



CITY OF NEWPORT BEACH HARBOR COMMISSION AGENDA

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

Wednesday, February 12, 2025 - 5:00 PM

Harbor Commission Members:

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

Staff Members:

Paul Blank, Harbormaster
Cynthia Shintaku, Administrative Coordinator

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 generally considered to be within the subject matter jurisdiction of the [Board/Committee/Commission]. 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 [Board/Committee/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**

1. **Draft Minutes of the November 13, 2024 Harbor Commission Regular Meeting**

[11.13.2024 Harbor Commission Regular Meeting Minutes Draft](#)

[11.13.2024 Harbor Commission Regular Meeting Minutes Draft Chair Cunningham](#)

6) **CURRENT BUSINESS**

1. **Conceptual Public Dock at Promontory Bay**

The Harbor Commission committee tasked with identifying opportunities for additional harbor services will present a concept for a new public dock located in the entrance channel of Promontory Bay.

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, California Code of Regulations, Title 14, Division 6, Chapter 3, because this action will not result in a physical change to the environment, directly or indirectly.

- 2) Receive and file.

[Staff Report](#)

[Attachment A - Conceptual Public Dock Layout at Promontory Bay](#)

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](#)

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 -Harbor Commission Objectives 2024](#)

4. Harbormaster Update - November and December 2024 and January 2025 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 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](#)

[Attachment B - Harbor Department Statistics by Month, Current Year](#)

[Attachment C - Harbor Department Statistics, Year over Year Comparison](#)

[Attachment D - Harbor Department Definitions](#)

7) **MOTION FOR RECONSIDERATION**

A motion to reconsider the vote on any action taken by the Harbor Commission at this meeting may be made only by one of the Commission Members who voted with the prevailing side.

8) **COMMISSIONER ANNOUNCEMENTS (NON-DISCUSSION ITEMS)**

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

10) **DATE AND TIME FOR NEXT MEETING: Wednesday, March 12, 2025 at 5 p.m.**

11) **ADJOURNMENT**

NEWPORT BEACH HARBOR COMMISSION REGULAR MEETING MINUTES
City Council Chambers – 100 Civic Center Drive, Newport Beach
Wednesday, November 13, 2024
5 p.m.

1. CALL MEETING TO ORDER

The meeting was called to order at 5:03 p.m.

2. ROLL CALL

PRESENT: Scott Cunningham, Chair (attending remotely)
Ira Beer, Vice Chair
Marie Marston, Secretary
Steve Scully, Commissioner
Rudy Svrcek, Commissioner
Gary Williams, Commissioner
Don Yahn, Commissioner

Staff Members: Paul Blank, Harbormaster
Jennifer Biddle, Administrative Assistant
Chris Miller, Public Works Administrative Manager
Cynthia Shintaku, Administrative Assistant

3. PLEDGE OF ALLEGIANCE – Led by Commissioner Williams

4. PUBLIC COMMENTS (NON-AGENDA ITEMS)

Vice Chair Beer addressed public comments referencing two non-agendized topics to address inaccuracies in recent correspondence. The first relates to the mooring field optimization initiative, which passed through the Harbor Commission and City Council and is now undergoing environmental and Coastal Commission reviews. The initiative aims to improve navigation and expand open water spaces but does not involve or suggest installing helical anchors in the mooring field. The second concerns a proposed project in the Harbor and Beaches Master Plan. This project is a placeholder and has not been formally agendized or discussed. He advised that any consideration of converting to a helical anchor system would require agendizing, public comment, and standard review processes.

Adam Leverenz acknowledged the comments made by Vice Chair Beer and expressed uncertainty about whether the topic is agendized. He noted that the Harbor and Beaches Master Plan lists the project under "potential projects" as a "mooring helical anchor upgrade onshore and offshore," identifying 1,500 total units. Vice Chair Beer emphasized that if the discussion pertains to items within the Master Plan, it would be more appropriate to address them when the plan itself is agendized.

Chris Bliss, a Mooring Field C permittee, addressed the commission with concerns about the proposed mooring realignment program. He began by asking if the topic of helical anchors in Mooring Field C was agendized. Vice Chair Beer clarified it was not and could only be addressed during public comments, noting the issue had already been forwarded to the City Council. He expressed opposition with the proposed program as unnecessary, costly, and unwarranted, disputing claims that the moorings, misdated to the 1940s in the 2025 Master Plan budget, were outdated. He highlighted their regular inspections and upgrades, asserting their long-standing safety and reliability. He refuted claims that mooring tackle damages eelgrass, explaining the depths under Mooring Field C are unsuitable for eelgrass. He cited the April 2024 Eelgrass Report to argue that double-point moorings, unlike single-point moorings, do not drag the seabed, causing less disruption. He proposed converting single-point moorings

to double-point systems as a more cost-effective, environmentally friendly alternative that could also reduce mooring field sizes.

He emphasized widespread permittee opposition to the optimization system for Mooring Field C, citing safety concerns. He questioned the need to spend over \$450,000 on a new system, calling it unnecessary, unwanted, and unsafe.

Jennifer Kresten raised concerns about the Harbor Commission's decision to hire Netzer & Associates and Noble Engineering, citing issues with the accuracy of their information on moorings. She questioned the transparency of the RFP process for the mooring increase and helical anchor projects, suggesting that more qualified firms might have delivered better outcomes. Drawing on her professional experience with engineering proposals and contracts, she emphasized the importance of clear communication and providing comprehensive information to ensure consultants meet expectations.

Vice Chair Beer closed public comments.

5. APPROVAL OF MINUTES

1. Draft Minutes of the October 9, 2024 Harbor Commission Regular Meeting

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

Vice Chair Beer moved to approve the October 9, 2024 Harbor Commission Regular Meeting minutes, as amended. Seconded by Commissioner Yahn. The motion carried by the following roll call vote:

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

6. CURRENT BUSINESS

1. 2025 Harbor and Beaches Master Plan - Approve

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, 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.
- 2) Approve the 2025 Harbor and Beaches Master Plan and recommend staff forward to the Finance Committee for consideration.

Public Works Administrative Manager Chris Miller presented the Harbor and Beaches Master Plan, a planning tool outlining long-term infrastructure projects like pier, seawall, and tide valve maintenance. The plan, reviewed annually by the Harbor Commission, guides funding decisions but is not a formal budget document. He explained that the process begins in the fall with Harbor Commission input before being forwarded to the City Council's Finance Committee. The plan includes estimates and timelines but remains flexible to accommodate updated evaluations and financial considerations. Projects are planned proactively to replace infrastructure on schedule rather than waiting for the infrastructure to fail. Also within the plan are placeholders for potential initiatives requiring further review. Acknowledging the spreadsheet's complexity and potential minor inaccuracies, he emphasized his commitment to transparency and noted the plan integrates into the City's budget through the Public Works Capital Improvement Program.

Commissioner Scully asked about the timeline for replacing slips at the Balboa Yacht Basin. Mr. Miller explained that the design phase is underway with construction expected in two to three years after permitting and document preparation. Commissioner Scully also raised concerns about the \$50–\$60 million cost of the Balboa Island Bulkhead project, with Mr. Miller noting design will start in 2026, though construction depends on permitting and funding.

Mr. Miller explained that beach nourishment is an ongoing program funded by the Public Works budget, with annual costs for Balboa Island beach maintenance estimated at \$70,000 to \$100,000. He also referenced the Surfside Sunset Beach project which benefits Newport Beach through regional sand deposits.

Commissioner Scully suggested adding Corona del Mar beach moorings to the potential projects list and removing the already-approved Lower Castaways Aquatic Center. Mr. Miller clarified that the center will move to the main list once official, allowing for progress monitoring.

Commissioner Yahn thanked Mr. Miller and inquired about the Lower Castaways project, highlighting the City Council's recent approval of \$500,000 for a feasibility study and a preliminary \$47 million budget. He suggested listing it as an active project. Mr. Miller explained that it remains in the feasibility stage until environmental reviews and public hearings are completed, proposing it stay in the potential projects section with updated notes and budget details.

