eelgrass, located adjacent to the lower elevations of existing eelgrass beds located south of the existing Glorietta Bay public launch ramp (see Exhibit #2). Once constructed the mitigation site would be planted with eelgrass harvested from natural donor beds adjacent to the mitigation site. Approximately 60% of the eelgrass restoration area occurs within Port jurisdiction, with the remaining 40% occurring in Coastal Commission jurisdiction.

The subject project is part of a larger project that also includes upland improvements within the Port's jurisdiction. As noted above, permit jurisdiction for the project as a whole is split between appealable jurisdiction of the Port District, and original jurisdiction retained by the Commission. Work within the Port's jurisdictional boundaries includes:

- A portion of the eelgrass mitigation fill area
- The marina dredge area on the northern portion of the bay
- The shoreline revetment repair between the Glorietta Bay Marina/Boat House 1998 Restaurant and the Coronado Yacht Club
- Construction of a shoreline promenade north of the Glorietta Bay Marina/Boat House 1887 restaurant
- Realignment of Strand Way
- Conversion of an existing private parking lot into a pocket park and 19 space free public parking lot south of the Coronado Yacht Club
- A portion of the reconfigured marina docks.

The Port District is currently processing an appealable coastal development permit for the above-segments of the project.

2. Project History. Glorietta Bay was first developed in 1887 with the completion of the Hotel del Coronado and its boathouse. In 1938, a 1,000-sq.ft. boat turning basin was put in place at the Bay. The Coronado Yacht Club was also established during this time. In the 1940s, further dredging was undertaken to create the Naval Amphibious Base. In 1956, nearly two million cubic yards of fill were removed from the bay for the construction of the Coronado Golf Course. In 1969, the Coronado-San Diego Bay Bridge was constructed along with a new entrance channel to Glorietta Bay. In 1989, a 1,500-foot long seawall was constructed along the western edge of Glorietta Bay by the City of Coronado to remedy deteriorating shoreline conditions and problems of flooding.

In February 2003, the Commission approved an amendment to the Coronado Local Coastal Program (LCP) adopting the Glorietta Bay Master Plan (LCPA #1-02), and an amendment to the Port Master Plan (PMP) updating the Glorietta Bay segment of the PMP consistent with the Glorietta Bay Master Plan (PMPA #34). The Glorietta Bay Master Plan is a comprehensive waterfront redevelopment plan that includes, in concept, the proposed revetment repair, and the upland promenade/roadway/park improvements along Strand Way/Pomona Avenue within the Port District's jurisdiction. The Master Plan also includes other upland community development projects such as the construction of a new Coronado City Hall, Community Center, and municipal pool, which have already been constructed (CDP #6-03-53).

The City adopted the Glorietta Bay Master Plan as an LCP amendment as required by their LCP. However, Glorietta Bay is located within an area of the Coastal Commission's original permit jurisdiction. Thus, coastal permits for the development proposed within the Master Plan are issued by the Commission, with Chapter 3 of the Coastal Act as the standard of review, with the Master Plan used for guidance purposes.

In August 2004, the Commission approved a permit for removing and rebuilding the 1,650-foot long shoreline revetment on the project site (CDP #6-04-51). The proposed revetment repair included as one component of the subject application is essentially the same as the previously approved project. The current project will result in a greater gain in open bay waters, as the revetment would be pulled back even further landward than the previous alignment. Because the City determined that improvements to Glorietta Bay needed to include the proposed marina renovations, special conditions on the previously approved permit have not been satisfied, and the permit is due to expire in August 2006.

Although the previously approved Commission permit was for the entire 1,650-foot revetment, after recent coordination with the Port District, it has been determined that only the portion of the project south of the Boat House 1887, approximately 1/2 of the total length, is within the Commission's jurisdiction.

3. Public Access and Recreation. The following Coastal Act policies are most applicable to the proposed development, and state, in part:

Section 30210

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 30212

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,
- (2) adequate access exists nearby, or,
- (3) agriculture would be adversely affected...

Section 30213

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

Section 30220

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

Section 30223

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

Section 30224

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.

The applicant is proposing to remove and replace all of the existing marina docks. There are two types of docks at the Glorietta Bay Marina, the A and B docks, with 66 slips available to the general public on a month-to-month basis for a fee, and the rental dock facilities that are operated by Seaforth Rentals, a concessionaire under contract with the City. There is an existing pumpout station at the marina.

The rental dock includes a boat rental fleet available to the general public on an hourly/daily fee basis. The facility includes space for motorized and non-motorized rental vessels, a small dockhouse serving the facility, and a single gangway to the shore. These facilities would be removed and replaced with upgraded, ADA compliant structures. The Glorietta Bay Marina Public Dock is similarly to be replaced and reconfigured to accommodate the demands of both the operator and the public it serves. The boat rental fleet is available to the general public on a hourly/daily fee basis. The rental dock is located within a water lease that wraps around the southern and eastern side of the Coronado Boat House 1887 restaurant. The facility includes space for motorized and non-motorized rental vessels, a small dockhouse serving the facility, and a single gangway to the shore. In addition, the facility includes a 150-foot dock frontage available for short-term tie-ups (4-hour maximum). This area is to be used by water taxi boats, harbor cruises, private boating access to Coronado's landside business, and the Port's "Dock and Dine" program wherein the Port is promoting a land to water connection.

There is an existing sidewalk alongside the shoreline next to the docks. The shoreline adjacent to the docks is sprinkled with deteriorated riprap, and there is no public access to the water. The docks are not open to the public. The shoreline area proposed for the revetment rehabilitation is located inland of the existing marina docks, and thus debris and oil tends to collect in this area, making it an unattractive location for direct public access to the water. As proposed, the project would expand and upgrade the existing sidewalk to a larger promenade with a seawall consistent with Glorietta Bay Master Plan and the recently constructed promenade to the south. The existing marina building will be relocated inland of the new promenade, providing continuous public access all along the Glorietta Bay shoreline.

As noted, the subject leasehold also provides recreational boating opportunities to the general public in the form of boat rentals, including sailboats, power boats, fishing boats, personal water craft, etc. No changes to these activities are proposed, although there will be temporary interruptions during construction. Public access and recreational opportunities at the subject site will improve as a result of this project. Nevertheless, it is important that construction impacts do not significantly impair public access to the existing access and recreational facilities. Construction is expected to last for a cumulative period of approximately one year beginning around October 2006. In-water work is expected to be predominately completed by April 1 of 2007, with all dredging, pile driving, and dredged material placement done. In-water work done after that time may consist of final dock and utility connections and eelgrass planting. The new marina

support building is anticipated to be completed by June 2007, and the promenade improvements by the end of September 2007.

The applicant is proposing to use three areas for staging and laydown for construction: a portion of the Glorietta Bay Park and Launch Ramp, 22 spaces in the Glorietta Bay Marina Parking Lot west of the Civic Center, and a portion of the Glorietta Bay parking lot presently used predominantly for off-site parking by the Naval Amphibious Base (NAB). Pedestrian traffic will be accommodated along signed detours around the work area. As proposed, the launch ramp and facilities, including parking for vehicles and trailer will remain open and available throughout construction, and no construction in this location will occur during Memorial Day through Labor Day.

Because the marina will be closed during construction, use of 22 parking spaces at the Marina parking lot is not expected to significantly adversely affect public access and recreation, and since the NAB lot is not adjacent to any public recreational areas, use of these lots should not substantially impact public access or recreation. Special Condition #5 prohibits upland construction activities in public right-of-way during the summer months between Memorial Day weekend and Labor Day, and limits the placement of staging areas and access corridors year-round to minimize construction impacts on the general public using this area.

The majority of the leasehold's water area is devoted to the marina, where boat slips are rented by the month to the general public and overnight guest slips are also provided. Currently, the marina has slip space lengths ranging from 20 feet to 106 feet (see Exhibit #10). The Commission has seen slip length classified in a variety of ways, but less than 30 feet is often considered "small" and over 36 feet "large." The existing marina provides 41 slips less than 30 feet, and 25 slips between 34 and 106 feet. As proposed, the new marina would have 32 slips 30 feet or under, and 34 larger slips. The average slip size would increase from 35.12 feet to 38.50 feet.

The trend towards larger slips has been reflected in a number recent coastal development permit applications throughout the state (#5-05-245/Portofino; #6-05-34/Seaforth), as well as at inland marinas outside the coastal zone. Several studies have been done that analyze the trends and market demand for smaller versus larger boat slips. According to results from a 2002 study prepared by the Department of Boating and Waterways, "facilities, especially wooden dock facilities, were aging, and many facilities will need to be replaced over the next twenty years. Also, boat length trends point toward a need to reconfigure many older marinas, reducing the number of small berths and increasing larger berths." In addition, other Southern California studies have generally concluded that the major portion of vacancies are in smaller slip sizes under 30 feet in length. They have also generally concluded that the market response has been to reconfigure existing facilities and plan new ones to provide more mid-range and longer slips.

Regionally, since the early 1990's, many marinas have been reconfiguring their slip sizes and slip distribution to favor larger boats – boats 36 feet and larger – because of the decrease in demand for small boat slips and the increase in demand for larger slips. In many cases, this

has resulted in the continued loss of slips overall, which could have an adverse impact on boating opportunities by reducing the number of slips available to the public. However, in the case of the proposed project, there is no reduction in the number of existing slips proposed.

