



CITY OF NEWPORT BEACH HARBOR COMMISSION AGENDA

City Council Chambers-100 Civic Center Dr, Newport Beach CA 92660

Wednesday, May 13, 2026 - 5:00 PM

Harbor Commission Members:

Ira Beer, Chair
Marie Marston, Vice Chair
Steve Scully, Secretary
Bob Miller, Commissioner
Rudy Svrcek, Commissioner
Gary Williams, Commissioner
Don Yahn, Commissioner

Staff Members:

Paul Blank, Harbormaster
Cynthia Shintaku, Management Analyst

The Harbor Commission meeting is subject to the Ralph M. Brown Act. Among other things, the Brown Act requires that the Harbor Commission agenda be posted at least seventy-two (72) hours in advance of each regular meeting and that the public be allowed to comment on agenda items before the Commission and items not on the agenda but are within the subject matter jurisdiction of the Harbor Commission. The Chair may limit public comments to a reasonable amount of time, generally three (3) minutes per person.

The City of Newport Beach's goal is to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, you will need special assistance beyond what is normally provided, we will attempt to accommodate you in every reasonable manner. Please contact Paul Blank, Harbormaster, at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible at (949) 270-8158 or pblank@newportbeachca.gov.

Questions and comments may be submitted in writing for the Harbor Commission's consideration by sending them to harborfeedback@newportbeachca.gov. To give the Harbor Commission adequate time to review your questions and comments, please submit your written comments no later than 5 p.m. the day prior to the Harbor Commission meeting. All correspondence will be made part of the record.

NOTICE REGARDING PRESENTATIONS REQUIRING USE OF CITY EQUIPMENT

Any presentation requiring the use of the City of Newport Beach's equipment must be submitted to the Harbor Department 24 hours prior to the scheduled meeting.

- 1) **CALL MEETING TO ORDER**
- 2) **ROLL CALL**
- 3) **PLEDGE OF ALLEGIANCE**
- 4) **PUBLIC COMMENTS**

Public comments are invited on agenda and non-agenda items . Speakers must limit comments to three (3) minutes. Before speaking, we invite, but do not require, you to state your name for the record. The Harbor Commission has the discretion to extend or shorten the speakers' time limit on agenda or non-agenda items, provided the time limit adjustment is applied equally to all speakers. As a courtesy, please turn cell phones off or set them in the silent mode.

- 5) **APPROVAL OF MINUTES**

5.1) Draft minutes of the April 8, 2026 Harbor Commission Regular Meeting

[04.08.2026 Harbor Commission Meeting Minutes Draft](#)

[04.08.2026 Harbor Commission Meeting Minutes Draft Vice Chair Marston](#)

6) **PUBLIC HEARINGS**

6.1) **Hearing on Revocation of Mooring Permit for Mooring E-1A-Clarely Family Trust**

The Permittee of Mooring E-1A, the Clarey Family Trust, (herein the “Permittee”) has repeatedly failed to timely pay its mooring fees. The Permittee has also repeatedly been informed that if it does not timely pay its mooring fees, the City would commence a mooring permit revocation proceeding. In spite of numerous warnings over a 2-year period, the Permittee of Mooring E-1A remains at least 6 months in arrears on its mooring fee payment as of this writing.

RECOMMENDATION:

1. Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly; and
2. Revoke the mooring permit for Mooring E-1A

[Staff Report](#)

[Attachment A- July 18, 2024 Letter to Permittee](#)

[Attachment B- August 10, 2024-Letter to Permittee](#)

[Attachment C- September 7, 2024- Letter to Permittee](#)

[Attachment D- March 15, 2025-Letter to Permittee](#)

[Attachment E- February 28, 2026 Letter to Permittee](#)

[Attachment F- March 14, 2026-Letter to Permittee](#)

[Attachment G- April 9, 2026- Written Notice of Harbor Commission Hearing sent to Permittee](#)

6.2) **Residential Dock Reconfiguration at 2227 Bayside Drive**

Swift Slip Dock and Pier Builders, Inc. (“Applicant”) has applied for a harbor development permit to reconfigure the shared residential dock at 2227 Bayside Drive within Carnation Cove. The project includes reconfiguring a portion of the shared float and relocating three piles (“Project”). Because the applicant is proposing to extend the float beyond the existing permitted length, staff is unable to approve the project. Therefore, Newport Beach Municipal Code (NBMC) directs the Harbor Commission to hold a public hearing for the proposed project.

RECOMMENDATION:

1. Conduct a public hearing; and
2. Find the Project exempt from the California Environmental Quality Act (“CEQA”) pursuant to Section 15301 (Existing Facilities) and Section 15302 (Replacement or Reconstruction) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3; and
3. Adopt Resolution HC2026-002 approving in concept the Project.

[Staff Report](#)

[Attachment A- Aerial Photos](#)

[Attachment B-Existing Configuration](#)

[Attachment C-Proposed Configuration](#)

[Attachment D-Public Outreach](#)

[Attachment E-Approval in Concept](#)

[Attachment F-Resolution HC2026-002](#)

7) CURRENT BUSINESS

7.1) Review and Approve Recommended Harbor Commission Objectives for 2026

The Harbor Commission Objectives ad hoc committee periodically reviews and updates the commissions objectives. In late 2025, the ad hoc committee revised the 2024 objectives to better align with the commission’s goals for Newport Harbor. In April 2026 the subcommittee presented the proposed objectives for 2026 and assigned a chair to each functional area within the objectives. Throughout 2026, commissioners will be assigned to each specific objective. If approved, the recommended 2026 objectives will be forwarded to the City Council for review and consideration.

RECOMMENDATION:

1. Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly; and
2. Approve the recommended 2026 Harbor Commission Objectives and Commissioner assignments and forward them to the City Council for review and consideration.

[Staff Report](#)

[Attachment A- Harbor Commission 2026 Objectives](#)

7.2) Ad Hoc Committee Updates

Several ad hoc committees have been established to address short term projects outside of the Harbor Commission objectives. This is the time the ad hoc committees will provide an update on their projects.

RECOMMENDATION:

1. Find this action exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and
2. Receive and file

[Staff Report](#)

7.3) Harbor Commission 2024 Objectives

Each ad hoc committee studying their respective Objective within the Commission's 2024 Objectives, will provide a progress update.

RECOMMENDATION:

1. Find this action exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and
2. Receive and file.

[Staff Report](#)

[Attachment A-2024 Goals and Objectives](#)

7.4) Harbormaster Update - April 2026 Activities

The Harbormaster oversees the City Harbor Department and is responsible for the management of the City's mooring fields and Balboa Yacht Basin marina, support for

the Harbor Commission, municipal code enforcement on the harbor, events and marine activities permitting, safety and rescue operations, management of the Marina Park visitor serving marina, marine sanitation pump out equipment and public pier maintenance, water quality monitoring and maintenance, impound and disposition of abandoned and unclaimed vessels and public relations and information dissemination on and about Newport Harbor as well as several special projects.

This report will update the Harbor Commission and the public on the Harbor Department's recent activities.

RECOMMENDATION:

1. Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly; and
2. Receive and file.

[Staff Report](#)

[Attachment A - Harbor Department Statistics Infographic](#)

8) **MOTION FOR RECONSIDERATION**

A motion to reconsider any action taken by the Harbor Commission must be made at the same meeting or the subsequent meeting at which the action was taken and may only be made by one of the Harbor Commission members who voted with the prevailing side.

9) **COMMISSION ANNOUNCEMENTS (NON-DISCUSSION ITEMS)**

10) **MATTERS WHICH COMMISSIONERS WOULD LIKE PLACED ON A FUTURE AGENDA FOR DISCUSSION, ACTION OR REPORT (NON-DISCUSSION ITEM)**

11) **DATE AND TIME FOR NEXT MEETING: WEDNESDAY, JUNE 10, 2025 AT 5:00 P.M.**

12) **ADJOURNMENT**

NEWPORT BEACH HARBOR COMMISSION REGULAR MEETING MINUTES
City Council Chambers – 100 Civic Center Drive, Newport Beach
Wednesday, April 8, 2026
5 p.m.

1. CALL MEETING TO ORDER

The meeting was called to order at 5:00 p.m.

2. ROLL CALL

PRESENT: Ira Beer, Chair
Marie Marston, Vice Chair
Steve Scully, Secretary
Bob Miller, Commissioner
Rudy Svrcek, Commissioner
Don Yahn, Commissioner

ABSENT: Gary Williams, Commissioner

Staff Members: Paul Blank, Harbormaster
Matt Cosyion, Deputy Harbormaster
Jose Montoya, Deputy City Attorney
Cynthia Shintaku, Management Analyst

3. PLEDGE OF ALLEGIANCE – Led by Commissioner Yahn

4. PUBLIC COMMENTS (NON-AGENDA ITEMS)

Chair Beer opened public comments.

Adam Leverenz referenced the March 11 Harbor Commission meeting, during which elimination of the mooring length adjustment process was discussed. He cited statements made by the Chair indicating that Newport Harbor is fully built out, that no additional water area is available for expansion, and that increasing mooring lengths reallocates limited public water space, increases navigation risk, and reduces access for other harbor users, including kayaks, paddle boarders, rowing shells, and other human-powered craft. He asserted that these same concerns should apply to residential pier extensions and noted that prior comments distinguished moorings from private piers based on regulatory considerations.

Mr. Leverenz explained that the project line referenced in prior discussions represents the dredging boundary maintained by the Army Corps of Engineers and does not constitute a construction or build-out line. He clarified that the pierhead line serves as the legal construction boundary under federal regulations, beyond which artificial structures may not be built. He stated that some existing docks predate these regulations but argued that enforcement should be consistent. He cited Beacon Bay as an example where recently approved docks extend beyond the pierhead line and, in one instance, beyond the project line, and noted additional extensions to work docks. He expressed concern that restricting mooring expansions while allowing dock encroachments creates inequity, fosters conflict, and undermines fairness in applying standards.

Coeli Hylkema, Newport Mooring Permit Holder, asserted that the City of Newport Beach practices financial favoritism benefiting preferred residential tideland users while disadvantaging general public mooring permit holders. She stated that mooring permit holders have faced decades of regulatory and financial discrimination, including proposals to increase onshore mooring fees by 1,000% and offshore mooring fees by 300 to 500%. She referenced statements by a former Harbor Commission Chair

regarding the City's obligation to manage tidelands in the public trust but contended that mooring permit holders already pay higher fees than other user groups, including commercial entities.

Ms. Hylkema stated that residential pier permit holders pay minimal or no fees for storing vessels while occupying larger areas of public tidelands and benefiting from exclusive use rights and the ability to generate income through dock rentals. She emphasized that the issue is not that residential pier rates are too low, but that mooring fees are too high. She further stated that general public mooring permit holders should not be treated as scapegoats in fee discussions and requested equitable treatment consistent with public trust obligations and recreational boating access policies.

Chair Beer addressed a prior public comment concerning alleged noncompliance among Grand Canal properties. He reported that staff conducted a review and determined that one property previously exceeded allowable limits with three moorings and a pier platform, while approximately 70% of Grand Canal properties were technically out of compliance with current code provisions. He stated that the code allows either one pier or two moorings and provided a breakdown indicating that 23 of 79 properties are compliant, 35 have a seawall platform and one mooring, and 20 have a seawall platform and two moorings. He noted that the previously noncompliant property had since been brought into compliance.

Chair Beer requested that staff review a potential amendment to the Municipal Code that would allow either one platform and one mooring or two moorings, which would bring 59 of the 79 properties, or approximately 75%, into compliance.

Secretary Scully inquired whether properties must remain within their property boundaries and comply with construction requirements for pier platforms and moorings.

Harbormaster Paul Blank confirmed that properties must remain within property boundaries and meet all applicable construction requirements.

Deputy City Attorney Jose Montoya he advised that the matter had not been agendaized and therefore could not be discussed substantively at that time. He explained that the appropriate action would be to consider whether to place the item on a future agenda for discussion and possible action.

Chair Beer acknowledged the procedural guidance and agreed to defer discussion of the proposed amendment until a future agenda item, noting that the matter would be revisited during the portion of the meeting designated for requesting future agenda items.

Chair Beer closed public comments.

5. APPROVAL OF MINUTES

1. Draft Minutes of the March 11, 2026, Harbor Commission Regular Meeting

Chair Beer opened public comments. Seeing none, Chair Beer closed public comments.

Vice Chair Marston moved to approve the March 11, 2026 Harbor Commission Regular Meeting minutes, as amended. Seconded by Commissioner Yahn. The motion carried by the following roll call vote:

Ayes: Miller, Svrcek, Yahn, Scully, Marston, Beer
Nays: None
Abstain: None
Absent: Williams

6. CURRENT BUSINESS

6.1 Resolution Adopting Recommended Revisions to the City of Newport Beach Municipal Code

Recommendation:

1. Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly; and
2. Approve staff recommendation to adopt Harbor Commission Resolution HC2026-1 reflecting recommended revisions to the City of Newport Beach Municipal Code.

Chair Beer introduced Item 6.1, a resolution adopting recommended revisions to the City of Newport Beach Municipal Code. He stated that, at the February 11, 2026 Harbor Commission meeting, Commissioners had agreed to recommendations developed by the subcommittee responsible for the annual review of Title 17 and had directed staff to return with a resolution reflecting those recommended changes.

Deputy Harbormaster Cosylion presented a brief overview of minor revisions to the proposed resolution. He explained that certain previously proposed changes had been removed, including a modification to Section 17.25.020 related to prohibiting the loaning of moorings, as well as all changes to Section 17.60.040. He stated that these removals were made because the City is currently conducting a comprehensive review of mooring and residential pier rates, yacht club mooring field rates, the mooring transfer program, and the liveaboard program in response to a State Lands Commission report regarding tidelands management. He indicated that deferring these changes would avoid confusion and allow the broader review process to be completed before implementing additional modifications affecting the mooring permit program.

Deputy Harbormaster Cosylion further explained that subsections B and C were added to the Marine Activities Permit Program, noting that members of the charter community supported these additions. He stated that subsection B requires any person or entity engaging in commercial vessel rental or charter activity within the City, including through online platforms or social media, to prominently display a valid City-issued Marine Activities Permit number in all advertisements and listings. He explained that this requirement would improve staff efficiency in identifying permitted versus non-permitted operators.

Deputy Harbormaster Cosylion also described subsection C, which grants the Harbormaster authority to issue administrative subpoenas to permit holders, agents, charter platforms, or other facilitating entities to obtain information regarding charter listings. He stated that the information may include the names of responsible parties, listing addresses, rental durations, and pricing details for the purpose of determining compliance with Municipal Code requirements. He further explained that subpoenas must allow at least 30 days for response, during which recipients may seek judicial review, and that failure to comply may result in enforcement action by the City.

Deputy Harbormaster Cosylion concluded by noting that these provisions mirror existing enforcement authority contained in Newport Beach Municipal Code Section 5.95.055 related to short-term lodging, and that similar language has been successfully used by the City's Code Enforcement Division for regulating short-term rental platforms.

Secretary Scully inquired where judicial review of an administrative subpoena would be conducted.

Deputy City Attorney Montoya responded that judicial review would be filed with the local court having jurisdiction, typically the Central Superior Court in Santa Ana, and that such review must be initiated within 30 days. He further explained that if a recipient does not wish to comply with the subpoena, they may challenge it through that judicial process.

Commissioner Miller inquired about the applicability of short-term rental regulations to vessels, referencing listings on platforms such as Airbnb where boats are advertised for overnight stays. He asked how such uses are addressed under existing City ordinances and the proposed regulatory framework.

Deputy Harbormaster Cosylion responded that the City's short-term lodging ordinance permits such uses only within designated residential zones and does not allow short-term lodging within the harbor. Staff stated that vessel-based short-term rentals are not permitted and that staff periodically monitors online platforms, including Airbnb and VRBO, to identify such listings. He further explained that when such listings are identified, property owners are notified that this activity is not allowed within the harbor.

Chair Beer opened public comments.

Ms. Hylkema questioned the distinction between prohibited short-term lodging on vessels and the ability of residential pier permit holders to allow temporary use of their docks. She suggested that if dock space may be rented, it could potentially allow short-term occupancy, and requested clarification on how such situations are treated under existing regulations.

Mr. Leverenz speaker expressed confusion regarding the scope of items under consideration in the current agenda materials. He inquired whether additional topics, including prior discussions related to piers and docks, remained under consideration or were still included as part of the materials associated with the item.

Harbormaster Blank requested that public comments be addressed to the Commission and stated that questions would be answered at the Commission's discretion.

Mr. Leverenz acknowledged prior guidance and stated that the Deputy Harbor Master's presentation reflected only a portion of items previously discussed at a stakeholder meeting and prior Commission meeting. He indicated that if additional items were not under consideration, he would refrain from further comment, but noted that such items appeared in the agenda materials. He requested clarification from the Chair regarding whether to proceed with additional comments.

Chair Beer responded that the speaker may provide any public comments he wished.

Mr. Leverenz referenced prior comments he had made regarding restroom facilities and stated that there is a shared interest in preventing human waste from entering the harbor environment.

Chair Beer clarified that the restroom topic and related concerns were not part of the current agenda item concerning adoption of the resolution and stated that comments must be limited to matters relevant to the item under consideration. He advised that unrelated topics should be addressed during general public comment.

Mr. Leverenz stated that both redline and clean versions of the agenda materials included subject matter he had referenced and expressed confusion as to whether the Commission was voting only on items presented in the staff presentation or on all materials included in the agenda packet.

Chair Beer clarified that the Commission was considering the full resolution contained within the agenda materials and invited the speaker to comment if his remarks were relevant to that item.

Mr. Leverenz stated that he would conduct further review and concluded his comments.

Chair Beer closed public comments.

Chair Beer moved to approve the staff recommendation to adopt Harbor Commission Resolution HC 2026-1, reflecting recommended revisions to the City of Newport Beach Municipal code. Seconded by Commissioner Yahn. The motion carried by the following roll call vote:

Ayes: Miller, Svrcek, Yahn, Scully, Marston, Beer
Nays: None
Abstain: None
Absent: Williams

6.2 Review and Discuss Proposed Additions to Mooring Specifications and Inspection Requirements for Helical Anchor and Dynamic Tackle Systems

Recommendation:

1. Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly;
2. Provide direction to staff regarding the adoption of recommended additions to mooring specifications and inspection requirements for helical anchor and dynamic tackle mooring systems; and
3. Review and discuss the proposed amendments to Chapter 17 of the City of Newport Beach Municipal Code and related Mooring Specifications.

Chair Beer stated that, in November 2024, the Harbor Commission had recommended a pilot program to convert three City-owned moorings from traditional anchor systems to helical systems. He noted that the pilot tests had been successful and that staff was now proposing updates to mooring specifications and inspection requirements to allow other permittees to convert to these systems.

Harbormaster Blank presented a report summarizing the pilot program and requested direction from the Commission regarding potential revisions to mooring specifications and inspection requirements. He explained that a consultant and engineer had assisted with evaluating six test sites utilizing helical anchor and dynamic tackle systems. He noted that the Mooring Permit Technician primarily responsible for the project was unavailable, and that the presentation was intended to provide an overview and facilitate Commission direction.

Harbormaster Blank described the differences between traditional and helical mooring systems. He explained that traditional systems consist of large anchor weights resting on the seafloor, connected by chains that may contact the seabed and contribute to scarring, with a float and pennants connecting to the vessel. In contrast, he explained that the helical systems utilize an anchor driven into the seafloor and a dynamic, elastic tackle system, resulting in reduced seafloor disturbance, less chain contact, and a smaller environmental footprint.

Harbormaster Blank provided examples from the pilot program, including the removal of approximately 2,200 pounds of traditional anchor materials, such as train wheels and large volumes of chain, and their replacement with helical systems. He noted that both privately owned and City-owned moorings had been successfully converted, resulting in reduced seafloor impact and improved environmental conditions. He explained that the Harbor Commission has authority under Municipal Code provisions to revise mooring specifications without requiring a code amendment. However, he further explained that changes to inspection requirements would require Commission recommendation and adoption of a resolution for City Council consideration. He indicated that such revisions may include definitions for helical systems, inspection timing, and use of sacrificial anodes.

Harbormaster Blank outlined proposed updates to mooring specifications, including consolidation of existing charts into a single chart and the addition of new criteria specific to helical anchor systems, such as shaft size, number of plates, holding strength, and load limits. He emphasized that existing compliant moorings would not be affected and that the proposed changes would provide an additional option for permittees.

Harbormaster Blank described current inspection requirements, which mandate a two-year inspection cycle for traditional moorings. He proposed maintaining the two-year cycle for traditional systems while

establishing a modified schedule for helical systems, including an initial one-year inspection followed by a four-year inspection cycle. He explained that the use of a sacrificial anode would allow monitoring of anchor condition without frequent removal. He further stated that prior recommendations for extensive load testing associated with helical systems would be removed, as pilot testing of six installations demonstrated reliable performance without incident. He indicated that eliminating these requirements would reduce unnecessary costs for permittees.

Secretary Scully inquired whether existing helical anchor systems in Newport Harbor had been tested during recent severe weather events and whether any issues had been observed.

Harbormaster Blank responded that the helical anchor systems were in place during severe weather events in January and March and performed without any failures or movement. He noted that some traditional moorings did move or drag during those events, but the helical systems were not among them.

Secretary Scully inquired whether data exists from other jurisdictions supporting a four-year inspection cycle without issues.

Harbormaster Blank responded that inspection cycles vary across jurisdictions, with some locations requiring inspections as infrequently as every 20 years. He noted that manufacturer warranties for certain systems also support a 20-year inspection interval. He emphasized that the proposed four-year inspection cycle is more rigorous than those used elsewhere and that no other known municipality has requirements as stringent as those being proposed.

Chair Beer sought clarification regarding whether the proposed inspection cycle requires removal of the helical anchor.

Harbormaster Blank clarified that the proposed language requires an inspection at the end of the first year following installation and a full removal and inspection at the end of the fifth year.

Chair Beer acknowledged the clarification and noted that the language had initially been interpreted differently but understood the intended requirement.

Commissioner Miller inquired whether the size of the sacrificial anode varies based on the size of the mooring and whether larger moorings require larger anodes.

Harbormaster Blank responded that the anode size is determined by the diameter of the anchor shaft rather than the size of the mooring. He explained that the proposed anchors have a diameter of approximately 1.5 inches and that the engineer recommended a 15-pound anode sized to fit that diameter. He further noted that, given local salinity and electrolysis conditions, a 15-pound anode would be sufficient to provide protection for approximately four years.

Secretary Scully inquired if the anchor removal would be performed by a diver and requested clarification on the process.

Harbormaster Blank responded that a diver would conduct the removal and inspection.

Secretary Scully further inquired whether the same diver who installed the system would typically perform the inspection and asked for an estimate of associated costs.

Harbormaster Blank explained that costs for installation and inspection have decreased significantly since initial estimates in 2022. He stated that early estimates were approximately \$15,000 per system for a double-point mooring, while the City recently completed installation of two double-point moorings for less than \$10,000 total. He further estimated that inspection, removal, and reinstallation costs would be approximately \$500. He noted that, by comparison, inspection of traditional moorings by a certified

service provider, including lifting weights and chains, typically costs approximately \$1,500 for a two-point mooring system.

Chair Beer sought clarification regarding installation costs and asked whether the reported cost of approximately \$10,000 applied per double-point mooring or to both moorings combined.

Harbormaster Blank clarified that the total cost was slightly less than \$10,000 for both moorings, specifically the conversion of moorings C32 and C34.

Commissioner Yahn inquired about the material used in the upper connection of the helical system, noting that it appeared to be a flexible or elastic component rather than traditional chain, and requested information regarding its durability over a four-year period.

Harbormaster Blank responded that the component is a synthetic fiber material with elastic properties, commonly referred to by the brand name Dyneema, though other comparable materials exist. He explained that the system incorporates multiple strands depending on vessel size and load requirements, with smaller vessels requiring fewer strands and larger vessels requiring more. He noted that the material is designed for marine environments, does not corrode, and includes an elastic component composed of specialized polymers suitable for saline conditions. He further stated that manufacturer specifications support inspection intervals of at least four years, with some indicating longer service durations.

Commissioner Yahn inquired whether the engineering specifications for the proposed systems were based on manufacturer recommendations or independently verified.

Harbormaster Blank explained that the specifications were developed by an independent third-party engineer with no affiliation to product manufacturers. He stated that the engineer had prior familiarity with Newport Harbor mooring systems and was retained in 2022, and again in 2025–2026, to develop equivalent specifications for the updated technology based on local conditions and prior system requirements.

Commissioner Yahn inquired whether the cost of installing the new helical mooring systems is borne by the City or by individual permittees.

Harbormaster Blank clarified that the City funded the conversion of City-owned moorings, including moorings C32 and C34. He stated that private mooring permittees who choose to convert them to the new system are responsible for all associated costs and that the City does not subsidize these conversions. He further emphasized that participation is voluntary and not mandated.

Commissioner Yahn acknowledged that implementation would occur incrementally over time as permittees elect to convert their systems and inquired whether the City intends to convert all City-owned moorings.

Harbormaster Blank responded that the City currently maintains 17 moorings and intends to convert them over time as budget permits. He explained that no specific budget line item exists for conversions; however, funds allocated for ongoing maintenance may be used for conversion where cost-effective. He stated that no additional funding is being requested for this purpose.

Chair Beer added that the dynamic tackle system utilizes an elastic rode rather than traditional chain, which provides operational benefits. He explained that the elastic nature of the system allows for contraction during tidal changes, reducing the drift of mooring buoys into fairways at low tide. He further noted that the system reduces the overall swing radius of vessels on single-point moorings, improves space utilization, and minimizes seafloor scarring.

Vice Chair Marston inquired whether removal of helical anchors every four years could disturb soil integrity and questioned whether strength testing alone, such as a lateral pull test, could be used as an

alternative to removal and reinstallation. She suggested that if an anchor passes a strength test, it may indicate that no degradation has occurred, thereby eliminating the need for removal.

Harbormaster Blank responded that a lateral pull test is one method to evaluate anchor holding strength; however, it does not address potential degradation of the metallic anchor itself. He explained that removal is necessary to inspect for corrosion, electrolysis, or deterioration that may not be detectable through testing alone. He stated that the inclusion of a sacrificial anode is intended to mitigate corrosion, but emphasized that visual inspection upon removal is the only way to confirm the anchor's condition. He further noted that the disturbance to the seafloor from removal and reinstallation is minimal and does not significantly affect soil integrity or holding strength.

Vice Chair Marston reiterated that strength testing could potentially identify failure conditions without requiring removal and suggested that such an approach may be sufficient.

Harbormaster Blank acknowledged the perspective but maintained that, based on current understanding of the system and environmental factors, removal and inspection provide the most reliable method for confirming anchor integrity. He indicated that practices vary among other entities using similar systems, noting that inspection standards differ depending on environmental conditions and jurisdictional requirements.

Chair Beer agreed with the Vice Chair Marston's concern and noted that, based on prior service on the Multi Vessel Mooring Systems (MVMS) subcommittee and related research, he had not encountered reports of helical anchors being removed due to degradation. He stated that examples he reviewed, including applications on the East Coast and other underwater uses, generally involved inspection periods of 10 to 20 years. He suggested that a four-year removal requirement may be overly aggressive, although the estimated \$500 cost appears modest compared with the approximately \$1,500 cost for traditional inspections every 24 months. He recommended further evaluation of whether a lateral stress test could serve as an appropriate alternative to removal.

Secretary Scully inquired whether grant funding opportunities might be available to assist the City or mooring permittees in converting to helical anchor systems, noting the environmental benefits of these systems for the harbor and public tidelands.

Harbormaster Blank responded that such funding opportunities had not yet been explored but indicated that staff would investigate whether programs.

Secretary Scully suggested contacting Boating and Waterways or other agencies who could provide financial assistance. He acknowledged that potential funding sources could support implementation of environmentally beneficial systems.

Harbormaster Blank noted that, for the first time, temporary docks for the Newport Beach International Boat Show would be installed using only helical anchor systems without the use of piles, indicating a shift toward these methods for large-scale temporary installation.

Chair Beer opened public comments.

Mr. Leverenz referenced a Coastal Development Permit for the boat show and stated that he believed it included approval for 12 piles. He indicated that, based on his research of helical anchor systems, such anchors are often removed after approximately 25 years and can typically be reinstalled without issue. He further stated that, based on his understanding, sacrificial anodes may not experience significant oxidation due to being embedded in soil, and suggested that removal every four years may not be necessary. He recommended that the City consider evaluating systems without sacrificial anodes to determine their effectiveness.

Mr. Leverenz requested clarification regarding the estimated \$500 service cost, specifically whether it applies per anchor on a double mooring system. He noted that, regardless, the cost appears lower than traditional service costs. He also inquired whether referenced products such as Chance and C-Flex are manufacturers. He stated that he had recently serviced his own mooring and would have been interested in these systems, noting that the reduced costs and environmental benefits appear favorable. He acknowledged that some concerns remain regarding soil liquefaction during earthquakes and anchor depth, but stated that the incremental implementation approach would allow for continued evaluation of these factors.

Ms. Hylkema expressed concern regarding statements that the Commission has authority over anchorage, berthing, and mooring regulations, noting apprehension that such authority could lead to future mandates requiring all mooring permit holders to convert to helical anchor systems. She indicated concern about a perceived preference for these systems and the potential for regulatory changes. She referenced information from a 2017 State Lands Commission article regarding Tomales Bay, stating that helical anchors were not permitted at that time due to the need for extensive testing. She noted uncertainty as to whether those findings have since changed and questioned how those conditions compare to Newport Harbor. She raised concerns regarding soil stability, including potential liquefaction during seismic events, and the effects of removing and reinstalling anchors. She compared the process to re-fastening a screw in wood and suggested that repeated removal could weaken surrounding material. She expressed concern that such disturbance could affect anchor stability and concluded by noting these as issues warranting further consideration.

Chair Beer closed public comments.

Chair Beer stated that the Commission may act on the item and invited a motion to provide direction to staff. He specified that the action would include exemption from CEQA and direction to staff regarding adoption of recommended additions to mooring specifications and inspection requirements for helical anchor and dynamic tackle systems, as well as review of proposed amendments to Chapter 17 of the Municipal Code.

Secretary Scully inquired whether the action should be considered in separate components.

Harbormaster Blank responded that it would be preferable to address both mooring specifications and inspection requirements concurrently to avoid creating uncertainty for permittees regarding implementation and compliance. He recommended that the Commission direct staff to return with revised specifications for Commission approval and corresponding code language for City Council consideration.

Chair Beer confirmed that the proposed action would direct staff to return with recommendations for both specifications and inspection requirements, along with proposed amendments to Chapter 17.

Secretary Scully moved to direct staff to return with recommendations for both specifications and inspection requirements, along with proposed amendments to Chapter 17, and noted that the item was exempt from CEQA. Seconded by Chair Beer.

Vice Chair Marston requested clarification of the motion to confirm that staff would return with recommended revisions rather than immediate changes.