Commissioner Yahn asked how projects transition to the official budget. Mr. Miller explained that after Finance Committee approval, Public Works assesses its capacity to execute projects, prioritizing based on available resources. Deferred projects remain in the rotation for future consideration.

Regarding the dredging project, Commissioner Yahn referenced the \$22 million estimate and \$10 million external contribution, asking about cost updates. Mr. Miller stated the estimate would likely remain stable but would be finalized after bidding which is expected in the coming months. He noted the planning phase focuses on refining material disposal specifications, with construction anticipated to begin in late spring.

Commissioner Svrcek inquired about the \$200 million Balboa Island Bulkhead project, asking what factors determine its progress in 10 years and whether federal funding could offset costs. He noted the City would need to save \$20 million annually without external support. Mr. Miller explained the estimate is based on historical data and engineer consultations, with numbers subject to change during design phases. He emphasized proactive planning to avoid financial burdens and clarified that bulkhead maintenance is the City's responsibility, though grants or external funding would be pursued if available.

Commissioner Svrcek also asked about public piers and dock replacements. Mr. Miller confirmed materials are being procured, Coastal Commission approval is secured, and construction is expected to start in late January or February. He expressed satisfaction with the project's progress and winter construction timeline.

Commissioner Williams thanked Mr. Miller for sending the report to the Harbor Commission in the large format and before the meeting for review.

Commissioner Marston asked if the Confined Aquatic Disposal (CAD) project was going out to bid. Mr. Miller clarified that the bidding pertains to the overall dredging project and noted ongoing discussions with the Port of Long Beach regarding material disposal, with final approval pending. He emphasized the Port's valuable past collaboration and the intent to extend it for the 2025 project. Commissioner Marston also inquired about the West Newport bulkhead, which Mr. Miller described as a regional category covering various street ends, agreeing that greater specificity could clarify its scope. She supported adding day moorings to the plan and asked about trash wheel maintenance, which Mr. Miller said could be evaluated for inclusion in the plan.

Regarding Marina Park slips, Mr. Miller confirmed the 2015 construction start date. Commissioner Marston also asked about additional moorings in the Mooring Field Optimization Project, which Harbormaster Paul Blank confirmed includes \$450,000 for new equipment and optimization.

Vice Chair Beer proposed updating the start dates for the Mooring Helical Anchor Upgrade and MVMS project to 2025, to which Mr. Miller agreed. Vice Chair Beer also asked about incorporating past subcommittee design elements into public pier projects. Mr. Miller noted some features were included, but eelgrass restrictions limited the scope. Vice Chair Beer raised concerns about the impact of sand replenishment on surf conditions, suggesting public outreach. Mr. Miller confirmed monitoring and outreach efforts, emphasizing the importance of sand management with input from Public Works Assistant City Engineer, Michael Sinacori.

Vice Chair Beer inquired whether dredged material could be used for beach replenishment, but Mr. Miller clarified that only unsuitable fine silts and clays are being removed and transported to the LA-3 site. Vice Chair Beer praised Mr. Miller for maintaining the Harbor and Beaches Master Plan despite its challenges.

Chair Cunningham highlighted the importance of coastal sand management, noting the loss of 250,000 cubic yards of sand between the piers. He commended Mr. Miller for the detailed report and his efforts in managing complex projects.

Vice Chair Beer opened public comments.

Mr. Leverenz thanked Mr. Miller, his staff, and the finance team for their work on the Harbor and Beaches Master Plan. He raised concerns about several items, including the Lower Castaways bulkhead replacement (\$2.65–\$2.9 million), suggesting it be delayed until the feasibility of a proposed \$47 million pool at the site is resolved. He recommended partial renovations for the Balboa Yacht Basin slip replacements (\$6–\$6.5 million) to reduce costs and noted the need to monitor the Coastal Commission review of Mooring Field C optimization (\$450,000). He also called for greater transparency on the \$11 million estimate for the Helical Anchor Upgrade and emphasized the importance of planning for the Lower Castaways Aquatic Center as a potential \$47 million project.

Mr. Mosher questioned various items in the plan, including whether the west Balboa Island bulkhead replacement involves strengthening or full replacement and how it relates to the Collins Island Bridge project. He asked if the Promontory Bay bulkhead is public or private and highlighted a cost discrepancy for helical anchors between the two projects. He also noted the exclusion of a \$600,000 public pier project at Promontory Bay from the plan's total and suggested relocating the Lower Castaways pool project to the Facilities Finance Plan, as it is not harbor-related.

Anne Stenton, representing the Newport Mooring Association, thanked Mr. Miller for providing large-format copies of the plan. She requested a breakdown of the \$450,000 allocation for Mooring Field C and expressed concerns over the \$11 million cost of replacing the mooring system, emphasizing collaboration for cost-effective solutions.

Wade Womack, advocating for mooring holders, urged careful management of mooring-related expenses to avoid burdening permit holders and to preserve affordability. He also identified a potential calculation error in the plan's potential projects total, suggesting it should be \$12,120,000.

Vice Chair Beer closed public comments.

Vice Chair Beer addressed Ms. Stenton's inquiry, noting that the detailed breakdown of the \$450,000 allocation for Mooring Field C was presented at a prior Harbor Commission meeting and is available on the City's website.

Commissioner Yahn asked if the commission would approve the document as presented or include recommendations from the meeting. Mr. Miller clarified that comments from the meeting would be incorporated before the document is sent to the Finance Department.

Vice Chair Beer suggested adding the Big Corona moorings proposal as a line item if approved later in the meeting.

Chair Cunningham moved to approve the 2025 Harbor and Beaches Master Plan and recommend staff forward to the Finance Committee for consideration. Seconded by Commissioner Yahn. The motion was then put to a vote and carried with unanimous approval, 7-0.

2. Consider Amending the Rules of Procedures of the Harbor Commission Related to a Motion for Reconsideration

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) Amend the Rules of Procedures of the Harbor Commission Section VIII. VOTING PROCEDURE Item E to allow a Motion for Reconsideration to be made at the current meeting or the subsequent meeting at which the action was taken; and
- 3) Update future Harbor Commission agendas to reflect the revised language related to a Motion for Reconsideration.

Harbormaster Blank presented proposed amendments to the Harbor Commission's Rules of Procedure. He explained that the current rules, adopted on March 10, 2021, after the commission was added to the City Charter under Section 713, allow motions for reconsideration only during the same meeting in which the action was taken. This differs from City Council Policy A-1, which permits reconsideration at the same or subsequent meeting. The amendment aims to align the commission's rules with City Council Policy for consistency.

Harbormaster Blank outlined the procedural requirements for amending the rules, confirming that notice had been provided at the prior meeting, as required. He stated that if the amendment is approved, the updated rules will be submitted to the City Clerk.

Commissioner Marston noted uncertainty about the attachments, observing the redlined document did not display correctly, and asked if Section 9, "Order of Business," needed modification to include motions for reconsideration. Harbormaster Blank clarified that the attachments included both redlined and clean versions and confirmed Section 9 did not require changes, as additional items could be added at the Chair's discretion.

Vice Chair Beer suggested formally adding "Motions for Reconsideration" as a distinct item in the "Order of Business," placing it between items 8 and 9 for consistency. Harbormaster Blank agreed this could be included in the motion to adopt the proposed amendments.

Vice Chair Beer opened public comments.

Mr. Leverenz supported aligning the Harbor Commission's policy on motions for reconsideration with the City Council's approach, highlighting the value of consistency and accountability. He noted that allowing reconsideration ensures controversial decisions can be revisited when warranted, calling the proposed amendment a positive step.

Mr. Mosher agreed with Commissioner Marston on formally adding "Motions for Reconsideration" between items 8 and 9 in the rules, suggesting it should not be left to the Chair's discretion. He proposed revising paragraph E for clarity to read: "A motion to reconsider any action taken by the Harbor Commission must be made at the meeting at which the action was taken or the subsequent meeting."

Vice Chair Beer asked if "or the subsequent meeting to which" might be clearer, but Mr. Mosher emphasized the issue was placement within the sentence.

Mr. Mosher clarified that motions for reconsideration should ensure public awareness by revisiting items in future meetings, cautioning against changes to decisions after the public has left, which could harm transparency and trust.