The apparent regional and statewide reduction in demand for smaller boat slips appears due to the fact that in California, boats under 26 feet are most commonly stored on trailers on the owner's property or in dry storage, because of the cost of in-water storage and the increased wear and tear on boats kept in the marine environment. As the economy and population in Southern California grow, it is likely that more people will purchase boats and seek slips in a local marina. The demand for slips of all sizes is likely to increase, while the supply of slips of any size will continue to be limited. The result of increased demand will be higher slip rental rates. The higher slip rental rates may cause the boaters at the lower end of the economic scale to relinquish their slips, which tend to be shorter because they own the less expensive shorter vessels. The higher income boaters are more likely to own a larger vessel and are better able to afford a longer slip. While the cost of recreational boating rises, the vacancy rates for shorter slips seem to be increasing, while the demand for larger slips is increasing.

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 proposal will result in fewer short slips (thirty feet and under) but will not result in a lesser number of slips overall. The existing facility provides 66 marina slips, and that number will not be modified through the proposed site redevelopment.

Although the trend for new and redeveloped marinas is for larger boats, and small boat slips show the highest vacancy rates, the demand for small boat slips still exists. In prior permit actions, the Commission has heard testimony contending that a reduction in the availability of slips that accommodate smaller boats reduces the option for those who want to own boats and use the smaller slips. However, in this particular case, the proposed slip reconfiguration would still provide 33% of the slips for vessels up to 28 feet in length, 26% of the slips being provided for vessels ranging from 29 feet to 36 feet in length, and the remaining 41% of the slips meeting the needs for vessels ranging from 37 feet up to 106 feet in length. This slip mix still provides a reasonable amount of smaller slip space.

Because of the soaring cost of slip space, perhaps of equal importance to the provision of smaller slip space for maintaining some level of affordability for recreational boating, is the availability of dry boat storage facilities and public launch ramps. Dry boat storage is available in Coronado, including at the commercial lot at Coronado Boat Storage approximately 5 miles south of the site, at the adjacent membership Coronado Yacht Club, and the Navy's Fiddler's Cove Marina & RV Park (limited eligibility). There is an existing public boat-launching ramp approximately 1/3 mile south of the marina building.

Thus, when balanced against the overall demand for larger boat slips and the fact that small boat owners are moving toward trailering their boats and using dry storage, the Commission finds the proposed slip mix adequate. This determination is based on this specific facility in this particular location, and depends also on the availability of a wide range of other boating facilities in the general area.

Section 30224 of the Coastal Act encourages increased recreational boating use of coastal waters, and Section 30213 of the Coastal Act encourages developments with lower cost visitor and recreational facilities providing public recreational opportunities. The proposed improvements to the existing marina are located on leased public tidelands and the redevelopment project provides an opportunity to provide pier space for use by non-profit public boating organizations serving low and moderate-income levels not able to afford boat ownership.

KDME, Inc., operating as Seaforth Boat Rentals, is the current boat rental dock operator at the marina. The applicant has provided background information on KDME, Inc./Seaforth, describing the public recreational boating opportunities and activities currently offered by Seaforth. These include sailing clinics, fishing seminars, and kayak clinics through the Big Brothers and Big Sisters of San Diego County and local chapters of the Boy and Girl Scouts of America. Specifically, the Seaforth has stated:

Seaforth has as its fundamental business plan, the goal of providing widely available, low-cost access to on-water sporting equipment. The business does not discriminate on the basis of race, gender, or socioeconomics. Operating out of 4 locations (3-year-round and 1 seasonal) in San Diego County, with over 200 vessels, Seaforth presently provides greater low cost access than any other organization that is available to the general public. Within Glorietta Bay, Seaforth presently provides access to nearly 20,000 people annually. Standard rental rates for equipment rental range from \$15/hr for a 4-person paddle boat and \$30/hr for a 4-person sailboat on up.

Seaforth has submitted a recreational boating program documenting some of the existing lower-cost activities and events they currently sponsor, and are proposing to continue indefinitely (see Exhibit #12). The program includes a commitment to continue offering the following types of activities:

- Sailing clinics, fishing seminars, and kayak clinics through the Big Brothers and Big Sisters of San Diego County and local chapters of the Boy and Girl Scouts of

America. These non-profit organizations have free access to sailing clinics on a monthly basis in conjunction with Seaforth Sailing Club.

- Sponsorship of an annual charity sailing and fishing event for Big Brothers and Big Sisters of San Diego County. The entire fleet of vessels required for these events is provided at no charge. In addition, food equipment, tackle, and organization of the event are provided at no charge.
- For over 10 years, as an official American Sailing Association (ASA) school, sailing classes offering five different levels of sailing proficiencies and certifications to all income levels of boaters.
- A sailing club with a membership program. The monthly membership fee is \$30. The sailing club has over 500 existing members with access to over 200 vessels.
- While Seaforth Sailing Club is not a nonprofit organization, the effective cost of boating for its members is comparable to that of non-profit sailing clubs.
- Access to a wide variety of types and sizes of watercraft on an hourly or daily rate basis.

Implementation of this program has been adopted as a required condition of the Port District's approval of the coastal development permit for its portion of the project.

In recent approvals of new and redeveloped marina projects, the Commission has required that the applicants ensure that a full range of boating and recreational opportunities are available to all segments of the population within public tidelands consistent with the public access and recreational policies of the Coastal Act. In Long Beach and San Diego, the Commission has required that applicants provide approximately one space for every 100 boat slips for the exclusive use by a non-profit equal opportunity boating club that promotes recreational boating (CDPs #5-05-245; #6-05-34). In Ventura County, the Commission required that the applicant contribute annually to the County, or a County approved non-profit foundation, an amount equal to 75% of the annual rent chargeable for two 35 foot boat slips, with said funds used for scholarships for youths to participate in boating programs, for purchase of sail training vessels, funding for transportation to bring youths to the harbor and for other similar programs to enhance access for lower income persons to the coast.

In the case of the proposed project, the applicant currently provides lower-cost recreational boating activities to a wide segment of the population, and has committed to continuing these services. Although not a non-profit organization, the applicant has provided a cost-comparison of various boating activities and organizations in San Diego Bay that demonstrates the cost of Seaforth's boating activities and services are comparable to those available at non-profit organizations (ref. Exhibit #11). The above-described recreational boating outreach activities are in addition to Seaforth's regular operations, which are available to anybody.

The Commission's intent in requiring the set-aside of slips for non-profit recreational boating clubs are to ensure space is available at marinas for the operation of programs that serve people who might not otherwise be able to participate in recreational water activities, due to the high cost of boat ownership and limited marina space. In the case of the proposed project, while no slips are specifically set aside, these programs and opportunities are currently being offered at the existing marina, and, as proposed, would continue to be available. The Commission finds that continuing these lower-cost recreational boating activities and outreach programs accomplishes the Coastal Act policy of encouraging, protecting and providing water-oriented recreational activities at least as much as simply setting aside slip space in the hope that such programs will be able to take advantage of it.

Therefore, Special Condition #2 requires that the applicants submit a final recreational boating program that includes the continuation of the types of activities and programs described above. Minor changes to the program can occur over time, but a service level roughly approximate to the present program that are being conducted by Seaforth must be maintained.

Because the City of Coronado cannot guarantee that Seaforth will continue to operate at the site indefinitely, the condition requires that should Seaforth ever cease operations at the Marina, the applicant must either provide a new operator that includes the same programs or within 30 days of cessation of the program, must provide one slip space or side-tie within the marina leasehold for the exclusive use by a non-profit equal opportunity boating club that promotes recreational boating. No rent shall be charged for the slips, but the non-profit organization will be required to cover utility and insurance costs. Until such an entity presents itself and is found acceptable by the Executive Director, the applicant may continue to use the slips for transient, overnight guest purposes, but they may not be used as long-term rental slips. This requirement is consistent with past Commission permit actions on new marinas.

In summary, the proposed marina redevelopment project will improve public access and encourage recreational boating use of the marina and providing a balanced mix of slip sizes. In addition to providing for the needs of boat owners, the marina also provides alternate forms of public recreational boating, including small boat rentals and sailing excursions. As conditioned herein, the marina must continue operating lower-cost recreational boating activities and services, or provide two guest slips for use by a suitable non-profit entity to operate a public recreational boating club. Therefore, as conditioned, the Commission finds the proposed development consistent with the public access and recreation policies of the Coastal Act.

4. Shoreline Protection/Public Access. The following sections of the Coastal Act are applicable to the proposed project and state, in part:

Section 30210

In carrying out the requirements 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 the

public safety needs and the need to protect public rights, rights of private property owners, and natural resources from overuse.

Section 30211

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 30235

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

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) 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 30604 (c) of the Coastal Act requires that in order to issue a coastal development permit for any development between the sea and the nearest public road paralleling the sea, the Commission must specifically find that the permitted development is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act.

The project includes removal and replacement of the existing riprap revetment located on the eastern portion of Glorietta Bay, beginning near the former Armory Site, and extending approximately 1,650 ft. along the shoreline north to the Coronado Yacht Club (see Exhibit #2). Shoreline repair will involve removal of the deteriorated existing riprap and rubble, excavation of a toe keyway for a new riprap slope, and replacement of ¼ ton riprap on a geosynthetic fabric over the cut slope.