Chair Beer clarified that the motion directs staff to return with recommendations for adoption of additions to mooring specifications and inspection requirements and to review proposed amendments to Chapter 17.

Harbormaster Blank indicated that comments from the Commission, including suggestions for a longer testing period and consideration of testing alternatives to anchor removal, would be incorporated into further analysis. He stated that consultation with the engineer and review of practices in other jurisdictions

would be conducted, and that additional research would include potential grant opportunities to support conversion.

Chair Beer requested that the motion be amended to include review of anchor removal requirements and alternative testing approaches.

Secretary Scully agreed to amend the motion accordingly.

Chair Beer confirmed the amended motion and called for a vote.

Secretary Scully moved to direct staff to return with recommendations for adoption of additions to mooring specifications and inspection requirements and to review proposed amendments to Chapter 17, noting the item was exempt from CEQ, as amended. Seconded by Chair Beer. The motion carried by the following roll call vote:

Ayes:	Miller, Svrcek, Yahn, Scully, Marston, Beer
Nays:	None
Abstain:	None
Absent:	Williams

Chair Beer expressed appreciation for the work completed and acknowledged the initiative as beneficial for multiple reasons.

6.3 Review and Approve Recommended Harbor Commission Objectives for 2026

Recommendation:

1. Find this action exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and
2. Approve the recommended 2026 Harbor Commission Objectives and forward them to the City Council for review and consideration.

Chair Beer stated that, in late 2025, the ad hoc committee revised the 2024 Harbor Commission objectives to better align with current goals for Newport Harbor. He explained that the subcommittee had prepared a proposed set of 2026 objectives and was seeking Commission approval, noting that, if approved, the objectives would be forwarded to the City Council for review and consideration. He inquired whether staff had a report on the item.

Harbormaster Blank indicated that no formal report would be provided and deferred presentation to the ad hoc committee.

Chair Beer presented the proposed 2026 objectives, stating that the draft had been included in the agenda packet. He explained that the previous format listed objectives individually and assigned them to specific Commissioners, whereas the revised format organizes objectives into functional areas to better reflect prior successful approaches.

Chair Beer stated that five primary functional areas were established, each containing one or more objectives. He explained that this structure allows for ongoing tracking of progress and provides flexibility to add new objectives throughout the year as needed, subject to Commission approval. He noted that, for the first time, deliverables were included with each objective to provide clarity to the public regarding intended outcomes and Commission goals.

Chair Beer outlined the five functional areas. He reported that the first area, harbor regulations and operational readiness, includes review of Title 17 and other Harbor Department operational matters such as service delivery, staffing, and emergency response. He described the second functional area, harbor infrastructure, public access, and capital planning, which includes development of a harbor infrastructure and public access plan, identification of capital improvement needs, and monitoring of ongoing harbor dredging activities. He explained that the third functional area, harbor financial sustainability, focuses on evaluating Tidelands Fund revenue sources and providing recommendations that improve financial sustainability while adhering to public trust obligations. He described the fourth functional area, harbor safety and modernization, as addressing evaluation of enhanced safety systems, development of educational tools for rental operators and harbor users, and integration of new technologies to improve safety monitoring and enforcement. Lastly, he outlined the fifth functional area, interagency coordination and policy alignment, which includes coordination with City commissions, committees, and staff on harbor-related matters such as water quality, land use, and general plan updates.

Chair Beer stated that the purpose of the item was to solicit Commission feedback, consider potential adoption of the objectives, or defer action to allow additional review prior to a future meeting. He further indicated that, if the Commission chose to proceed, assignments of Commissioners to functional areas or specific objectives could also be considered. He opened the item for Commission discussion and invited comments or suggestions.

Commissioner Yahn expressed support for the revised objectives, stating that the document appropriately reflects ongoing discussions and identifies key focus areas for the Commission. He raised a question regarding the structure and terminology of assignments within the functional areas. He inquired whether Commissioners assigned to each functional area would be considered ad hoc committee chairs and whether the assignments themselves would constitute ad hoc committees, noting that ad hoc committees typically have a defined beginning and end, while standing committees require additional public process. He asked whether the terminology had been considered and whether it was appropriate in this context.

Chair Beer responded that the intent is for one Commissioner to serve as the lead for each functional area, with additional Commissioners assigned to specific objectives within that area. He explained that participation would be limited to no more than two Commissioners per objective, in order to remain compliant with applicable public meeting requirements. He stated that the terminology could be adjusted if needed and expressed no strong preference regarding the label used.

Commissioner Yahn reiterated the question regarding whether assignments within functional areas should be considered ad hoc committees and whether the functional areas themselves should be defined as such.

Chair Beer acknowledged the concern and agreed that the point was valid. He suggested that the term "functional area chair" may be more appropriate, noting that the functional areas would be discussed in a public setting, while smaller working efforts related to specific objectives could occur outside of formal meetings as appropriate.

Commissioner Yahn inquired about a formatting issue within Section 4.1, noting the presence of numbers "3" and "4" in the left margin and asking whether they were intended as subsection numbering or bullet points.

Chair Beer responded that the numbering was a typographical error and confirmed that the items were intended to be part of Section 4.1.

Commissioner Miller expressed support for the draft objectives, noting that the discussion regarding terminology and formatting was helpful. He commended the effort invested by the Chair and other Commissioners in developing a format that is clear and actionable, and acknowledged contributions from another Commissioner.

Secretary Scully stated that the document is clear and supported the use of “functional area chair” rather than “ad hoc committee chair.” He suggested tentatively assigning chairs for each functional area at the current meeting, allowing Commissioners time to review the objectives further, and returning at the next meeting to finalize assignments and incorporate any additional feedback or objectives.

Chair Beer indicated support for this approach and asked for input from the remaining Commissioners regarding tentative adoption and assignment of chairs, with final action to occur at a subsequent meeting.

Commissioner Yahn raised a concern regarding timing, noting that some Commissioners would be departing within approximately two months. He asked whether assignments should be made now and later reassigned, or deferred until the start of the next fiscal year.

Chair Beer noted that some Commissioners would be renewing their terms while others would be departing. He suggested that assignments could proceed with the understanding that new Commissioners could assume roles as needed. He recommended proceeding with assignments to maintain momentum, noting that updating the objectives is overdue and that assignments can be modified later if necessary.

Chair Beer noted that there was general consensus among the Commissioners regarding the approach to assignments and proceeded to invite public comment on the item.

Chair Beer opened public comments.

Mr. Leverenz expressed appreciation for the revised format of the objectives, stating that it represents an improvement over the previous version. He referenced the earlier resolution adopted by the Commission, noting that it included seven changes, and stated that not all of those changes were discussed during the staff presentation. He requested that, if a motion for reconsideration arises, the Commission consider reviewing those items again, including a provision allowing appeals within 14 days, which he indicated he would prefer to avoid. He expressed concern that the proposed 2026 goals and objectives do not include reference to restroom facilities, noting that this topic had been included in the 2024 objectives but was removed. He reiterated his prior comments regarding the importance of clean water and the role of restroom access in achieving that goal. He recommended that restroom-related objectives be reinstated, acknowledging that implementation may be complex but stating that complete removal of the topic is inconsistent with the Commission’s stated goals of improving water quality.

Chair Beer closed public comments.

Chair Beer returned discussion to the Commission and requested volunteers to serve as chairs for each functional area.

Vice Chair Marston volunteered to serve as chair for Functional Area 1, harbor regulations and operational readiness.

Secretary Scully volunteered to serve as chair for Functional Area 2, harbor infrastructure, public access, and capital planning.

Chair Beer requested volunteers for Functional Area 3, harbor financial sustainability, and receiving no immediate volunteers, deferred assignment temporarily.

Chair Beer suggested that, based on background and expertise, Commissioner Miller serve as chair for Functional Area 4, harbor safety and modernization.

Commissioner Miller accepted the assignment.

Commissioner Svrcek volunteered to serve as chair for Functional Area 5, interagency coordination and policy alignment.

Chair Beer returned to Functional Area 3 and assigned that area to Commissioner Williams, noting that the Commissioner could provide input at a future meeting. He confirmed general agreement among the Commission regarding the assignments.

Harbormaster Blank stated that comments and suggestions from the Commission would be incorporated and that a final version of the objectives would be brought back for formal adoption at the next meeting.

Chair Beer stated that the item would be formally agendaized for consideration at the next meeting.

Secretary Scully encouraged Commissioners to submit any additional proposed objectives to the ad hoc committee.

Vice Chair Marston inquired whether matters related to State Lands would be captured within the functional areas.

Chair Beer responded that such matters could fall within multiple functional areas, depending on the nature of the issue, including regulatory, infrastructure, or coordination categories.

Commissioner Miller noted that, during prior ad hoc discussions, tidelands considerations were intended to be captured within the financial sustainability functional area, emphasizing the importance of maintaining focus on long-term tidelands management. He suggested that additional clarity could be provided regarding placement of tidelands-related objectives.

Chair Beer acknowledged the comment and indicated openness to refining the language, noting that the appropriate functional area may become clearer as specific issues arise.

6.4 Ad Hoc Committee Updates

Recommendation:

1. Find this action exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and
2. Receive and file.

Balboa Ferry Ad Hoc – Commissioners Scully, Svrcek and Yahn (05-10-2023)

Commissioner Yahn reported that he had met with several stakeholders associated with the ferry ownership and stated that funding has progressed favorably, with more than \$10 million secured. He noted that final vessel designs have not yet been completed but that sufficient funding is available to begin submitting reimbursement requests under a grant program. He stated that the funding is expected to support a full rebuild of the ferry vessels as well as installation of electrical charging infrastructure. He further indicated that the project has received support through coordination between the Environmental Protection Agency (EPA) and California Air Resources Board (CARB) and that stakeholders are in a strong position moving forward. He suggested that the Commission consider whether to discontinue the ad hoc committee, noting that the project is progressing well, but also acknowledged that ongoing monitoring may still be beneficial.

Secretary Scully stated that, while the topic had been previously discussed, it may be appropriate to retain the ad hoc committee in order to continue receiving updates on vessel design, construction

timelines, and project progress. He noted that the item does not require significant time and remains of interest to the Commission.

Commissioner Yahn expressed agreement with retaining the ad hoc committee for continued monitoring.

Chair Beer inquired whether the grant funding, estimated at approximately \$10 to \$11 million, would fully cover the costs of constructing the vessels and installing charging stations, or whether additional private funding would be required.

Commissioner Yahn stated that the intent is for the grant funding to cover the full project cost, although final costs remain uncertain due to the absence of finalized vessel designs. He noted that the funding amount may be adjusted if project costs increase, subject to further requests to the State. He concluded that, while some uncertainty remains, the project is moving in a positive direction.

General Plan Harbor & Bay Element Update Ad Hoc – Commissioners Scully, Marston, and Yahn (10-09-2024)

Chair Beer stated that this item was previously reviewed.

Chair Beer opened public comments. Seeing none, Chair Beer closed public comments.

There was no further action taken on this item, and it was received and filed unanimously.

6.5 Harbor Commission 2024 Objectives

Recommendation:

1. Find this action exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and
2. Receive and file.

Conduct annual review of Title 17 and recommend updates to City Council where necessary (Commissioner Yahn)

Chair Beer declared this objective completed with unanimous approval from the dais.

Collaborate with the Water Quality/Coastal Tidelands Committee to partner on areas within the Harbor that both Commission/Committees intersect (Commissioners: Svrcek, Scully)

Commissioner Svrcek reported on attendance at a recent water quality meeting and provided an update on the Newport Bay trash interceptor's performance during the 2025–2026 storm season. He stated that approximately 62 tons of debris were collected during that period and noted that an estimated 70% to 75% of the material consisted of natural debris such as shrubs, branches, and vegetation. He reported that staff discussed operational insights gained during the storm season, including that debris collection activity significantly increases during rainfall events and that the system experiences substantial demand during peak flows. He stated that efforts are underway to improve operational efficiency and enhance data collection to better understand the sources and composition of debris entering the system. He described the types of debris collected, noting that the most common items included plastic bottles, Styrofoam, bottle caps, and plastic bags. He also stated that larger items, including a mattress, tires, and wheels, were recovered. He further reported that an Artificial Intelligence (AI) camera system has been installed to improve analysis of debris.

Commissioner Svrcek observed that, based on his personal experience in the harbor during the rainy season, there has been a noticeable improvement in water conditions, with reduced visible debris. He

stated that the interceptor project appears to be progressing effectively and contributing to improved water quality. He inquired about who was the champion of the project.

Harbormaster Blank responded that the interceptor project was originally spearheaded by a former Mayor Duffy Duffield, with former Mayor Diane Dixon securing funding for its implementation, and noted that their collaboration was instrumental in the project's development.

Commissioner Svrcek acknowledged the information and reiterated that the project is moving in a positive direction.

Continue with the participation of businesses, nonprofits, and the Harbor Department with a Newport Harbor Safety Committee to promote best practices and address safety issues on the water (Commissioner: Scully).

Secretary Scully presented an overview of a proposed rental safety program, noting that the concept had been discussed at a prior meeting and referred to the Safety Committee for further development. He stated that there had been general agreement among Commissioners to explore the concept and that the presentation was intended to confirm direction and solicit feedback from the Commission and Harbor Master. He explained that, under California law, rental customers are exempt from obtaining a California Boater Safety Card, resulting in many inexperienced users operating vessels in Newport Harbor without standardized safety training. He emphasized that Newport Harbor is a high-traffic and complex environment, presenting challenges such as navigating mooring fields, interacting with ferry and commercial vessel right-of-way, managing wind and current conditions, and ensuring safe operation of paddleboards and other small craft. He further noted recurring issues involving inexperienced users requiring assistance and a lack of knowledge regarding speed limits and emergency procedures.

Secretary Scully proposed development of a short, Newport Harbor-specific safety video, approximately five to ten minutes in length, covering navigation rules, mooring field awareness, ferry traffic, personal flotation device usage, currents, wind conditions, and emergency procedures. He suggested incorporating a brief assessment component, such as an eight- to ten-question quiz, with a time-stamped completion record that rental operators could verify prior to vessel use. He also proposed that the program be delivered through existing City tools, such as a harbor application or QR code, with the goal of maintaining simplicity and minimizing cost.

Secretary Scully outlined next steps, including evaluation of feasibility, potential City Council funding for production and implementation, and development of detailed scope and requirements by the Safety Committee. He stated that staff engagement would be necessary to assess feasibility and that input and cooperation from rental operators would be critical to ensure program effectiveness and acceptance. He indicated that further coordination with the Harbormaster would occur to determine whether the City would support and fund the program, and that updates would be provided to the Commission as the concept progresses.

Secretary Scully described anticipated benefits, including improved safety awareness among rental users, enhanced liability protection for operators through documented training, establishment of a consistent harbor-wide safety standard, and no direct production costs for rental operators if funded by the City. He emphasized that the program would supplement, rather than replace, existing in-person safety briefings and would contribute to improved safety practices and professional standards within the harbor.

Chair: The Chair acknowledged the presentation and expressed appreciation for the proposal.

Commissioner Svrcek expressed support for the proposed rental safety program and inquired whether separate safety presentations or assessments would be developed for different types of vessels, such as paddleboards, personal watercraft, and motorized boats.

Secretary Scully responded that the program scope has not yet been finalized and that further discussion with the Harbor Master and staff is needed. He indicated that options include a general safety program applicable to all users or segmented content tailored to specific vessel types, and that these considerations will be evaluated during program development.

Commissioner Yahn inquired about the anticipated cost of producing and implementing the safety program, including video production and potential integration with existing City technology to enable testing and verification.

Secretary Scully stated that cost estimates are not yet available and noted that feasibility will depend on whether the program can be integrated into existing City systems. He described a potential delivery method involving QR code access to online content and verification mechanisms.

Commissioner Yahn commented that the cost is likely to be minimal relative to the anticipated safety benefits and expressed support for further development of the program.

Review Harbor Department responsibilities, evaluate the Department's readiness and effectiveness to deliver Harbor services as necessary for normal operations and during emergencies and make recommendations as determined necessary (Commissioner: Scully, Williams).

No update.

Work with City Staff on an update of the market Rent to be charged for onshore and offshore moorings (Commissioner: Williams, Beer).

No update.

Support staff in all efforts related to the dredge completion of the Federal Navigation channels in addition to the upcoming agency renewals of Regional General Permit (RGP54) shallow water dredging permit. (Commissioners: Cunningham, Svrcek)

No update.

Chair Beer opened public comments. Seeing none, Chair Beer closed public comments.

There was no further action taken on this item, and it was received and filed unanimously.

6.6 Harbormaster Update – March 2026 Activities

Recommendation:

- 1) Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly; and
- 2) Receive and file.

Public Works Manager Chris Miller reported that the dredging project is progressing well and is currently ahead of schedule by approximately five weeks. He explained that the contractor recently dredged the central portion of the access channel from the anchorage area to Marina Park to expedite delivery of dredged material to the Port of Long Beach prior to the June 1 deadline. He stated that dredging in the Marina Park area to 19th Street is expected to be substantially completed by mid-April, with minor cleanup work to follow.

Public Works Manager Miller stated that, once disposal of material at the Port of Long Beach is complete, work will shift to other areas, including the yacht anchorage area. He noted that approximately 55 moorings in that area were removed to facilitate dredging operations and acknowledged the Harbor Department's efforts in coordinating mooring relocation and removal, describing it as a complex and challenging process. He reported successful coordination with the Newport Harbor Yacht Club's Baldwin Cup Race, explaining that the mooring field has been fully cleared in advance of the event. He stated that

dredging of the area is expected to begin shortly after the race concludes, following survey work, and estimated that dredging in that area could take approximately five to six weeks.

Public Works Manager Miller indicated that the contractor will return to complete dredging of the access channel to final grade at a later time, noting that this work is not subject to the same time constraints as material disposal at the Port of Long Beach. He stated that the overall project is expected to continue through approximately mid-September, subject to conditions. He expressed confidence in the project's progress and coordination efforts, noting strong collaboration with Harbor Department staff and local sailing and recreational groups. He concluded by stating that the project is expected to proceed successfully through the summer months and offered to answer questions.

Commissioner Srvcck inquired whether the dredging project was progressing ahead of schedule and asked for the estimated completion date for the overall project.

Public Works Manager Miller responded that the project is progressing ahead of schedule and is anticipated to be completed around mid-September.

Secretary Scully asked whether dredging at the Balboa Yacht Basin had been completed.

Public Works Manager Miller confirmed that dredging at the Balboa Yacht Basin is complete and stated that City Council is expected to approve a Notice of Completion in the coming weeks, noting that work concluded in early February.

Secretary Scully inquired about the status of dredging in the Linda Isle area.

Public Works Manager Miller reported that dredging at Linda Isle is ongoing, with significant progress made in the inner lagoon area and current work occurring in front of residential properties.

Secretary Scully asked whether property owners are requesting dredging at their individual homes in conjunction with the project.

Public Works Manager Miller responded that no such requests are being incorporated into the project and clarified that the Linda Isle work is a separate project, with efforts focused on designated project areas.

Commissioner Miller commended the staff on the project's progress and indicated no further questions.

Vice Chair Marston inquired how staff verifies that dredging has reached the required design depth at specific locations.

Public Works Manager Miller explained that verification is conducted through bathymetric and side-scan surveys. He stated that the contractor performs preliminary surveys during the work, and once a section is complete, the Army Corps of Engineers conducts independent surveys. He noted that project managers compare the results to determine compliance and calculate payment quantities based on cubic yardage.

Vice Chair Marston inquired about the capacity of dredging barges used in the project.

Public Works Manager Miller responded that the barges, or scows, have a nominal capacity of approximately 3,000 cubic yards but are typically loaded to about 2,400 cubic yards depending on material characteristics. He reported that approximately 86 scows have been delivered to the Port of Long Beach, totaling around 160,000 cubic yards, and that approximately 125 scows have been used overall to date.

Chair Beer calculated that the total project may require slightly over 400 scows based on an estimated total volume of approximately 900,000 cubic yards and acknowledged the project's progress.

Harbormaster Blank proceeded with the Harbor Master's report for March, organized by categories of clean, safe, and well-enjoyed harbor operations, along with additional updates and statistics. He reported that three training sessions were conducted for Community Emergency Response Team (CERT) volunteers, coordinated through the Fire Department. He stated that approximately 30 volunteers were trained in the operation of the trash rover, including deployment procedures and use of equipment such as containment booms, absorbent booms, and liquid separation attachments. He noted that the trash rover can be utilized in emergency spill response situations and that trained volunteers may also assist with routine debris collection when available. He reported that the Harbor Department has assumed responsibility for maintenance of all trash skimmers. He explained that while a contractor continues to provide support for major components and repairs, staff now conducts weekly inspections and performs routine maintenance on the four skimmers.

Harbormaster Blank stated that Code Enforcement Officer Jeff Goldfarb would be presenting at a statewide conference on derelict vessels and indicated that a similar presentation would be provided to the Commission at a future meeting to address policies and procedures related to abandoned and derelict vessels within the harbor. He reported that a long-standing impounded vessel was successfully removed from the harbor after extended efforts to resolve ownership and responsibility issues. He described an incident in which a Harbor Safety Officer identified a submerged motorcycle near the Newport Boulevard Bridge. He reported that the motorcycle was recovered using appropriate equipment, transported to impound, and remains unclaimed due to the absence of identifying information, despite coordination with the Police Department.

Harbormaster Blank reported that a Management Analyst Cynthia Shintaku secured an additional \$9,600 in grant funding through the Surrendered and Abandoned Vessel Exchange Program (SAVE) program allocation. He explained that the funds became available from a prior recipient and will be used to support removal of abandoned and surrendered vessels within the harbor.

Harbormaster Blank reported that a case of trespassing and unpermitted liveaboard activity was addressed involving a vessel located in the A field. He stated that complaints were received from nearby residents and harbor users regarding individuals living aboard the vessel without authorization. He explained that the permittee did not hold a liveaboard permit and was unaware of the situation. He advised that in coordination with the permittee, the vessel was relocated to a more visible location to allow for monitoring, and the trespass was resolved without further incident. He reported that a sunken tender attached to a mooring adjacent to its registered owner's permit was recovered. He stated that the unauthorized attachment of the vessel to another individual's mooring was addressed with the irresponsible vessel owner.

Harbormaster Blank provided updates related to harbor safety activities, reporting that multiple becalmed vessels associated with the Recreation and Senior Services (RSS) sailing program at Marina Park were assisted. He also noted that several distressed paddleboarders were returned safely to their points of embarkation. He stated that additional patrols were conducted during severe weather events in March, including both Harbor Department personnel and contracted services, with an emphasis on after-hours monitoring. He reported that a disabled sailing vessel experiencing engine failure while attempting to exit the harbor was assisted back to its mooring. He noted that the vessel's commercial towing service was unavailable at the time of need. He stated that, although the vessel exceeded the size typically handled by Harbor Department towing operations, the response demonstrated the Department's capability to safely assist a vessel of approximately 40 to 45 feet and 45,000 pounds under favorable conditions.

Harbormaster Blank reported participation in a regional tsunami partners meeting hosted at Marina Park by the City of Newport Beach. He stated that agencies from across the Orange County watershed attended and that the discussion highlighted the challenges faced by inland jurisdictions in managing traffic flow during a tsunami evacuation. He noted that cities including Huntington Beach, Costa Mesa, Fountain Valley, and portions of Irvine discussed the need to accommodate evacuation traffic moving through their jurisdictions from coastal areas such as the peninsula, Balboa Island, and other low-lying regions. He reported an enforcement incident involving a rental vessel that had been beached in an area

occupied by swimmers. He stated that operation of motorized vessels within 100 feet of swimmers is prohibited and that the rental operator was advised of the violation and educated on applicable safety requirements.

Harbormaster Blank reported ongoing efforts to improve enforcement of time limits at public docks. He stated that plaques have been installed at each cleat on public docks to uniquely identify tie-up locations, enabling more accurate documentation and enforcement through photographic and video evidence. He reported that fishing and public signage at the Balboa Marina public dock was vandalized in early March. He stated that replacement signage has been ordered and partially installed, with total replacement costs of \$553.71, excluding shipping and staff labor. He indicated that efforts are underway to obtain video footage from nearby cameras to identify responsible individuals and pursue restitution.

Harbormaster Blank reported that a large fender that had fallen from a charter vessel was successfully retrieved and returned to the vessel. He noted that the recovery effort was completed efficiently and was received positively by the vessel's crew. He stated that continued outreach and education efforts have been conducted regarding proper use of public docks, including guidance on appropriate locations and time limits for docking.

Harbormaster Blank reported that a permitted raft-up event occurred in the West Anchorage in mid-March. He stated that the event was well organized, with strong communication from participants regarding vessel counts and sizes, and that attendance has grown in popularity over time. He indicated that the event proceeded successfully and that participants appeared to enjoy both on-water and onshore activities. He noted that Harbor Department personnel continued to provide wayfinding assistance to rental customers throughout the reporting period.

Harbormaster Blank reported that a stakeholder meeting related to State Lands Commission direction on rates and fees, previously scheduled for April 21 at the Oasis facility, has been rescheduled. He emphasized that the meeting will not take place on April 21 and stated that a new date is being considered for late May, with public notice to be provided once finalized. He announced that a small vessel auction will be held on April 22 at Marina Park, consisting of impounded items such as paddleboards and kayaks. He reported that the Harbor Department provided significant support for the dredging project, including relocation of more than 80 moorings, as well as adjustments to aids to navigation. He stated that several new maps were issued and noted an increase in permitted business activity within the harbor.

Harbormaster Blank highlighted efforts by the Deputy Harbormaster to encourage compliance with licensing and permitting requirements, resulting in increased issuance of permits and related materials. He reported that the Deputy Harbor Master was recognized by the California National Guard for leadership and collaboration in navigation and emergency preparedness training efforts. He noted that the recognition included presentation of a plaque from the commanding officer.

Harbormaster Blank introduced an "amusing call of the month," noting that it was received in person during a recreational activity. He reported an incident involving a mariner returning from an ocean regatta conducted in fog conditions who expressed concern regarding the lack of visual and sound signals when attempting to reenter the harbor under low-visibility conditions. He stated that the individual questioned why such signals were not activated. He explained that these signals may be activated by any mariner with a legitimate need and provided instruction on how to identify and utilize such signals through proper chart reading when entering Newport Harbor or other harbors where the Coast Guard maintains signals.

Harbormaster Blank reported that the Harbor Department responded to 2,317 calls for service in March, of which 2,156 were mapped. He noted that activity was concentrated in areas including South Bayfront, North Bayfront, the Balboa Peninsula, Lido, the West Anchorage, and around Newport Island. He provided an update on the harbor amenity map, stating that usage remains consistent with prior years and that a revised version has been developed with improved graphics and enhanced geographic information system data to increase usability.

Harbormaster Blank reported on permitting activity for 2026 through the end of March, including issuance of 13 marine activity permits, of which five were new and eight were renewals. He also noted 21 harbor event permits, five small harbor operator registrations, eight Rhine Wharf utilizations, and 20 mooring permit transfers. He stated that, compared to the prior year, permitting activity is generally ahead of pace, with the exception of harbor event permits, which are slightly behind. He indicated that other categories, including Rhine Wharf utilization and marine activity permits, have increased relative to the previous year. He reported on utilization of the West Anchorage, noting that use was concentrated during the middle portion of the month, while severe weather conditions at the beginning and end of the month resulted in reduced activity.

Harbormaster Blank clarified a prior public comment regarding the use of the acronym "CDP," stating that the "P" denotes "permit" rather than "requirement." He explained that, while the boat show was permitted to utilize up to 12 piles for temporary dock construction, the organizers elected instead to use helical anchors and dynamic tackle systems for securing the docks.

Chair Beer opened public comments. Seeing none, Chair Beer closed public comments.

There was no further action taken on this item, and it was received and filed unanimously.

7. MOTION FOR RECONSIDERATION

None.

8. MATTERS WHICH COMMISSIONERS WOULD LIKE PLACED ON A FUTURE AGENDA FOR DISCUSSION, ACTION, OR REPORT (NON-DISCUSSION ITEM)

Commissioner Miller reported that the Ben Carlson event is scheduled for mid-September, with races occurring during the week and the primary fundraising event taking place on Saturday, September 19, concluding at Newport Pier at approximately 2:30 p.m. He noted that harbor activity is impacted by weekly training sessions held on Wednesday evenings leading up to the event. He stated that he and another Commissioner attended the event the previous year and described it as a positive and well-regarded community event for the City. He further indicated that he has been asked to assume a coordinating role for the event.

Commissioner Miller requested an update regarding previously gathered information on the Grand Canal and indicated that the matter is important for further review, regardless of whether it requires formal agendaing.

Chair Beer further elaborated and requested that staff prepare and propose a potential amendment to Municipal Code Section 17.35.030 to allow either one platform and one mooring or two moorings. He asked that staff provide supporting background on existing conditions, including current configurations in the Grand Canal, and an analysis of potential benefits associated with the proposed amendment.

Harbormaster Blank acknowledged the request and indicated that the information and proposed amendment would be developed and brought back to the Commission for consideration.

10. DATE AND TIME FOR NEXT MEETING – Wednesday, May 13, 2026 at 5 p.m.

The next regular meeting is scheduled for May 13, 2026 at 5:00 p.m.

11. ADJOURNMENT

There being no further business coming before the Harbor Commission, the meeting was adjourned at 6:55 p.m.

NEWPORT BEACH HARBOR COMMISSION REGULAR MEETING MINUTES
City Council Chambers – 100 Civic Center Drive, Newport Beach
Wednesday, April 8, 2026
5 p.m.

1. CALL MEETING TO ORDER

The meeting was called to order at 5:00 p.m.

2. ROLL CALL

PRESENT: Ira Beer, Chair
Marie Marston, Vice Chair
Steve Scully, Secretary
Bob Miller, Commissioner
Rudy Svrcek, Commissioner
Don Yahn, Commissioner

ABSENT: Gary Williams, Commissioner

Staff Members: Paul Blank, Harbormaster
Matt Cosyion, Deputy Harbormaster
Jose Montoya, Deputy City Attorney
Cynthia Shintaku, Management Analyst

3. PLEDGE OF ALLEGIANCE – Led by Commissioner Yahn

4. PUBLIC COMMENTS (NON-AGENDA ITEMS)

Chair Beer opened public comments.

Adam Leverenz referenced the March 11 Harbor Commission meeting, during which elimination of the mooring length adjustment process was discussed. He cited statements made by the Chair indicating that Newport Harbor is fully built out, that no additional water area is available for expansion, and that increasing mooring lengths reallocates limited public water space, increases navigation risk, and reduces access for other harbor users, including kayaks, paddle boarders, rowing shells, and other human-powered craft. He asserted that these same concerns should apply to residential pier extensions and noted that prior comments distinguished moorings from private piers based on regulatory considerations.