Vice Chair Beer closed public comments.

Vice Chair Beer summarized staff's recommendations to determine the action as CEQA-exempt and amend the Harbor Commission's Rules of Procedure, specifically Section 8, Item E, to allow motions for reconsideration at the current or subsequent meeting. He noted the proposal includes updating agendas to reflect this change, formally adding "Motions for Reconsideration" as Item 9 in the Order of Business, and making minor grammatical corrections to Section 8, Item E, as suggested by Mr. Mosher.

Commissioner Scully moved to 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 amend the Rules of Procedures of the Harbor Commission Section VIII. VOTING PROCEDURE Item E to allow a Motion for Reconsideration to be made at the current meeting or the subsequent meeting at which the action was taken; and update future Harbor Commission agendas to reflect the revised language related to a Motion for Reconsideration. Seconded by Commissioner Marston.

The motion was then put to a vote and carried with unanimous approval, 7-0.

3. Consider the Proposal for Day Use Moorings in Corona del Mar Cove

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) Consider a proposal from the subcommittee responsible for current Harbor Commission Objective 9 on establishing day-use moorings in Corona del Mar Cove; and
- 3) If approved, direct Staff to forward the proposal to the City Council for approval and funding.

Harbormaster Blank reported that the proposal for day moorings off Big Corona Beach originated over a decade ago and aligns with Harbor Commission Objective 9. Advances in helical anchor systems, which are less intrusive to the seafloor, support the plan. The site, within a State Marine Conservation Area (SMCA), includes four moorings spaced 300 feet apart, 300 feet off the swim area east of the harbor entrance. Estimated costs are \$15,000 per mooring (\$60,000 total), with additional expenses for permitting, engineering, and an Environmental Impact Report (EIR), ranging from \$10,000 to \$100,000 depending on complexity.

Commissioner Scully noted the day moorings project as a longstanding Harbor Commission objective and expressed support for moving it forward. He asked if the helical system would be two-point, and Harbormaster Blank confirmed it would be single-point, consistent with the cost estimates.

Commissioner Scully described the location outside the breakwater as ideal for visitors, enhancing Newport Harbor's amenities with a cost-effective recreational option. He noted that Title 17 grants the Harbor Department jurisdiction over the area, ensuring no regulatory issues with managing the moorings.

Harbormaster Blank supported the concept, calling it an excellent long-standing suggestion but expressed concerns about misuse during off-hours, noting limited Harbor Department resources and staff availability after 6 p.m.

Commissioner Svrcek raised concerns about maintenance and asked if the day moorings would be first-come, first-served, or reservation-based and whether they would restrict nearby anchoring. He expressed opposition to the idea.

Commissioner Williams noted resident support for the day moorings and saw no downside, emphasizing the goal of increasing public access despite potential cost and maintenance debates.

Commissioner Marston asked about the selection of four moorings and their spacing. Commissioner Scully clarified these were conceptual placeholders, subject to refinement if the project advances. She also inquired about the next steps if approved, and Commissioner Scully outlined seeking City Council funding, followed by feasibility studies, design, and permitting, with Harbormaster Blank agreeing.

Commissioner Yahn asked about the seafloor at Big Corona Beach, and Harbormaster Blank confirmed it is mostly sand with minimal eelgrass and some kelp beds. He also inquired about a usage fee for the moorings to offset costs. Harbormaster Blank noted the subcommittee had not discussed fees, explaining that temporary daylight mooring use in Newport Harbor is currently free, and the proposal envisions a first-come, first-served system with no reservations or overnight use.

Commissioner Yahn expressed concerns about the project's limited benefit, noting that only four moorings primarily serve boats without anchors, while boats can already anchor in the area. He agreed with Harbormaster Blank that the location lies outside typical patrol areas and may require upgraded patrol resources. He also highlighted potential maintenance and Environmental Impact Report (EIR) costs, questioning the feasibility of the project for just four moorings. Despite these concerns, he acknowledged and appreciated the subcommittee's efforts in advancing the proposal.

Vice Chair Beer supported the proposed day moorings as a valuable amenity long requested by residents. He questioned the 60-foot vessel limit, suggesting larger vessels up to 80 feet could be accommodated, as Noble Engineering confirmed helical anchors can handle this size with minimal additional cost. Beer raised concerns about the space required by single-point moorings for larger boats and proposed exploring two-point mooring systems, like those in Catalina, to reduce spatial constraints and allow more boats in the area. He also highlighted the importance of addressing monitoring and maintenance concerns.

Commissioner Scully emphasized the need to consider the Harbor Department's capacity to oversee the moorings due to their remote location and asked if the Orange County Sheriff's Department could assist. Harbormaster Blank clarified that enforcement in Emerald Bay, on County land, is outside the Sheriff's current responsibilities.

Commissioner Scully proposed a straw vote to gauge the commission's interest in advancing the project, stressing the importance of majority support before proceeding. While open to moving forward, he acknowledged the need to address outstanding concerns if the project progresses.

Vice Chair Beer opened public comments.

Mr. Leverenz agreed with Commissioners Williams, Beer, and Scully that the proposed moorings would be a valuable amenity but raised concerns about costs, especially with no fees to offset expenses. He questioned whether harbor vessels could safely operate in challenging weather conditions and noted potential risks from losing anchorage space and hazards from mooring buoys and lines. He also sought clarification on the \$15,000 cost per single-point mooring, which he noted was double the cost of helix anchors in the harbor, and initially assumed this reflected a double-point system.

Ms. Kresten questioned how adding more moored boats in the bay could be considered charming, noting residents' common concerns about obstructed views.

Michael Spano, a frequent Corona del Mar visitor, confirmed the seafloor is mostly sand with some rocks in a small area. He noted low boat activity, observing boats only four times in five years, including his own. He recommended a study to assess demand for moorings over a year before proceeding, comparing potential usage to Emerald Bay's occasional peak days. He suggested starting with one mooring to gauge interest and questioned the project's financial viability, noting slow cost recovery and the availability of anchoring as a free option. He emphasized preserving traditional anchoring skills to enrich the boating experience.

Mr. Womack appreciated the Harbor Commission's openness to new ideas but opposed the proposed moorings, calling them an unnecessary expense. He favored the current system, noting few boats anchor in the area and leave quickly which he described as the cleanest and least intrusive option. Drawing on his 13 years as a Newport Beach lifeguard, he warned of liability risks from large swells, arguing the current "anchor at your own risk" policy limits the City's exposure, unlike city-maintained moorings.

Len Bose supported the proposed moorings, comparing them to Catalina's successful use of moorings in similar conditions. He noted that responsible boaters avoid unsafe weather and argued the moorings could reduce pressure on Newport Harbor's anchorages by providing an alternative for boaters. He suggested monitoring the moorings with webcams to oversee occupancy and conditions remotely. He emphasized the proposed location allows ample space for anchored boats, swimmers, and the beach, advocating for moving the proposal forward to enhance the boating experience and refine it as needed.

Mr. Mosher questioned whether the Harbor Commission has jurisdiction over the proposed moorings, noting its authority is limited to matters within the harbor, while the project lies in open ocean waters. Citing Section 17.25.020, he argued the provision allows the City to regulate extended anchoring but does not authorize creating permanent moorings. He also pointed out that the City Charter restricts the commission's role to harbor-related recommendations. He criticized the report's diagram, stating it inaccurately emphasized a 500-yard anchoring limit unrelated to moorings and lacked clarity about the proposed placement.

Vice Chair Beer closed public comments.

Vice Chair Beer clarified that the subcommittee is gauging the Harbor Commission's interest in further exploring the moorings proposal, not seeking City Council approval. He emphasized the need to decide if the initiative should remain a commission objective for future investigation and development, acknowledging its challenges but potential value.

Commissioner Svrcek stated that he would not support revisiting the matter, citing the numerous negatives associated with the project.

Commissioner Williams noted that during his five years on the Harbor Commission, the proposed moorings had faced no opposition until recently. He emphasized that the lack of detailed information makes it premature to form a fully informed opinion. Supporting the initiative, he advocated for advancing it to gather comprehensive details, enabling the commission and the public to make an informed decision.