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 problems of flooding (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 (#6-04-051). The proposed revetment repair included as one component of the subject application is essentially the same as the previously approved project, although the shoreline work will result in the net removal of 869 cubic yards of material from along the bank, which results in less fill of open water than would have occurred under the previous approval, as the revetment will be pulled back even further landward than the previous alignment.

The new revetment also differs from that proposed under the approved CDP in that it would extend to the bottom of the dredging limits within the marina, rather than stopping at the existing grade, in order to maintain the slope and provide for a stable toe. The proposed project is not anticipating the use of salvaged riprap in the construction of the new revetment. While this was contemplated under CDP #6-04-51, the applicant has indicated that the salvaged rock is typically undersized for the new revetment. The dredging rock will instead be used for buttressing the eelgrass restoration site.

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. 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 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 (the first public roadway in the area) 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 access improvements recently constructed would have an adverse impact on public access and recreation. The revetment also provides support and protection for the public docks in the bay.

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 beach area around the revetment, and no adverse direct or indirect impact to sand supply from the proposed repair work will result.

The lack of sandy beach in the area limits the potential for recreational impacts associated with the development. There is currently no sidewalk along the shoreline past the restaurant. The Glorietta Bay Master Plan and the Port's companion permit include improved lateral access along this portion of the bay, including parking and a pedestrian walkway. The new seatwall will also improve public access by providing an improved area for viewing the bay. Given that the project will substantially improve public access

and protect existing and proposed recreational resources, the new revetment will not adversely impact public access or recreational opportunities.

In its approval of the Glorietta Bay Master Plan, the Commission found that the proposed revetment could be found consistent with the Coastal Act, as long as the re-engineered revetment would not extend any further bayward than the existing riprap, and that where erosion had occurred, existing riprap would be removed and the bank line recontoured such that the toe of slope is located as far landward as possible, and does not exceed the existing footprint of the riprap shoreline.

This was largely, but not entirely the case with the previously approved revetment, and also with the proposed project. As previously noted, overall, the proposed project will result in a gain in tidal prism area because the revetment will be pulled up and re-engineered with the toe of slope further inland than the existing revetment. However, there will be several areas where the new toe of revetment will extend beyond the existing revetment toe. The applicant has indicated that the encroachments are necessary to ensure the slope of the riprap is stable after holding the top of the riprap in a fixed location. Maintaining a consistent top of slope is necessary to fully protect the existing shoreline improvements. The current shore slope is not stable in these locations, as can be seen from the assorted riprap that has tumbled into the adjacent bay flats. In other areas, most of the encroachment is associated with the proposed riprap over the shortened storm drain outfall. The riprap over the pipe will protect the outfall from future wave and weather damage (such as what the existing pipe has experienced) while increasing the shore protection for Strand Way at the only area along the site that currently experiences flooding from waver overtopping at even moderately high tides. Without the protection afforded by the proposed revetment, the storm water diversion structures that the City is planning to construct at a future date would be bypassed during these high tides and the road would continue to flood, significantly impacting public access.

Overall, the project will result in a significant reduction in encroachment from the proposed revetment over that which exists today and that was previously approved by the Commission. The revetment is necessary and the proposed project will assure continued protection for existing development while minimizing impacts. The few areas where the toe of the revetment will extend beyond the existing toe are necessary to provide protection to the shoreline improvements, and will not have any adverse impact on public access or recreation. Thus, although not strictly consistent with the policies Glorietta Bay Master Plan, the project is consistent with the goals and aims of the Master Plan.

Special Condition #1 requires the submittal of final plans in substantial conformance with the submitted plans. Because there remains an inherent risk to development along the shoreline, Special Condition #6 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 #3 requires that the City submit final surveyed plans for the revetment to ensure that the location and extent of the rock is well

documented. Special Condition #13 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.

In conclusion, the proposed revetment and seatwall will protect the existing shoreline improvements from erosion, will reduce the amount of encroachment into the water, and will provide an improved viewing area to the bay. No impacts to shoreline sand supply are anticipated to occur as a result of the proposed reconfigured revetment. In addition, the proposed protection will not result in impacts on public access. Therefore, as conditioned, the proposed development is consistent with the shoreline protection and public access policies of the Coastal Act.

5. Sensitive Resources. Several policies of the Coastal Act provide for the protection, preservation and enhancement of the marine environment and coastal wetlands and species that depend on those wetlands as habitat. Those most applicable to the proposed project are as follows:

Section 30230

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

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...

Section 30233 states, in part:

(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:

(1) 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 wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.

(4) 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.

(5) 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.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

(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 such purposes to appropriate beaches or into suitable long shore current systems.

[...]

Section 30240(b)

(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 such areas, and shall be compatible with the continuance of such habitat areas.

Glorietta Bay is a shallow, soft-bottom habitat, which extends from the shoreline to a central dredged channel about 15-18 feet below Mean Lower Low Water. 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 Southern California Eelgrass Mitigation Policy (SCEMP) adopted by the National Marine Fisheries Service (NMFS), the U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Game (CDFG). 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.

Overall, the proposed project results in an approximately 97 sq.ft. reduction of bay surface area coverage by development, 3 fewer piles, and a 12,578 sq.ft. gain in eelgrass habitat. The proposed project would use dredged material and reclaimed rock from the marina area to create a mitigation site within waters of Glorietta Bay that are too deep to support eelgrass at the present time. The project will result in impacts to an estimated 4,922 square feet of eelgrass as a result of shoreline repairs (182 sq. ft.) and marina dredging (4,750 sq. ft.). According to standards for eelgrass mitigation as outlined in the Southern California Eelgrass Mitigation Policy (National Marine Fisheries Service 1991, rev. Jan. 18, 2005) compensatory mitigation for the impacts requires a successful replacement of 1.2:1 (replacement to impact) or 5,906 square feet of eelgrass.

The applicant has indicated that there are no known eelgrass restoration areas in the vicinity of the project where eelgrass could be restored without creating suitable substrate and light conditions by altering water depths. As such, to achieve required mitigation site conditions, the project proposes to re-use salvaged revetment stone and excavated dredged material to create a submerged plateau adjacent to the lower elevations of existing eelgrass beds located south of the existing Glorietta Bay public launch ramp (see Exhibits #2 and #5).

At the eelgrass mitigation site, the bottom terrain drops rapidly from shallows at -4 feet MLLW to deeper water at approximately -15 feet MLLW. The proposed work in this area would be to construct a submerged retaining buttress across a deep notch into the adjacent shallows using salvaged revetment stone and additional new stone, if needed. The rock buttress would be raised from approximately -15 up to a crest elevation of approximately -6 feet MLLW. Behind the buttress, dredged materials would be deposited from the marina dredging activities to bring the elevation of a submerged plateau up to approximately -4 feet ramping out to the -5 feet near the buttress where the terrain would slope off at an 8:1 natural slope (Figure 9).

The mitigation site would require approximately 12,000 cubic yards of rock and sediment to construct. Once constructed, the mitigation site would be planted with eelgrass harvested from natural donor beds adjacent to the mitigation site and along the shoreline to the northwest of the mitigation area. The site would then be monitored for performance over the course of a 5-year establishment period. Areas that do not meet the following success criteria must be revegetated and again monitored for another 5 year period until the final goal is met:

- A minimum of 70% aerial coverage and 30% density after the first year

- A minimum of 85% aerial coverage and 70% density after the second year
- A minimum of 100% aerial coverage and 85% density for the third, fourth, and fifth years.

While only 5,906 square feet of eelgrass is required to meet the mitigation requirements for the project, the site is anticipated to yield approximately 17,500 square feet of eelgrass habitat, three times that anticipated to meet the project mitigation needs. The residual eelgrass habitat is intended to provide a buffer between project mitigation needs and mitigation habitat available, in order to avoid any future shortfalls in achieving mitigation objectives.

By resource agency policy, eelgrass within San Diego Bay must be mitigated within the same general ecoregion of the Bay. To maintain regional replacement of eelgrass, the applicant selected a site within Glorietta Bay based on the presence of suitable water circulation, adjacency to healthy eelgrass habitat, geometry that was suited to construction of a submerged plateau at appropriate eelgrass growth elevations, and avoidance of large craft navigation areas. The applicant has indicated that the selected site is the only location within Glorietta Bay that meets these criteria that is located outside of U.S. Naval Reservation lands. Outside of Glorietta Bay, the western shoreline of the central Bay generally supports narrow shallows that drop rapidly into the shipping channel. A few broader shallows exist where the Coronado Roadstead Mooring is located and where the Le Meridian eelgrass restoration area exists, however these sites are very limited and typically have existing uses or eelgrass habitat. On the eastern shoreline of the central Bay, industrialized uses predominate and no opportunities for eelgrass habitat development exist.