Mr. Leverenz explained that the project line referenced in prior discussions represents the dredging boundary maintained by the Army Corps of Engineers and does not constitute a construction or build-out line. He clarified that the pierhead line serves as the legal construction boundary under federal regulations, beyond which artificial structures may not be built. He stated that some existing docks predate these regulations but argued that enforcement should be consistent. He cited Beacon Bay as an example where recently approved docks extend beyond the pierhead line and, in one instance, beyond the project line, and noted additional extensions to work docks. He expressed concern that restricting mooring expansions while allowing dock encroachments creates inequity, fosters conflict, and undermines fairness in applying standards.

Coeli Hylkema, Newport Mooring Permit Holder, asserted that the City of Newport Beach practices financial favoritism benefiting preferred residential tideland users while disadvantaging general public mooring permit holders. She stated that mooring permit holders have faced decades of regulatory and financial discrimination, including proposals to increase onshore mooring fees by 1,000% and offshore mooring fees by 300 to 500%. She referenced statements by a former Harbor Commission Chair

regarding the City's obligation to manage tidelands in the public trust but contended that mooring permit holders already pay higher fees than other user groups, including commercial entities.

Ms. Hylkema stated that residential pier permit holders pay minimal or no fees for storing vessels while occupying larger areas of public tidelands and benefiting from exclusive use rights and the ability to generate income through dock rentals. She emphasized that the issue is not that residential pier rates are too low, but that mooring fees are too high. She further stated that general public mooring permit holders should not be treated as scapegoats in fee discussions and requested equitable treatment consistent with public trust obligations and recreational boating access policies.

Chair Beer addressed a prior public comment concerning alleged noncompliance among Grand Canal properties. He reported that staff conducted a review and determined that one property previously exceeded allowable limits with three moorings and a pier platform, while approximately 70% of Grand Canal properties were technically out of compliance with current code provisions. He stated that the code allows either one pier or two moorings and provided a breakdown indicating that 23 of 79 properties are compliant, 35 have a seawall platform and one mooring, and 20 have a seawall platform and two moorings. He noted that the previously noncompliant property had since been brought into compliance.

Chair Beer requested that staff review a potential amendment to the Municipal Code that would allow either one platform and one mooring or two moorings, which would bring 59 of the 79 properties, or approximately 75%, into compliance.

Secretary Scully inquired whether properties must remain within their property boundaries and comply with construction requirements for pier platforms and moorings.

Harbormaster Paul Blank confirmed that properties must remain within property boundaries and meet all applicable construction requirements.

Deputy City Attorney Jose Montoya he advised that the matter had not been agendaized and therefore could not be discussed substantively at that time. He explained that the appropriate action would be to consider whether to place the item on a future agenda for discussion and possible action.

Chair Beer acknowledged the procedural guidance and agreed to defer discussion of the proposed amendment until a future agenda item, noting that the matter would be revisited during the portion of the meeting designated for requesting future agenda items.

Chair Beer closed public comments.

5. APPROVAL OF MINUTES

1. Draft Minutes of the March 11, 2026, Harbor Commission Regular Meeting

Chair Beer opened public comments. Seeing none, Chair Beer closed public comments.

Vice Chair Marston moved to approve the March 11, 2026 Harbor Commission Regular Meeting minutes, as amended. Seconded by Commissioner Yahn. The motion carried by the following roll call vote:

Ayes: Miller, Svrcek, Yahn, Scully, Marston, Beer
Nays: None
Abstain: None
Absent: Williams

6. CURRENT BUSINESS

6.1 Resolution Adopting Recommended Revisions to the City of Newport Beach Municipal Code

Recommendation:

1. Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly; and
2. Approve staff recommendation to adopt Harbor Commission Resolution HC2026-1 reflecting recommended revisions to the City of Newport Beach Municipal Code.

Chair Beer introduced Item 6.1, a resolution adopting recommended revisions to the City of Newport Beach Municipal Code. He stated that, at the February 11, 2026 Harbor Commission meeting, Commissioners had agreed to recommendations developed by the subcommittee responsible for the annual review of Title 17 and had directed staff to return with a resolution reflecting those recommended changes.

Deputy Harbormaster Cosylion presented a brief overview of minor revisions to the proposed resolution. He explained that certain previously proposed changes had been removed, including a modification to Section 17.25.020 related to prohibiting the loaning of moorings, as well as all changes to Section 17.60.040. He stated that these removals were made because the City is currently conducting a comprehensive review of mooring and residential pier rates, yacht club mooring field rates, the mooring transfer program, and the liveaboard program in response to a State Lands Commission report regarding tidelands management. He indicated that deferring these changes would avoid confusion and allow the broader review process to be completed before implementing additional modifications affecting the mooring permit program.

Deputy Harbormaster Cosylion further explained that subsections B and C were added to the Marine Activities Permit Program, noting that members of the charter community supported these additions. He stated that subsection B requires any person or entity engaging in commercial vessel rental or charter activity within the City, including through online platforms or social media, to prominently display a valid City-issued Marine Activities Permit number in all advertisements and listings. He explained that this requirement would improve staff efficiency in identifying permitted versus non-permitted operators.

Deputy Harbormaster Cosylion also described subsection C, which grants the Harbormaster authority to issue administrative subpoenas to permit holders, agents, charter platforms, or other facilitating entities to obtain information regarding charter listings. He stated that the information may include the names of responsible parties, listing addresses, rental durations, and pricing details for the purpose of determining compliance with Municipal Code requirements. He further explained that subpoenas must allow at least 30 days for response, during which recipients may seek judicial review, and that failure to comply may result in enforcement action by the City.

Deputy Harbormaster Cosylion concluded by noting that these provisions mirror existing enforcement authority contained in Newport Beach Municipal Code Section 5.95.055 related to short-term lodging, and that similar language has been successfully used by the City's Code Enforcement Division for regulating short-term rental platforms.

Secretary Scully inquired where judicial review of an administrative subpoena would be conducted.

Deputy City Attorney Montoya responded that judicial review would be filed with the local court having jurisdiction, typically the Central Superior Court in Santa Ana, and that such review must be initiated within 30 days. He further explained that if a recipient does not wish to comply with the subpoena, they may challenge it through that judicial process.

Commissioner Miller inquired about the applicability of short-term rental regulations to vessels, referencing listings on platforms such as Airbnb where boats are advertised for overnight stays. He asked how such uses are addressed under existing City ordinances and the proposed regulatory framework.

Deputy Harbormaster Cosylion responded that the City's short-term lodging ordinance permits such uses only within designated residential zones and does not allow short-term lodging within the harbor. Staff stated that vessel-based short-term rentals are not permitted and that staff periodically monitors online platforms, including Airbnb and VRBO, to identify such listings. He further explained that when such listings are identified, property owners are notified that this activity is not allowed within the harbor.

Chair Beer opened public comments.

Ms. Hylkema questioned the distinction between prohibited short-term lodging on vessels and the ability of residential pier permit holders to allow temporary use of their docks. She suggested that if dock space may be rented, it could potentially allow short-term occupancy, and requested clarification on how such situations are treated under existing regulations.

Mr. Leverenz speaker expressed confusion regarding the scope of items under consideration in the current agenda materials. He inquired whether additional topics, including prior discussions related to piers and docks, remained under consideration or were still included as part of the materials associated with the item.

Harbormaster Blank requested that public comments be addressed to the Commission and stated that questions would be answered at the Commission's discretion.

Mr. Leverenz acknowledged prior guidance and stated that the Deputy Harbor Master's presentation reflected only a portion of items previously discussed at a stakeholder meeting and prior Commission meeting. He indicated that if additional items were not under consideration, he would refrain from further comment, but noted that such items appeared in the agenda materials. He requested clarification from the Chair regarding whether to proceed with additional comments.

Chair Beer responded that the speaker may provide any public comments he wished.

Mr. Leverenz referenced prior comments he had made regarding restroom facilities and stated that there is a shared interest in preventing human waste from entering the harbor environment.

Chair Beer clarified that the restroom topic and related concerns were not part of the current agenda item concerning adoption of the resolution and stated that comments must be limited to matters relevant to the item under consideration. He advised that unrelated topics should be addressed during general public comment.

Mr. Leverenz stated that both redline and clean versions of the agenda materials included subject matter he had referenced and expressed confusion as to whether the Commission was voting only on items presented in the staff presentation or on all materials included in the agenda packet.

Chair Beer clarified that the Commission was considering the full resolution contained within the agenda materials and invited the speaker to comment if his remarks were relevant to that item.

Mr. Leverenz stated that he would conduct further review and concluded his comments.

Chair Beer closed public comments.

Chair Beer moved to approve the staff recommendation to adopt Harbor Commission Resolution HC 2026-1, reflecting recommended revisions to the City of Newport Beach Municipal code. Seconded by Commissioner Yahn. The motion carried by the following roll call vote:

Ayes: Miller, Svrcek, Yahn, Scully, Marston, Beer
Nays: None
Abstain: None
Absent: Williams

6.2 Review and Discuss Proposed Additions to Mooring Specifications and Inspection Requirements for Helical Anchor and Dynamic Tackle Systems

Recommendation:

1. Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly;
2. Provide direction to staff regarding the adoption of recommended additions to mooring specifications and inspection requirements for helical anchor and dynamic tackle mooring systems; and
3. Review and discuss the proposed amendments to Chapter 17 of the City of Newport Beach Municipal Code and related Mooring Specifications.

Chair Beer stated that, in November 2024, the Harbor Commission had recommended a pilot program to convert three City-owned moorings from traditional anchor systems to helical systems. He noted that the pilot tests had been successful and that staff was now proposing updates to mooring specifications and inspection requirements to allow other permittees to convert to these systems.

Harbormaster Blank presented a report summarizing the pilot program and requested direction from the Commission regarding potential revisions to mooring specifications and inspection requirements. He explained that a consultant and engineer had assisted with evaluating six test sites utilizing helical anchor and dynamic tackle systems. He noted that the Mooring Permit Technician primarily responsible for the project was unavailable, and that the presentation was intended to provide an overview and facilitate Commission direction.

Harbormaster Blank described the differences between traditional and helical mooring systems. He explained that traditional systems consist of large anchor weights resting on the seafloor, connected by chains that may contact the seabed and contribute to scarring, with a float and pennants connecting to the vessel. In contrast, he explained that the helical systems utilize an anchor driven into the seafloor and a dynamic, elastic tackle system, resulting in reduced seafloor disturbance, less chain contact, and a smaller environmental footprint.

Harbormaster Blank provided examples from the pilot program, including the removal of approximately 2,200 pounds of traditional anchor materials, such as train wheels and large volumes of chain, and their replacement with helical systems. He noted that both privately owned and City-owned moorings had been successfully converted, resulting in reduced seafloor impact and improved environmental conditions. He explained that the Harbor Commission has authority under Municipal Code provisions to revise mooring specifications without requiring a code amendment. However, he further explained that changes to inspection requirements would require Commission recommendation and adoption of a resolution for City Council consideration. He indicated that such revisions may include definitions for helical systems, inspection timing, and use of sacrificial anodes.

Harbormaster Blank outlined proposed updates to mooring specifications, including consolidation of existing charts into a single chart and the addition of new criteria specific to helical anchor systems, such as shaft size, number of plates, holding strength, and load limits. He emphasized that existing compliant moorings would not be affected and that the proposed changes would provide an additional option for permittees.

Harbormaster Blank described current inspection requirements, which mandate a two-year inspection cycle for traditional moorings. He proposed maintaining the two-year cycle for traditional systems while

establishing a modified schedule for helical systems, including an initial one-year inspection followed by a four-year inspection cycle. He explained that the use of a sacrificial anode would allow monitoring of anchor condition without frequent removal. He further stated that prior recommendations for extensive load testing associated with helical systems would be removed, as pilot testing of six installations demonstrated reliable performance without incident. He indicated that eliminating these requirements would reduce unnecessary costs for permittees.

Secretary Scully inquired whether existing helical anchor systems in Newport Harbor had been tested during recent severe weather events and whether any issues had been observed.

Harbormaster Blank responded that the helical anchor systems were in place during severe weather events in January and March and performed without any failures or movement. He noted that some traditional moorings did move or drag during those events, but the helical systems were not among them.

Secretary Scully inquired whether data exists from other jurisdictions supporting a four-year inspection cycle without issues.

Harbormaster Blank responded that inspection cycles vary across jurisdictions, with some locations requiring inspections as infrequently as every 20 years. He noted that manufacturer warranties for certain systems also support a 20-year inspection interval. He emphasized that the proposed four-year inspection cycle is more rigorous than those used elsewhere and that no other known municipality has requirements as stringent as those being proposed.

Chair Beer sought clarification regarding whether the proposed inspection cycle requires removal of the helical anchor.

Harbormaster Blank clarified that the proposed language requires an inspection at the end of the first year following installation and a full removal and inspection at the end of the fifth year.

Chair Beer acknowledged the clarification and noted that the language had initially been interpreted differently but understood the intended requirement.

Commissioner Miller inquired whether the size of the sacrificial anode varies based on the size of the mooring and whether larger moorings require larger anodes.

Harbormaster Blank responded that the anode size is determined by the diameter of the anchor shaft rather than the size of the mooring. He explained that the proposed anchors have a diameter of approximately 1.5 inches and that the engineer recommended a 15-pound anode sized to fit that diameter. He further noted that, given local salinity and electrolysis conditions, a 15-pound anode would be sufficient to provide protection for approximately four years.

Secretary Scully inquired if the anchor removal would be performed by a diver and requested clarification on the process.

Harbormaster Blank responded that a diver would conduct the removal and inspection.

Secretary Scully further inquired whether the same diver who installed the system would typically perform the inspection and asked for an estimate of associated costs.

Harbormaster Blank explained that costs for installation and inspection have decreased significantly since initial estimates in 2022. He stated that early estimates were approximately \$15,000 per system for a double-point mooring, while the City recently completed installation of two double-point moorings for less than \$10,000 total. He further estimated that inspection, removal, and reinstallation costs would be approximately \$500. He noted that, by comparison, inspection of traditional moorings by a certified

service provider, including lifting weights and chains, typically costs approximately \$1,500 for a two-point mooring system.

Chair Beer sought clarification regarding installation costs and asked whether the reported cost of approximately \$10,000 applied per double-point mooring or to both moorings combined.

Harbormaster Blank clarified that the total cost was slightly less than \$10,000 for both moorings, specifically the conversion of moorings C32 and C34.

Commissioner Yahn inquired about the material used in the upper connection of the helical system, noting that it appeared to be a flexible or elastic component rather than traditional chain, and requested information regarding its durability over a four-year period.

Harbormaster Blank responded that the component is a synthetic fiber material with elastic properties, commonly referred to by the brand name Dyneema, though other comparable materials exist. He explained that the system incorporates multiple strands depending on vessel size and load requirements, with smaller vessels requiring fewer strands and larger vessels requiring more. He noted that the material is designed for marine environments, does not corrode, and includes an elastic component composed of specialized polymers suitable for saline conditions. He further stated that manufacturer specifications support inspection intervals of at least four years, with some indicating longer service durations.

Commissioner Yahn inquired whether the engineering specifications for the proposed systems were based on manufacturer recommendations or independently verified.

Harbormaster Blank explained that the specifications were developed by an independent third-party engineer with no affiliation to product manufacturers. He stated that the engineer had prior familiarity with Newport Harbor mooring systems and was retained in 2022, and again in 2025–2026, to develop equivalent specifications for the updated technology based on local conditions and prior system requirements.

Commissioner Yahn inquired whether the cost of installing the new helical mooring systems is borne by the City or by individual permittees.

Harbormaster Blank clarified that the City funded the conversion of City-owned moorings, including moorings C32 and C34. He stated that private mooring permittees who choose to convert them to the new system are responsible for all associated costs and that the City does not subsidize these conversions. He further emphasized that participation is voluntary and not mandated.

Commissioner Yahn acknowledged that implementation would occur incrementally over time as permittees elect to convert their systems and inquired whether the City intends to convert all City-owned moorings.

Harbormaster Blank responded that the City currently maintains 17 moorings and intends to convert them over time as budget permits. He explained that no specific budget line item exists for conversions; however, funds allocated for ongoing maintenance may be used for conversion where cost-effective. He stated that no additional funding is being requested for this purpose.

Chair Beer added that the dynamic tackle system utilizes an elastic rode rather than traditional chain, which provides operational benefits. He explained that the elastic nature of the system allows for contraction during tidal changes, reducing the drift of mooring buoys into fairways at low tide. He further noted that the system reduces the overall swing radius of vessels on single-point moorings, improves space utilization, and minimizes seafloor scarring.

Vice Chair Marston inquired whether removal of helical anchors every four years could disturb soil integrity and questioned whether strength testing alone, such as a lateral pull test, could be used as an

alternative to removal and reinstallation. She suggested that if an anchor passes a strength test, it may indicate that no degradation has occurred, thereby eliminating the need for removal.

Harbormaster Blank responded that a lateral pull test is one method to evaluate anchor holding strength; however, it does not address potential degradation of the metallic anchor itself. He explained that removal is necessary to inspect for corrosion, electrolysis, or deterioration that may not be detectable through testing alone. He stated that the inclusion of a sacrificial anode is intended to mitigate corrosion, but emphasized that visual inspection upon removal is the only way to confirm the anchor's condition. He further noted that the disturbance to the seafloor from removal and reinstallation is minimal and does not significantly affect soil integrity or holding strength.

Vice Chair Marston reiterated that strength testing could potentially identify failure conditions without requiring removal and suggested that such an approach may be sufficient.

Harbormaster Blank acknowledged the perspective but maintained that, based on current understanding of the system and environmental factors, removal and inspection provide the most reliable method for confirming anchor integrity. He indicated that practices vary among other entities using similar systems, noting that inspection standards differ depending on environmental conditions and jurisdictional requirements.

Chair Beer agreed with the Vice Chair Marston's concern and noted that, based on prior service on the Multi Vessel Mooring Systems (MVMS) subcommittee and related research, he had not encountered reports of helical anchors being removed due to degradation. He stated that examples he reviewed, including applications on the East Coast and other underwater uses, generally involved inspection periods of 10 to 20 years. He suggested that a four-year removal requirement may be overly aggressive, although the estimated \$500 cost appears modest compared with the approximately \$1,500 cost for traditional inspections every 24 months. He recommended further evaluation of whether a lateral stress test could serve as an appropriate alternative to removal.

Secretary Scully inquired whether grant funding opportunities might be available to assist the City or mooring permittees in converting to helical anchor systems, noting the environmental benefits of these systems for the harbor and public tidelands.

Harbormaster Blank responded that such funding opportunities had not yet been explored but indicated that staff would investigate whether programs.

Secretary Scully suggested contacting Boating and Waterways or other agencies who could provide financial assistance. He acknowledged that potential funding sources could support implementation of environmentally beneficial systems.

Harbormaster Blank noted that, for the first time, temporary docks for the Newport Beach International Boat Show would be installed using only helical anchor systems without the use of piles, indicating a shift toward these methods for large-scale temporary installation.

Chair Beer opened public comments.

Mr. Leverenz referenced a Coastal Development Permit for the boat show and stated that he believed it included approval for 12 piles. He indicated that, based on his research of helical anchor systems, such anchors are often removed after approximately 25 years and can typically be reinstalled without issue. He further stated that, based on his understanding, sacrificial anodes may not experience significant oxidation due to being embedded in soil, and suggested that removal every four years may not be necessary. He recommended that the City consider evaluating systems without sacrificial anodes to determine their effectiveness.

Mr. Leverenz requested clarification regarding the estimated \$500 service cost, specifically whether it applies per anchor on a double mooring system. He noted that, regardless, the cost appears lower than traditional service costs. He also inquired whether referenced products such as Chance and C-Flex are manufacturers. He stated that he had recently serviced his own mooring and would have been interested in these systems, noting that the reduced costs and environmental benefits appear favorable. He acknowledged that some concerns remain regarding soil liquefaction during earthquakes and anchor depth, but stated that the incremental implementation approach would allow for continued evaluation of these factors.

Ms. Hylkema expressed concern regarding statements that the Commission has authority over anchorage, berthing, and mooring regulations, noting apprehension that such authority could lead to future mandates requiring all mooring permit holders to convert to helical anchor systems. She indicated concern about a perceived preference for these systems and the potential for regulatory changes. She referenced information from a 2017 State Lands Commission article regarding Tomales Bay, stating that helical anchors were not permitted at that time due to the need for extensive testing. She noted uncertainty as to whether those findings have since changed and questioned how those conditions compare to Newport Harbor. She raised concerns regarding soil stability, including potential liquefaction during seismic events, and the effects of removing and reinstalling anchors. She compared the process to re-fastening a screw in wood and suggested that repeated removal could weaken surrounding material. She expressed concern that such disturbance could affect anchor stability and concluded by noting these as issues warranting further consideration.

Chair Beer closed public comments.

Chair Beer stated that the Commission may act on the item and invited a motion to provide direction to staff. He specified that the action would include exemption from CEQA and direction to staff regarding adoption of recommended additions to mooring specifications and inspection requirements for helical anchor and dynamic tackle systems, as well as review of proposed amendments to Chapter 17 of the Municipal Code.

Secretary Scully inquired whether the action should be considered in separate components.

Harbormaster Blank responded that it would be preferable to address both mooring specifications and inspection requirements concurrently to avoid creating uncertainty for permittees regarding implementation and compliance. He recommended that the Commission direct staff to return with revised specifications for Commission approval and corresponding code language for City Council consideration.

Chair Beer confirmed that the proposed action would direct staff to return with recommendations for both specifications and inspection requirements, along with proposed amendments to Chapter 17.

Secretary Scully moved to direct staff to return with recommendations for both specifications and inspection requirements, along with proposed amendments to Chapter 17, and noted that the item was exempt from CEQA. Seconded by Chair Beer.

Vice Chair Marston requested clarification of the motion to confirm that staff would return with recommended revisions rather than immediate changes.

Chair Beer clarified that the motion directs staff to return with recommendations for adoption of additions to mooring specifications and inspection requirements and to review proposed amendments to Chapter 17.

Harbormaster Blank indicated that comments from the Commission, including suggestions for a longer testing period and consideration of testing alternatives to anchor removal, would be incorporated into further analysis. He stated that consultation with the engineer and review of practices in other jurisdictions

would be conducted, and that additional research would include potential grant opportunities to support conversion.

Chair Beer requested that the motion be amended to include review of anchor removal requirements and alternative testing approaches.

Secretary Scully agreed to amend the motion accordingly.

Chair Beer confirmed the amended motion and called for a vote.

Secretary Scully moved to direct staff to return with recommendations for adoption of additions to mooring specifications and inspection requirements and to review proposed amendments to Chapter 17, noting the item was exempt from CEQ, as amended. Seconded by Chair Beer. The motion carried by the following roll call vote:

Ayes:	Miller, Svrcek, Yahn, Scully, Marston, Beer
Nays:	None
Abstain:	None
Absent:	Williams

Chair Beer expressed appreciation for the work completed and acknowledged the initiative as beneficial for multiple reasons.

6.3 Review and Approve Recommended Harbor Commission Objectives for 2026

Recommendation:

1. Find this action exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and
2. Approve the recommended 2026 Harbor Commission Objectives and forward them to the City Council for review and consideration.

Chair Beer stated that, in late 2025, the ad hoc committee revised the 2024 Harbor Commission objectives to better align with current goals for Newport Harbor. He explained that the subcommittee had prepared a proposed set of 2026 objectives and was seeking Commission approval, noting that, if approved, the objectives would be forwarded to the City Council for review and consideration. He inquired whether staff had a report on the item.

Harbormaster Blank indicated that no formal report would be provided and deferred presentation to the ad hoc committee.

Chair Beer presented the proposed 2026 objectives, stating that the draft had been included in the agenda packet. He explained that the previous format listed objectives individually and assigned them to specific Commissioners, whereas the revised format organizes objectives into functional areas to better reflect prior successful approaches.

Chair Beer stated that five primary functional areas were established, each containing one or more objectives. He explained that this structure allows for ongoing tracking of progress and provides flexibility to add new objectives throughout the year as needed, subject to Commission approval. He noted that, for the first time, deliverables were included with each objective to provide clarity to the public regarding intended outcomes and Commission goals.

Chair Beer outlined the five functional areas. He reported that the first area, harbor regulations and operational readiness, includes review of Title 17 and other Harbor Department operational matters such as service delivery, staffing, and emergency response. He described the second functional area, harbor infrastructure, public access, and capital planning, which includes development of a harbor infrastructure and public access plan, identification of capital improvement needs, and monitoring of ongoing harbor dredging activities. He explained that the third functional area, harbor financial sustainability, focuses on evaluating Tidelands Fund revenue sources and providing recommendations that improve financial sustainability while adhering to public trust obligations. He described the fourth functional area, harbor safety and modernization, as addressing evaluation of enhanced safety systems, development of educational tools for rental operators and harbor users, and integration of new technologies to improve safety monitoring and enforcement. Lastly, he outlined the fifth functional area, interagency coordination and policy alignment, which includes coordination with City commissions, committees, and staff on harbor-related matters such as water quality, land use, and general plan updates.

Chair Beer stated that the purpose of the item was to solicit Commission feedback, consider potential adoption of the objectives, or defer action to allow additional review prior to a future meeting. He further indicated that, if the Commission chose to proceed, assignments of Commissioners to functional areas or specific objectives could also be considered. He opened the item for Commission discussion and invited comments or suggestions.

Commissioner Yahn expressed support for the revised objectives, stating that the document appropriately reflects ongoing discussions and identifies key focus areas for the Commission. He raised a question regarding the structure and terminology of assignments within the functional areas. He inquired whether Commissioners assigned to each functional area would be considered ad hoc committee chairs and whether the assignments themselves would constitute ad hoc committees, noting that ad hoc committees typically have a defined beginning and end, while standing committees require additional public process. He asked whether the terminology had been considered and whether it was appropriate in this context.

Chair Beer responded that the intent is for one Commissioner to serve as the lead for each functional area, with additional Commissioners assigned to specific objectives within that area. He explained that participation would be limited to no more than two Commissioners per objective, in order to remain compliant with applicable public meeting requirements. He stated that the terminology could be adjusted if needed and expressed no strong preference regarding the label used.

Commissioner Yahn reiterated the question regarding whether assignments within functional areas should be considered ad hoc committees and whether the functional areas themselves should be defined as such.

Chair Beer acknowledged the concern and agreed that the point was valid. He suggested that the term “functional area chair” may be more appropriate, noting that the functional areas would be discussed in a public setting, while smaller working efforts related to specific objectives could occur outside of formal meetings as appropriate.

Commissioner Yahn inquired about a formatting issue within Section 4.1, noting the presence of numbers “3” and “4” in the left margin and asking whether they were intended as subsection numbering or bullet points.

Chair Beer responded that the numbering was a typographical error and confirmed that the items were intended to be part of Section 4.1.

Commissioner Miller expressed support for the draft objectives, noting that the discussion regarding terminology and formatting was helpful. He commended the effort invested by the Chair and other Commissioners in developing a format that is clear and actionable, and acknowledged contributions from another Commissioner.

Secretary Scully stated that the document is clear and supported the use of “functional area chair” rather than “ad hoc committee chair.” He suggested tentatively assigning chairs for each functional area at the current meeting, allowing Commissioners time to review the objectives further, and returning at the next meeting to finalize assignments and incorporate any additional feedback or objectives.

Chair Beer indicated support for this approach and asked for input from the remaining Commissioners regarding tentative adoption and assignment of chairs, with final action to occur at a subsequent meeting.

Commissioner Yahn raised a concern regarding timing, noting that some Commissioners would be departing within approximately two months. He asked whether assignments should be made now and later reassigned, or deferred until the start of the next fiscal year.

Chair Beer noted that some Commissioners would be renewing their terms while others would be departing. He suggested that assignments could proceed with the understanding that new Commissioners could assume roles as needed. He recommended proceeding with assignments to maintain momentum, noting that updating the objectives is overdue and that assignments can be modified later if necessary.

Chair Beer noted that there was general consensus among the Commissioners regarding the approach to assignments and proceeded to invite public comment on the item.

Chair Beer opened public comments.

Mr. Leverenz expressed appreciation for the revised format of the objectives, stating that it represents an improvement over the previous version. He referenced the earlier resolution adopted by the Commission, noting that it included seven changes, and stated that not all of those changes were discussed during the staff presentation. He requested that, if a motion for reconsideration arises, the Commission consider reviewing those items again, including a provision allowing appeals within 14 days, which he indicated he would prefer to avoid. He expressed concern that the proposed 2026 goals and objectives do not include reference to restroom facilities, noting that this topic had been included in the 2024 objectives but was removed. He reiterated his prior comments regarding the importance of clean water and the role of restroom access in achieving that goal. He recommended that restroom-related objectives be reinstated, acknowledging that implementation may be complex but stating that complete removal of the topic is inconsistent with the Commission’s stated goals of improving water quality.

Chair Beer closed public comments.

Chair Beer returned discussion to the Commission and requested volunteers to serve as chairs for each functional area.

Vice Chair Marston volunteered to serve as chair for Functional Area 1, harbor regulations and operational readiness.

Secretary Scully volunteered to serve as chair for Functional Area 2, harbor infrastructure, public access, and capital planning.

Chair Beer requested volunteers for Functional Area 3, harbor financial sustainability, and receiving no immediate volunteers, deferred assignment temporarily.

Chair Beer suggested that, based on background and expertise, Commissioner Miller serve as chair for Functional Area 4, harbor safety and modernization.

Commissioner Miller accepted the assignment.

Commissioner Svrcek volunteered to serve as chair for Functional Area 5, interagency coordination and policy alignment.

Chair Beer returned to Functional Area 3 and assigned that area to Commissioner Williams, noting that the Commissioner could provide input at a future meeting. He confirmed general agreement among the Commission regarding the assignments.

Harbormaster Blank stated that comments and suggestions from the Commission would be incorporated and that a final version of the objectives would be brought back for formal adoption at the next meeting.

Chair Beer stated that the item would be formally agendaized for consideration at the next meeting.

Secretary Scully encouraged Commissioners to submit any additional proposed objectives to the ad hoc committee.

Vice Chair Marston inquired whether matters related to State Lands would be captured within the functional areas.

Chair Beer responded that such matters could fall within multiple functional areas, depending on the nature of the issue, including regulatory, infrastructure, or coordination categories.

Commissioner Miller noted that, during prior ad hoc discussions, tidelands considerations were intended to be captured within the financial sustainability functional area, emphasizing the importance of maintaining focus on long-term tidelands management. He suggested that additional clarity could be provided regarding placement of tidelands-related objectives.

Chair Beer acknowledged the comment and indicated openness to refining the language, noting that the appropriate functional area may become clearer as specific issues arise.

6.4 Ad Hoc Committee Updates

Recommendation:

1. Find this action exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and
2. Receive and file.

Balboa Ferry Ad Hoc – Commissioners Scully, Svrcek and Yahn (05-10-2023)

Commissioner Yahn reported that he had met with several stakeholders associated with the ferry ownership and stated that funding has progressed favorably, with more than \$10 million secured. He noted that final vessel designs have not yet been completed but that sufficient funding is available to begin submitting reimbursement requests under a grant program. He stated that the funding is expected to support a full rebuild of the ferry vessels as well as installation of electrical charging infrastructure. He further indicated that the project has received support through coordination between the Environmental Protection Agency (EPA) and California Air Resources Board (CARB) and that stakeholders are in a strong position moving forward. He suggested that the Commission consider whether to discontinue the ad hoc committee, noting that the project is progressing well, but also acknowledged that ongoing monitoring may still be beneficial.