Commissioner Marston agreed with Commissioner Williams, noting the proposal is too preliminary for a definitive opinion and highlighting the need to address unanswered questions before deciding its future.

Commissioner Yahn asked if the mooring project requires U.S. Coast Guard approval. Harbormaster Blank confirmed the area is under Coast Guard jurisdiction but is not designated as a managed mooring field, and no proposal has been submitted.

Commissioner Yahn acknowledged the proposal's good intentions to enhance amenities but emphasized preserving access for anchored boats and balancing costs. He highlighted the need for more information on financial implications, including return on investment and operational costs. He advocated for

gathering public input and delaying decisions until comprehensive data and community feedback are available, supporting revisiting the topic later.

Chair Cunningham, reflecting on public comments, emphasized evaluating new projects with an open mind. Comparing the proposal to amenities in Avalon Harbor, he noted similar concerns but stressed their value there. He expressed strong support for advancing the proposal, highlighting its potential as a valuable public asset.

Vice Chair Beer acknowledged the project's challenges but supported further exploration to assess feasibility. He emphasized addressing regulatory issues, cost recovery options, and operational logistics like buoy removal. Confident in the project's potential benefits, he encouraged the subcommittee to continue its work.

Commissioner Scully concurred, proposing that the commission express its appreciation for the subcommittee's efforts and encourage it to continue developing the proposal.

There was no further action taken on this item.

4. Report on Conversion to Helical Anchor System for Moorings

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 OR
- 3) Recommend the Harbor Department move forward with the pilot project to convert three moorings in the C Mooring field to the helical anchor system.

Harbormaster Blank reported Newport Harbor has 16 city-owned moorings, with a pilot project to convert three moorings in the C Field (C32, C34, C36) to a helical anchor system. Helical anchors offer reduced seafloor impact, better holding power, and less maintenance than traditional systems, which use heavy anchors like forklift parts and truck wheels. The helical system uses an auger embedded in the seafloor, elastic mooring rode and floats to minimize environmental impact and improve reliability. The pilot project is estimated at \$43,037.50, covering installation, testing, and contingencies, with an engineer available for technical questions.

Commissioner Yahn asked about the durability of rope versus steel cable in the helical system. Harbormaster Blank noted rope may degrade faster but said experts could recommend suitable marine-grade materials.

Vice Chair Beer, citing prior experience, explained the rope connects the helical anchor to the CFlex elastic rode and is designed for durability and elasticity, with manufacturers claiming a long lifespan. Commissioner Svrcek asked about maintenance needs for the helical system versus traditional moorings. Harbormaster Blank stated that helical systems typically require less maintenance, with no need for annual lifting, though annual inspections of the elastic system are similar to chain inspections in traditional moorings.

Vice Chair Beer highlighted that helical systems eliminate corrosion and leaching problems seen with traditional anchors, which degrade and release materials into the harbor, requiring frequent replacement and increasing environmental impact.

Commissioner Williams appreciated the pilot project's focus on replacing unconventional anchors, emphasizing the importance of addressing misconceptions about environmentally sound practices. He asked about the prevalence of non-traditional anchoring methods. Harbormaster Blank noted a variety of

materials, including engine and train parts, and offered to provide updated data. He clarified that while privately owned moorings cannot be mandated for change, the City's 16 moorings use environmentally friendly materials.

Commissioner Williams asked if mooring permit holders can replace anchor materials over environmental or structural concerns. Harbormaster Blank confirmed they can, as long as replacements meet approved standards, but noted the high cost of upgrades is a barrier.

Vice Chair Beer noted that any replacement with helical systems must meet the manufacturer's weight load specifications to ensure safety and compliance.

Commissioner Marston asked if other local harbors are using the helical anchor system. Harbormaster Blank replied that Newport Harbor employs helical anchors for dock and temporary dock applications but not for moorings, as there are no approved specifications yet. He noted that while he is not aware of any West Coast harbors using this system for moorings, it is effectively utilized in several harbors on the East Coast.

Commissioner Marston asked about the estimated costs and whether any permitting or environmental review would be required before implementation. Harbormaster Blank clarified that the listed costs are for implementation and, according to staff and the City Attorney's office, no specific permitting is required. He explained that since the project aligns with the City's biannual maintenance requirements, reduces environmental impact, and uses less intrusive materials, a coastal development permit is not anticipated. The equipment replacement can be incorporated into routine maintenance and inspections already mandated by the City, complying with existing regulatory requirements.

Vice Chair Beer opened public comments.

Mr. Leverenz addressed Commissioner Williams' observations, referencing a possible requirement from Title 17 or the Harbor Department website for metal weights in mooring systems. He expressed uncertainty about the proposed helical anchor system, recognizing its potential benefits and areas needing further clarity. He noted that traditional moorings' shifting during severe weather can act as shock absorption, whereas the superior holding power of helical anchors, claimed to be up to 40% stronger, might risk structural damage to boats. He urged the inclusion of these studies in agenda materials and raised concerns about environmental impacts, such as microplastics and forever chemicals from elastic straps and plastic floats in the helical system. He called for empirical data on the system's life expectancy, failure rates, and maintenance costs, emphasizing the need for real-world insights from existing installations to guide decisions.

Mr. Spano echoed Mr. Leverenz's concerns about the helical anchor system's maintenance, noting that while it might require less upkeep under normal conditions, failures could demand costly, specialized interventions like scuba divers. He questioned the durability of materials like elastic bands and cables in submerged environments, raising concerns about pit and differential corrosion in stainless steel screws due to galvanic reactions. He inquired about similar issues in East Coast installations and praised Vice Chair Beer for advancing the project. He urged involving more mooring holders in the pilot to test the system under real-world conditions and advocated for pull tests on all anchors rather than a sample. He recommended long-term monitoring for corrosion, removal procedures, and overall performance, emphasizing the need for comprehensive data collection during the pilot phase to address concerns and refine the system.

Mr. Womack opposed recommendation C of agenda Item 4, which proposes converting three moorings to the helical tackle system. He argued the project requires a Coastal Development Permit (CDP) and compliance with CEQA, disputing the City's exemption claim. He emphasized that helix anchors alter the seabed and could impact marine ecosystems, necessitating environmental review to mitigate potential harm. He expressed opposition with the project's expense, warning it might raise mooring rates and restrict coastal access for lower-income individuals. He questioned the need for the change, defending the current system as effective and cost-efficient. He challenged claims of significant environmental harm

from the current setup, noting minimal eelgrass presence and pointing out that any scraping reduction would result from the float system, not the helix. Highlighting Redondo Beach's abandonment of a similar system due to failures, he urged the Commission to reconsider the project pending environmental analysis and a CDP.

Ms. Stenton, representing the Newport Marine Association, raised concerns about the proposed helical anchor system. She questioned the extent of metal leaching from traditional moorings and whether alternative solutions had been explored. Referencing a 2012 report from Santa Barbara where nine of twelve helix anchors failed, she cautioned against similar issues and called for examples of successful implementations. She also questioned the system's cost-effectiveness, noting potential maintenance expenses, such as diver involvement, compared to the current system's \$2,000 biannual cost. She supported limiting the pilot to three units and emphasized the need for thorough data collection to guide future decisions, thanking the Commission for prioritizing analysis.

Vice Chair Beer closed public comments.

Commissioner Williams stressed the need to simplify the issue, arguing that a purpose-built helical anchor is clearly superior to an engine block as a mooring anchor. He expressed astonishment that such outdated practices were still debated and dismissed the need for further studies to confirm the obvious advantages. He expressed opposition with the justification of using engine blocks or train wheels as cost-effective, calling it unacceptable for a community like Newport Beach, and urged the adoption of modern, appropriate solutions.

Commissioner Scully moved to recommend the Harbor Department move forward with the pilot project to convert three moorings in the C Mooring field to the helical anchor system and determine that the action is exempt from the California Environmental Quality Act (CEQA). Seconded by Chair Cunningham.

The motion was then put to a vote and carried with unanimous approval, 7-0.

5. Ad Hoc Committee Updates

- 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)

No update.

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

No update.

Public Dock Utilization Ad Hoc – Commissioners Beer, Svrcek, and Williams (04-10-2024)

No update.