As a result, the biological analysis determined that the proposed eelgrass mitigation area is best suited to restoration of eelgrass habitat, from many aspects. It is well situated geographically to the impact areas, it is geometrically suited to the construction of a submerged plateau that will sustain eelgrass, it is outside of the deeper vessel navigation areas and, it is outside of Naval Reservation areas. Finally, the restoration of native eelgrass habitat abuts other eelgrass habitat within this area. The habitat enhancement use of the site also fits well with the designation of the area as “Estuary” and thus it is anticipated that the eelgrass restoration in this area will benefit from a greater level of protection than it might in other areas of the Bay.

It is unusual to mitigate for habitat impacts by converting one habitat (open water) to another (eelgrass). In addition, the creation of the mitigation site (by placement of the dredged materials from the marina) constitutes fill of open coastal waters, which is strictly limited by Section 30233 of the Coastal Act. The applicants did look at alternatives to the use of the proposed mitigation site. The original option for eelgrass mitigation that was evaluated was the replacement of eelgrass on a sand cap placed over the toe of the reconstructed revetment slope. However, because docks result in reduced water circulation behind the docks, areas located between marinas and shorelines often provide marginal environments for eelgrass growth. This is the case under present conditions at the project site where eelgrass occurrence is relatively patchy within the

marina areas in the northern portion of Glorietta Bay and contiguous in the southerly regions of Glorietta Bay. With the loss of eelgrass contemplated through dredging as well as the shoreline revetment work, it was deemed impractical to consider that planting along the revetment toe, outside of the dredging area would yield adequate eelgrass mitigation to off-set losses. As a result, the alternative off-site mitigation area was selected.

The applicant's biologist has provided information assessing the existing habitat value of proposed mitigation site. The eelgrass restoration area is a deeper dredged area with a bottom depth of approximately -15 feet. It was excavated to this depth as a borrow site for the construction of the adjacent Naval Amphibious Base. The site supports an unvegetated mud bottom comparable to most of the bay environment and similar to most of Glorietta Bay, and does not support any unique habitat resources. The biological assessment concludes that conversion of the deeper water bay environment to a shallow water eelgrass habitat, including a rocky buttress would not result in adverse impacts on the marine environment, but rather would be expected to dramatically increase the productivity and diversity of the area, based on fish and invertebrate communities.

The placement of structural pilings for public recreational piers that provide public access and recreational opportunities are a permitted use under Section 30233 of the Act, and creation of the mitigation site can be characterized as a restoration project, which is also a permitted use under Section 30233. The applicant has indicated that the dredged materials are not suitable for beach replenishment, as encouraged by Section 30233(b), due to the high percentage of fine sediments. Staff at the National Marine Fisheries Service (NMFS) have reviewed the proposed project and have concluded that construction of a plateau to create an eelgrass mitigation site is appropriate and a net benefit to marine resources. The Commission's staff Resource Ecologist has reviewed the project and concluded that in this particular case, although the restoration involves habitat conversion, the relatively small area involved in this project will limit significant impacts to the existing mud bottom community. It is likely that the disturbed area will recolonize relatively quickly. However, there will be temporal losses until that time, and as such, it is appropriate to provide additional eelgrass habitat as a general overall benefit to the marine community. Since the proposed project will provide approximately 17,500 sq.ft. of eelgrass habitat, approximately three times more than the 5,906 sq.ft. required to mitigate the impact, the proposed project will adequately mitigate for the impacts to sensitive biological resources, consistent with Section 30233. Special Condition #4 requires submittal of a final eelgrass mitigation and monitoring plan. Although the NFMS standards for eelgrass mitigation only require a minimum of 1.2 to 1 mitigation ratio, the proposed project, along with the proposed minimum mitigation success criteria for coverage and density will ensure that more than the minimum ratio will be achieved at the site, thereby providing mitigation for the short temporal loss of the mud bottom habitat.

A current issue around the world and specifically in San Diego waterbodies is the presence of the invasive green alga, *Caulerpa taxifolia* that has been discovered within Agua Hedionda Lagoon in north San Diego County. *Caulerpa* is a tropical green marine

alga that is popular in the aquarium trade because of its attractive appearance and hardy nature. In 1984, this seaweed was introduced into the northern Mediterranean. From an initial infestation of about 1 square yard it grew to cover about 2 acres by 1989, and by 1997 blanketed about 10,000 acres along the coasts of France and Italy. Genetic studies demonstrated that those populations were from the same clone, possibly originating from a single introduction. This seaweed spreads asexually from fragments and creates a dense monoculture displacing native plant and animal species. In the Mediterranean, it grows on sand, mud and rock surfaces from the very shallow subtidal to about 250-ft depth. Because of toxins in its tissues, *Caulerpa* is not eaten by herbivores in areas where it has invaded. The infestation in the Mediterranean has had serious negative economic and social consequences because of impacts to tourism, recreational diving, and commercial fishing.

Because of the grave risk to native habitats, in 1999 *Caulerpa* was designated a prohibited species in the United States under the Federal Noxious Weed Act. AB 1334, enacted in 2001 and codified at California Fish and Game Code Section 2300, forbids possession of *Caulerpa*. In June 2000, *Caulerpa* was discovered in Aqua Hedionda Lagoon, and in August of that year an infestation was discovered in Huntington Harbor in Orange County. Genetic studies show that this is the same clone as that released in the Mediterranean. Other infestations are likely. Although a tropical species, *Caulerpa* has been shown to tolerate water temperatures down to at least 50° F. Although warmer southern California habitats are most vulnerable, until better information is available, it must be assumed that the whole California coast is at risk. All shallow marine habitats could be impacted.

In response to the threat that *Caulerpa* poses to California's marine environment, the Southern California *Caulerpa* Action Team, SCCAT, was established to respond quickly and effectively to the discovery of *Caulerpa* infestations in Southern California. The group consists of representatives from several state, federal, local and private entities. The goal of SCCAT is to completely eradicate all *Caulerpa* infestations.

If *Caulerpa* is present, any project that disturbs the bottom could cause its spread by dispersing viable tissue fragments. In its approval of the Glorietta Bay Master Plan, the Commission determined that the plan should have a requirement that prior to commencement of any in water development that involves disturbance of the water bottom, surveys must be done of the project area and a buffer area to determine the presence of the invasive alga *Caulerpa taxifolia*. The survey protocol must be prepared in consultation with the Regional Water Quality Control Board, the California Department of Fish and Game, and the National Marine Fisheries Service.

In order to assure that the proposed project does not cause the dispersal of *Caulerpa*, and adverse impacts to the biological productivity of the bay, Special Condition #7 has been attached. Special Condition #7 requires the applicant, prior to commencement of development, to survey the project area and any other areas where the bottom could be disturbed by project activities, for the presence of *Caulerpa*. If *Caulerpa* is found to be present in the project area, then prior to commencement of any dredging, the applicant

must provide evidence that the Caulerpa within the project site has been eradicated (the applicant could seek an emergency permit from the Executive Director to authorize the eradication) or that the dredging project has been revised to avoid any disturbance of Caulerpa. If revisions to the project are proposed to avoid contact with Caulerpa, then the applicant shall consult with the local Coastal Commission office to determine if an amendment to this permit is required.

Because of this usage of nearby waters, and the proximity to actual least tern nesting sites, there is the potential that activities associated with the demolition and construction of the marina redevelopment, especially repositioning of pilings, will adversely impact nesting least terns. Therefore, to ensure the nesting least terns are not adversely affected by construction activities, the Commission is requiring Special Condition #15, which prohibits all in-water construction activities during the nesting season of the least terns unless such construction activities are determined to not result in impacts and are approved in writing by the California Department of Fish and Game and the U. S. Fish and Wildlife Service.

Special Condition #14 requires the submittal of any required discretionary permits from other agencies. Should any project modifications be required as a result of other permits, an amendment to this permit may be necessary.

In conclusion, as conditioned, the proposed project will not have any adverse impact on sensitive biological resources that will not be adequately mitigated. Therefore, the project is consistent with the resource protection policies of the Coastal Act.

6. Water Quality/BMPS. The following Coastal Act policies are most applicable to the proposed development, and state:

Section 30230

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

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 water flow, encouraging

waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

These Coastal Act policies are intended to protect the water quality and biological productivity of coastal water resources. The proposed marina redevelopment 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, especially the pier reconstruction that involves removal and replacement in different locations of the existing pilings.

Aside from potential construction impacts on water quality, potential sources of pollutants associated with boating activities such as chemicals, petroleum, cleaning agents and sewage often result in adverse impacts to water quality in coastal waters. The discharge of these pollutants to coastal waters can cause cumulative impacts such as: eutrophication and anoxic conditions resulting in fish kills and diseases and the alteration of aquatic habitat, including adverse changes to species composition and size; excess nutrients causing algae blooms and sedimentation increasing turbidity, which reduce the penetration of sunlight needed by aquatic vegetation which provide food and cover for aquatic species; disruptions to the reproductive cycle of aquatic species; and acute and sublethal toxicity in marine organisms leading to adverse changes in reproduction and feeding behavior. These impacts reduce the biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes, reduce optimum populations of marine organisms, and have adverse impacts on human health. Such cumulative impacts can be minimized through the implementation of certain BMPs.

The applicant has received a Clean Water Act Section 401 Water Quality Certification from the California Regional Water Quality Control Board approving the proposed project. The applicant has also submitted a Clean Marina Program. However, Special Condition #10 requires the applicant to submit a final Water Quality Management Plan (WQMP) including appropriate Best Management Practices (BMPs) including appropriate with specific details and requirements ensuring that boating activity in the project area will be managed in a manner that protects water quality.