Secretary Scully stated that, while the topic had been previously discussed, it may be appropriate to retain the ad hoc committee in order to continue receiving updates on vessel design, construction

timelines, and project progress. He noted that the item does not require significant time and remains of interest to the Commission.

Commissioner Yahn expressed agreement with retaining the ad hoc committee for continued monitoring.

Chair Beer inquired whether the grant funding, estimated at approximately \$10 to \$11 million, would fully cover the costs of constructing the vessels and installing charging stations, or whether additional private funding would be required.

Commissioner Yahn stated that the intent is for the grant funding to cover the full project cost, although final costs remain uncertain due to the absence of finalized vessel designs. He noted that the funding amount may be adjusted if project costs increase, subject to further requests to the State. He concluded that, while some uncertainty remains, the project is moving in a positive direction.

General Plan Harbor & Bay Element Update Ad Hoc – Commissioners Scully, Marston, and Yahn (10-09-2024)

Chair Beer stated that this item was previously reviewed.

Chair Beer opened public comments. Seeing none, Chair Beer closed public comments.

There was no further action taken on this item, and it was received and filed unanimously.

6.5 Harbor Commission 2024 Objectives

Recommendation:

1. Find this action exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and
2. Receive and file.

Conduct annual review of Title 17 and recommend updates to City Council where necessary (Commissioner Yahn)

Chair Beer declared this objective completed with unanimous approval from the dais.

Collaborate with the Water Quality/Coastal Tidelands Committee to partner on areas within the Harbor that both Commission/Committees intersect (Commissioners: Svrcek, Scully)

Commissioner Svrcek reported on attendance at a recent water quality meeting and provided an update on the Newport Bay trash interceptor's performance during the 2025–2026 storm season. He stated that approximately 62 tons of debris were collected during that period and noted that an estimated 70% to 75% of the material consisted of natural debris such as shrubs, branches, and vegetation. He reported that staff discussed operational insights gained during the storm season, including that debris collection activity significantly increases during rainfall events and that the system experiences substantial demand during peak flows. He stated that efforts are underway to improve operational efficiency and enhance data collection to better understand the sources and composition of debris entering the system. He described the types of debris collected, noting that the most common items included plastic bottles, Styrofoam, bottle caps, and plastic bags. He also stated that larger items, including a mattress, tires, and wheels, were recovered. He further reported that an Artificial Intelligence (AI) camera system has been installed to improve analysis of debris.

Commissioner Svrcek observed that, based on his personal experience in the harbor during the rainy season, there has been a noticeable improvement in water conditions, with reduced visible debris. He

stated that the interceptor project appears to be progressing effectively and contributing to improved water quality. He inquired about who was the champion of the project.

Harbormaster Blank responded that the interceptor project was originally spearheaded by a former Mayor Duffy Duffield, with former Mayor Diane Dixon securing funding for its implementation, and noted that their collaboration was instrumental in the project's development.

Commissioner Svrcek acknowledged the information and reiterated that the project is moving in a positive direction.

Continue with the participation of businesses, nonprofits, and the Harbor Department with a Newport Harbor Safety Committee to promote best practices and address safety issues on the water (Commissioner: Scully).

Secretary Scully presented an overview of a proposed rental safety program, noting that the concept had been discussed at a prior meeting and referred to the Safety Committee for further development. He stated that there had been general agreement among Commissioners to explore the concept and that the presentation was intended to confirm direction and solicit feedback from the Commission and Harbor Master. He explained that, under California law, rental customers are exempt from obtaining a California Boater Safety Card, resulting in many inexperienced users operating vessels in Newport Harbor without standardized safety training. He emphasized that Newport Harbor is a high-traffic and complex environment, presenting challenges such as navigating mooring fields, interacting with ferry and commercial vessel right-of-way, managing wind and current conditions, and ensuring safe operation of paddleboards and other small craft. He further noted recurring issues involving inexperienced users requiring assistance and a lack of knowledge regarding speed limits and emergency procedures.

Secretary Scully proposed development of a short, Newport Harbor-specific safety video, approximately five to ten minutes in length, covering navigation rules, mooring field awareness, ferry traffic, personal flotation device usage, currents, wind conditions, and emergency procedures. He suggested incorporating a brief assessment component, such as an eight- to ten-question quiz, with a time-stamped completion record that rental operators could verify prior to vessel use. He also proposed that the program be delivered through existing City tools, such as a harbor application or QR code, with the goal of maintaining simplicity and minimizing cost.

Secretary Scully outlined next steps, including evaluation of feasibility, potential City Council funding for production and implementation, and development of detailed scope and requirements by the Safety Committee. He stated that staff engagement would be necessary to assess feasibility and that input and cooperation from rental operators would be critical to ensure program effectiveness and acceptance. He indicated that further coordination with the Harbormaster would occur to determine whether the City would support and fund the program, and that updates would be provided to the Commission as the concept progresses.

Secretary Scully described anticipated benefits, including improved safety awareness among rental users, enhanced liability protection for operators through documented training, establishment of a consistent harbor-wide safety standard, and no direct production costs for rental operators if funded by the City. He emphasized that the program would supplement, rather than replace, existing in-person safety briefings and would contribute to improved safety practices and professional standards within the harbor.

Chair: The Chair acknowledged the presentation and expressed appreciation for the proposal.

Commissioner Svrcek expressed support for the proposed rental safety program and inquired whether separate safety presentations or assessments would be developed for different types of vessels, such as paddleboards, personal watercraft, and motorized boats.

Secretary Scully responded that the program scope has not yet been finalized and that further discussion with the Harbor Master and staff is needed. He indicated that options include a general safety program applicable to all users or segmented content tailored to specific vessel types, and that these considerations will be evaluated during program development.

Commissioner Yahn inquired about the anticipated cost of producing and implementing the safety program, including video production and potential integration with existing City technology to enable testing and verification.

Secretary Scully stated that cost estimates are not yet available and noted that feasibility will depend on whether the program can be integrated into existing City systems. He described a potential delivery method involving QR code access to online content and verification mechanisms.

Commissioner Yahn commented that the cost is likely to be minimal relative to the anticipated safety benefits and expressed support for further development of the program.

Review Harbor Department responsibilities, evaluate the Department's readiness and effectiveness to deliver Harbor services as necessary for normal operations and during emergencies and make recommendations as determined necessary (Commissioner: Scully, Williams).

No update.

Work with City Staff on an update of the market Rent to be charged for onshore and offshore moorings (Commissioner: Williams, Beer).

No update.

Support staff in all efforts related to the dredge completion of the Federal Navigation channels in addition to the upcoming agency renewals of Regional General Permit (RGP54) shallow water dredging permit. (Commissioners: Cunningham, Svrcek)

No update.

Chair Beer opened public comments. Seeing none, Chair Beer closed public comments.

There was no further action taken on this item, and it was received and filed unanimously.

6.6 Harbormaster Update – March 2026 Activities

Recommendation:

- 1) Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly; and
- 2) Receive and file.

Public Works Manager Chris Miller reported that the dredging project is progressing well and is currently ahead of schedule by approximately five weeks. He explained that the contractor recently dredged the central portion of the access channel from the anchorage area to Marina Park to expedite delivery of dredged material to the Port of Long Beach prior to the June 1 deadline. He stated that dredging in the Marina Park area to 19th Street is expected to be substantially completed by mid-April, with minor cleanup work to follow.

Public Works Manager Miller stated that, once disposal of material at the Port of Long Beach is complete, work will shift to other areas, including the yacht anchorage area. He noted that approximately 55 moorings in that area were removed to facilitate dredging operations and acknowledged the Harbor Department's efforts in coordinating mooring relocation and removal, describing it as a complex and challenging process. He reported successful coordination with the Newport Harbor Yacht Club's Baldwin Cup Race, explaining that the mooring field has been fully cleared in advance of the event. He stated that

dredging of the area is expected to begin shortly after the race concludes, following survey work, and estimated that dredging in that area could take approximately five to six weeks.

Public Works Manager Miller indicated that the contractor will return to complete dredging of the access channel to final grade at a later time, noting that this work is not subject to the same time constraints as material disposal at the Port of Long Beach. He stated that the overall project is expected to continue through approximately mid-September, subject to conditions. He expressed confidence in the project's progress and coordination efforts, noting strong collaboration with Harbor Department staff and local sailing and recreational groups. He concluded by stating that the project is expected to proceed successfully through the summer months and offered to answer questions.

Commissioner Srvcck inquired whether the dredging project was progressing ahead of schedule and asked for the estimated completion date for the overall project.

Public Works Manager Miller responded that the project is progressing ahead of schedule and is anticipated to be completed around mid-September.

Secretary Scully asked whether dredging at the Balboa Yacht Basin had been completed.

Public Works Manager Miller confirmed that dredging at the Balboa Yacht Basin is complete and stated that City Council is expected to approve a Notice of Completion in the coming weeks, noting that work concluded in early February.

Secretary Scully inquired about the status of dredging in the Linda Isle area.

Public Works Manager Miller reported that dredging at Linda Isle is ongoing, with significant progress made in the inner lagoon area and current work occurring in front of residential properties.

Secretary Scully asked whether property owners are requesting dredging at their individual homes in conjunction with the project.

Public Works Manager Miller responded that no such requests are being incorporated into the project and clarified that the Linda Isle work is a separate project, with efforts focused on designated project areas.

Commissioner Miller commended the staff on the project's progress and indicated no further questions.

Vice Chair Marston inquired how staff verifies that dredging has reached the required design depth at specific locations.

Public Works Manager Miller explained that verification is conducted through bathymetric and side-scan surveys. He stated that the contractor performs preliminary surveys during the work, and once a section is complete, the Army Corps of Engineers conducts independent surveys. He noted that project managers compare the results to determine compliance and calculate payment quantities based on cubic yardage.

Vice Chair Marston inquired about the capacity of dredging barges used in the project.

Public Works Manager Miller responded that the barges, or scows, have a nominal capacity of approximately 3,000 cubic yards but are typically loaded to about 2,400 cubic yards depending on material characteristics. He reported that approximately 86 scows have been delivered to the Port of Long Beach, totaling around 160,000 cubic yards, and that approximately 125 scows have been used overall to date.

Chair Beer calculated that the total project may require slightly over 400 scows based on an estimated total volume of approximately 900,000 cubic yards and acknowledged the project's progress.

Harbormaster Blank proceeded with the Harbor Master's report for March, organized by categories of clean, safe, and well-enjoyed harbor operations, along with additional updates and statistics. He reported that three training sessions were conducted for Community Emergency Response Team (CERT) volunteers, coordinated through the Fire Department. He stated that approximately 30 volunteers were trained in the operation of the trash rover, including deployment procedures and use of equipment such as containment booms, absorbent booms, and liquid separation attachments. He noted that the trash rover can be utilized in emergency spill response situations and that trained volunteers may also assist with routine debris collection when available. He reported that the Harbor Department has assumed responsibility for maintenance of all trash skimmers. He explained that while a contractor continues to provide support for major components and repairs, staff now conducts weekly inspections and performs routine maintenance on the four skimmers.

Harbormaster Blank stated that Code Enforcement Officer Jeff Goldfarb would be presenting at a statewide conference on derelict vessels and indicated that a similar presentation would be provided to the Commission at a future meeting to address policies and procedures related to abandoned and derelict vessels within the harbor. He reported that a long-standing impounded vessel was successfully removed from the harbor after extended efforts to resolve ownership and responsibility issues. He described an incident in which a Harbor Safety Officer identified a submerged motorcycle near the Newport Boulevard Bridge. He reported that the motorcycle was recovered using appropriate equipment, transported to impound, and remains unclaimed due to the absence of identifying information, despite coordination with the Police Department.

Harbormaster Blank reported that a Management Analyst Cynthia Shintaku secured an additional \$9,600 in grant funding through the Surrendered and Abandoned Vessel Exchange Program (SAVE) program allocation. He explained that the funds became available from a prior recipient and will be used to support removal of abandoned and surrendered vessels within the harbor.

Harbormaster Blank reported that a case of trespassing and unpermitted liveaboard activity was addressed involving a vessel located in the A field. He stated that complaints were received from nearby residents and harbor users regarding individuals living aboard the vessel without authorization. He explained that the permittee did not hold a liveaboard permit and was unaware of the situation. He advised that in coordination with the permittee, the vessel was relocated to a more visible location to allow for monitoring, and the trespass was resolved without further incident. He reported that a sunken tender attached to a mooring adjacent to its registered owner's permit was recovered. He stated that the unauthorized attachment of the vessel to another individual's mooring was addressed with the irresponsible vessel owner.

Harbormaster Blank provided updates related to harbor safety activities, reporting that multiple becalmed vessels associated with the Recreation and Senior Services (RSS) sailing program at Marina Park were assisted. He also noted that several distressed paddleboarders were returned safely to their points of embarkation. He stated that additional patrols were conducted during severe weather events in March, including both Harbor Department personnel and contracted services, with an emphasis on after-hours monitoring. He reported that a disabled sailing vessel experiencing engine failure while attempting to exit the harbor was assisted back to its mooring. He noted that the vessel's commercial towing service was unavailable at the time of need. He stated that, although the vessel exceeded the size typically handled by Harbor Department towing operations, the response demonstrated the Department's capability to safely assist a vessel of approximately 40 to 45 feet and 45,000 pounds under favorable conditions.

Harbormaster Blank reported participation in a regional tsunami partners meeting hosted at Marina Park by the City of Newport Beach. He stated that agencies from across the Orange County watershed attended and that the discussion highlighted the challenges faced by inland jurisdictions in managing traffic flow during a tsunami evacuation. He noted that cities including Huntington Beach, Costa Mesa, Fountain Valley, and portions of Irvine discussed the need to accommodate evacuation traffic moving through their jurisdictions from coastal areas such as the peninsula, Balboa Island, and other low-lying regions. He reported an enforcement incident involving a rental vessel that had been beached in an area

occupied by swimmers. He stated that operation of motorized vessels within 100 feet of swimmers is prohibited and that the rental operator was advised of the violation and educated on applicable safety requirements.

Harbormaster Blank reported ongoing efforts to improve enforcement of time limits at public docks. He stated that plaques have been installed at each cleat on public docks to uniquely identify tie-up locations, enabling more accurate documentation and enforcement through photographic and video evidence. He reported that fishing and public signage at the Balboa Marina public dock was vandalized in early March. He stated that replacement signage has been ordered and partially installed, with total replacement costs of \$553.71, excluding shipping and staff labor. He indicated that efforts are underway to obtain video footage from nearby cameras to identify responsible individuals and pursue restitution.

Harbormaster Blank reported that a large fender that had fallen from a charter vessel was successfully retrieved and returned to the vessel. He noted that the recovery effort was completed efficiently and was received positively by the vessel's crew. He stated that continued outreach and education efforts have been conducted regarding proper use of public docks, including guidance on appropriate locations and time limits for docking.

Harbormaster Blank reported that a permitted raft-up event occurred in the West Anchorage in mid-March. He stated that the event was well organized, with strong communication from participants regarding vessel counts and sizes, and that attendance has grown in popularity over time. He indicated that the event proceeded successfully and that participants appeared to enjoy both on-water and onshore activities. He noted that Harbor Department personnel continued to provide wayfinding assistance to rental customers throughout the reporting period.

Harbormaster Blank reported that a stakeholder meeting related to State Lands Commission direction on rates and fees, previously scheduled for April 21 at the Oasis facility, has been rescheduled. He emphasized that the meeting will not take place on April 21 and stated that a new date is being considered for late May, with public notice to be provided once finalized. He announced that a small vessel auction will be held on April 22 at Marina Park, consisting of impounded items such as paddleboards and kayaks. He reported that the Harbor Department provided significant support for the dredging project, including relocation of more than 80 moorings, as well as adjustments to aids to navigation. He stated that several new maps were issued and noted an increase in permitted business activity within the harbor.

Harbormaster Blank highlighted efforts by the Deputy Harbormaster to encourage compliance with licensing and permitting requirements, resulting in increased issuance of permits and related materials. He reported that the Deputy Harbor Master was recognized by the California National Guard for leadership and collaboration in navigation and emergency preparedness training efforts. He noted that the recognition included presentation of a plaque from the commanding officer.

Harbormaster Blank introduced an "amusing call of the month," noting that it was received in person during a recreational activity. He reported an incident involving a mariner returning from an ocean regatta conducted in fog conditions who expressed concern regarding the lack of visual and sound signals when attempting to reenter the harbor under low-visibility conditions. He stated that the individual questioned why such signals were not activated. He explained that these signals may be activated by any mariner with a legitimate need and provided instruction on how to identify and utilize such signals through proper chart reading when entering Newport Harbor or other harbors where the Coast Guard maintains signals.

Harbormaster Blank reported that the Harbor Department responded to 2,317 calls for service in March, of which 2,156 were mapped. He noted that activity was concentrated in areas including South Bayfront, North Bayfront, the Balboa Peninsula, Lido, the West Anchorage, and around Newport Island. He provided an update on the harbor amenity map, stating that usage remains consistent with prior years and that a revised version has been developed with improved graphics and enhanced geographic information system data to increase usability.

Harbormaster Blank reported on permitting activity for 2026 through the end of March, including issuance of 13 marine activity permits, of which five were new and eight were renewals. He also noted 21 harbor event permits, five small harbor operator registrations, eight Rhine Wharf utilizations, and 20 mooring permit transfers. He stated that, compared to the prior year, permitting activity is generally ahead of pace, with the exception of harbor event permits, which are slightly behind. He indicated that other categories, including Rhine Wharf utilization and marine activity permits, have increased relative to the previous year. He reported on utilization of the West Anchorage, noting that use was concentrated during the middle portion of the month, while severe weather conditions at the beginning and end of the month resulted in reduced activity.

Harbormaster Blank clarified a prior public comment regarding the use of the acronym "CDP," stating that the "P" denotes "permit" rather than "requirement." He explained that, while the boat show was permitted to utilize up to 12 piles for temporary dock construction, the organizers elected instead to use helical anchors and dynamic tackle systems for securing the docks.

Chair Beer opened public comments. Seeing none, Chair Beer closed public comments.

There was no further action taken on this item, and it was received and filed unanimously.

7. MOTION FOR RECONSIDERATION

None.

8. MATTERS WHICH COMMISSIONERS WOULD LIKE PLACED ON A FUTURE AGENDA FOR DISCUSSION, ACTION, OR REPORT (NON-DISCUSSION ITEM)

Commissioner Miller reported that the Ben Carlson event is scheduled for mid-September, with races occurring during the week and the primary fundraising event taking place on Saturday, September 19, concluding at Newport Pier at approximately 2:30 p.m. He noted that harbor activity is impacted by weekly training sessions held on Wednesday evenings leading up to the event. He stated that he and another Commissioner attended the event the previous year and described it as a positive and well-regarded community event for the City. He further indicated that he has been asked to assume a coordinating role for the event.

Commissioner Miller requested an update regarding previously gathered information on the Grand Canal and indicated that the matter is important for further review, regardless of whether it requires formal agendaing.

Chair Beer further elaborated and requested that staff prepare and propose a potential amendment to Municipal Code Section 17.35.030 to allow either one platform and one mooring or two moorings. He asked that staff provide supporting background on existing conditions, including current configurations in the Grand Canal, and an analysis of potential benefits associated with the proposed amendment.

Harbormaster Blank acknowledged the request and indicated that the information and proposed amendment would be developed and brought back to the Commission for consideration.

10. DATE AND TIME FOR NEXT MEETING – Wednesday, May 13, 2026 at 5 p.m.

The next regular meeting is scheduled for May 13, 2026 at 5:00 p.m.

11. ADJOURNMENT

There being no further business coming before the Harbor Commission, the meeting was adjourned at 6:55 p.m.



NEWPORT BEACH

Harbor Commission Staff Report

May 13, 2026
Agenda Item No. 6.1

TO: HARBOR COMMISSION

FROM: Jeffrey A. Goldfarb, Harbor Code Enforcement Officer
jgoldfarb@newportbeachca.gov

TITLE: Hearing on Revocation of Mooring Permit for Mooring E-1A-Clarely Family Trust

ABSTRACT:

The Permittee of Mooring E-1A, the Clarey Family Trust, (herein the “Permittee”) has repeatedly failed to timely pay its mooring fees. The Permittee has also repeatedly been informed that if it does not timely pay its mooring fees, the City would commence a mooring permit revocation proceeding. In spite of numerous warnings over a 2-year period, the Permittee of Mooring E-1A remains at least 6 months in arrears on its mooring fee payment as of this writing.

RECOMMENDATION:

1. Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly; and
2. Revoke the mooring permit for Mooring E-1A.

FUNDING REQUIREMENTS:

The recommended action will not have a financial impact on the City of Newport Beach.

DISCUSSION:

The Clarey Family Trust, the Permittee for Mooring E-1A, has repeatedly failed to timely pay its mooring fees.

The Harbor Code (Newport Beach Municipal Code (“NBMC”) Title 17), and each signed mooring permit, require mooring Permittees to regularly pay their mooring fees as a condition of retaining their mooring permit. Specifically, NBMC Section 17.60.040(B)(2) requires that mooring Permittees “Agree to be responsible for permit rent, fees, maintenance and repair of mooring equipment.” In addition, on April 25, 2022, the Mooring E-1A Permittee signed a mooring permit for that mooring which included the following language: “[m]ooring Permittee shall be responsible for payment of all permit

rents, fees, costs of maintenance and repair of mooring equipment [condition no. 5],” and “[t]he Mooring Permit may be revoked upon violation or failure to comply with any of the terms and conditions outlined herein or in accordance the provisions of Title 17 of the Newport Beach Municipal Code [condition no. 25].

Mooring permit revocation is listed as the remedy for the failure to pay mooring fees once those fees are in excess of 60-days past due. In that regard, NBMC Section 17.70.030(A)(1) provides in pertinent part that “any permit heretofore or hereafter granted for any structure, work, use or activity under and pursuant to this title may be revoked upon any of the following grounds: ...e. The Permittee has failed for a period of sixty (60) days to pay any rent or fee heretofore or hereafter imposed for the occupancy or use of tidelands, filled tidelands or submerged lands;” “h. The Permittee has breached or failed to comply with the terms or conditions contained in the permit or upon which the permit was granted;” and “j. There has been a violation of any provision of this title, State or Federal law.”

The Permittee for Mooring E-1A has a history of failing to timely pay its mooring fees. On July 18, 2024, Harbor Department staff wrote the Permittee to inform it that it was 5 months in arrears on its mooring permit fees, and gave the Permittee until August 2, 2024 to bring its account current. (Attachment 1.) Having failed to bring the account current by the August 2 deadline, Harbor Department staff were required to send a second letter on August 10, 2024, explaining that if the Permittee did not pay in full by August 24, 2024, its mooring permit would be subject to revocation. (Attachment 2.) The Permittee again failed to pay by the given deadline. Wishing to avoid the need to revoke a permit, Harbor Department Staff sent the Permittee a third letter on September 7, 2024, this time giving the Permittee until September 15, 2024 to bring the account current. (Attachment3.) The Permittee finally brought its account current on September 12, 2024.

This process of failing to pay and the resulting notifications started anew in October, 2024. By March 1, 2025, the Permittee was again 6 months past due on its mooring fees. On March 15, 2025, Harbor Department staff was again required to send a letter to the Permittee threatening to revoke its permit unless it brought the account current by March 30, 2025. (Attachment 4.) The Permittee ultimately paid by the deadline.

By February 2026, the Permittee was again 5 months past due on its mooring fees. Harbor Department staff therefore again sent a written notice to the Permittee requesting that it bring its account current by March 15, 2026 (Attachment 5.). The Permittee did not, necessitating a second letter on March 14, 2026. (Attachment6) This letter explained that the permit for Mooring E-1A would be revoked if the Permittee did not bring the account current by March 29, 2026. As of the date of this writing, the Permittee remains 6 months delinquent on its mooring fees.

Based upon the forgoing facts, the Harbor Department recommends that the Harbor Commission revoke the permit for Mooring E-1A.

ENVIRONMENTAL REVIEW:

Staff recommends the Harbor Commission find this action is not subject to the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in a physical change to the environment, directly or indirectly.

NOTICING:

The agenda item has been noticed according to the Brown Act (72 hours in advance of the meeting at which the Harbor Commission considers the item). The Permittee was provided written notice of this hearing on April 9, 2026 (Attachment 7).

ATTACHMENTS:

Attachment A: July 18, 2024 Letter to Permittee

Attachment B: August 10, 2024 Letter to Permittee

Attachment C: September 7, 2024 Letter to Permittee

Attachment D: March 15, 2025 Letter to Permittee

Attachment E: February 28, 2026 Letter to Permittee

Attachment F: March 14, 2026 Letter to Permittee

Attachment G: April 9, 2026 Written notice of Harbor Commission Hearing sent to Permittee

**CITY OF NEWPORT BEACH****Harbor Department**

1600 W. Balboa Blvd.
Newport Beach, California 92663
949-270-8159
Newportharbor.org

July 18, 2024

CLAREY FAMILY TRUST
1202 SOUTH BAYFRONT
NEWPORT BEACH, CA 92662

Delivered via U.S. Postal Service First Class Mail

Dear Clarey Family Trust:

Payment has not been received for your mooring permit in Newport Harbor (Mooring E-1A, Account # 6007016-669279). The amount of \$159.33 was due as of July 1, 2024. This amount must be paid in full by no later than August 2, 2024.

As you may be aware, when a mooring permittee fails to pay any mooring rent or fee when due and is in arrears for sixty (60) days or more, that mooring permit is subject to revocation [Newport Beach Municipal Code Sections 17.60.040(K) (1) and 17.70.020 (A)(1)(e) and (A)(3)].

Your prompt attention to this matter is needed to bring the account current and to avoid the revocation process. To make payment online please visit <https://apps.newportbeachca.gov/billpay/>. Telephone payments can be made by calling (949) 718-1999 or in person at the Newport Beach Civic Center located at 100 Civic Center Drive, Newport Beach, CA 92660, first floor, Bay A. All payment related questions can be directed to revenuehelp@newportbeachca.gov or by calling Customer Service at (949) 644-3141.

If you believe that the information above is incorrect or if you have other billing questions, please contact Customer Service at the e-mail or phone number above. For any questions regarding your mooring permit, please do not hesitate to call the Harbor Department at (949) 270-8159.

Sincerely,



Jeffrey A. Goldfarb
Code Enforcement Officer
Harbor Department
City of Newport Beach
jgoldfarb@newportbeachca.gov
949-270-8159



CITY OF NEWPORT BEACH
 Harbor Department
 1600 W. Balboa Blvd.
 Newport Beach, California 92663
 949 270-8159
 newportharbor.org

August 10, 2024

CLAREY FAMILY TRUST
 1202 SOUTH BAYFRONT
 NEWPORT BEACH, CA 92662

Delivered via U.S. Postal Service First Class Mail and Certified Mail with email copy to john@clarey.net and vessel posted on August 10, 2024.

RE: Notice of Intent to Revoke Mooring Permit for Mooring E-1A

Dear Clarey Family Trust:

Pursuant to Newport Beach Municipal Code ("NBMC") Sections 17.60.040(K) and 17.70.020(B), you are hereby provided with official notice that the Harbor Master intends to revoke your mooring permit for mooring number E-1A.

This proposed revocation is based upon the following:

- *Failure to be responsible for permit rent, fees, maintenance and repair of mooring equipment. [NBMC Section 17.60.040(B)(2)(b)]*
- *Failure to pay any mooring rent or fee when due and is in arrears for a period of sixty (60) days or more. [NBMC Sections 17.60.040(K)(1) and 17.70.020(A)(1)(e) and (A)(3)]*
- *Failure to comply with the terms or conditions contained in the permit or upon which the permit was granted. [NBMC Section 17.70.020(A)(1)(h)]*

If you desire to retain your mooring permit and avoid the revocation, you must bring your account current by paying all past due fees no later than August 24, 2024. The amount currently owed on your account is \$192.40. To make payment online please visit <https://apps.newportbeachca.gov/billpay/>. Telephone payments can be made by calling (949) 718-1999 or in person at the Newport Beach Civic Center located at 100 Civic Center Drive, Newport Beach, CA 92660 first floor Bay A.

Failure to correct the violations as noted above will result in the Harbor Master revoking your mooring permit as of the close of business on August 24, 2024.

If your permit is revoked by the City, NBMC Section 17.60.040(K)(2) requires you to immediately remove the mooring equipment and any moored vessel from Mooring E-1A. By way of this letter, you are also provided notice that, should your mooring permit be revoked, you shall have fourteen (14) calendar days from the date on which notice of revocation is provide to you to request an appeal hearing before the Harbor Commission. Failure to request such a hearing shall result in the revocation being deemed final.

Thank you in advance for your prompt attention to this matter. For questions or concerns regarding this letter, please contact me at (949) 270-8159 or jgoldfarb@newportbeachca.gov. All billing and payment related

questions can be directed to revenuehelp@newportbeachca.gov or by calling Customer Service at (949) 644-3141.

Sincerely,



Jeffrey A. Goldfarb
Code Enforcement Officer
Harbor Department
City of Newport Beach
jgoldfarb@newportbeachca.gov
(949) 270-8159





CITY OF NEWPORT BEACH

Harbor Department

1600 W. Balboa Blvd.
Newport Beach, California 92663949 270-8159
newportharbor.org

September 7, 2024

CLAREY FAMILY TRUST
1069 GRANVILLE DR
NEWPORT BEACH, CA 92660

Delivered via U.S. Postal Service First Class Mail and Certified Mail with email copy to john@clarey.net and vessel posted on September 7, 2024.

RE: Notice of Intent to Revoke Mooring Permit for Mooring E-1A

Dear Sir or Madame:

Pursuant to Newport Beach Municipal Code ("NBMC") Sections 17.60.040(K) and 17.70.020(B), you are hereby provided with official notice that the Harbor Master intends to revoke your mooring permit for mooring number E-1A.

This proposed revocation is based upon the following:

- *Failure to be responsible for permit rent, fees, maintenance and repair of mooring equipment. [NBMC Section 17.60.040(B)(2)(b)]*
- *Failure to pay any mooring rent or fee when due and is in arrears for a period of sixty (60) days or more. [NBMC Sections 17.60.040(K)(1) and 17.70.020(A)(1)(e) and (A)(3)]*
- *Failure to comply with the terms or conditions contained in the permit or upon which the permit was granted. [NBMC Section 17.70.020(A)(1)(h)]*

If you desire to retain your mooring permit and avoid the revocation, you must bring your account current by paying all past due fees no later than September 15, 2024. The amount currently owed on your account is 225.47. To make payment online please visit <https://apps.newportbeachca.gov/billpay/>. Telephone payments can be made by calling (949) 718-1999 or in person at the Newport Beach Civic Center located at 100 Civic Center Drive, Newport Beach, CA 92660 first floor Bay A.