Vice Chair Beer opened public comments.

Mr. Mosher updated the Harbor and Bay Element Ad Hoc Committee's progress on the General Plan update, announcing a public workshop on December 5th, 6-8 p.m., at Marina Park, to discuss the Land Use and Harbor, Bay, and Beaches Elements. The workshop details are on the City's online calendar. He noted a likely meeting of the Harbor, Bay, and Beaches Subcommittee beforehand to finalize the

workshop format. He cautioned commissioners about attending the workshop, advising coordination with the Harbormaster to ensure fewer than a majority are present to avoid Brown Act violations.

Vice Chair Beer closed public comments.

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

6. Harbor Commission 2024 Objectives

- a) 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
- b) Receive and file.

No Commissioners presented updates for the Harbor Commission 2024 Objectives.

Vice Chair Beer revisited Commissioner Svrcek's interest in the Promontory Bay public dock initiative, suggesting he join the Objective 5 subcommittee on harbor amenities with Commissioners Marston and Yahn to lead the effort and provide updates.

Commissioner Svrcek agreed to lead the initiative, and Vice Chair Beer confirmed the other subcommittee members' support. The subcommittee was expanded to include Commissioner Svrcek.

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

7. Harbormaster Update – October 2024 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.

Harbormaster Blank reported October harbor activities, highlighting the electric patrol vessel, Sparky, engaging with Orange Coast College students during a sailing class. Efforts were needed to address a significant sea lion infestation and vandalism of "No Fishing" signs at Balboa Marina Public Dock. Surveillance cameras were installed at Marina Park to monitor public docks, and resources were allocated during the air show to manage speed and mooring under foggy conditions. Residential dock lighting violations emerged as a key issue, requiring advanced investigations to resolve disputes.

Harbormaster Blank reported citing an unpermitted charter operator for misuse of a public dock, with efforts ongoing to ensure compliance. Despite foggy conditions, the air show was well-received. The department cleared 26 impound items, generating \$1,400, while two unsold items were disposed of. New signage was installed at public docks, and a vandal identified via surveillance replaced removed signs as part of restorative justice. The Harbor Department's \$2.8 million FY 2024 budget supports expanded services like code enforcement and water quality monitoring, with reduced mooring management costs compared to prior contracts. Calls for service average 2,000 monthly, with permits significantly increasing, including marine activities permits rising from 29 to 67 annually over four years. Anchorage usage was high, and permit issuance is on track to surpass previous years, with revenues exceeding the budget by 10% and expenditures under budget due to unexecuted projects. He highlighted enforcement statistics and invited further discussion, noting the harbor's efficient management and improved community access.

Commissioner Svrcek commended the Harbormaster.

Commissioner Williams had no comments but noted that the City is fortunate to have someone of the Harbormaster's caliber in the role.

Commissioner Yahn thanked the Harbormaster for clearly outlining the expanded services provided by the department, highlighting the added value to the City.

Commissioner Scully commended the Harbormaster's presentation and praised the exemplary management of Newport Beach's harbor, highlighting its alignment with the city's commitment to excellence and its strong collaboration with other departments like police and fire.

Vice Chair Beer expressed appreciation for Harbormaster Blank and the department, noting strong commission support for their contributions to the community.

Vice Chair Beer opened public comments.

Mr. Leverenz thanked Harbormaster Blank for his presentation and encouraged more public engagement with the updates. On sign vandalism, he suggested photographing each instance, a practice used by police, to link multiple offenses to offenders if apprehended. He also proposed adding "Smile, You're on Camera" signs to deter vandalism, noting the irony of removing surveillance warnings and emphasizing cost-saving benefits of such measures.

Mr. Bose praised Harbormaster Blank's intelligence and efforts, referencing an article on cleanup initiatives by Steve Smith and recommending collaboration with Robert Sloan, Mr. Smith's skipper. He highlighted Mr. Sloan's unique access to areas of the harbor and his ecological insights, including bird counts, overfishing, and littering, even though these issues fall outside the Harbormaster's jurisdiction. He encouraged connecting with Mr. Sloan, noting his approachable nature, and humorously envying his ability to work alongside his dog.

Vice Chair Beer closed public comments.

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

8. MOTION FOR RECONSIDERATION

None.

9. COMMISSIONER ANNOUNCEMENTS (NON-DISCUSSION ITEMS)

Commissioner Svrcek updated on pavilion lighting concerns after re-roofing diminished its highlights. He met with owner Armen Gugasian, who is addressing the issue by installing lower eave lighting and plans to complete ridge line lighting by December. He expressed appreciation for Mr. Gugasian's efforts and investment in the community. Vice Chair Beer thanked Commissioner Svrcek for his follow-up.

Vice Chair Beer announced the "Beaver Moon" this weekend, best viewed Sunday at sunset as it rises in the eastern sky. Additionally, a 7-foot king tide, one of the highest in years, will occur on Saturday at 8:20 a.m., offering a unique opportunity to observe the harbor.

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

Commissioner Williams asked about the December 11 meeting at the Oasis Senior Center, noting past cancellations. Harbormaster Blank stated no decision had been made, as there's currently no urgent business, though a dock appeal might arise. He assured commissioners they would be updated.

Vice Chair Beer proposed tentatively canceling the December meeting if no business arises, but keeping it on the schedule in case it becomes necessary. Harbormaster Blank confirmed that this approach was appropriate and agreed to circulate information promptly once the status is clear.

Commissioner Svrcek requested a discussion on the possibility of establishing public dock access to the Bayside retail center in Newport. The proposal was accepted for inclusion.

11. DATE AND TIME FOR NEXT MEETING:

The next regular meeting is scheduled for Wednesday, December 11, 2024, at 5:00 p.m.

12. ADJOURNMENT

There being no further business to come before the Harbor Commission, the meeting was adjourned at 7:46 p.m.

NEWPORT BEACH HARBOR COMMISSION REGULAR MEETING MINUTES
City Council Chambers – 100 Civic Center Drive, Newport Beach
Wednesday, November 13, 2024
5 p.m.

1. CALL MEETING TO ORDER

The meeting was called to order at 5:03 p.m.

2. ROLL CALL

PRESENT: Scott Cunningham, Chair (attending remotely)
Ira Beer, Vice Chair
Marie Marston, Secretary
Steve Scully, Commissioner
Rudy Svrcek, Commissioner
Gary Williams, Commissioner
Don Yahn, Commissioner

Staff Members: Paul Blank, Harbormaster
Jennifer Biddle, Administrative Assistant
Chris Miller, Public Works Administrative Manager
Cynthia Shintaku, Administrative Assistant

3. PLEDGE OF ALLEGIANCE – Led by Commissioner Williams

4. PUBLIC COMMENTS (NON-AGENDA ITEMS)

Vice Chair Beer addressed public comments referencing two non-agendized topics to address inaccuracies in recent correspondence. The first relates to the mooring field optimization initiative, which passed through the Harbor Commission and City Council and is now undergoing environmental and Coastal Commission reviews. The initiative aims to improve navigation and expand open water spaces but does not involve or suggest installing helical anchors in the mooring field. The second concerns a proposed project in the Harbor and Beaches Master Plan. This project is a placeholder and has not been formally agendized or discussed. He advised that any consideration of converting to a helical anchor system would require agendizing, public comment, and standard review processes.

Adam Leverenz acknowledged the comments made by Vice Chair Beer and expressed uncertainty about whether the topic is agendized. He noted that the Harbor and Beaches Master Plan lists the project under "potential projects" as a "mooring helical anchor upgrade onshore and offshore," identifying 1,500 total units. Vice Chair Beer emphasized that if the discussion pertains to items within the Master Plan, it would be more appropriate to address them when the plan itself is agendized.