There is also the potential for the materials used in the marina to degrade over time. Piles and fenders use plastic and other materials for protection and are constantly subject to abrasive forces from boats and ships. If the plastics were to become brittle, they may splinter or chip upon impact and would introduce plastic debris into the coastal waters, and thus would adversely affect water quality resources. Because of the potential for pieces of unattached plastic or other materials to enter into the marine environment due to damage or degradation, the docks must be routinely inspected to ensure that the facility is being maintained in an environmentally safe operating condition and so that any damaged or degraded pieces are replaced in a timely manner. To minimize the potential of plastics and other debris from entering the water due to damage or deterioration of the docks, Special Condition #11 requires that all docks must be

inspected at least every five years. If monitoring confirms that the use of plastic or other materials in the marina is damaging marine resources, the use of such materials shall be stopped, as more environmentally friendly products are developed. Future repair work may require a new permit or an amendment to this permit if the Executive Director determines that one is required.

Demolition/construction, debris removal and erosion and sediment control measures implemented during construction can serve to minimize the potential for adverse impacts to water quality resulting from the use of construction materials and methods. To ensure that these measures are properly implemented and in order to ensure that adverse effects to coastal water quality do not result from the proposed project, Special Condition #9 requires the applicant to submit final construction BMP programs for Executive Director review and approval. These BMP programs must include measures such as the use of turbidity screens/siltation curtains to isolate work area during pile removal and installation, floating booms to contain debris or spills, minimization of bottom disturbance, removal of bottom debris following demolition and prior to construction, recovery of any non-buoyant debris by divers as soon as possible after loss, storage of all construction materials or waste in a manner which prevents their movement via runoff, or any other means, into coastal waters, the removal of any and all construction equipment, materials and debris from the project site at the conclusion of construction, the disposal of all demolition and construction debris at an appropriate site, and the implementation of appropriate erosion and sediment control BMPs.

The proposed project will not increase the net amount of impervious surface area and the resulting stormwater runoff from the project site. The project does include replacing an existing storm drain outlet. The City has indicated that a future phase of the Glorietta Bay Master Plan implementation will include construction of a low flow stormwater diversion structure that will prevent nuisance flows from entering the bay; however, the final configuration of Strand Way must be determined before the diversion structure can be installed. The proposed storm drain will not preclude the future low flow diversion efforts or adversely impact water quality.

In summary, special conditions require the applicant to implement construction and post-construction BMPs to minimize adverse impacts on water quality from both the construction and operation of the proposed boating facilities. Furthermore, the applicant is required to monitor the condition of the facilities, report every five years to the Executive Director, and conduct appropriate repair and maintenance activities. Therefore, the Commission finds that the proposed marina redevelopment project described herein, as conditioned, is consistent with the cited Coastal Act policies and will assure the protection of water quality.

7. Local Coastal Planning. The project area spans the jurisdiction of San Diego Unified Port District and the Commission's original coastal permit jurisdiction. The City of Coronado has adopted a Master Plan for the Glorietta Bay area in its LCP. For areas within the City limits, Coastal 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. Portions of the project were reviewed and approved in concept in the Glorietta Bay Master Plan, and the project is consistent with the goals and standards contained in that 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.

8. Consistency with the California Environmental Quality Act (CEQA).

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 additional 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 public recreation, staging areas, timing of construction, the protection of eelgrass and maintenance of the revetment 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. Therefore, the Commission finds that, as conditioned, the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

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.

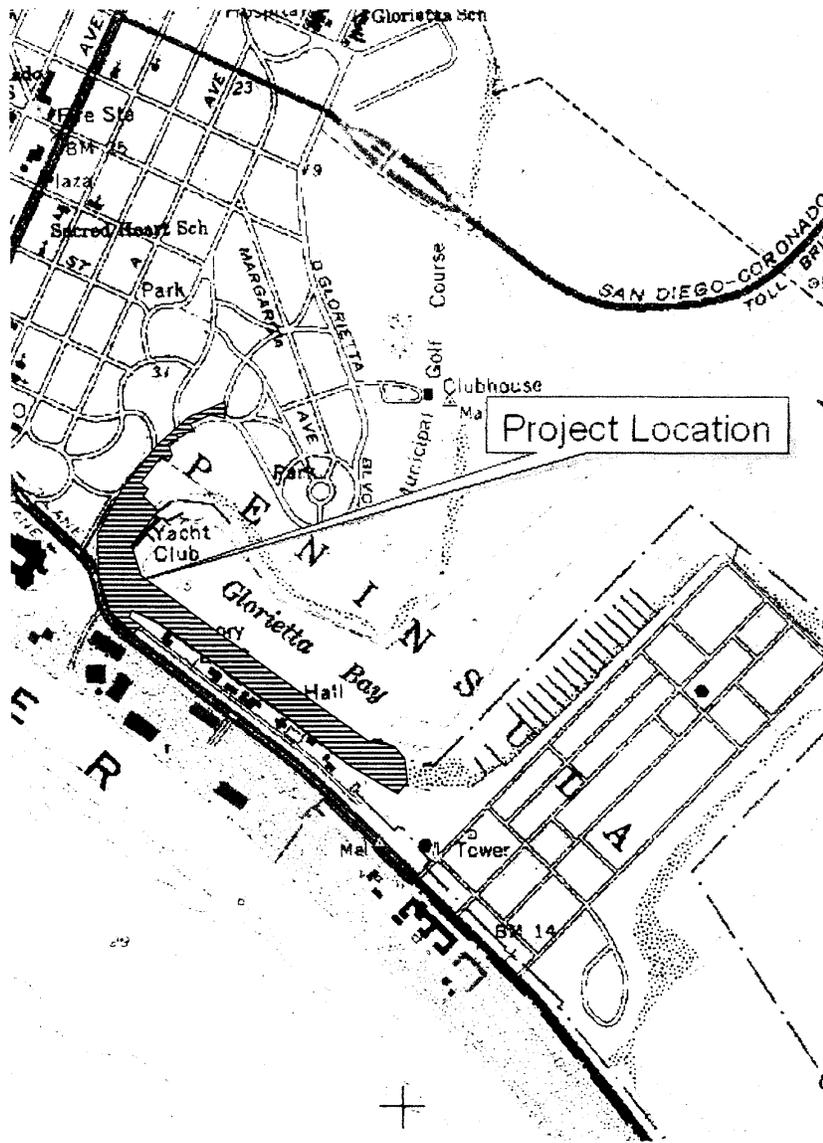
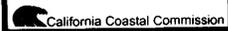
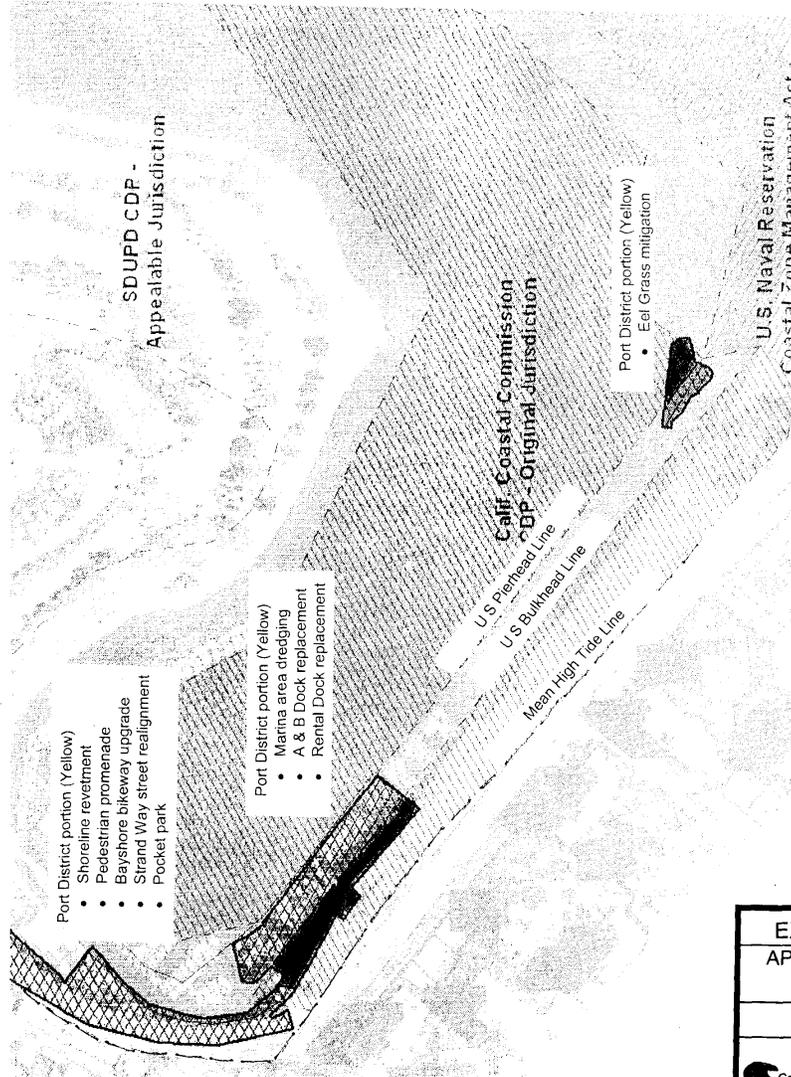