Failure to correct the violations as noted above will result in the Harbor Master revoking your mooring permit as of the close of business on September 15, 2024.

If your permit is revoked by the City, NBMC Section 17.60.040(K)(2) requires you to immediately remove the mooring equipment and any moored vessel from Mooring E-1A. By way of this letter, you are also provided notice that, should your mooring permit be revoked, you shall have fourteen (14) calendar days from the date on which notice of revocation is provided to you to request an appeal hearing before the Harbor Commission. Failure to request such a hearing shall result in the revocation being deemed final.

We have repeatedly attempted to contact you about this issue by mail, certified mail, and email. We have recently discovered that you have changed your address, but have failed to notify the City of that change in address. When contacting the finance department, please advise them of your change in address.

questions can be directed to revenuehelp@newportbeachca.gov or by calling Customer Service at (949) 644-3141.

Sincerely,



Jeffrey A. Goldfarb
Code Enforcement Officer
Harbor Department
City of Newport Beach
jgoldfarb@newportbeachca.gov
(949) 270-8159





CITY OF NEWPORT BEACH
Harbor Department
 1600 W. Balboa Blvd.
 Newport Beach, California 92663
 949 270-8159
 newportharbor.org

March 15, 2025

CLAREY FAMILY TRUST
 1202 SOUTH BAYFRONT
 NEWPORT BEACH, CA 92662

Delivered via U.S. Postal Service First Class Mail and Certified Mail with email copy to john@clarey.net.

RE: Notice of Intent to Revoke Mooring Permit for Mooring E-1A

Dear Clarey Family Trust:

Pursuant to Newport Beach Municipal Code ("NBMC") Sections 17.60.040(K) and 17.70.020(B), you are hereby provided with official notice that the Harbor Master intends to revoke your mooring permit for mooring number E-1A.

This proposed revocation is based upon the following:

- *Failure to be responsible for permit rent, fees, maintenance and repair of mooring equipment. [NBMC Section 17.60.040(B)(2)(b)]*
- *Failure to pay any mooring rent or fee when due and is in arrears for a period of sixty (60) days or more. [NBMC Sections 17.60.040(K)(1) and 17.70.020(A)(1)(e) and (A)(3)]*
- *Failure to comply with the terms or conditions contained in the permit or upon which the permit was granted. [NBMC Section 17.70.020(A)(1)(h)]*

If you desire to retain your mooring permit and avoid the revocation, you must bring your account current by paying all past due fees no later than March 30, 2025. The amount currently owed on your account is \$197.72. To make payment online please visit <https://apps.newportbeachca.gov/billpay/>. Telephone payments can be made by calling (949) 718-1999 or in person at the Newport Beach Civic Center located at 100 Civic Center Drive, Newport Beach, CA 92660 first floor Bay A.

Failure to correct the violations as noted above will result in the Harbor Master revoking your mooring permit as of the close of business on March 30, 2025.

If your permit is revoked by the City, NBMC Section 17.60.040(K)(2) requires you to immediately remove the mooring equipment and any moored vessel from Mooring E-1A. By way of this letter, you are also provided notice that, should your mooring permit be revoked, you shall have fourteen (14) calendar days from the date on which notice of revocation is provided to you to request an appeal hearing before the Harbor Commission. Failure to request such a hearing shall result in the revocation being deemed final.

Thank you in advance for your prompt attention to this matter. For questions or concerns regarding this letter, please contact me at (949) 270-8159 or jgoldfarb@newportbeachca.gov. All billing and payment related questions can be directed to revenuehelp@newportbeachca.gov or by calling Customer Service at (949) 644-3141.

Sincerely,



Jeffrey A. Goldfarb
Code Enforcement Officer
Harbor Department
City of Newport Beach
jgoldfarb@newportbeachca.gov
(949) 270-8159



CITY OF NEWPORT BEACH

Harbor Department

1600 W. Balboa Blvd.
Newport Beach, California 92663
949-270-8159
Newportharbor.org

February 28, 2026

MR. JOHN CLAREY
333 E BAY FRONT
NEWPORT BEACH, CA 92662

Delivered via U.S. Postal Service First Class Mail

Dear Mr. Clarey:

Payment has not been received for your mooring permit in Newport Harbor (Mooring E-1A, Account # 6007016-669279). The amount of \$133.88 was due as of February 1, 2026. This amount must be paid in full by no later than March 15, 2026.

As you may be aware, when a mooring permittee fails to pay any mooring rent or fee when due and is in arrears for sixty (60) days or more, that mooring permit is subject to revocation [Newport Beach Municipal Code Sections 17.60.040(K) (1) and 17.70.020 (A)(1)(e) and (A)(3)].

Your prompt attention to this matter is needed to bring the account current and to avoid the revocation process. To make payment online please visit <https://apps.newportbeachca.gov/billpay/>. Telephone payments can be made by calling (949) 718-1999 or in person at the Newport Beach Civic Center located at 100 Civic Center Drive, Newport Beach, CA 92660, first floor, Bay A. All payment related questions can be directed to revenuehelp@newportbeachca.gov or by calling Customer Service at (949) 644-3141.

If you believe that the information above is incorrect or if you have other billing questions, please contact Customer Service at the e-mail or phone number above. For any questions regarding your mooring permit, please do not hesitate to call the Harbor Department at (949) 270-8159.

Sincerely,

Jeffrey A. Goldfarb
Code Enforcement Officer
Harbor Department
City of Newport Beach
jgoldfarb@newportbeachca.gov
949-270-8159



CITY OF NEWPORT BEACH
Harbor Department
 1600 W. Balboa Blvd.
 Newport Beach, California 92663
 949 270-8159
 newportharbor.org

March 14, 2026

MR. JOHN CLAREY
 333 E BAY FRONT
 NEWPORT BEACH, CA 92662

Delivered via U.S. Postal Service First Class Mail and Certified Mail with email copy to john@clarey.net.

RE: Notice of Intent to Revoke Mooring Permit E3-1A

Dear Mr. Clarey

Pursuant to Newport Beach Municipal Code ("NBMC") Sections 17.60.040(K) and 17.70.020(B), you are hereby provided with official notice that the Harbormaster intends to revoke your mooring permit for mooring number E-1A.

This proposed revocation is based upon the following:

- *Failure to be responsible for permit rent, fees, maintenance and repair of mooring equipment. [NBMC Section 17.60.040(B)(2)(b)]*
- *Failure to pay any mooring rent or fee when due and is in arrears for a period of sixty (60) days or more. [NBMC Sections 17.60.040(K)(1) and 17.70.020(A)(1)(e) and (A)(3)]*
- *Failure to comply with the terms or conditions contained in the permit or upon which the permit was granted. [NBMC Section 17.70.020(A)(1)(h)]*

If you desire to retain your mooring permit and avoid the revocation, you must bring your account current by paying all past due fees no later than March 29, 2026. The amount currently owed on your account is \$168.33. To make payment online please visit <https://apps.newportbeachca.gov/billpay/>. Telephone payments can be made by calling (949) 718-1999 or in person at the Newport Beach Civic Center located at 100 Civic Center Drive, Newport Beach, CA 92660 first floor Bay A.

Failure to correct the violations as noted above will result in the Harbor Master revoking your mooring permit as of the close of business on March 29, 2026.

If your permit is revoked by the City, NBMC Section 17.60.040(K)(2) requires you to immediately remove the mooring equipment and any moored vessel from Mooring E-1A. By way of this letter, you are also provided notice that, should your mooring permit be revoked, you shall have fourteen (14) calendar days from the date on which notice of revocation is provided to you to request an appeal hearing before the Harbor Commission. Failure to request such a hearing shall result in the revocation being deemed final.

Thank you in advance for your prompt attention to this matter. For questions or concerns regarding this letter, please contact me at (949) 270-8159 or jgoldfarb@newportbeachca.gov. All billing and payment related questions can be directed to revenuehelp@newportbeachca.gov or by calling Customer Service at (949) 644-3141.



CITY OF NEWPORT BEACH
Harbor Department
1600 W. Balboa Blvd.
Newport Beach, California 92663
949 270-8159
newportharbor.org

April 9, 2026

Mr. John Clary,
CLAREY FAMILY TRUST
333 E BAY FRONT
NEWPORT BEACH, CA 92662

Delivered via U.S. Postal Service First Class Mail and Certified Mail with email copy to john@clarey.net

RE: Notice of Revocation Hearing for Mooring Permit E-1A

Dear Mr. Clary:

Pursuant to Newport Beach Municipal Code ("NBMC") Sections 17.60.040(K) and 17.70.020(B)(3), this letter serves as a notice on May 13, 2026 the Harbor Commission will hold a public hearing to determine whether the permit for your mooring, mooring E-1A, should be revoked.

This proposed revocation is based upon the following:

- Failure to be responsible for permit rent, fees, maintenance and repair of mooring equipment. [NBMC Section 17.60.040(B)(2)(b)]
- Failure to pay any mooring rent or fee when due and is in arrears for a period of sixty (60) days or more. [NBMC Section 17.60.040(K)(1) and 17.70.020 subs.(A)(1)(e) and (A(3))]
- Failure to comply with the terms or conditions contained in the permit or upon which the permit was granted. [NBMC Section 17.70.020(A)(1)(h)]

At the scheduled revocation hearing, you will have the opportunity to present evidence and testimony to the Harbor Commission. If your permit is revoked by the City, NBMC Section 17.60.040(K)(2) requires you to immediately remove the mooring equipment and any moored vessel from Mooring E-1A. The date, time and location of the hearing is as follows:

City of Newport Beach Harbor Commission
Public Hearing for Mooring Revocation
Wednesday, May 13, 2026 6:30 p.m., or as soon thereafter as this matter may heard
City Council Chambers - 100 Civic Center Drive
Newport Beach, CA 92660

Sincerely,

Jeffrey A. Goldfarb
Code Enforcement Officer
Harbor Department
City of Newport Beach
jgoldfarb@newportbeachca.gov
949-270-8159



NEWPORT BEACH

Harbor Commission Staff Report

May 13, 2026
Agenda Item No. 6.2

TO: HARBOR COMMISSION

FROM: Chris Miller, Public Works Administrative Manager – 949-644-3043,
cmiller@newportbeachca.gov

TITLE: Residential Dock Reconfiguration at 2227 Bayside Drive

ABSTRACT:

Swift Slip Dock and Pier Builders, Inc. (“Applicant”) has applied for a harbor development permit to reconfigure the shared residential dock at 2227 Bayside Drive within Carnation Cove. The project includes reconfiguring a portion of the shared float and relocating three piles (“Project”). Because the applicant is proposing to extend the float beyond the existing permitted length, staff is unable to approve the project. Therefore, Newport Beach Municipal Code (NBMC) directs the Harbor Commission to hold a public hearing for the proposed project.

RECOMMENDATION:

- 1) Conduct a public hearing; and
- 2) Find the Project exempt from the California Environmental Quality Act (“CEQA”) pursuant to Section 15301 (Existing Facilities) and Section 15302 (Replacement or Reconstruction) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3; and
- 3) Adopt Resolution HC2026-002 approving in concept the Project.

FUNDING REQUIREMENTS:

There is no fiscal impact related to this item.

DISCUSSION:

Section 17.35.030(B) of the NBMC states that piers and floats located in areas of Newport Harbor as noted in subsection (4) shall require Harbor Commission approval in accordance with subsection (G)(2) if the float extends bayward beyond the existing permitted length. Subsection (G)(2) states that the Harbor Commission may approve or conditionally approve bayward extensions only after conducting a public hearing and making the general findings in NBMC 17.05.140(D)(1). The Harbor Commission’s decision shall be on a case-by-case basis, and prior approvals or deviations shall not have any precedential value.

The aerials (Attachment A) depict the shared dock system at 2227 and 2231 Bayside Drive (“Property”) within the Carnation Cove area in Corona Del Mar which is an unusual part of the harbor for three reasons. First, the depth within the cove is relatively shallow, therefore the docks

project significantly bayward toward deeper water. In this case, the Property's dock is approximately 260-feet long.

Second, the federal harbor lines (bulkhead, pierhead and project) are situated bayward of most of the residential dock systems, so the typical rules relating to the pierhead lines would not apply.

And lastly, most of the shoreline is concave (i.e. curves inward) along Carnation Cove, and in many cases, the property line projections are not parallel to one another. As a result, the usable water space diminishes as the dock projects further channelward. In contrast, however, the Project's property lines are parallel to one another thereby maintaining a consistent usable water area as the dock projects channelward.

The shared pier consists of three finger floats which create a double U-shaped float configuration (1 slip per address). Applicant is proposing to increase the width of the western slip from 12-feet wide to 18-feet wide, and to extend the middle and western finger floats channelward by 18-feet. Three piles will be relocated to accommodate the proposed reconfiguration.

NBMC states that the Harbor Commission may approve or conditionally approve bayward extensions of docks only after conducting a public hearing and upon making the following general findings:

NBMC 17.05.140(D)(1) Findings

- a. The use complies with this title, the Local Coastal Program, General Plan, design criteria, and any applicable standards and policies approved by the City Council.
- b. The design, location, size and/or operating characteristics of the use are compatible with the allowed uses in the vicinity.
- c. For any structures, the site is physically suitable in terms of design, location, shape, size and operating characteristics, and the provision of the public and emergency vehicle (e.g., fire and medical) access and public services and utilities.
- d. Operation of the use at the location proposed would not be detrimental to or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare.
- e. Any new development is designed or sited so as to not obstruct public access to coastal resources or, in the case of alternation, extension, enlargement, expansion, reconstruction, replacement or addition of any structures, would not, in comparison to the existing structure or structures, further restrict or impair the public's use of the bay or beach in the vicinity of the existing structure or structures.
- f. There will be no negative impacts to adjacent property owners, harbor views, navigation, or future dredging.

EXISTING DOCK CONFIGURATION

Attachment B depicts the existing dock configuration including the historical 1997 and 2000-2001 approvals which demonstrate the dock system was permitted to extend bayward to its current length.

PROPOSED PROJECT

The Project conforms to the Harbor Design Criteria. The slip is proposed to expand 6-feet wider to 18-feet, and both the middle and west finger are proposed to extend an additional 18-feet channelward (Attachment C). The proposed float will be 82-feet from the bulkhead line.

As previously mentioned, both the east and west property lines are parallel as they extend channelward. Therefore, access to the subject floats is unimpeded and does not become constricted in size.

The applicant is proposing to berth a vessel approximately 60-feet long, and the applicant has confirmed that there is adequate depth.

FINDINGS:

The findings as stated in NBMC can be made, so the Harbor Commission may approve or conditionally approve the project (Attachment E). Attachment F is the draft Resolution HC2026-002 with the specific project conditions.

ENVIRONMENTAL REVIEW:

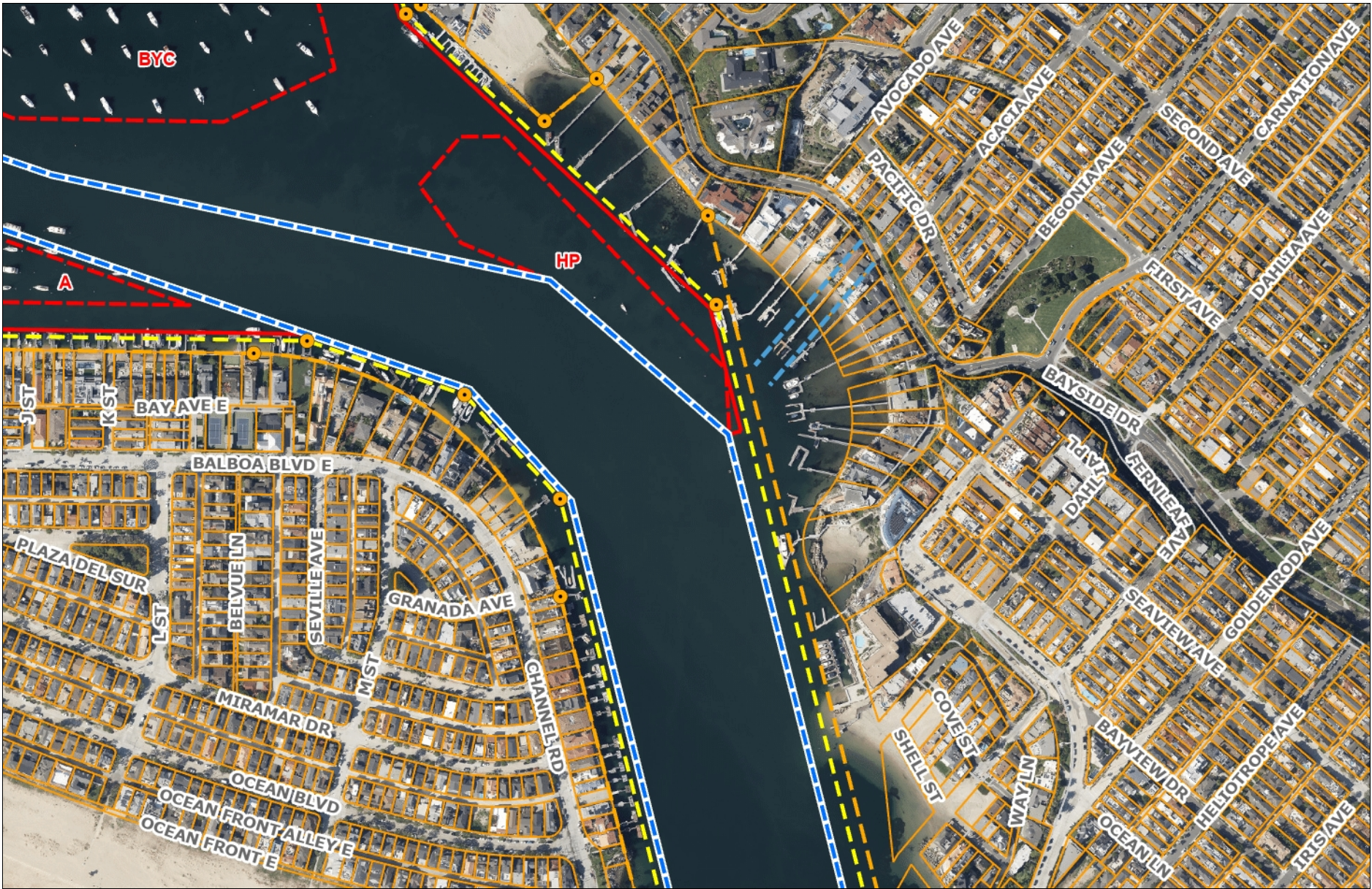
Staff recommends the Harbor Commission find this Project exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15301 (Existing Facilities) and Section 15302 (Replacement or Reconstruction) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3 (CEQA Guidelines) because it has no potential to have a significant effect on the environment. The replacement dock system is in the same location and is substantially the same size and purpose as the dock systems it replaces, and the overwater coverage of the new dock system is substantially the same as the overwater coverage of the existing dock system (1,090 square feet compared to 961 square feet).

NOTICING:

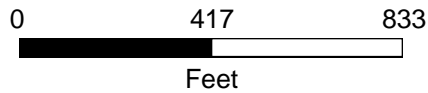
The agenda item has been noticed according to the Brown Act (72 hours in advance of the meeting at which the Harbor Commission considers the item). This public hearing was noticed to all residents within a 300' radius per NBMC Section 17.05.140(B) and the Property was posted (Attachment D).

ATTACHMENTS:

- Attachment A - Aerial Photos
- Attachment B - Existing Configuration
- Attachment C - Proposed Configuration
- Attachment D - Public Outreach
- Attachment E - Approval in Concept
- Attachment F - Resolution HC2026-002



NBGiS
NEWPORT BEACH

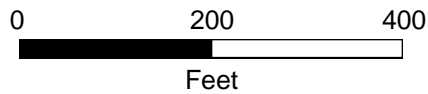


Disclaimer:
Every reasonable effort has been made to assure the accuracy of the data provided, however, The City of Newport Beach and its employees and agents disclaim any and all responsibility from or relating to any results obtained in its use.

4/20/2026

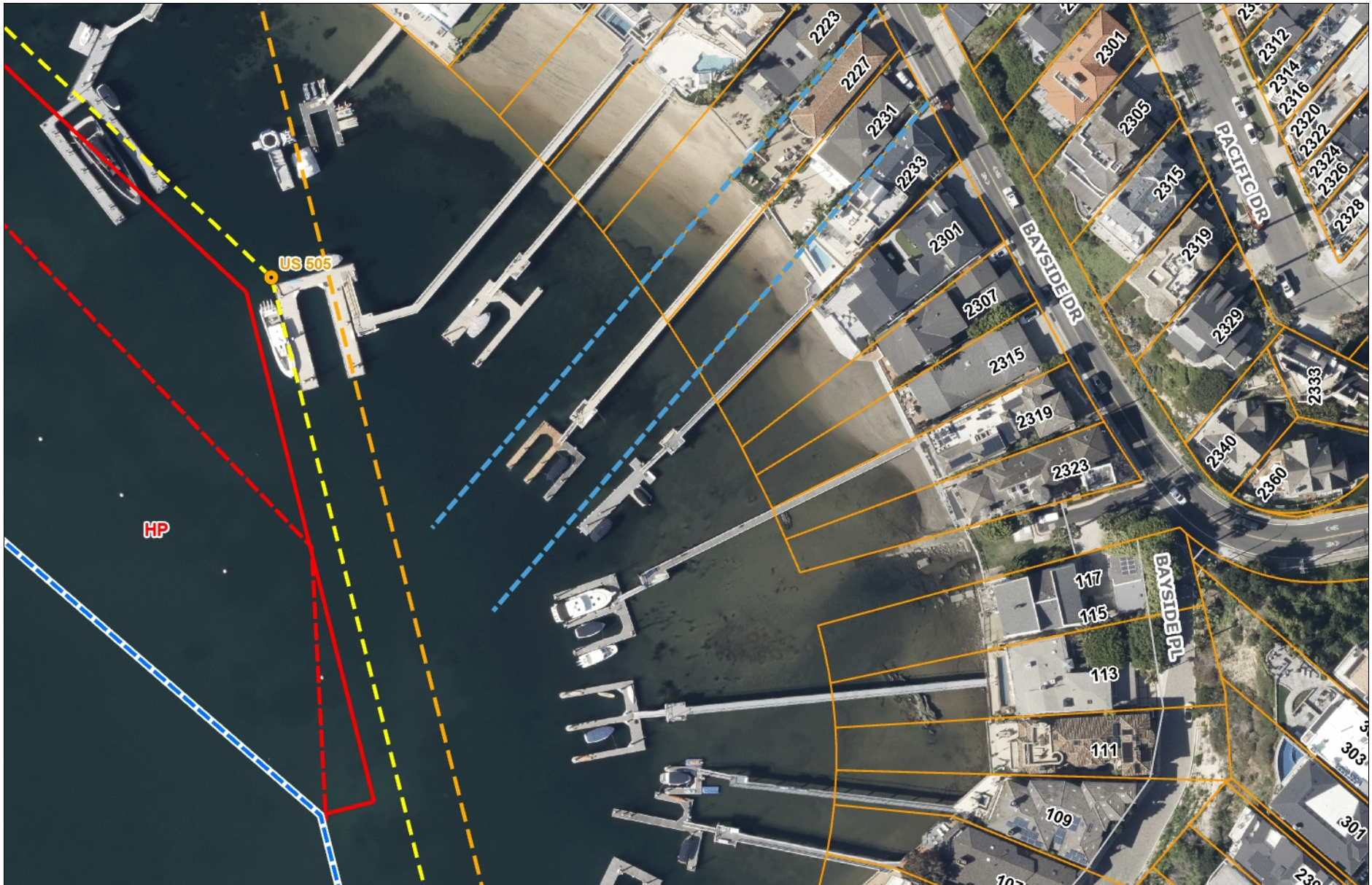


NBGiS
NEWPORT BEACH

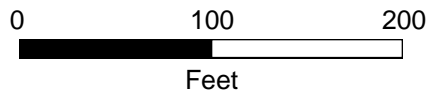


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4/20/2026



NBGiS
NEWPORT BEACH

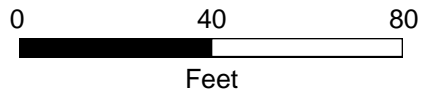


Disclaimer:
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4/20/2026



NBGiS
NEWPORT BEACH



Disclaimer:
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4/20/2026



SWIFT SLIP DOCK & PIER BUILDERS, INC.

6351 Industry Way
Westminster, CA 92683

(949) 631-3121
(714) 509-0618

www.swiftslipdocks.com

CLIENT SMITH, GARY

BC
DRAWN

CHECKED

1.0
REVISION

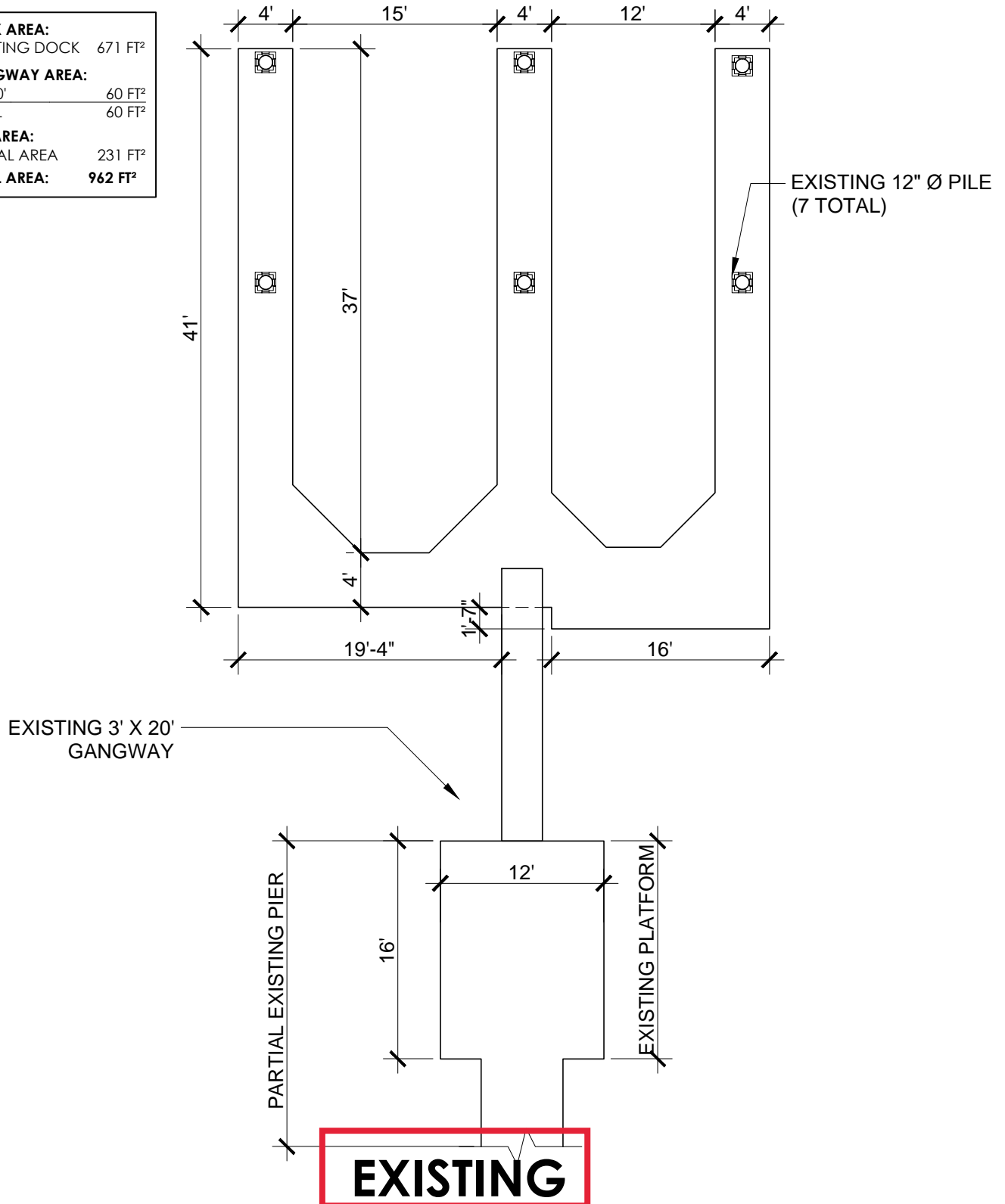
1/19/26
DATE

AMENDMENTS

REV	DESCRIPTION	BY	DATE

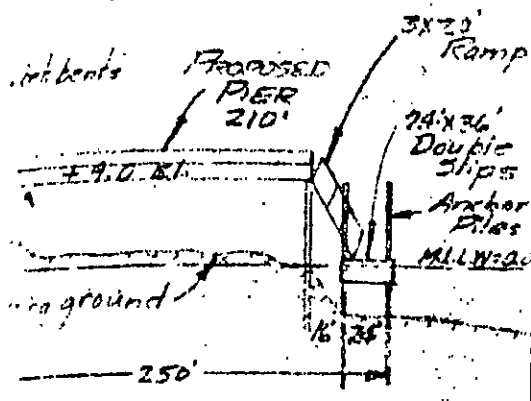
SITE 2227 BAYSIDE DR, CORONA DEL MAR, CA 92625

DOCK AREA:	
FLOATING DOCK	671 FT ²
GANGWAY AREA:	
3' X 20'	60 FT ²
TOTAL	60 FT ²
PIER AREA:	
PARTIAL AREA	231 FT ²
TOTAL AREA:	962 FT²



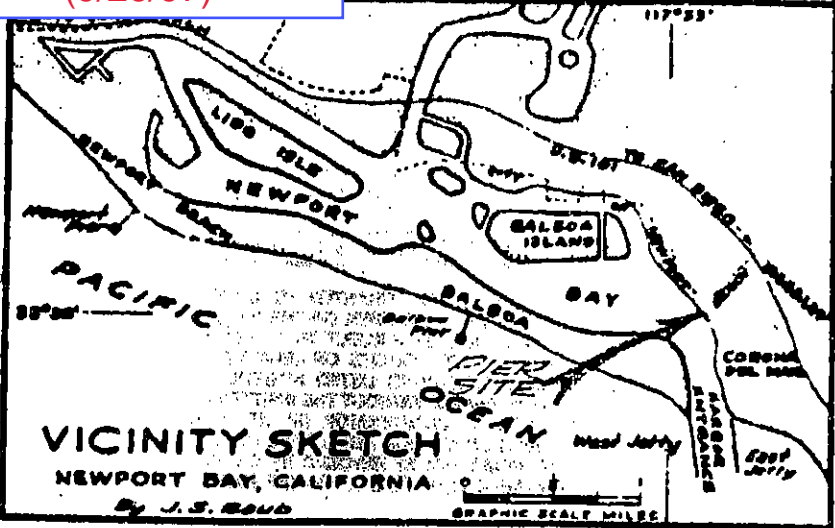
Prior approval
for 2227 Bayside Drive
(9/26/97)

105-2227

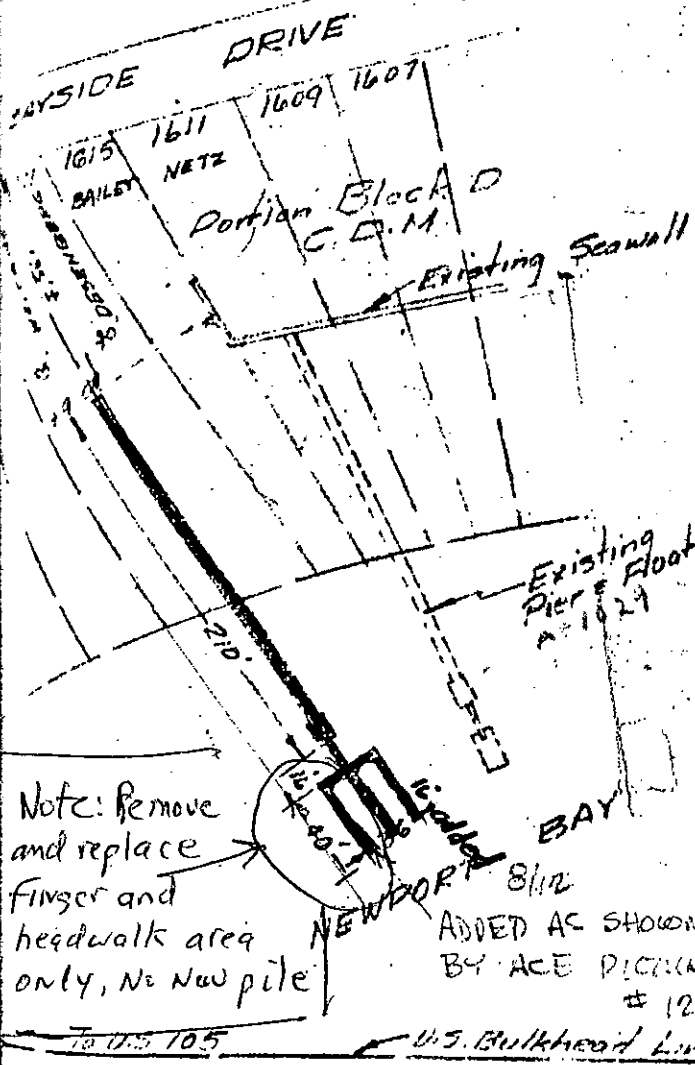


PROFILE

Scale 1" = 20' Vert.
1" = 100' Horz.