Chris Bliss, a Mooring Field C permittee, addressed the commission with concerns about the proposed mooring realignment program. He began by asking if the topic of helical anchors in Mooring Field C was agendized. Vice Chair Beer clarified it was not and could only be addressed during public comments, noting the issue had already been forwarded to the City Council. He expressed opposition with the proposed program as unnecessary, costly, and unwarranted, disputing claims that the moorings, misdated to the 1940s in the 2025 Master Plan budget, were outdated. He highlighted their regular inspections and upgrades, asserting their long-standing safety and reliability. He refuted claims that mooring tackle damages eelgrass, explaining the depths under Mooring Field C are unsuitable for eelgrass. He cited the April 2024 Eelgrass Report to argue that double-point moorings, unlike single-point moorings, do not drag the seabed, causing less disruption. He proposed converting single-point moorings to double-point systems as a more cost-effective, environmentally friendly alternative that could also reduce mooring field sizes.

He emphasized widespread permittee opposition to the optimization system for Mooring Field C, citing safety concerns. He questioned the need to spend over \$450,000 on a new system, calling it unnecessary, unwanted, and unsafe.

Jennifer Kresten raised concerns about the Harbor Commission's decision to hire Netzer & Associates and Noble Engineering, citing issues with the accuracy of their information on moorings. She questioned the transparency of the RFP process for the mooring increase and helical anchor projects, suggesting that more qualified firms might have delivered better outcomes. Drawing on her professional experience with engineering proposals and contracts, she emphasized the importance of clear communication and providing comprehensive information to ensure consultants meet expectations.

Vice Chair Beer closed public comments.

5. APPROVAL OF MINUTES

1. Draft Minutes of the October 9, 2024 Harbor Commission Regular Meeting

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

Vice Chair Beer moved to approve the October 9, 2024 Harbor Commission Regular Meeting minutes, as amended. Seconded by Commissioner Yahn. The motion carried by the following roll call vote:

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

6. CURRENT BUSINESS

1. 2025 Harbor and Beaches Master Plan - Approve

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, 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.
- 2) Approve the 2025 Harbor and Beaches Master Plan and recommend staff forward to the Finance Committee for consideration.

Public Works Administrative Manager Chris Miller presented the Harbor and Beaches Master Plan, a planning tool outlining long-term infrastructure projects like pier, seawall, and tide valve maintenance. The plan, reviewed annually by the Harbor Commission, guides funding decisions but is not a formal budget document. He explained that the process begins in the fall with Harbor Commission input before being forwarded to the City Council's Finance Committee. The plan includes estimates and timelines but remains flexible to accommodate updated evaluations and financial considerations. Projects are planned proactively to replace infrastructure on schedule rather than waiting for the infrastructure to fail. Also within the plan are placeholders for potential initiatives requiring further review. Acknowledging the spreadsheet's complexity and potential minor inaccuracies, he emphasized his commitment to transparency and noted the plan integrates into the City's budget through the Public Works Capital Improvement Program.

Commissioner Scully asked about the timeline for replacing slips at the Balboa Yacht Basin. Mr. Miller explained that the design phase is underway with construction expected in two to three years after permitting and document preparation. Commissioner Scully also raised concerns about the \$50–\$60

million cost of the Balboa Island Bulkhead project, with Mr. Miller noting design will start in 2026, though construction depends on permitting and funding.

Mr. Miller explained that beach nourishment is an ongoing program funded by the Public Works budget, with annual costs for Balboa Island beach maintenance estimated at \$70,000 to \$100,000. He also referenced the Surfside Sunset Beach project which benefits Newport Beach through regional sand deposits.

Commissioner Scully suggested adding Corona del Mar beach moorings to the potential projects ~~list~~ section of the Master Plan and removing the already-approved Lower Castaways Aquatic Center. Mr. Miller clarified that the Aquatic eCenter will move to the main list once official, allowing for progress monitoring.

Commissioner Yahn thanked Mr. Miller and inquired about the Lower Castaways project, highlighting the City Council's recent approval of \$500,000 for a feasibility study and a preliminary \$47 million budget. He suggested listing it as an active project. Mr. Miller explained that it remains in the feasibility stage until environmental reviews and public hearings are completed, proposing it stay in the potential projects section with updated notes and budget details.

Commissioner Yahn asked how projects transition to the official budget. Mr. Miller explained that after Finance Committee approval, Public Works assesses its capacity to execute projects, prioritizing based on available resources. Deferred projects remain in the rotation for future consideration.

Regarding the dredging project, Commissioner Yahn referenced the \$22 million estimate and \$10 million external contribution, asking about cost updates. Mr. Miller stated the estimate would likely remain stable but would be finalized after bidding which is expected in the coming months. He noted the planning phase focuses on refining material disposal specifications, with construction anticipated to begin in late spring.

Commissioner Svrcek inquired about the \$200 million Balboa Island Bulkhead project, asking what factors determine its progress in 10 years and whether federal funding could offset costs. He noted the City would need to save \$20 million annually without external support. Mr. Miller explained the estimate is based on historical data and engineer consultations, with numbers subject to change during design phases. He emphasized proactive planning to avoid financial burdens and clarified that bulkhead maintenance is the City's responsibility, though grants or external funding would be pursued if available.

Commissioner Svrcek also asked about public piers and dock replacements. Mr. Miller confirmed materials are being procured, Coastal Commission approval is secured, and construction is expected to start in late January or February. He expressed satisfaction with the project's progress and winter construction timeline.

Commissioner Williams thanked Mr. Miller for sending the report to the Harbor Commission in the large format and before the meeting for review.

Commissioner Marston asked if the Confined Aquatic Disposal (CAD) project was going out to bid. Mr. Miller clarified that the bidding pertains to the overall dredging project and noted ongoing discussions with the Port of Long Beach regarding material disposal, with final approval pending. He emphasized the Port's valuable past collaboration and the intent to extend it for the 2025 project. Commissioner Marston also inquired about the West Newport bulkhead, which Mr. Miller described as a regional category covering various street ends, agreeing that greater specificity could clarify its scope. She supported adding day moorings to the plan and asked about trash wheel maintenance, which Mr. Miller said could be evaluated for inclusion in the plan.

Regarding Marina Park slips, Mr. Miller confirmed the 2015 construction start date. Commissioner Marston also asked about additional moorings in the Mooring Field Optimization Project, which Harbormaster Paul Blank confirmed includes \$450,000 for new equipment and optimization.

Vice Chair Beer proposed updating the start dates for the Mooring Helical Anchor Upgrade and MVMS project to 2025, to which Mr. Miller agreed. Vice Chair Beer also asked about incorporating past subcommittee design elements into public pier projects. Mr. Miller noted some features were included, but eelgrass restrictions limited the scope. Vice Chair Beer raised concerns about the impact of sand replenishment on surf conditions, suggesting public outreach. Mr. Miller confirmed monitoring and outreach efforts, emphasizing the importance of sand management with input from Public Works Assistant City Engineer, Michael Sinacori.

Vice Chair Beer inquired whether dredged material could be used for beach replenishment, but Mr. Miller clarified that only unsuitable fine silts and clays are being removed and transported to the LA-3 site. Vice Chair Beer praised Mr. Miller for maintaining the Harbor and Beaches Master Plan despite its challenges.

Chair Cunningham highlighted the importance of coastal sand management, noting the loss of 250,000 cubic yards of sand between the piers. He commended Mr. Miller for the detailed report and his efforts in managing complex projects.

Vice Chair Beer opened public comments.

Mr. Leverenz thanked Mr. Miller, his staff, and the finance team for their work on the Harbor and Beaches Master Plan. He raised concerns about several items, including the Lower Castaways bulkhead replacement (\$2.65–\$2.9 million), suggesting it be delayed until the feasibility of a proposed \$47 million pool at the site is resolved. He recommended partial renovations for the Balboa Yacht Basin slip replacements (\$6–\$6.5 million) to reduce costs and noted the need to monitor the Coastal Commission review of Mooring Field C optimization (\$450,000). He also called for greater transparency on the \$11 million estimate for the Helical Anchor Upgrade and emphasized the importance of planning for the Lower Castaways Aquatic Center as a potential \$47 million project.

Mr. Mosher questioned various items in the plan, including whether the west Balboa Island bulkhead replacement involves strengthening or full replacement and how it relates to the Collins Island Bridge project. He asked if the Promontory Bay bulkhead is public or private and highlighted a cost discrepancy for helical anchors between the two projects. He also noted the exclusion of a \$600,000 public pier project at Promontory Bay from the plan's total and suggested relocating the Lower Castaways pool project to the Facilities Finance Plan, as it is not harbor-related.