EXHIBIT NO. 1
APPLICATION NO.
6-06-26
Location Map
 California Coastal Commission



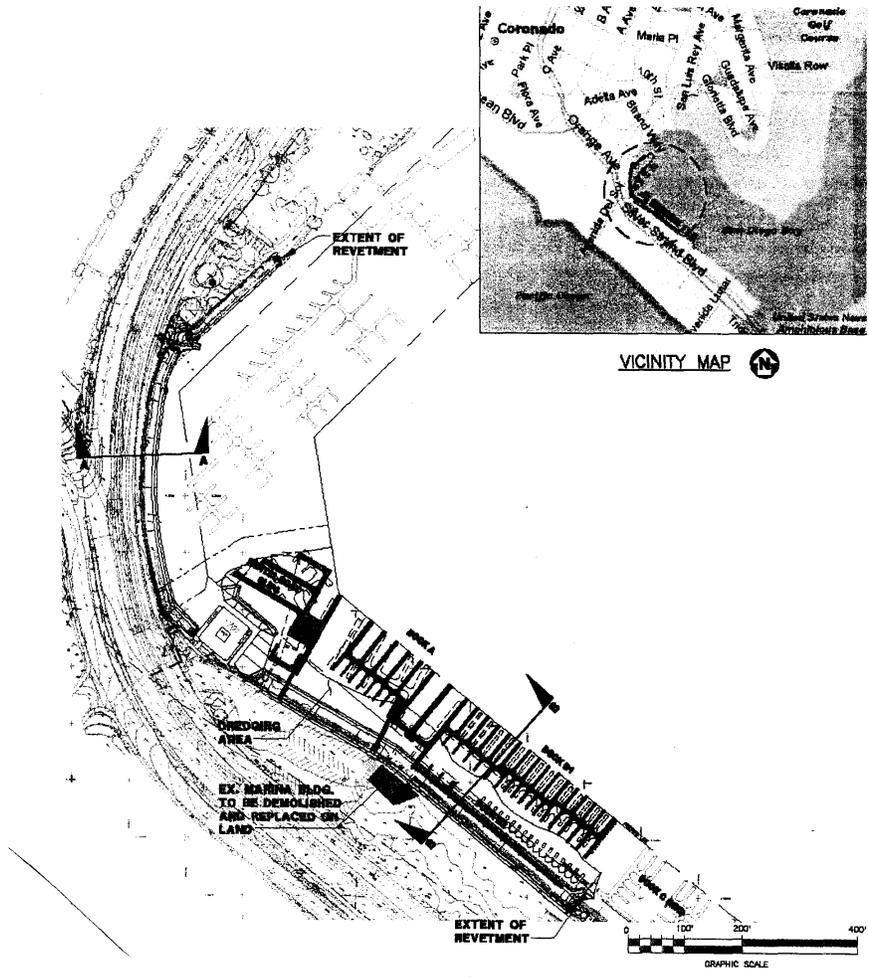
EXHIBIT NO. 2
APPLICATION NO.
6-06-26
Project Locations
 California Coastal Commission



Glorietta Bay Redevelopment
Coastal Development
Coverage Area

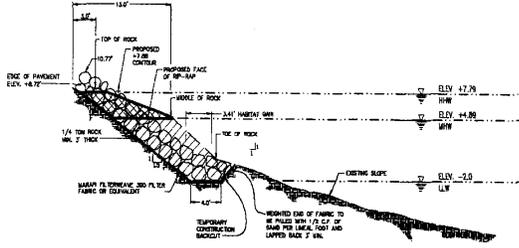
Coastal Commission
Port District

EXHIBIT NO. 3
APPLICATION NO.
6-06-26
Jurisdictions
California Coastal Commission

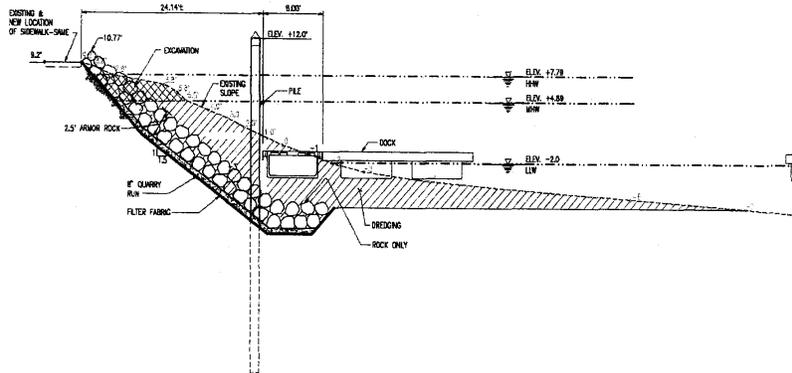


Proposed marina dredging, shoreline repair, and dock replacement areas

EXHIBIT NO. 4
APPLICATION NO.
6-06-26
Site Plan
California Coastal Commission

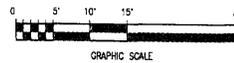


TYPICAL CROSS SECTION A



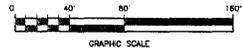
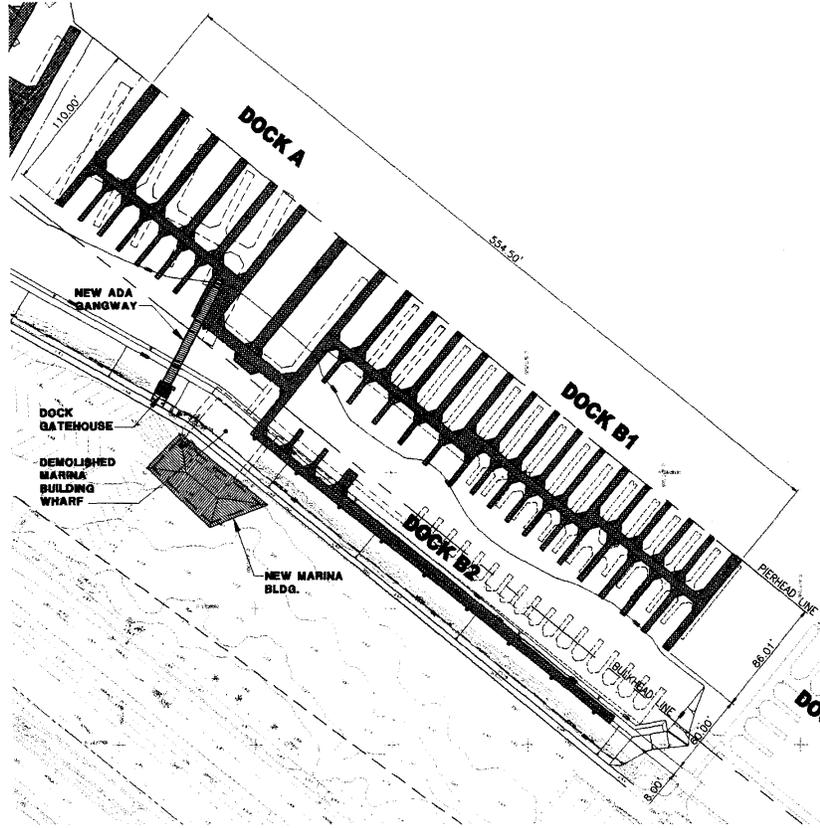
TYPICAL CROSS SECTION B

VERTICAL DATUM = MLLW



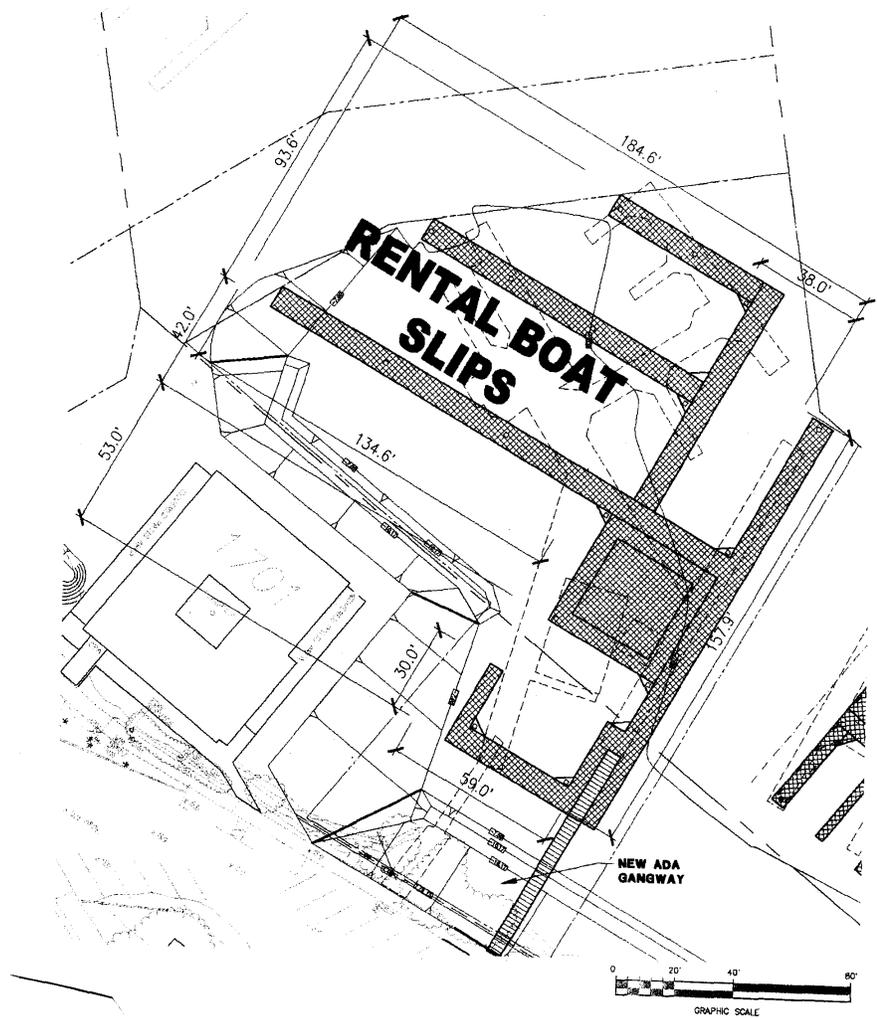
Typical sections of proposed shoreline repair area.