Soundings are expressed in feet and denote depths below Mean Lower Low Water. Maximum range of tides approximately 10 feet. Harbor Lines are established in this section of Newport Bay.



Revised 5-18-56.
JOINT OWNERSHIP PIER

PROPOSED
PIER AND SLIPS
IN NEWPORT BAY
Applic. by: GARY SMITH
2227 BAYSIDE
& CDM.
Date 9-26-97 9/26/97

Prior approval
for 2227 Bayside Drive
(11/7/97)

CITY OF NEWPORT BEACH
HARBOR PERMIT

PERMISSION IS HEREBY GRANTED TO CONSTRUCT AND MAINTAIN THE FACILITY SHOWN ON THE REVERSE HEREOF AT THE SITE INDICATED, SUBJECT TO THE PROVISIONS OF THE HARBOR PERMIT POLICIES OF NEWPORT BEACH AND ANY SPECIAL CONDITIONS LISTED HEREON. THIS PERMIT IS NOT TRANSFERABLE WITHOUT THE WRITTEN CONSENT OF THE CITY HARBOR COORDINATOR OR CITY COUNCIL. THE RIGHTS GIVEN UNDER THIS PERMIT ARE PERMISSIVE ONLY AND THIS PERMIT MAY BE REVOKED BY THE CITY COUNCIL IN ACCORDANCE WITH TITLE 17 OF THE MUNICIPAL CODE.


CITY HARBOR COORDINATOR

105-2227
PERMIT NO.

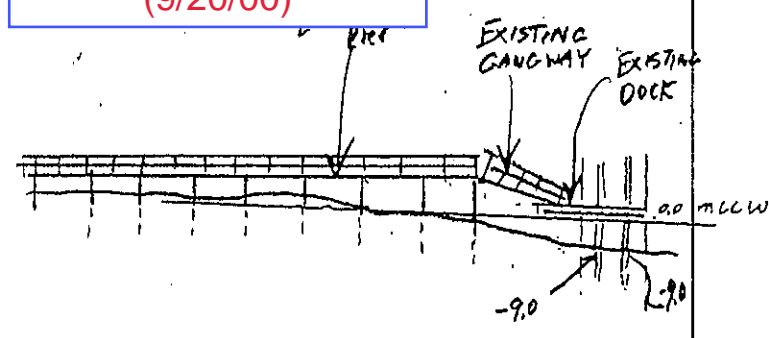
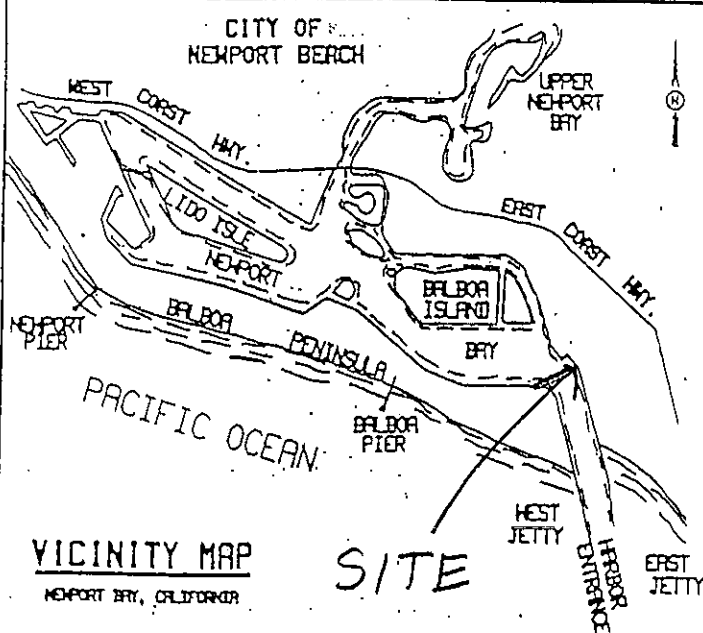
11-7-97
DATE

*Conditional to allow
berthing of one-42 foot
and one-47 foot
maximum length vessel.*

#105-2227

CITY OF NEWPORT BEACH

Prior approval
for 2227 Bayside Drive
(9/20/00)

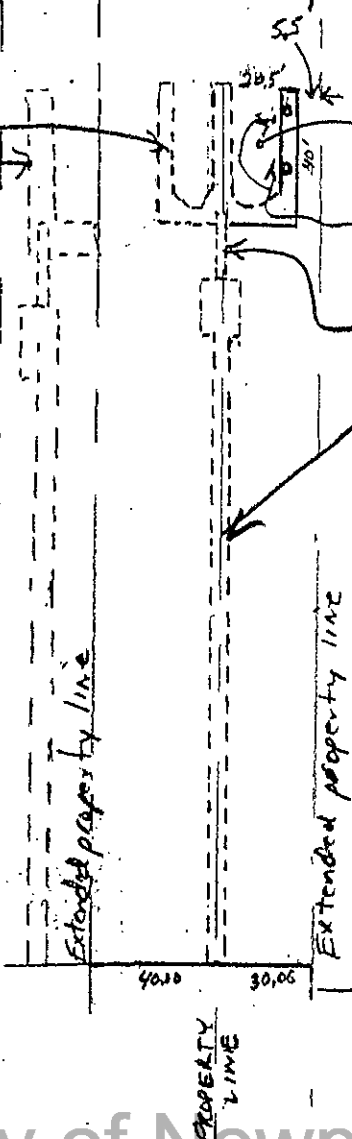


SOUNDINGS ARE EXPRESSED IN FEET AND DENOTE ELEVATIONS BASED ON MEAN LOWER LOW WATER.

EXISTING FLOATING DOCKS

APPROVED & ACCEPTED:

John Combs,
2231 Bayside Drive



Note: 1) widen slip width 4 1/2' 2) Pull and reset 2 steel pipe pile (12") 3) Install 2 steel "H" beams to support boat lift 4) 5 1/2' setbacks will be maintained for extended property line

PLAN VIEW 1" = 60'

APPLICANT'S NAME GARY SMITH

JOB ADDRESS 2227 BAYSIDE DR DATE 9-20-00

CALIFORNIA COASTAL COMMISSION

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

Page: 1 of 3
Date: 22 February, 2001
Permit Application No.: 5-00-454



NOTICE OF INTENT TO ISSUE PERMIT

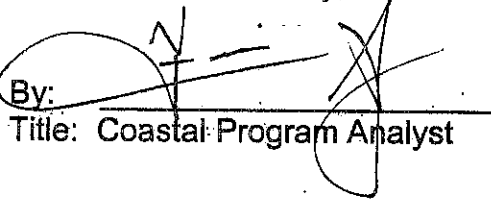
On 13 February 2001, the California Coastal Commission granted to Gary Smith Coastal Development Permit 5-00-454, subject to the attached conditions, for development consisting of: Widening of a boat slip by moving the existing finger over to create a wider slip area (from 16' to 20.5'), creating a longer backwalk (4'-6" x 4'-1"); removing an existing hydro-hoist, removing two 12" steel piles, resetting two 12" steel piles, installing two new 10" "H" beams and the installation of a new motorized boat lift, that can lift up to 5 tons, attached to an existing private. More specifically described in the application file in the Commission offices.

The development is within the coastal zone in Orange County at 2227 Bayside Drive, Newport Beach.

The actual development permit is being held in the Commission office until fulfillment of the Special Conditions imposed by the Commission. Once these conditions have been fulfilled, the permit will be issued. For your information, all the imposed conditions are attached.

Issued on behalf of the California Coastal Commission on 22 February, 2001.

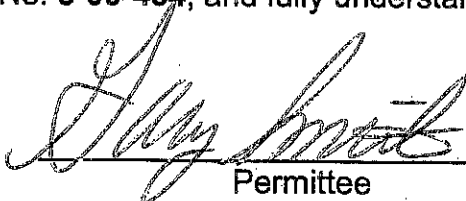
PETER DOUGLAS
Executive Director

By: 
Title: Coastal Program Analyst

ACKNOWLEDGMENT

The undersigned permittee acknowledges receipt of this notice of the California Coastal Commission determination on Permit No. 5-00-454, and fully understands its contents, including all conditions imposed.

3-1-2001
Date


Permittee

Please sign and return one copy of this form to the Commission office at the above address.

COPY



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O BOX 532711
LOS ANGELES, CALIFORNIA 90053-2325

November 20, 2000

REPLY TO

Office of the Chief
Regulatory Branch

Prior approval
for 2227 Bayside Drive
(11/20/00)

Mr. Gary Smith
c/o Swift Slip Dock & Pier Builders
Attention: Peter C. Swift
2027 Placentia Avenue
Costa Mesa, California 92627

Dear Mr. Smith:

Reference is made to your request of October 23, 2000 (File No. 200100111-SMS). Under the provisions of Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403), you are hereby authorized to widen a boat slip by 4.5 feet and install a boatlift in Newport Bay in the City of Corona del Mar, Orange County, California, as shown on the enclosed drawings. This activity includes pulling and resetting two steel pipe piles (12") and installing two steel "H" beams to support the boatlift. The project does not require dredging or placement of fill in waters of the U.S.

The owner or authorized responsible official must sign and date all copies of this Letter of Permission (LOP) indicating that he/she agrees to the work as described and will comply with all conditions. One of the signed copies of this Letter of Permission must be returned to the Corps of Engineers (a pre-addressed envelope is enclosed). In addition, please use the two attached postcards to notify this office as to the dates of commencement (within 10 days prior to the start of construction) and completion of the activity (within 10 days following the end of construction).

Thank you for participating in our regulatory program.

Sincerely,

George L. Beams
Chief, Construction-
Operations Division

PERMITTEE

Orig. mailed 11/29/00
DATE



Winston Hickox
Secretary for
Environmental
Protection

California Regional Water Quality Control Board Santa Ana Region

Internet Address: <http://www.swrcb.ca.gov>
3737 Main Street, Suite 500, Riverside, California 92501-3339
Phone (909) 782-4130 • FAX (909) 781-6288



Gray Davis
Governor

October 24, 2000

Prior approval
for 2227 Bayside Drive
(10/24/00)

Beth Swift
Swift Slip Dock and Pier Builders
2027 Placentia Avenue
Costa Mesa, CA 92627

PROPOSED ALTERATION OF BOAT DOCK, GARY SMITH, 2227 BAYSIDE DRIVE,
NEWPORT BEACH, ORANGE COUNTY

Dear Ms. Swift:

If standard dock construction methods and materials are utilized, this project should not adversely impact water quality. A statement has been submitted that there will be no waste discharged from the proposed project. Based on these assurances, clearance is provided.

However, should the Army Corps of Engineers determine that this project requires a Section 404 permit, it will be necessary for the project proponent to obtain from this Board a Water Quality Certification under Section 401 of the Clean Water Act.

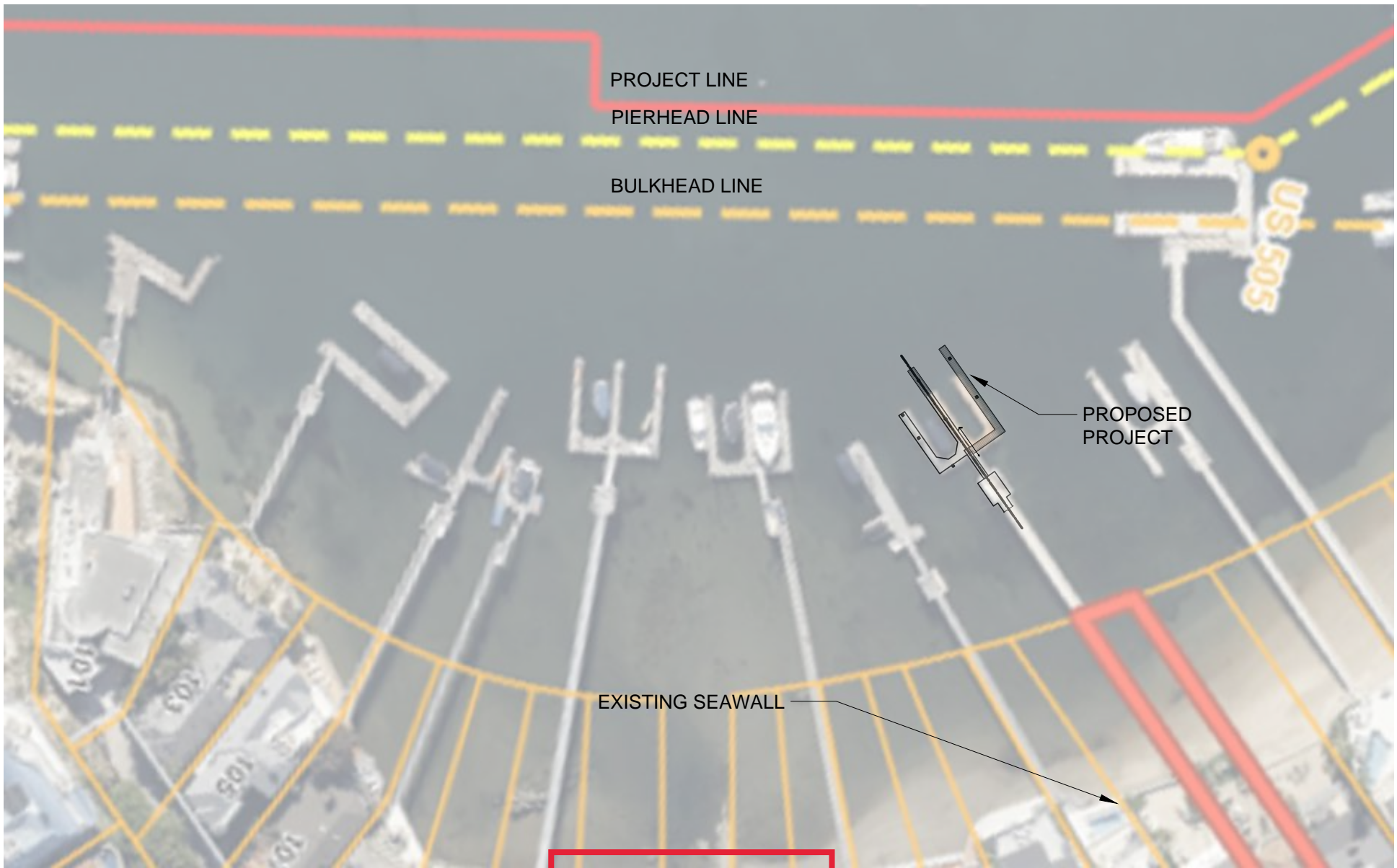
Should you have any questions, please contact Jawed Shami at (909) 782-3288.

Sincerely,

Gary D. Stewart, Chief
Regulations

cc: California Coastal Commission, Long Beach
Army Corps of Engineers – Erik Larsen
City of Newport Beach, Marine Department - Tony Meller

JIS/blutag109let



PROPOSED



SWIFT SLIP DOCK & PIER BUILDERS, INC.

6351 Industry Way, Westminster, CA 92683
 (949) 631-3121 (714) 509-0618 www.swiftslipdocks.com

CLIENT SMITH, GARY	BC DRAWN	-- CHECKED	3.5 REVISION	4/1/26 DATE
-----------------------	-------------	---------------	-----------------	----------------

SITE 2227 BAYSIDE DR, CORONA DEL MAR, CA 92625

AMENDMENTS			
REV	DESCRIPTION	BY	DATE



SWIFT SLIP DOCK & PIER BUILDERS, INC.

6351 Industry Way
Westminster, CA 92683

(949) 631-3121
(714) 509-0618

www.swiftslipdocks.com

CLIENT SMITH, GARY

BC
DRAWN

CHECKED

3.5
REVISION

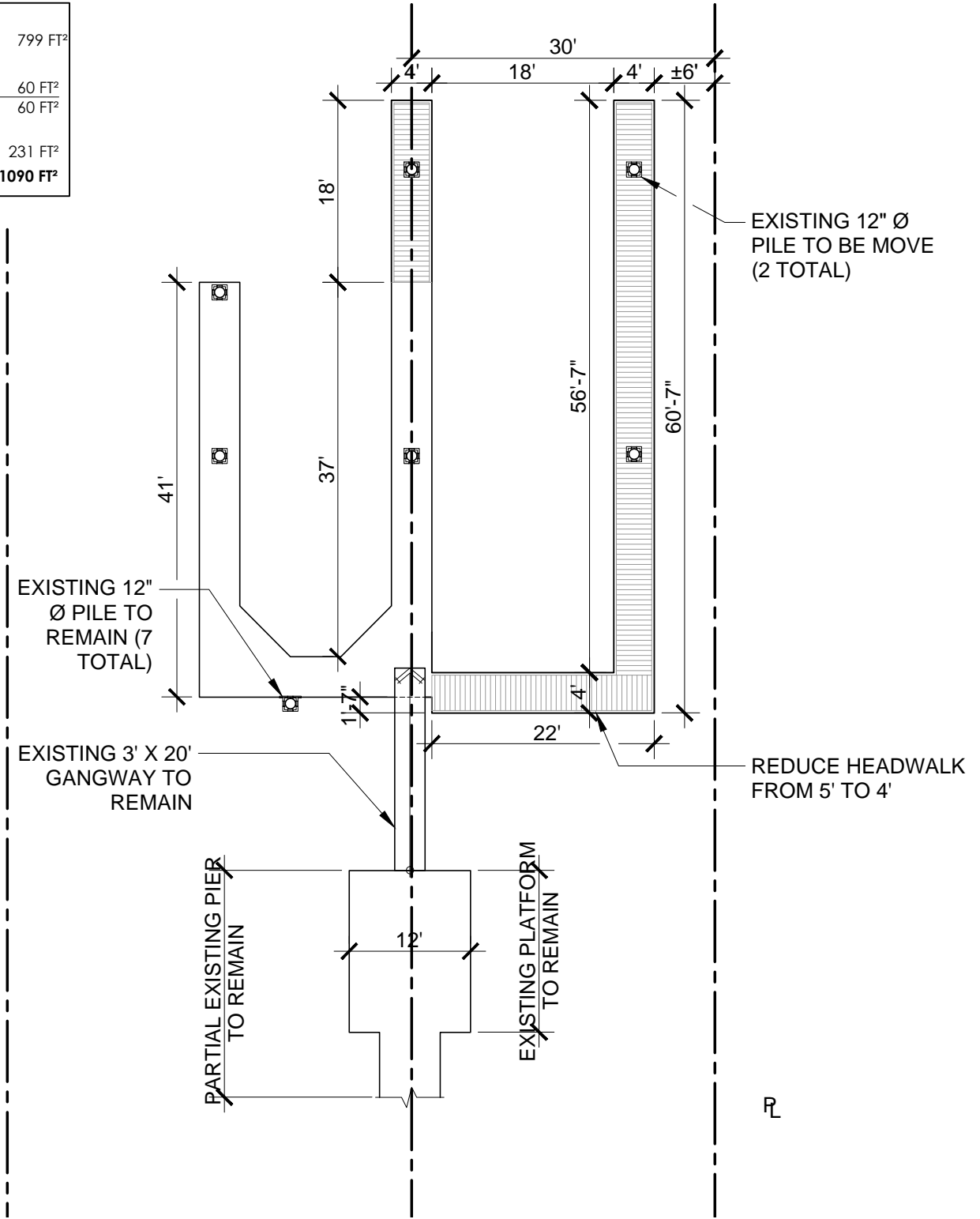
4/01/26
DATE

AMENDMENTS

REV	DESCRIPTION	BY	DATE

SITE 2227 BAYSIDE DR, CORONA DEL MAR, CA 92625

DOCK AREA:	
TOTAL AREA	799 FT ²
GANGWAY AREA:	
3' X 20'	60 FT ²
TOTAL	60 FT ²
PIER AREA:	
PARTIAL AREA	231 FT ²
TOTAL AREA:	1090 FT²



RL

RL



PROPOSED



SWIFT SLIP DOCK & PIER BUILDERS, INC.

6351 Industry Way
Westminster, CA 92683

(949) 631-3121
(714) 509-0618

www.swiftslipdocks.com

CLIENT SMITH, GARY

BC
DRAWN

CHECKED

3.5
REVISION

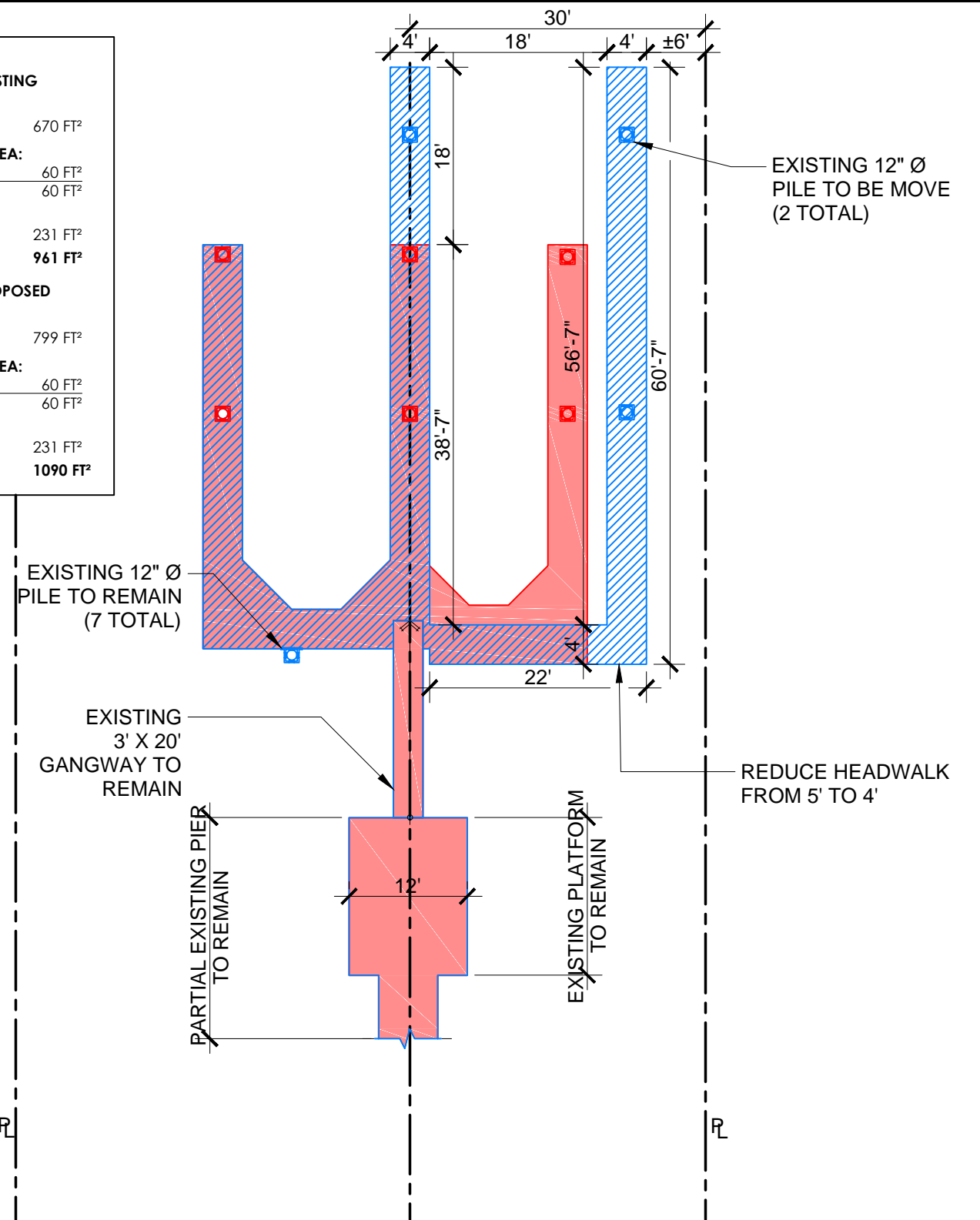
4/01/26
DATE

AMENDMENTS

REV	DESCRIPTION	BY	DATE

SITE 2227 BAYSIDE DR, CORONA DEL MAR, CA 92625

LEGEND	
	EXISTING
DOCK AREA:	
TOTAL AREA	670 FT ²
GANGWAY AREA:	
3' X 20'	60 FT ²
TOTAL	60 FT ²
PIER AREA:	
TOTAL AREA	231 FT ²
TOTAL AREA:	961 FT²
PROPOSED	
DOCK AREA:	
TOTAL AREA	799 FT ²
GANGWAY AREA:	
3' X 20'	60 FT ²
TOTAL	60 FT ²
PIER AREA:	
TOTAL AREA	231 FT ²
TOTAL AREA:	1090 FT²



EXISTING / PROPOSED



CITY OF NEWPORT BEACH
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on **Wednesday, May 13, 2026**, at **5:00 p.m.** or soon thereafter as the matter shall be heard, a public hearing will be conducted in the Council Chambers at 100 Civic Center Drive, Newport Beach. The Harbor Commission of the City of Newport Beach will consider approval of the following application:

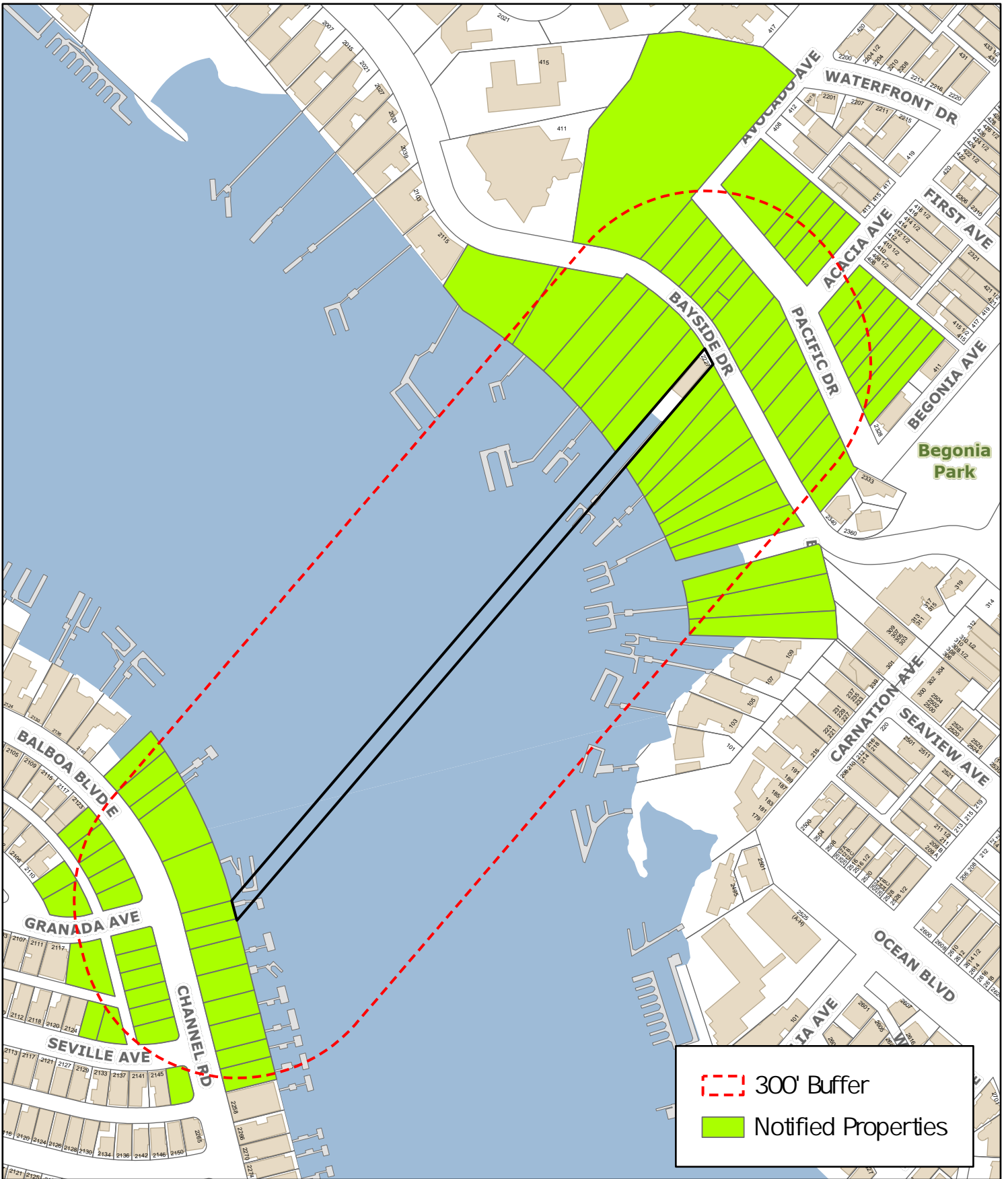
Reconfigure a portion of the shared residential float at 2227 Bayside Drive.
Applicant: Marissa Morales, Swift Slip Dock & Pier Builders, Inc.