Anne Stenton, representing the Newport Mooring Association, thanked Mr. Miller for providing large-format copies of the plan. She requested a breakdown of the \$450,000 allocation for Mooring Field C and expressed concerns over the \$11 million cost of replacing the mooring system, emphasizing collaboration for cost-effective solutions.

Wade Womack, advocating for mooring holders, urged careful management of mooring-related expenses to avoid burdening permit holders and to preserve affordability. He also identified a potential calculation error in the plan's potential projects total, suggesting it should be \$12,120,000.

Vice Chair Beer closed public comments.

Vice Chair Beer addressed Ms. Stenton's inquiry, noting that the detailed breakdown of the \$450,000 allocation for Mooring Field C was presented at a prior Harbor Commission meeting and is available on the City's website.

Commissioner Yahn asked if the commission would approve the document as presented or include recommendations from the meeting. Mr. Miller clarified that comments from the meeting would be incorporated before the document is sent to the Finance Department.

Vice Chair Beer suggested adding the Big Corona moorings proposal as a line item if approved later in the meeting.

Chair Cunningham moved to approve the 2025 Harbor and Beaches Master Plan and recommend staff forward to the Finance Committee for consideration. Seconded by Commissioner Yahn. The motion was then put to a vote and carried with unanimous approval, 7-0.

2. Consider Amending the Rules of Procedures of the Harbor Commission Related to a Motion for Reconsideration

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) Amend the Rules of Procedures of the Harbor Commission Section VIII. VOTING PROCEDURE Item E to allow a Motion for Reconsideration to be made at the current meeting or the subsequent meeting at which the action was taken; and
- 3) Update future Harbor Commission agendas to reflect the revised language related to a Motion for Reconsideration.

Harbormaster Blank presented proposed amendments to the Harbor Commission's Rules of Procedure. He explained that the current rules, adopted on March 10, 2021, after the commission was added to the City Charter under Section 713, allow motions for reconsideration only during the same meeting in which the action was taken. This differs from City Council Policy A-1, which permits reconsideration at the same or subsequent meeting. The amendment aims to align the commission's rules with City Council Policy for consistency.

Harbormaster Blank outlined the procedural requirements for amending the rules, confirming that notice had been provided at the prior meeting, as required. He stated that if the amendment is approved, the updated rules will be submitted to the City Clerk.

Commissioner Marston noted uncertainty about the attachments, observing the redlined document did not display correctly, and asked if Section 9, "Order of Business," needed modification to include motions for reconsideration. Harbormaster Blank clarified that the attachments included both redlined and clean versions and confirmed Section 9 did not require changes, as additional items could be added at the Chair's discretion.

Vice Chair Beer suggested formally adding "Motions for Reconsideration" as a distinct item in the "Order of Business," placing it between items 8 and 9 for consistency. Harbormaster Blank agreed this could be included in the motion to adopt the proposed amendments.

Vice Chair Beer opened public comments.

Mr. Leverenz supported aligning the Harbor Commission's policy on motions for reconsideration with the City Council's approach, highlighting the value of consistency and accountability. He noted that allowing reconsideration ensures controversial decisions can be revisited when warranted, calling the proposed amendment a positive step.

Mr. Mosher agreed with Commissioner Marston on formally adding "Motions for Reconsideration" between items 8 and 9 in the rules, suggesting it should not be left to the Chair's discretion. He proposed revising paragraph E for clarity to read: "A motion to reconsider any action taken by the Harbor Commission must be made at the meeting at which the action was taken or the subsequent meeting." Vice Chair Beer asked if "or the subsequent meeting to which" might be clearer, but Mr. Mosher emphasized the issue was placement within the sentence.

Mr. Mosher clarified that motions for reconsideration should ensure public awareness by revisiting items in future meetings, cautioning against changes to decisions after the public has left, which could harm transparency and trust.

Vice Chair Beer closed public comments.

Vice Chair Beer summarized staff's recommendations to determine the action as CEQA-exempt and amend the Harbor Commission's Rules of Procedure, specifically Section 8, Item E, to allow motions for reconsideration at the current or subsequent meeting. He noted the proposal includes updating agendas to reflect this change, formally adding "Motions for Reconsideration" as Item 9 in the Order of Business, and making minor grammatical corrections to Section 8, Item E, as suggested by Mr. Mosher.

Commissioner Scully moved to 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 amend the Rules of Procedures of the Harbor Commission Section VIII. VOTING PROCEDURE Item E to allow a Motion for Reconsideration to be made at the current meeting or the subsequent meeting at which the action was taken; and update future Harbor Commission agendas to reflect the revised language related to a Motion for Reconsideration. Seconded by Commissioner Marston.

The motion was then put to a vote and carried with unanimous approval, 7-0.

3. Consider the Proposal for Day Use Moorings in Corona del Mar Cove
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) Consider a proposal from the subcommittee responsible for current Harbor Commission Objective 9 on establishing day-use moorings in Corona del Mar Cove; and
- 3) If approved, direct Staff to forward the proposal to the City Council for approval and funding.

Harbormaster Blank reported that the proposal for day moorings off Big Corona Beach originated over a decade ago and aligns with Harbor Commission Objective 9. Advances in helical anchor systems, which are less intrusive to the seafloor, support the plan. The site, within a State Marine Conservation Area (SMCA), includes four moorings spaced 300 feet apart, 300 feet off the swim area east of the harbor entrance. Estimated costs are \$15,000 per mooring (\$60,000 total), with additional expenses for permitting, engineering, and an Environmental Impact Report (EIR), ranging from \$10,000 to \$100,000 depending on complexity.

Commissioner Scully noted the day moorings project as a longstanding Harbor Commission objective and expressed support for moving it forward. He asked if the helical system would be two-point, and Harbormaster Blank confirmed it would be single-point, consistent with the cost estimates.

Commissioner Scully described the location outside the breakwater as ideal for visitors, enhancing Newport Harbor's amenities with a cost-effective recreational option. He noted that Title 17 grants the Harbor Department jurisdiction over the area, ensuring no regulatory issues with managing the moorings.

Harbormaster Blank supported the concept, calling it an excellent long-standing suggestion but expressed concerns about misuse during off-hours, noting limited Harbor Department resources and staff availability after 6 p.m.

Commissioner Svrcek raised concerns about maintenance and asked if the day moorings would be first-come, first-served, or reservation-based and whether they would restrict nearby anchoring. He expressed opposition to the idea.

Commissioner Williams noted resident support for the day moorings and saw no downside, emphasizing the goal of increasing public access despite potential cost and maintenance debates.

Commissioner Marston asked about the selection of four moorings and their spacing. Commissioner Scully clarified these were conceptual placeholders, subject to refinement if the project advances. She also inquired about the next steps if approved, and Commissioner Scully outlined seeking City Council funding, followed by feasibility studies, design, and permitting, with Harbormaster Blank agreeing.

Commissioner Yahn asked about the seafloor at Big Corona Beach, and Harbormaster Blank confirmed it is mostly sand with minimal eelgrass and some kelp beds. He also inquired about a usage fee for the moorings to offset costs. Harbormaster Blank noted the subcommittee had not discussed fees, explaining that temporary daylight mooring use in Newport Harbor is currently free, and the proposal envisions a first-come, first-served system with no reservations or overnight use.

Commissioner Yahn expressed concerns about the project's limited benefit, noting that only four moorings primarily serve boats without anchors, while boats can already anchor in the area. He agreed with Harbormaster Blank that the location lies outside typical patrol areas and may require upgraded patrol resources. He also highlighted potential maintenance and Environmental Impact Report (EIR) costs, questioning the feasibility of the project for just four moorings. Despite these concerns, he acknowledged and appreciated the subcommittee's efforts in advancing the proposal.

Vice Chair Beer supported the proposed day moorings as a valuable amenity long requested by residents. He questioned the 60-foot vessel limit, suggesting larger vessels up to 80 feet could be accommodated, as Noble Engineering confirmed helical anchors can handle this size with minimal additional cost. Beer raised concerns about the space required by single-point moorings for larger boats and proposed exploring two-point mooring systems, like those in Catalina, to reduce spatial constraints and allow more boats in the area. He also highlighted the importance of addressing monitoring and maintenance concerns.