EXHIBIT NO. 5
APPLICATION NO.
6-06-26
Revetment
Cross-Section
California Coastal Commission



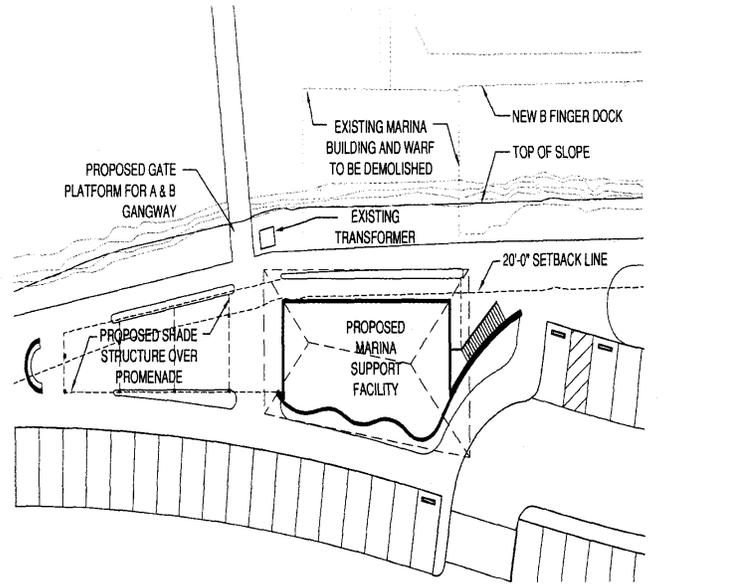
 Existing and proposed configuration of the A&B Docks

EXHIBIT NO. 6
APPLICATION NO.
6-06-26
A&B Docks Site Plan
 California Coastal Commission

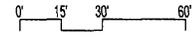


Existing and proposed layout of the Rental Dock facilities

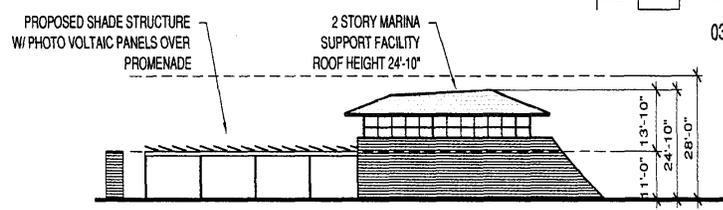
EXHIBIT NO. 7
APPLICATION NO.
6-06-26
Rental Dock
Site Plan
 California Coastal Commission



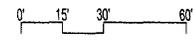
SITE PLAN



03.02.06



SOUTH ELEVATION



Marina Building plan and elevations

EXHIBIT NO. 8
APPLICATION NO.
6-06-26
Marina Building
Site Plan
California Coastal Commission

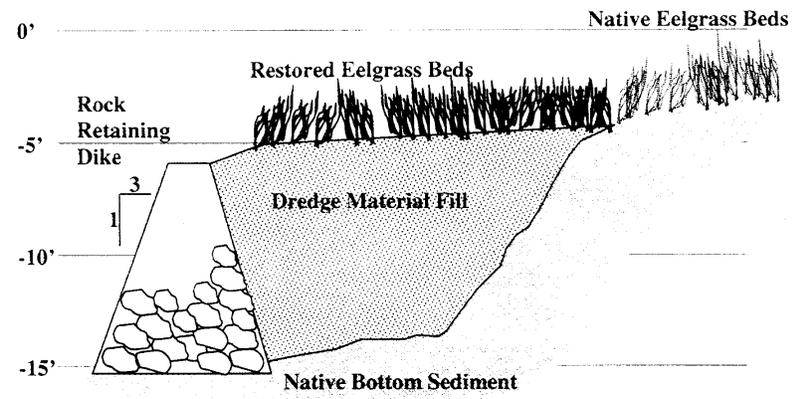
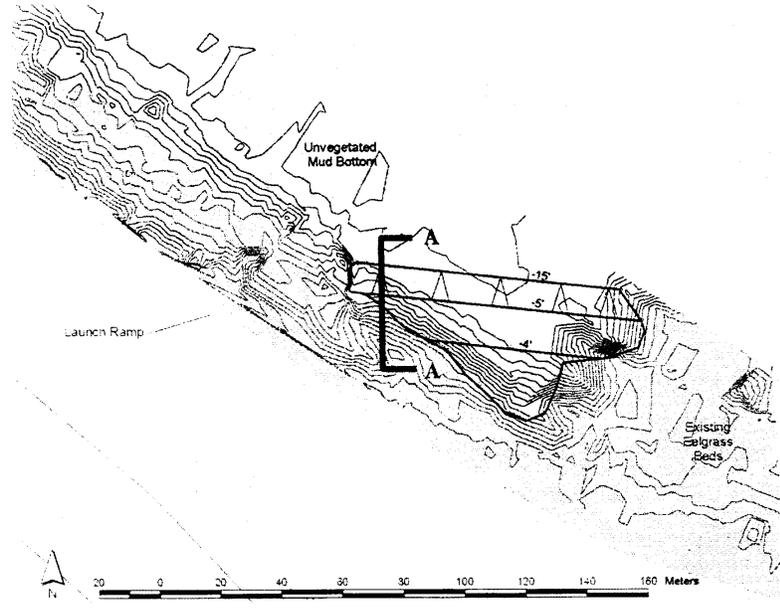


EXHIBIT NO. 9
APPLICATION NO.
6-06-26
Eelgrass
Cross-Section
 California Coastal Commission

Glorietta Bay Marina

Coronado, CA

Dock Replacement Project

EXISTING SLIP MIX				
BOAT LENGTH	DOCK QUANTITY		TOTAL QUANTITY	OVERALL LENGTH
	A	B		
20	21	11	32	640
24	11	11	22	528
30	9	1	10	300
34	1	1	2	68
36	4	4	8	288
50	4	6	10	500
60	2	5	7	420
64	2	1	3	128
80	1	1	2	160
108	1	1	2	216
Total	16	50	66	2324

(F) PILE COUNT: 45
41/86 x 100 = 62.12 % @ 30' OR LESS

(E) DOCKS OVER WATER = 17,788 SF
(E) GANGWAY OVER WATER = 112 SF
= 17,900 SF

AVERAGE BOAT SIZE (Ft.) = 35.21

NEW SLIP MIX				
BOAT LENGTH	DOCK QUANTITY		TOTAL QUANTITY	OVERALL LENGTH
	A	B		
20	5	11	16	320
24	5	11	16	384
30	10	10	20	600
32	2	2	4	128
34	5	5	10	340
40	10	10	20	800
50	5	5	10	500
70	5	5	10	700
108	1	1	2	216
Total	18	48	66	2544

(F) PILE COUNT: 59
32/86 x 100 = 51.52 % @ 30' OR LESS

DOCKS OVER WATER = 17,838 SF
EXISTING DOCK AREA (INCL. OW) = -17,900 SF
NET INCREASE = -62 SF

EXEMPT S.E.:
PUBLIC PUMP-OUT AREA (NOT INCL. IN TOTAL) = 550 SF
ADA COMPLIANT GANGWAY OVER WATER (NOT INCL. IN TOTAL) = 444 SF

AVERAGE BOAT SIZE (Ft.) = 38.50

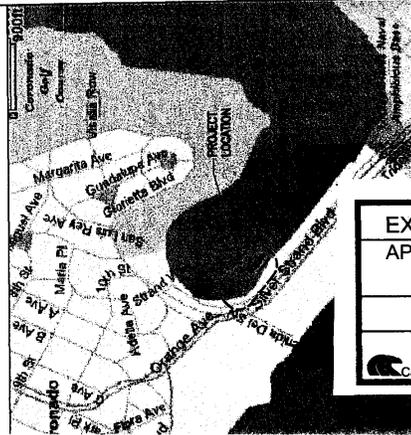


EXHIBIT NO. 10
APPLICATION NO.
6-06-26
Slip Mix
California Coastal Commission



1/4" = 100'

ENGINEER RHM

**Cost Comparisons of Non-Profit and For-Profit
Sailing Clubs and Schools
June 15, 2006**

The following information is derived from a review of published rates and evaluated requirements of each of several for-profit and non-profit organizations. Rates may vary over time, as may conditions for participation in non-profit clubs.