This project is exempt from the California Environmental Quality Act (“CEQA”) pursuant to Section 15301 (Existing Facilities) and Section 15302 (Replacement or Reconstruction) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential to have significant effects on the environment. The project will be located on the same site and location as the structures replaced and will have substantially the same purpose, capacity and size as the structures replaced.

All interested parties may appear and present testimony regarding this project. If you challenge the project in court, you may be limited to raising only those issues you raised at the public hearing or in written correspondence delivered to the City at, or prior to, the public hearing. Administrative procedures for appeals are provided in the Newport Beach Municipal Code Chapter 17.65. These applications may be continued to a specific future meeting date, and if such an action occurs, additional public notice of the continuance will not be provided.

The agenda, staff reports, and corresponding documents will be available by end of business day on the Friday preceding the public hearings, and may be reviewed at the City Manager’s Office (Bay E-2nd Floor), at 100 Civic Center Drive, Newport Beach, California, CA 92660 or at the City of Newport Beach website at www.newportbeachca.gov. Individuals not able to attend the meeting may contact the Public Works Department or access the City’s website after the meeting to review the action on these applications. All mail or written communications (including email) from the public, residents or applicants regarding an agenda item must be submitted by 5 p.m. on the business day immediately prior to the meeting. This allows time for the Harbor Commission to adequately consider the submitted correspondence. While the City does not expect there to be any changes to the above process for participating in this meeting, if there is a change, the City will post the information as soon as possible to the City’s website.

For questions regarding the public hearing item, please contact Chris Miller, Public Works Administrative Manager, at cmiller@newportbeachca.gov (949) 644-3043
Project File No.: HAIC2025-0011



2227 Bayside Drive



City of Newport Beach
GIS Division
March 17, 2026



PUBLIC WORKS
100 Civic Center Drive
Newport Beach, CA 92660

HARBOR PERMIT/APPROVAL IN CONCEPT

HARBOR PERMIT/APPROVAL IN CONCEPT BY THE CITY OF NEWPORT BEACH as required for permit application to the South Coast Area Office of the California Coastal Commission pursuant to the California Coastal Act of 1976 (Pub. Res. Code § 30000 et seq.) and applicable implementing regulations (14 CCR § 13001 et seq.)

General Description of Proposed Development:
Reconfigure a portion of the shared residential float and relocate three piles.

Property Address: 2227 Bayside Drive
Legal Description: N/A

Harbor Permit Number: N/A

Plan Check Number: HAIC2025-0011

Owner: Gary Smith
Owner’s Mailing Address: 2227 Bayside Drive, Corona Del Mar, CA 92625
Phone Number: Swift Slip Dock and Pier Builders, Inc. (949-631-3121)

I have reviewed the plans for the foregoing development including:

1. The general site plan including any roads and public access to the shoreline.
2. The grading plan, if any.
3. The general uses and intensity of use proposed for each part of the area covered in the application.

And find:

- They comply with the current adopted Newport Beach General Plan, Municipal Code Title 17, and any applicable specific or precise plans or,
- That a variance or exception has been approved and final.

A copy of any variance, exception, conditional use permit or other issued permit is attached hereto, together with all conditions of approval and all approved plans including approved tentative tract maps. On the basis of this finding, these plans are approved in concept and said approval has been written upon said plans, signed and dated.

Should Newport Beach adopt an ordinance deleting, amending or adding to the Municipal Code or other regulations in any manner that would affect the use of the property or the design of a project located thereon, this Approval In Concept shall become null and void as of the effective date of this said ordinance.

In accordance with the California Environmental Quality Act of 1970, and state and local guidelines adopted thereunder, this development:

- Has been determined not to be a "project" or not to cause the requisite impact on environment to trigger CEQA.
- Has been determined to be subject to ministerial decision of City or to be statutorily or categorically exempt.
- Is subject to an adopted Negative Declaration or Mitigated Negative Declaration (copy attached).
- Is subject to a certified Environmental Impact Report (copy attached).

All discretionary approvals legally required of the City of Newport Beach prior to issuance of a harbor permit and a building permit have been given and are final. The development is not subject to rejection in principle by Newport Beach unless a substantial change is proposed.

This concept approval in no way excuses the applicant from complying with all applicable federal and state laws and any policies, ordinances, codes and regulations of the City of Newport Beach. **See attached Special Conditions, which are incorporated herein this Approval in Concept.**

Chris Miller, Public Works Manager

Date

Attachment: Special Conditions



Public Works
100 Civic Center Drive
Newport Beach, CA 92660

Special Conditions

May 13, 2026

Project: Reconfiguration of Residential Dock
Address: 2227 Bayside Drive

The approval in concept of the subject project at the above referenced address, described as reconfiguring a portion of the shared, residential pier and relocating three piles, is subject to the following conditions:

1. The above referenced project and structure(s) is subject to all applicable federal, state, county and City of Newport Beach statutes, rules, ordinances, laws, and regulations including but not limited to Title 17 of the Newport Beach Municipal Code.
2. Any future work on the above-mentioned structure(s) beyond that which is expressly permitted herein may require permits from the City of Newport Beach and any other applicable agencies. Painting and work considered to be cosmetic in nature does not require a permit. This approval does not extend to any changes to the operational characteristics, structures, and project beyond those expressly included as part of this approval.
3. The conditions set forth in this document pertain to the project as approved in concept. Any future modifications or alterations may require additional and/or updated conditions which may override or change these conditions. These conditions supersede all past conditions associated with this property.
4. Only marine oriented uses are allowed on the pier, pier platform, gangway, and float. Patio furniture, plants etc. are not permitted.
5. In accordance with subsections A and B.3 of the Newport Beach Municipal Code section 10.08.030 (Use of Streets and Sidewalks for Commercial Purposes), as amended from time to time or any other successor statutes thereto, the project applicant shall obtain the proper permits for equipment and materials storage.

6. The project shall be implemented in conformance with the current version of the City of Newport Beach Local Coastal Program – Coastal Land Use Plan.
7. The noise regulations in Newport Beach Municipal Code Section 10.28.040 (Construction Activity – Noise Regulations), as amended from time to time or any other successor statute thereto, apply.
8. **Vessels may not extend bayward beyond the end of the fingers by a distance of more than the maximum width of the vessel’s beam.**
9. **The side property lines extend in the water along their same bearing. Vessels shall not encroach upon the neighbor’s property on either side.**
10. **The maximum beam of a vessel that is permitted to permanently side-tie to the western finger float is 6-feet.**
11. All required insurance shall be maintained in full force and effect during the pendency of this approval in concept.
12. To the fullest extent permitted by law, applicant shall indemnify, defend and hold harmless the City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney’s fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City’s Approval in Concept, the applicant’s exercise of this Approval in Concept, the activities of the applicant carried on under authority of this Approval in Concept, and/or any related California Environmental Quality Act determinations. This indemnification shall include, but not be limited to, damages awarded against the City if any, costs of suit, attorney’s fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify City for all of City’s costs, attorney’s fees, and damages which City incurs in enforcing the indemnification provisions set forth in this condition. The applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.

Chris Miller, Public Works Manager	Date
------------------------------------	------

Pier Permittee Signature (2227 Bayside Drive)	Print Name	Date
---	------------	------

Joint Pier Permittee Signature (2231 Bayside Drive)	Print Name	Date
---	------------	------

RESOLUTION NO. HC2026-02

A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF NEWPORT BEACH, CALIFORNIA APPROVING IN CONCEPT A DOCK RECONFIGURATION AT 2227 BAYSIDE DRIVE

THE HARBOR COMMISSION OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. The owner of the property at 2227 Bayside Drive ("Property") has applied for a harbor development permit to reconfigure a portion of the shared, residential float and to relocate three piles ("Project"), as more specifically described and depicted in the Staff Report and its attachments. With the reconfiguration, the dock system will extend beyond the existing permitted length.
2. Section 17.35.030(B) of the Newport Beach Municipal Code (NBMC) requires Harbor Commission approval if the proposed pier or float extends beyond the existing permitted length, is not substantially similar in size and configuration to the existing structure, and would impede ingress and egress to adjacent piers and floats pursuant to subsection (G)(2) of this Section.
3. A public hearing was held on May 13, 2026 at the Council Chambers at 100 Civic Center Drive, Newport Beach. A notice of time, place and purpose of the hearing was given in accordance with California Government Code Section 54950 *et seq.* (Ralph M. Brown Act) and NBMC Section 17.05.140 (Public Hearings). Evidence, both written and oral, was presented to, and considered by, the Harbor Commission at this hearing.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. This project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Existing Facilities) and Section 15302 (Replacement or Reconstruction) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3 (CEQA Guidelines) because it has no potential to have a significant effect on the environment. The replacement dock system is in the same location and is substantially the same size and purpose as the dock system it replaces, and the overwater coverage of the new dock system is substantially the same as the overwater coverage of the existing dock system (1,090 square feet compared to 961 square feet).

SECTION 3. REQUIRED FINDINGS.

The Harbor Commission hereby adopts the following findings:

1. NBMC Section 17.05.140(D)(1)(a). The use complies with this title, the Local Coastal Program, General Plan, design criteria, and any applicable standards and policies approved by the City Council.

Facts in Support of Findings: The reconfigured dock system is substantially similar to the existing dock system it replaces and it preserves the residential character of the harbor thus, it complies with this title, the Local Coastal Program, General Plan, design criteria, and any applicable standards and policies approved by the City Council.

2. NBMC Section 17.05.140(D)(1)(b). The design, location, size and/or operating characteristics of the use are compatible with the allowed uses in the vicinity.

Facts in Support of Findings: The replacement dock system is substantially similar to the existing dock system it replaces and is consistent in scale and function with neighboring docks. The design, location, shape, size and/or operating characteristics of the existing dock system are compatible with the allowed uses in the vicinity.

3. NBMC Section 17.05.140(D)(1)(c). For any structures, the site is physically suitable in terms of design, location, shape size and operating characteristics, and the provision of the public and emergency vehicle (e.g., fire and medical) access and public services and utilities.

Facts in Support of Findings: The replacement dock system is substantially similar to the existing dock system it replaces, is not anticipated to result in any adverse impacts to the ingress and egress to the Property or vessels maneuvering the surrounding area and is designed or sited so as to not obstruct public access to coastal resources and/or would not, in comparison to the existing structures, further restrict or impair the public's use of the bay or beach in the vicinity of the existing structure or structures. The site is physically suitable in terms of design, location, shape, size and operating characteristics, and the provision of the public and emergency vehicle (e.g., fire and medical) access and public services and utilities.

4. NBMC Section 17.05.140(D)(1)(d). Operation of the use at the location proposed would not be detrimental to or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare.

Facts in Support of Findings: The replacement dock is substantially similar to the existing dock system it replaces. The operation of the replacement dock system would be similar to that of the existing dock system and is not anticipated to result in any adverse impacts to the ingress and egress to the Property or vessels maneuvering the surrounding area. Thus, it would not be detrimental to or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare.

5. NBMC Section 17.05.140(D)(1)(e). Any new development is designed or sited so as to not obstruct public access to coastal resources or, in the case of alteration, extension, enlargement expansion, reconstruction, replacement or addition of any structures, would not, in comparison to the existing structure or structures, further restrict or impair the public's use of the bay or beach in the vicinity of the existing structure or structures.

Facts in Support of Findings: The replacement dock system is substantially similar to the existing dock system it replaces and is designed or sited so as to not obstruct public access to coastal resources and/or would not, in comparison to the existing structures, further restrict or impair the public's use of the bay or beach in the vicinity of the existing structure or structures.

6. NBMC Section 17.05.140(D)(1)(f). There will be no negative impacts to adjacent property owners, harbor views, navigation, or future dredging.

Facts in Support of Findings: The Project is the same use and configuration as the existing dock and thus conforms to the provisions of the NBMC, applicable policies and the City of Newport Beach Waterfront Project Guidelines and Standards Harbor Design Criteria Commercial and

Residential Facilities. Navigation will not be negatively impacted, and the Project will not interfere with main channel dredging.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED BY THE HARBOR COMMISSION OF THE CITY OF NEWPORT BEACH:

1. In accordance with the above determination, this Project is categorically exempt from California Environmental Quality Act (CEQA) pursuant to Section 15301 (Existing Facilities) and Section 15302 (Replacement or Reconstruction) of the CEQA Guidelines because it has no potential to have a significant effect on the environment.
2. The Project, a residential dock reconfiguration at 2227 Bayside Drive, is approved in concept subject to the conditions set forth in Exhibit A.
3. This action shall become final and effective fourteen (14) days following the date of adoption of this Resolution unless within such time an appeal or call for review is made in accordance with the provisions of NBMC Chapter 17.65 (Appeals or Calls for Review).

PASSED, APPROVED, AND ADOPTED THIS 13th DAY OF MAY, 2026.

AYES:

NOES:

RECUSE:

ABSENT:

BY: _____
Ira Beer, Chair

BY: _____
Steve Scully, Secretary

Exhibit(s):

Exhibit A – Special Conditions



Public Works
100 Civic Center Drive
Newport Beach, CA 92660

Special Conditions

May 13, 2026

Project: Reconfiguration of Residential Dock
Address: 2227 Bayside Drive

The approval in concept of the subject project at the above referenced address, described as reconfiguring a portion of the shared, residential pier and relocating three piles, is subject to the following conditions:

1. The above referenced project and structure(s) is subject to all applicable federal, state, county and City of Newport Beach statutes, rules, ordinances, laws, and regulations including but not limited to Title 17 of the Newport Beach Municipal Code.
2. Any future work on the above-mentioned structure(s) beyond that which is expressly permitted herein may require permits from the City of Newport Beach and any other applicable agencies. Painting and work considered to be cosmetic in nature does not require a permit. This approval does not extend to any changes to the operational characteristics, structures, and project beyond those expressly included as part of this approval.
3. The conditions set forth in this document pertain to the project as approved in concept. Any future modifications or alterations may require additional and/or updated conditions which may override or change these conditions. These conditions supersede all past conditions associated with this property.
4. Only marine oriented uses are allowed on the pier, pier platform, gangway, and float. Patio furniture, plants etc. are not permitted.
5. In accordance with subsections A and B.3 of the Newport Beach Municipal Code section 10.08.030 (Use of Streets and Sidewalks for Commercial Purposes), as amended from time to time or any other successor statutes thereto, the project applicant shall obtain the proper permits for equipment and materials storage.

6. The project shall be implemented in conformance with the current version of the City of Newport Beach Local Coastal Program – Coastal Land Use Plan.
7. The noise regulations in Newport Beach Municipal Code Section 10.28.040 (Construction Activity – Noise Regulations), as amended from time to time or any other successor statute thereto, apply.
8. **Vessels may not extend bayward beyond the end of the fingers by a distance of more than the maximum width of the vessel’s beam.**
9. **The side property lines extend in the water along their same bearing. Vessels shall not encroach upon the neighbor’s property on either side.**
10. **The maximum beam of a vessel that is permitted to permanently side-tie to the western finger float is 6-feet.**
11. All required insurance shall be maintained in full force and effect during the pendency of this approval in concept.
12. To the fullest extent permitted by law, applicant shall indemnify, defend and hold harmless the City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney’s fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City’s Approval in Concept, the applicant’s exercise of this Approval in Concept, the activities of the applicant carried on under authority of this Approval in Concept, and/or any related California Environmental Quality Act determinations. This indemnification shall include, but not be limited to, damages awarded against the City if any, costs of suit, attorney’s fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify City for all of City’s costs, attorney’s fees, and damages which City incurs in enforcing the indemnification provisions set forth in this condition. The applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.

Chris Miller, Public Works Manager	Date
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Pier Permittee Signature (2227 Bayside Drive)	Print Name	Date
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Joint Pier Permittee Signature (2231 Bayside Drive)	Print Name	Date
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NEWPORT BEACH

Harbor Commission Staff Report

May 13, 2026
Agenda Item No. 7.1

TO: HARBOR COMMISSION

FROM: Paul Blank, Harbormaster, (949) 270-8158
pblank@newportbeachca.gov

PREPARED BY: Cynthia Shintaku , Management Analyst
cshintaku@newportbeachca.gov
949-270-8159

TITLE: Review and Approve Recommended Harbor Commission Objectives for 2026

ABSTRACT:

The Harbor Commission Objectives ad hoc committee periodically reviews and updates the commissions objectives. In late 2025, the ad hoc committee revised the 2024 objectives to better align with the commission’s goals for Newport Harbor. In April 2026 the subcommittee presented the proposed objectives for 2026 and assigned a chair to each functional area within the objectives. Throughout 2026, commissioners will be assigned to each specific objective. If approved, the recommended 2026 objectives will be forwarded to the City Council for review and consideration.

RECOMMENDATION:

1. Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly; and
2. Approve the recommended 2026 Harbor Commission Objectives and Commissioner assignments and forward them to the City Council for review and consideration.

FUNDING REQUIREMENTS:

There is no fiscal impact related to this item.

DISCUSSION:

The Harbor Commission periodically prepares objectives and devises workplans to accomplish each objective. The cycle for objective revisions is roughly each calendar year. The Harbor Commission previously discussed its plan to update the 2024 Harbor Commission objectives for each functional area. In late 2025, the objectives ad hoc

subcommittee met to discuss revisions and updates to each proposed objective. In April 2026, each commissioner was designated chair of a functional area to the proposed objectives. The commission will continue to designate commissioners to each specific objective. The Commission will direct staff to forward the proposed, agreed-upon objectives to the City Council for review and adoption.

ENVIRONMENTAL REVIEW:

Staff recommends the Harbor Commission find this action is not subject to the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly.

NOTICING:

The agenda item has been noticed according to the Brown Act (72 hours in advance of the meeting at which the Harbor Commission considers the item).

ATTACHMENTS:

ATTACHMENT A – 2026 Harbor Commission Objectives

Harbor Commission

Annual Objectives 2026 - 2027

Five Functional Areas of Focus – No more than 3 commissioners may be assigned to each Objective

Functional Area 1 Harbor Regulations & Operational Readiness

Chair: Commissioner Marston

Matters pertaining to Operations, Policies, Codes, and Enforcement

Objectives

1.1 Review and recommend targeted updates to Title 17 to reflect modern harbor use, operational needs, and Public Trust requirements

Ad-hoc Chair: _____

Commissioners: _____ / _____

1.2 Evaluate Harbor Department operational readiness, including service delivery, staffing, and emergency response capability, and provide recommendations for improvement.

Ad-hoc Chair: _____

Commissioners: _____ / _____

Deliverables

1.1 Recommended Title 17 revisions for the current fiscal year end (FYE)

1.2 Operational readiness assessment with prioritized recommendations

Functional Area 2 Harbor Infrastructure, Public Access & Capital Planning

Chair: Commissioner Scully

Matters pertaining to Moorings, Docks, Dredging, Navigation, Public Access and Capital Improvements

Objectives

2.1 Develop a prioritized Harbor Infrastructure and Public Access Plan addressir

- Mooring field configuration, utilization, and long-term planning
- Public access points, including docks, dinghy facilities, and launch areas
- Navigation and safety-related infrastructure

Ad-hoc Chair: _____

Commissioners: _____ / _____

2.2 Capital improvement needs and alignment with the Tidelands Capital Improvement Plan

Ad-hoc Chair: _____

Commissioners: _____ / _____

2.3 Monitor & support ongoing harbor dredging activities

- Support staff efforts for upcoming agency renewals of Regional General Permit (RGP54) shallow water dredging permit
- Provide input and public updates, as appropriate, until completion of the federal channel dredging project

Ad-hoc Chair: _____

Commissioners: _____ / _____

Deliverables	<p>2.1 Actionable Harbor Infrastructure and Public Access Plan (12–18 month horizon)</p> <p>2.2 Identification of priority capital projects and funding considerations</p> <p>2.3 Ongoing support for agency renewals or shallow water dredging under RGP54, including future maintenance considerations and any recommended actions if needed, and periodic public updates to the Harbor Commission on dredging status, as appropriate, and until project completion</p>
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Functional Area 3 Harbor Financial Sustainability
Chair: Commissioner Williams
Matters pertaining to Tidelands Fund, Revenue, and Long-Term Funding Strategy

Objectives	<p>3.1 Evaluate the Tidelands Fund, including revenue sources, expenditures, and long-term financial outlook. Ad-hoc Chair: _____ Commissioners: _____ / _____</p> <p>3.2 Provide recommendations to improve financial sustainability and align funding with harbor infrastructure, operations, and Public Trust obligations. Ad-hoc Chair: _____ Commissioners: _____ / _____</p>
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Deliverables	<p>3.1 Financial analysis and recommendations</p> <p>3.2 Strategic framework to support long-term harbor funding and investment</p>
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Functional Area 4 Harbor Safety & Modernization
Chair: Commissioner Miller
Matters pertaining to Safety, Compliance, and Emergency Response

Objectives	<p>4.1 Evaluate and enhance harbor safety systems, including:</p> <ul style="list-style-type: none"> - Safety standards and educational tools for rental operators and harbor users - Emergency response capabilities, including evaluation of City fire boat needs <p>Ad-hoc Chair: _____ Commissioners: _____ / _____</p> <p>4.2 Evaluation and integration of technology and tools to improve safety, monitoring, and enforcement</p>
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Deliverables	<p>4.1 Harbor safety improvement recommendations</p> <p>4.2 Technology and operational enhancement strategy</p>
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Functional Area 5 **Interagency Coordination & Policy Alignment**

Chair: Commissioner Svrcek

Matters pertaining to Coordination with City Commissions and External Stakeholders

Objectives

5.1 Coordinate with relevant City Commissions, Committees, and staff on harbor-related matters, including water quality, land use, and General Plan updates, to ensure alignment with Harbor Commission priorities.

Ad-hoc Chair: _____

Commissioners: _____ / _____

Deliverables

5.1

- Coordinated policy input and recommendations for the current FYE
- Ongoing updates to the Harbor Commission



== CITY OF ==
NEWPORT BEACH
Harbor Commission Staff Report

May 13, 2026
Agenda Item No. 7.2

TO: HARBOR COMMISSION
FROM: Paul Blank, Harbormaster, 949-270-8158
pblank@newportbeachca.gov
TITLE: Ad Hoc Committee Updates

ABSTRACT:

Several ad hoc committees have been established to address short term projects outside of the Harbor Commission objectives. This is the time the ad hoc committees will provide an update on their projects.

RECOMMENDATION:

1. Find this action exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and
2. Receive and file.

FUNDING REQUIREMENTS:

There is no fiscal impact related to this item.

DISCUSSION:

The Harbor Commission has two established ad hoc committees at this time to provide further review of issues that have arisen outside the adoption of the Harbor Commission Objectives or at the request of City Council. This is the time the Ad Hoc Committees will update the Harbor Commission on their progress.

The Ad Hoc Committees are:

- Balboa Ferry Ad Hoc – Commissioners Scully, Svrcek and Yahn (05-10-2023)
- ~~General Plan Update to the Harbor and Bay Element Ad Hoc – Commissioners Scully, Marston and Yahn (10-09-2024) completed 1-14-26.~~
- Harbor Commission Objectives Ad Hoc- Commissioners Beer, Scully and Miller (8-13-2025)
- ~~Public Dock Utilization Ad Hoc – Commissioners Beer, Svrcek and Williams. (04-10-2024) completed 6-11-2025.~~

ENVIRONMENTAL REVIEW:

Staff recommends the Harbor Commission find this action is not subject to the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly.

NOTICING:

The agenda item has been noticed according to the Brown Act (72 hours in advance of the meeting at which the Harbor Commission considers the item).



NEWPORT BEACH

Harbor Commission Staff Report

May 13, 2026
Agenda Item No. 7.3

TO: HARBOR COMMISSION

FROM: Paul Blank, Harbormaster, 949-270-8158
pblank@newportbeachca.gov

TITLE: Harbor Commission 2024 Objectives

ABSTRACT:

Each ad hoc committee studying their respective Objective within the Commission’s 2024 Objectives, will provide a progress update.

RECOMMENDATION:

1. Find this action exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and
2. Receive and file.

FUNDING REQUIREMENTS:

There is no fiscal impact related to this item.

DISCUSSION:

The Harbor Commission periodically prepares objectives and devises workplans to accomplish those objectives. The cycle for objective setting is roughly each calendar year. The Harbor Commission adopted objectives for 2024 at their meeting in October of 2023. They also agreed to assignments of responsibility for the objectives in various functional areas. This is the time when Commissioners will report progress against their objectives.

ENVIRONMENTAL REVIEW:

Staff recommends the Harbor Commission find this action is not subject to the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly.

The agenda item has been noticed according to the Brown Act (72 hours in advance of the meeting at which the Harbor Commission considers the item).

ATTACHMENTS:

Attachment A – Harbor Commission 2024 Objectives

Newport Harbor Commission Purpose & Charter

Newport Harbor supports numerous recreational and commercial activities, waterfront residential communities and scenic and biological resources. The Harbor Commission's charge under Section 713 of the Newport Beach City Charter is to advise the City Council on the diverse uses of Newport Harbor and its waterfront. The Charter specifies:

There shall be a City Harbor Commission of seven members which shall have the power and duty to:

- (a) Advise the City Council on all matters relating to proposed harbor improvements and the use of Newport Harbor.
- (b) Advise the City Council on all matters pertaining to the use, control, operation, promotion, and regulation of all vessels within Newport Harbor.
- (c) Approve, conditionally approve, or disapprove applications on all permits where the City of Newport Beach Municipal Code assigns the authority for the decision to the Harbor Commission.
- (d) Make recommendations to the City Council for the adoption of regulations and programs necessary for the ongoing implementation of the goals, objectives, and policies of the Harbor and Bay Element of the General Plan.
- (e) Advise the City Council, Planning Commission and City Manager on land use and property development applications referred to the Harbor Commission by the City Council, Planning Commission, or the City Manager.
- (f) Serve as an appellate and reviewing body for decisions on permits and other harbor-related administrative matters where the City of Newport Beach Municipal Code assigns such authority to the Harbor Commission.
- (g) Perform such other duties relating to Newport Harbor as the City Council may require. (As amended effective December 14, 2020)

Harbor Commission – Objectives

The following objectives are intended to support the mission of the Harbor Area Management Plan and the two most essential responsibilities of the Harbor Commission: (1) Ensuring the long-term welfare of Newport Harbor for all residential, recreational, and commercial users; (2) Promoting Newport Harbor as a preferred and welcoming destination for visitors and residents alike.

These updated objectives are subject to the review and approval of the Commission, and final approval by the Newport Beach City Council. Harbor Commission ad hoc committees, as established by the Commission, bear principal responsibility for coordinating the Commission's efforts, along with staff support, in achieving these Objectives.

2024 Newport Beach Harbor Commission Goals and Assignments

- ~~1. Conduct annual review of Title 17 and recommend updates to City Council where necessary (Commissioner Miller, Williams, Yahn).~~
2. Collaborate with the Water Quality/Coastal Tidelands Committee to partner on areas within the Harbor that both Commission/Committees intersect (Commissioners: Svrcek, Scully).
- ~~3. Successful implementation of the mooring reconfiguration initiative, including design, testing, permitting, execution, and monitoring (Commissioner: Beer).~~
- ~~4. Collaborate with Parks, Beaches, and Recreation Commission and Staff to evaluate the best use for Lower Castaway and make a recommendation to City Council (Commissioners: Marston, Svrcek).~~
5. Work with staff to identify opportunities to add additional Harbor Services (~~Restrooms~~, additional pump out stations, dock space, Shore Boat Service, Boat Launch Ramp, ~~and development of the mobile app~~) and items on the Harbor Master Plan (Commissioners: Marston, Yahn).
6. Continue with the participation of businesses, nonprofits, and the Harbor Department with a Newport Harbor Safety Committee to promote best practices and address safety issues on the water (Commissioner: Scully).
7. Review Harbor Department responsibilities, evaluate the Department's readiness and effectiveness to deliver Harbor services as necessary for normal operations and during emergencies and make recommendations as determined necessary (Commissioner: Scully, Williams).
- ~~8. Work with City Staff on an update of the market Rent to be charged for onshore and offshore moorings (Commissioner: Beer).~~
- ~~9. Evaluate establishing day moorings off Big Corona Beach (Commissioner: Williams).~~
10. Support staff in all efforts related to the dredge completion of the Federal Navigation channels in addition to the upcoming agency renewals of Regional General Permit (RGP54) shallow water dredging permit (Commissioners: Miller, Svrcek).



NEWPORT BEACH

Harbor Commission Staff Report

May 13, 2026
Agenda Item No. 7.4

TO: HARBOR COMMISSION

FROM: Paul Blank, Harbormaster
pblank@newportbeachca.gov
(949) 270-8159

TITLE: Harbormaster Update – April 2026 Activities

ABSTRACT:

The Harbormaster oversees the City Harbor Department and is responsible for the management of the City’s mooring fields and Balboa Yacht Basin marina, support for the Harbor Commission, municipal code enforcement on the harbor, events and marine activities permitting, safety and rescue operations, management of the Marina Park visitor serving marina, marine sanitation pump out equipment and public pier maintenance, water quality monitoring and maintenance, impound and disposition of abandoned and unclaimed vessels and public relations and information dissemination on and about Newport Harbor as well as several special projects.

This report will update the Harbor Commission and the public on the Harbor Department’s recent activities.

RECOMMENDATION:

1. Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly; and
2. Receive and file.

FUNDING REQUIREMENTS:

There is no fiscal impact related to this item.

DISCUSSION:

The following is a summary of Harbor Department activities for April 2026. The summary of activities is organized around the department’s mission to keep Newport Harbor clean, safe, and well-enjoyed.

Clean

Harbor Safety Officers (HSOs) and Code Enforcement Officers (CEOs) responded to several environmental and cleanliness-related issues throughout the month, demonstrating continued vigilance in protecting harbor water quality and a healthy marine environment.

- We assisted the Balboa Bay Club Dockmaster with a hydraulic oil spill, which was contained with 1000' of absorbent boom
- Sanding dust discharged into the water at a local boat yard was reported to us and quickly followed up on by an HSO and a CEO. A citation for discharge was issued
- An aluminum boat with motor and gas tank was dewatered for a second time in as many days. The boat has no CF numbers and was subsequently impounded and removed from the harbor
- We conducted several after-hours patrols with a heavy focus on suspected unpermitted live-aboards
- A mooring permittee's assigned vessel was observed discharging diesel from its vents while transiting the harbor. OCSD was notified and responded. We boomed the vessel off when it was brought back to its mooring. OSCD made all of the necessary notifications to CAL OES & USCG
- One mooring permittee called to complain about excessive bird droppings on another nearby mooring. Code Enforcement followed up with the offending and offensive vessel
- We conducted a complex impound and eviction of a trespasser living aboard a permittee's assigned vessel without permission. The vessel was relocated while the vessel title and proper assignment to the mooring were sorted out
- A permitted live-aboard complained about a nearby unpermitted live-aboard. An investigation and further documentation were carried out
- An electric vessel in a private, residential slip in danger of sinking was addressed. We dewatered the vessel several times while trying to make contact with the registered owner
- The dredging activity between Marina Park and the 19th Street Public Dock concluded. All the material bound for the Port of Long Beach, rather than the EPA LA-3 dump site, has been delivered
- We removed several instances of "Mooring for Sale" signs on 15th Street Beach and from around Balboa Island. We made contact with the responsible party and educated him about sign requirements in the City and restrictions on posting such things on public beaches
- A dilapidated vessel full of debris was abandoned and subsequently impounded from the Balboa Marina Public Dock. Registration information on the vessel was considerably out of date
- The trash rover successfully completed an autonomous transit from Marina Park up the Rhine Channel and back. This marks significant progress in getting the rover to operate autonomously

Safe

Significant efforts were expended to maintain and improve harbor safety, with an emphasis on navigation safety, infrastructure integrity, and code compliance.