COST COMPARISON FOR LEARNING TO SAIL A 40-FOOT SAIL BOAT

Fairwind Yacht Club (Non-profit) website www.fairwind.org \$2490

We estimate that it takes approximately two years to have enough instruction to captain a 40' boat through Fairwind Yacht Club. This is based on the literature on Fairwind's website. Even club members with experience, must go through the entire learning process all over again. The instructors at Fairwind are club members who have already gone through the training. All the members donate their time cleaning boats, doing maintenance, boat cleaning or instruction. Dues start at \$55 per quarter until checked-out on day-sailors, when skipping, \$85, quarterly on day-sailors; \$165 per quarter on Mid-level cruise boats, and \$220 quarterly on the in-board diesel Catalina-30s. Figuring six months at each level, the cost to learn how to skipper a 40' boat would be \$1050 and the annual fee for belonging to the club (dues) is \$880. In addition to this cost is the donated time put in by the members. If each member worked only one day a month at a rate of \$15 per hour, they would be donating \$1440 in labor, so the true cost of learning how to sail a forty-foot boat over the two years is \$1050 dues plus \$1440 labor to equal \$2490. There are no textbooks or certifications costs as no certifications are mentioned on the website, implying that their volunteer instructors may not be licensed, certified or qualified to teach sailing.

Marina Sailing www.marinasailing.com \$1582

The cost of the Complete Sailing Course is \$595. This includes 26 hours of intense instruction, based on three students to a class with homework assignments. The course takes an average of 8 weeks to complete. At the completion of the course, graduates can sail boats 30'. Graduates are certified with the American Sailing Association on ASA 101 Basic Sailing and ASA 103 Basic Coastal Cruising. After this course, graduates are encouraged to attend day sails, or charter sailboats, gradually increasing size. If a member chartered a 30' boat, a 34 foot boat, and a 38 foot boat, he would be qualified to charter a 40' boat. The total cost of the three boat rentals would be \$861. If the member just attended 4 day sails, and took additional clinics, like the Big Boat Sailing Class and weekend ASA 104 Bareboat Charter Class the total cost for all of that is \$650. The entire process of learning how to sail a forty foot boat would take approximately 3.5 months at a cost including dues of \$29 per month for a total of \$1582.

EXHIBIT NO. 11
APPLICATION NO.
6-06-26
Applicant's Cost
Comparison p.1 of 3
 California Coastal Commission

SeaMist Skippers website www.seamist-skippers.com \$1827

For \$963, Seamist advertises an 8 day cruising course that covers ASA 101-ASA 104. If a member took this course and chartered a 32 footer, 38 footer and a forty one footer, plus paid a membership fee for free check outs the total cost would be **\$1827.**

California Sailing Academy www.californiasailingacademy.com \$1695

Their level one and level 2 courses offer 28 hours of instruction for \$540. Level 3 is \$260 for ASA coastal cruising and level 4 is \$395 for a grand total of \$1195. They advertise boats for rental up to 29 feet at \$85 per day. Four rentals on their biggest boat would be \$400 for a grand total including instruction and boat rentals. Membership dues is estimated at \$100 for four months for a total cost of \$1695

Bluewater Sailing www.bluewatersailing.com \$2230

\$2230 To complete ASA 101-104 certifications and testing, the fee on the website is \$1430. To charter a thirty, thirty six and 42 foot sailboat, the cost is \$800 for a total cost of \$2230.

Seaforth Boat Rental www.seaforthboatrental.com \$1685

\$949.00 for ASA 101 and a 103 -104 combo class to Catalina. Over the course of 3 months a student should log 20 hours of independent sailing of boats ranging from 22' to 32'. The cost for these rentals would be \$736.00. In total, this package would include 56 hours of instruction and 20 hours of independent sailing. These fees include membership in the sailing club that provides 40 - 60 % discounts on rentals at 3 San Diego locations. Membership dues are only a \$30.00 minimum rental monthly rental.

RATE COMPARISON FOR SMALLER VESSEL ACCESS BETWEEN SAN DIEGO NON-PROFITS AND SEAFORTH BOAT RENTAL**Mission Bay Aquatic Center (Non-Profit) www.missionbayaquaticcenter.com**

A non-profit facility operated by the Associated Students of SDSU and UCSD and is open to students, staff and alumni of local colleges and universities funding is provided by student fees, DBAW grants and free rent from the City of San Diego. They offer a wide range of boating instruction. They offer a small boat sailing program on boats up to about 22'. The fee for a basic certification class ranges from \$139.00 for students to \$278.00 for non-students. The analogous class from Seaforth Boat Rental is \$190.00 (37% higher for students of the University of California system and 39% lower for the remainder of the public). MBAC also offers a Basic Coastal Cruising class for \$399 for students to \$659.00 for non- students. The analogous class would be \$350.00 from Seaforth for non-members or \$265.00 for club members (14% less than MBAC for student/non-members, 51% less for student/members, 88% less for non-student/non-members, and 148% less for non-student/members). Rental rates for sailboats are

comparable to rates charged by regular for profit businesses. The MBAC does not allow public access to their facility and users must have some affiliation with a university.

YMCA (Non-Profit) - www.missionbayyouthwatersportscamp.com

The YMCA Youth classes and camps are offered through the YMCA, but the instruction is provided by the Aquatic Center at the rate structure detailed above. As such, the cost comparisons are the same as for the Mission Bay Aquatic Center. In addition, the YMCA offers a number of summer camps for water sports, sailing, boating, etc. These camps include instruction, and equipment rental. The camps cost \$290/week for all sports except waterskiing and wakeboarding which are \$345/week. These costs are higher than are the standard costs for the MBAC, YMCA, and SeaForth programs when considering the focused instruction and time on water. Costs for these other programs are deferred through the inclusion of extensive off-water recreation within the camp.

Additional information

Seaforth Boat Rental offers unique access to boating and the public waterway to all interested parties including underprivileged users as well as those who can afford full fees. The rental fleet includes boats for mariners of all levels of experience. The range and scope of what is offered is more than any non-profit or for-profit company in Southern California. Mission Bay Aquatic Center bills itself as "the world's largest instructional waterfront facility", yet it does not offer all the activities or ease of access that Seaforth does due to requirements of institutional affiliation, and limited hours of operation.

**ATTACHMENT K: COMPLIANCE WITH SECTIONS 30213 AND 30224 OF THE CALIFORNIA COASTAL
ACT**

A featured element of the GBM Redevelopment Project includes the replacement and reconfiguration of the public boat rental dock. Thus, on June 21, 2005, the City of Coronado Community Development Agency (CDA) issued a Request for Proposals (RFP) to prospective boat rental dock operators for the development, management and operation of a recreational vessel rental and public dock operation at Glorietta Bay Marina.

On October 4, 2005, the CDA Board authorized the Executive Director to enter into exclusive negotiations with the current boat rental dock operator, KDME, Inc. (dba Seaforth Boat Rentals), to develop a Concession Agreement and return to the CDA Board for final approval. KDME, Inc., is a well established boat rental, sailing club, and boating instruction organization that has served the general public (including low and moderate segments of the community) since 1988 in Glorietta Bay.

A Concession Agreement has been negotiated between KDME, Inc., and the CDA for the development, management and operation of the public boat rental dock. Upon certification of the Negative Declaration for the GBM Redevelopment Project, the Agreement will be executed by both parties and forwarded to the San Diego Unified Port District for review and approval by the Board of Commissioners.

KDME, Inc., is closely affiliated with local non-profit and outreach organizations in the Greater San Diego Region. To ensure that public recreational boating opportunities are provided to boaters of low and moderate-income levels, KDME, Inc., sponsors and provides the following activities:

- Sailing clinics, fishing seminars, and kayak clinics through the Big Brothers and Big Sisters of San Diego County and local chapters of the Boy and Girl Scouts of America. These non-profit organizations have free access to sailing clinics on a monthly basis in conjunction with Seaforth Sailing Club.
- For over seven years, sponsorship of an annual charity sailing and fishing event for Big Brothers and Big Sisters of San Diego County. The entire fleet of vessels required for these events is provided at no charge. In addition, food, equipment, tackle, and organization of the event is provided at no charge.
- For over 10 years, as an official American Sailing Association (ASA) school, sailing classes offering five different levels of sailing proficiencies and certifications to all income levels of boaters.
- For over 12 years, a sailing club with a membership program. The monthly membership fee is \$30. The sailing club has over 500 existing members with access to over 200 vessels. While Seaforth Sailing Club is not a non-profit organization, the effective cost of boating for its members is comparable to that of non-profit sailing clubs.
- Access to a wide variety of types and sizes of water craft on an hourly or daily rate basis.

These stated programs and activities will provide greater opportunities as that offered by a non-profit equal opportunity boating club.

EXHIBIT NO. 12
APPLICATION NO.
6-06-26
Proposed Recreational
Boating Program
 California Coastal Commission