- Access to the water from the beach at Marina Park was curtailed due to nearby dredging activities. Recreation programs, including paddleboard launching, were relocated to the marina. We were unable to accommodate three vessels with slip reservations in the marina due to the dredger blocking access
- Several swimmers made their way into the water at Marina Park despite clear signage and caution tape at the water's edge identifying the proximal dredging activities as the reason for the closure. HSOs kindly advised swimmers of the closed access and the presence of the potentially very dangerous dredging equipment
- A rental vessel disabled in the ferry channel was assisted to a nearby public dock by an HSO. The HSO performed an inspection of safety equipment on board and found it to be deficient, as well as the education, instructions, and resources provided by the rental company operator. This rental concession recently changed ownership. A code case has been initiated, and talks are ongoing with the new owner/operator of the concession
- Our regular mooring check patrols were extended to focus on proper mooring setup, including line size, use of thimbles and shackles with seizing wire. This focus resulted from a permittee's expressed concerns. Several notifications were sent to permittees with deficient setups
- We worked with CERT team volunteers to add more signs and caution tape to mark the closure of access to the water from the beach at Marina Park
- We provided a tow for a disabled electric vessel from Mariners Mile to its berth on Lido Peninsula. The commercial tow service provider was unavailable due to an emergency, and asked us to pitch in
- The 19th Street Public Dock was closed briefly to accommodate dredging
- Several members of the Harbor Department participated in a Mass Casualty Incident Drill at Marina Park, coordinated by the Newport Beach Police Department. Members of the Nbfd, NBLG, Hbfd, and CERT also participated. All agreed it was a great experience
- A visiting vessel with a wrapped propeller was towed safely into the West Anchorage so the captain could conduct repairs and restoration of propulsion
- A very well-attended Newport Beach International Boat Show was conducted with no significant incidents
- A Stop Work Order was posted at a property on Linda Isle for major construction that was not permitted
- HSOs provided traffic control around a dive operation repairing a water main between the mainland and Little Balboa Island that took several days, including the days leading up to the Newport to Ensenada Yacht Race, which generated significant traffic
- A visiting sailboat inbound to Marina Park with a solo, elderly operator was assisted safely to the intended destination. The vessel had an inoperable auto helm with its main sail hoisted and stuck, requiring assistance. HSOs and CEOs responded

to the east anchorage where the vessel was standing by. HSOs and CEOs assisted the operator in securing the main sail and readying the sailboat for docking procedures

- HSOs stood by while a sailing vessel with transmission problems anchored off Collins and waited for a commercial tow service provider to help them

Well-enjoyed

Significant efforts were expended to maintain and improve the enjoyment of the harbor while minimizing impacts to safety and navigation.

- We conducted a couple of meetings and a tour for a software vendor, which may improve the way we conduct enforcement of time limits on the public docks
- We provided a tow for a disabled electric vessel from the east anchorage to its nearby home berth
- Our colleagues in the Recreation and Senior Services expressed concern and frustration with a frequent user of the Human Lift who was misusing the long dock at Marina Park. There was no permit or authorization for the vessel operator to use the long dock, which is not a public dock. The vessel operator allowed his passengers to leave an electric wheelchair on the long dock, blocking access to a dock box and the fire extinguisher box. The vessel owner received another strongly worded letter outlining City expectations, citing policy, courtesy, and common sense
- A small vessel auction was conducted, allowing us to clear out our impound yard and send various craft off to new, happy owners. The auction netted \$1,407
- A check on compliance with signage codes was conducted. The moorings with signage of concern were found to be compliant. The limit is 216 square inches
- HSOs coordinated communication and safe navigation between the dredge and NHYC Baldwin and Palmer Cup events several times
- The marina at Marina Park was filled with participants in the Newport to Ensenada Race. Upon their departure, the marina was immediately refilled for a long weekend by a visiting yacht club group
- A vessel anchored in the east anchorage was educated and corrected, despite the removal of boundary buoys and Local Notice to Mariners. Several instances of vessels anchored in the removed east anchorage were addressed. Vessels were advised to enjoy the west anchorage
- In a fantastic example of collaboration and clever solution development, a new rental vessel concession was permitted at a facility with limited parking. The Zoning Code doesn't consider ride sharing when establishing parking standards. In this case, the City allowed the applicant to offer discounts to clients who use ride-sharing services or a parking structure across the Harbor. The parking solution appears to work for the applicant, the Harbor, and the residents of Balboa Island

Odds and Ends

Significant efforts were expended to address harbor-related matters other than cleanliness, safety, and enjoyment.

- We removed signage advertising a mooring for sale. Advertising a mooring for sale is permitted. Placing advertising signs on a public beach is not permitted
- There were several really nice articles in the April 9 edition of “The Log” all about Newport Harbor. The first sentence in one of the articles reads, "Newport Harbor is widely regarded as one of Newport Beach’s defining features, and for both residents and visiting boaters, it stands out as one of the most well-managed recreational harbors in the country."
- We improved our use of a drone for Public Dock Enforcement and anchorage checks. This improved use of technology is still in “test” mode, but we are making progress. When fully implemented, this should improve the efficiency with which we carry out two of our more labor-intensive, usual tasks
- An analysis of mooring length adjustment applications since 2021 was carried out. The table appears in the attached statistics infographic
- We received a very nice note and comments from a constituent on improved water quality around Newport Island. The writer and City officials believe the improved water quality and water clarity are a result of dredging
- The electric patrol vessel had some upgrades and improvements completed, which improved the tracking and maneuverability at the slow speeds we typically operate. In addition, we’ve asked the manufacturer to consider programming a softer transition into gear. The torque with which it engages is more than the outdrive was designed for
- It looks likely the Harbor Department will take over management of the marina and garages at Balboa Yacht Basin on July 1 for sure, and June 1 if we can get the office operational in time. This transition to City management represents significant cost savings in the operation of the marina and an anticipated improvement in service delivery to the tenants
- A harbor stakeholder meeting related to recommendations from the State Lands Commission has been set for May 27 at the OASIS Senior Center. Members of the SLC staff will attend
- The recording of the May Harbor Commission meeting will be posted along with agendas and minutes going forward

The most amusing email of the month came from a mooring permittee who was not pleased that his vacant mooring was being used and demanded that we stop using it. The mooring had no vessel assignment and no recent occupancy or assignment. We explained that more than 80 vessels had to be relocated to accommodate the current dredging project. We also called attention to the mooring permit language authorizing the

Harbor Department to make use of vacant moorings. We provided a snip of the permit, which the permittee had recently signed.

ENVIRONMENTAL REVIEW:

Staff recommends the Harbor Commission find this action is not subject to the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in a physical change to the environment, directly or indirectly.

NOTICING:

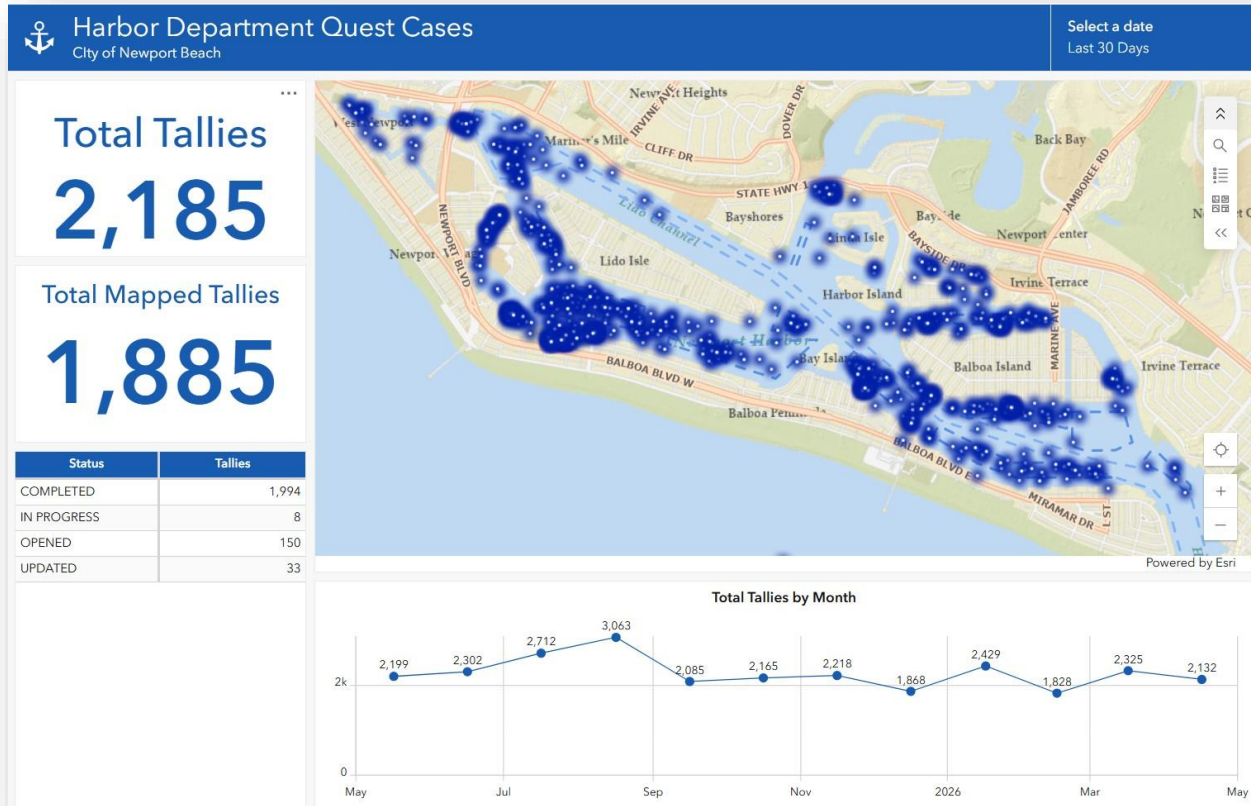
The agenda item has been noticed according to the Brown Act (72 hours in advance of the meeting at which the Harbor Commission considers the item).

ATTACHMENTS:

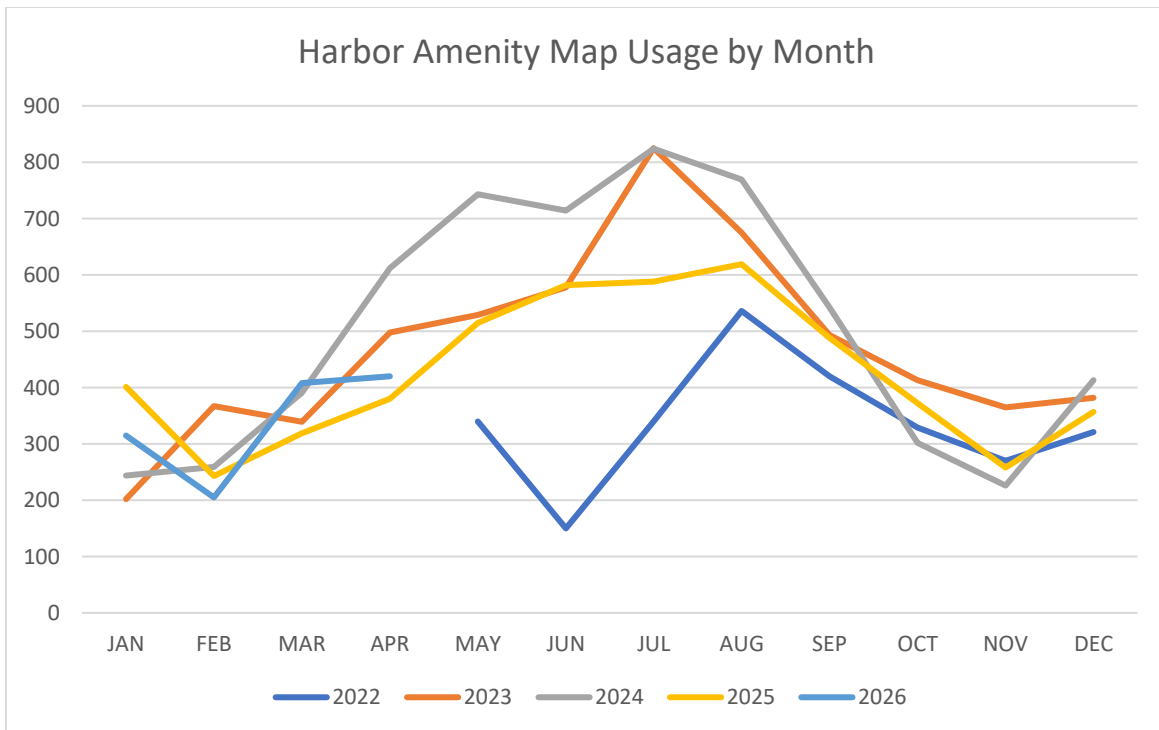
Attachment A – Harbor Department Statistics Infographic

HARBOR DEPARTMENT STATISTICS INFOGRAPHIC

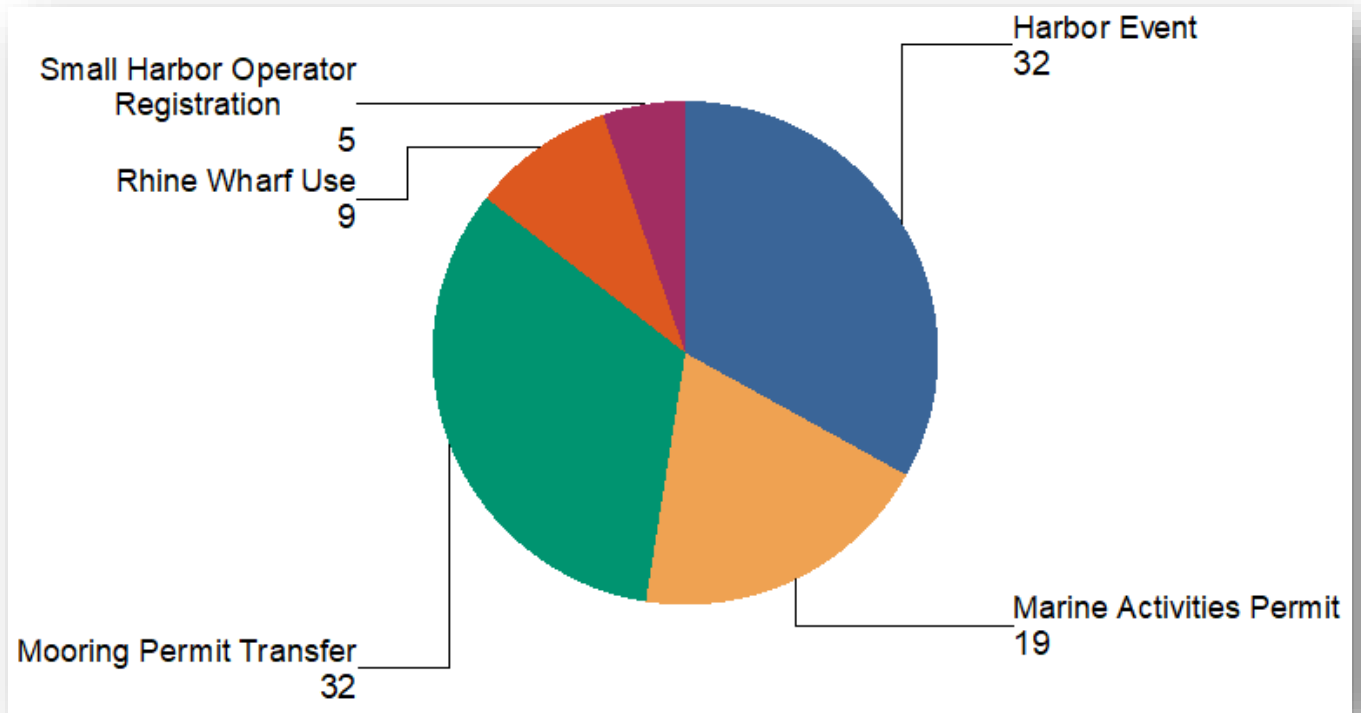
Heatmap of Harbor Service Requests – For the Month



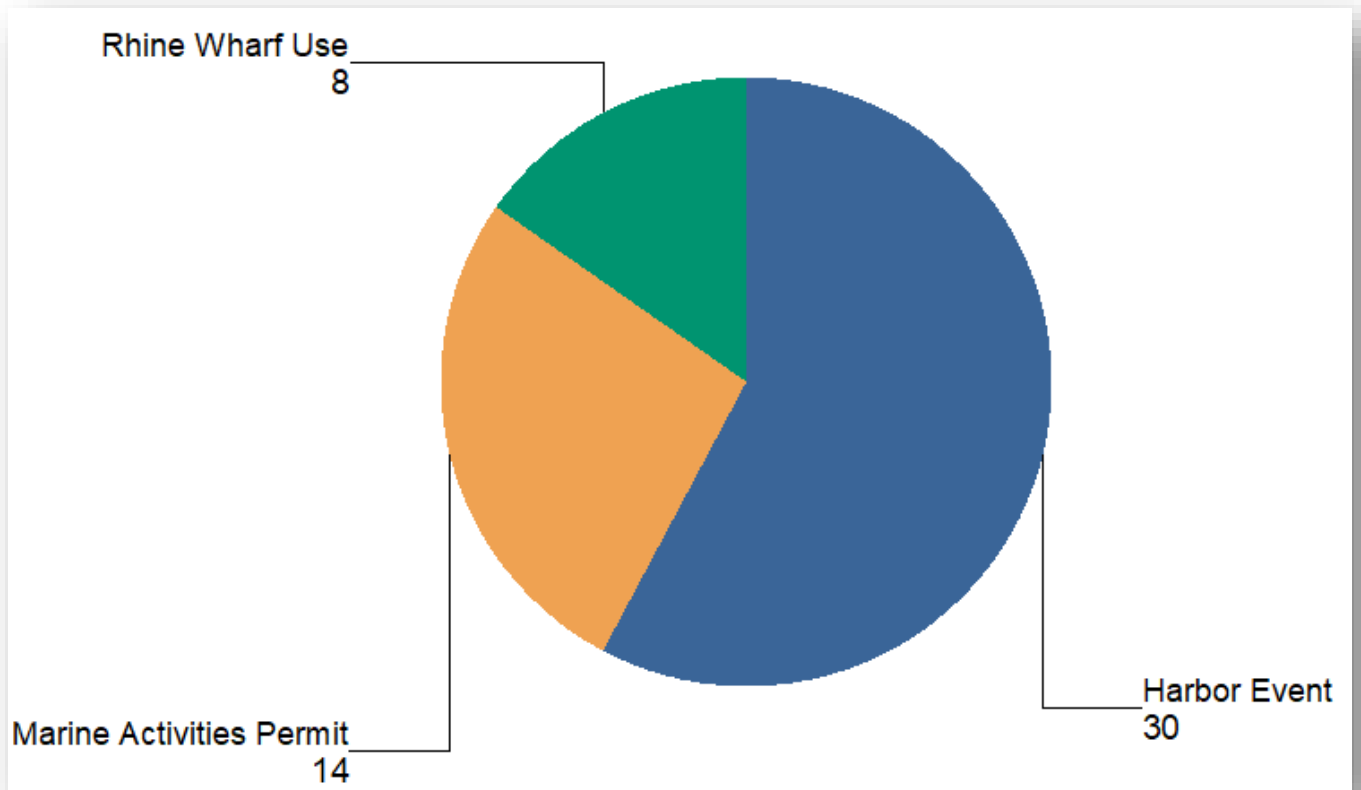
Harbor Adjacent Public Amenity Map Usage



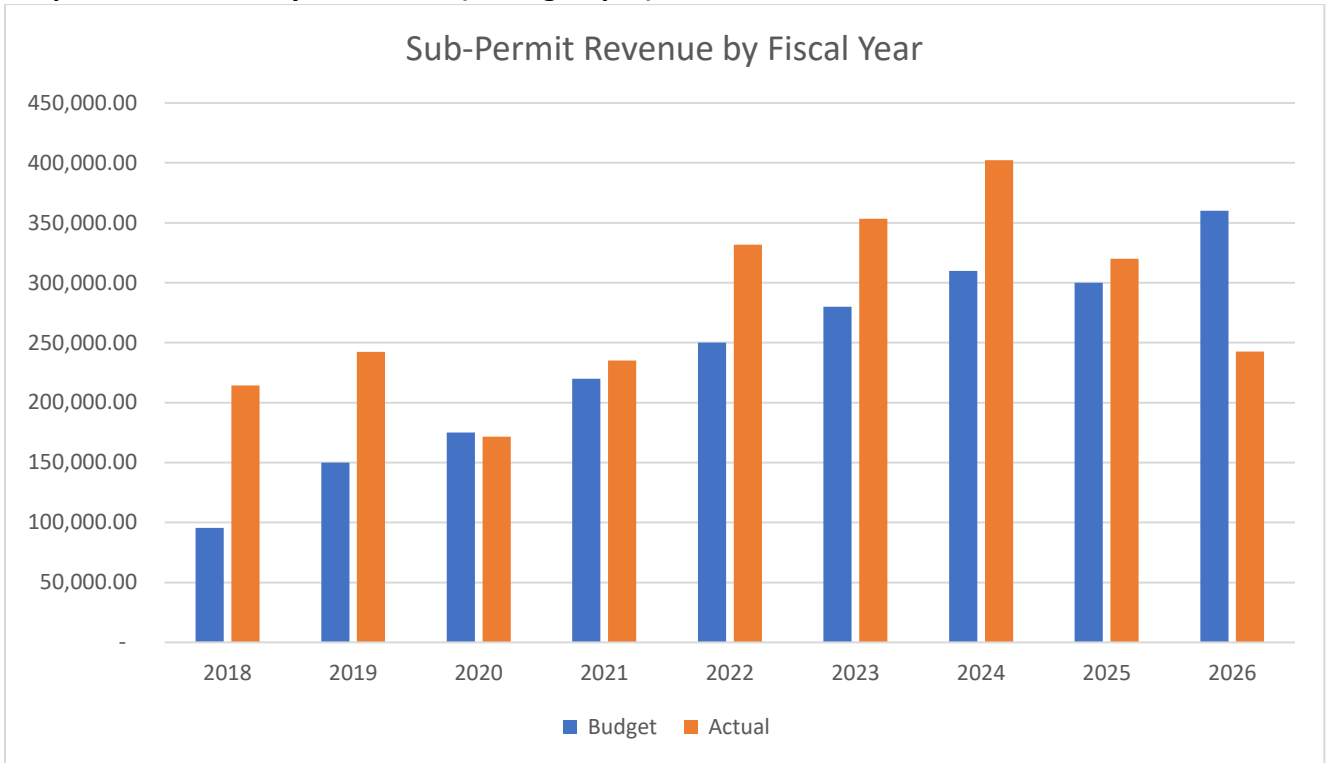
Permit Activity in 2026



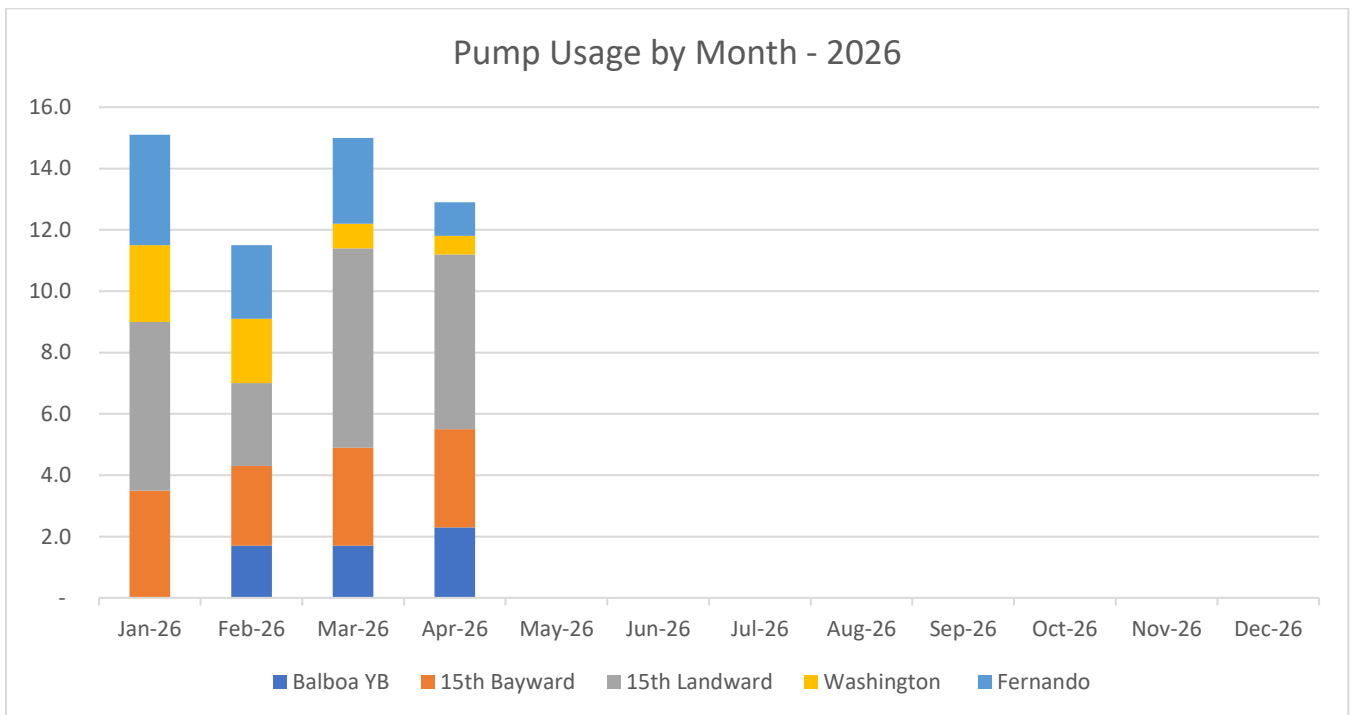
Permit Activity in 2025



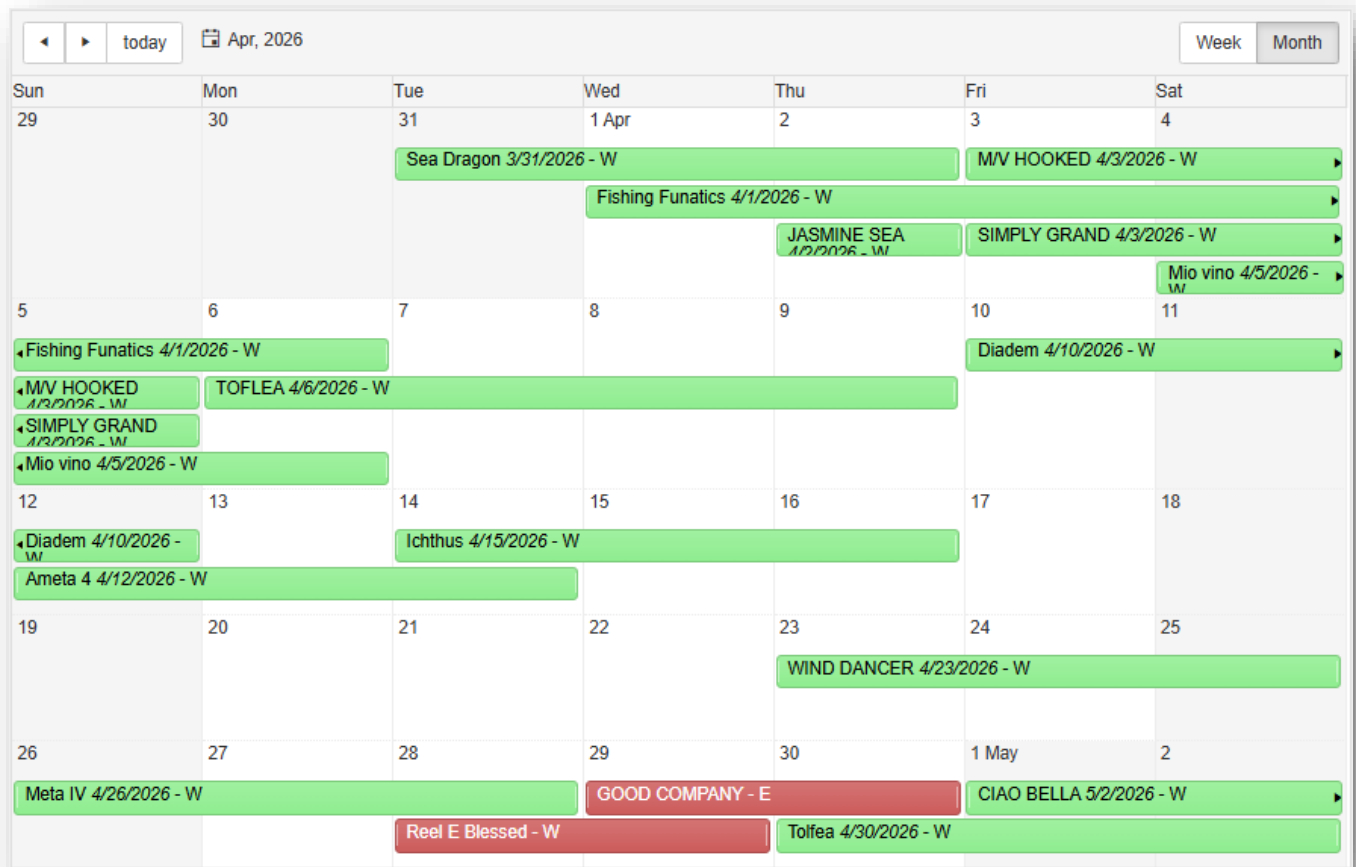
Sub-permit Revenue by Fiscal Year (through April)



Pump-put Utilization by Month



Anchorage Usage for the Month



Mooring Length Adjustment Application Analysis

	Extension Requests		Reduction Requests		Total
	Approved	Denied	Approved	Denied	
2021	MORATORIUM IN PLACE				
2022	1	5			6
2023	4				4
2024	4	3	1		8
2025	9	5			14
2026	2	1			3
Total	20	14	1		35
Average	4	3.5	1		7
	With one exception, no approval request was granted for a value other than 5'				
	The one exception was for a restoration of the previous length				