Commissioner Scully emphasized the need to consider the Harbor Department's capacity to oversee the moorings due to their remote location and asked if the Orange County Sheriff's Department could assist. Harbormaster Blank clarified that enforcement in Emerald Bay is on County land, and that the Corona del Mar moorings would be outside the Sheriff's current responsibilities.

Commissioner Scully proposed a straw vote to gauge the commission's interest in advancing the project, stressing the importance of majority support before proceeding. While open to moving forward, he acknowledged the need to address outstanding concerns if the project progresses.

Vice Chair Beer opened public comments.

Mr. Leverenz agreed with Commissioners Williams, Beer, and Scully that the proposed moorings would be a valuable amenity but raised concerns about costs, especially with no fees to offset expenses. He questioned whether harbor vessels could safely operate in challenging weather conditions and noted potential risks from losing anchorage space and hazards from mooring buoys and lines. He also sought clarification on the \$15,000 cost per single-point mooring, which he noted was double the cost of helix anchors in the harbor, and initially assumed this reflected a double-point system.

Ms. Kresten questioned how adding more moored boats in the bay could be considered charming, noting residents' common concerns about obstructed views.

Michael Spano, a frequent Corona del Mar visitor, confirmed the seafloor is mostly sand with some rocks in a small area. He noted low boat activity, observing boats only four times in five years, including his own. He recommended a study to assess demand for moorings over a year before proceeding, comparing potential usage to Emerald Bay's occasional peak days. He suggested starting with one mooring to gauge interest and questioned the project's financial viability, noting slow cost recovery and

the availability of anchoring as a free option. He emphasized preserving traditional anchoring skills to enrich the boating experience.

Mr. Womack appreciated the Harbor Commission's openness to new ideas but opposed the proposed moorings, calling them an unnecessary expense. He favored the current system, noting few boats anchor in the area and leave quickly which he described as the cleanest and least intrusive option. Drawing on his 13 years as a Newport Beach lifeguard, he warned of liability risks from large swells, arguing the current "anchor at your own risk" policy limits the City's exposure, unlike city-maintained moorings.

Len Bose supported the proposed moorings, comparing them to Catalina's successful use of moorings in similar conditions. He noted that responsible boaters avoid unsafe weather and argued the moorings could reduce pressure on Newport Harbor's anchorages by providing an alternative for boaters. He suggested monitoring the moorings with webcams to oversee occupancy and conditions remotely. He emphasized the proposed location allows ample space for anchored boats, swimmers, and the beach, advocating for moving the proposal forward to enhance the boating experience and refine it as needed.

Mr. Mosher questioned whether the Harbor Commission has jurisdiction over the proposed moorings, noting its authority is limited to matters within the harbor, while the project lies in open ocean waters. Citing Section 17.25.020, he argued the provision allows the City to regulate extended anchoring but does not authorize creating permanent moorings. He also pointed out that the City Charter restricts the commission's role to harbor-related recommendations. He criticized the report's diagram, stating it inaccurately emphasized a 500-yard anchoring limit unrelated to moorings and lacked clarity about the proposed placement.

Vice Chair Beer closed public comments.

Vice Chair Beer clarified that the subcommittee is gauging the Harbor Commission's interest in further exploring the moorings proposal, not seeking City Council approval. He emphasized the need to decide if the initiative should remain a commission objective for future investigation and development, acknowledging its challenges but potential value.

Commissioner Svrcek stated that he would not support revisiting the matter, citing the numerous negatives associated with the project.

Commissioner Williams noted that during his five years on the Harbor Commission, the proposed moorings had faced no opposition until recently. He emphasized that the lack of detailed information makes it premature to form a fully informed opinion. Supporting the initiative, he advocated for advancing it to gather comprehensive details, enabling the commission and the public to make an informed decision.

Commissioner Marston agreed with Commissioner Williams, noting the proposal is too preliminary for a definitive opinion and highlighting the need to address unanswered questions before deciding its future.

Commissioner Yahn asked if the mooring project requires U.S. Coast Guard approval. Harbormaster Blank confirmed the area is under Coast Guard jurisdiction but is not designated as a managed mooring field, and no proposal has been submitted.

Commissioner Yahn acknowledged the proposal's good intentions to enhance amenities but emphasized preserving access for anchored boats and balancing costs. He highlighted the need for more information on financial implications, including return on investment and operational costs. He advocated for gathering public input and delaying decisions until comprehensive data and community feedback are available, supporting revisiting the topic later.

Chair Cunningham, reflecting on public comments, emphasized evaluating new projects with an open mind. Comparing the proposal to amenities in Avalon Harbor, he noted similar concerns but stressed their

value there. He expressed strong support for advancing the proposal, highlighting its potential as a valuable public asset.

Vice Chair Beer acknowledged the project's challenges but supported further exploration to assess feasibility. He emphasized addressing regulatory issues, cost recovery options, and operational logistics like buoy removal. Confident in the project's potential benefits, he encouraged the subcommittee to continue its work.

Commissioner Scully concurred, proposing that the commission express its appreciation for the subcommittee's efforts and encourage it to continue developing the proposal.

There was no further action taken on this item.

4. Report on Conversion to Helical Anchor System for Moorings

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 OR
- 3) Recommend the Harbor Department move forward with the pilot project to convert three moorings in the C Mooring field to the helical anchor system.

Harbormaster Blank reported Newport Harbor has 16 city-owned moorings, with a pilot project to convert three moorings in the C Field (C32, C34, C36) to a helical anchor system. Helical anchors offer reduced seafloor impact, better holding power, and less maintenance than traditional systems, which use heavy anchors like forklift parts and truck wheels. The helical system uses an auger embedded in the seafloor, elastic mooring rode and floats to minimize environmental impact and improve reliability. The pilot project is estimated at \$43,037.50, covering installation, testing, and contingencies, with an engineer available for technical questions.

Commissioner Yahn asked about the durability of rope versus steel cable in the helical system. Harbormaster Blank noted rope may degrade faster but said experts could recommend suitable marine-grade materials.

Vice Chair Beer, citing prior experience, explained the rope connects the helical anchor to the CFlex elastic rode and is designed for durability and elasticity, with manufacturers claiming a long lifespan. Commissioner Svrcek asked about maintenance needs for the helical system versus traditional moorings. Harbormaster Blank stated that helical systems typically require less maintenance, with no need for annual lifting, though annual inspections of the elastic system are similar to chain inspections in traditional moorings.

Vice Chair Beer highlighted that helical systems eliminate corrosion and leaching problems seen with traditional anchors, which degrade and release materials into the harbor, requiring frequent replacement and increasing environmental impact.

Commissioner Williams appreciated the pilot project's focus on replacing unconventional anchors, emphasizing the importance of addressing misconceptions about environmentally sound practices. He asked about the prevalence of non-traditional anchoring methods. Harbormaster Blank noted a variety of materials, including engine and train parts, and offered to provide updated data. He clarified that while privately owned moorings cannot be mandated for change, the City's 16 moorings use environmentally friendly materials.

Commissioner Williams asked if mooring permit holders can replace anchor materials over environmental or structural concerns. Harbormaster Blank confirmed they can, as long as replacements meet approved standards, but noted the high cost of upgrades is a barrier.

Vice Chair Beer noted that any replacement with helical systems must meet the manufacturer's weight load specifications to ensure safety and compliance.

Commissioner Marston asked if other local harbors are using the helical anchor system. Harbormaster Blank replied that Newport Harbor employs helical anchors for dock and temporary dock applications but not for moorings, as there are no approved specifications yet. He noted that while he is not aware of any West Coast harbors using this system for moorings, it is effectively utilized in several harbors on the East Coast.

Commissioner Marston asked about the estimated costs and whether any permitting or environmental review would be required before implementation. Harbormaster Blank clarified that the listed costs are for implementation and, according to staff and the City Attorney's office, no specific permitting is required. He explained that since the project aligns with the City's biannual maintenance requirements, reduces environmental impact, and uses less intrusive materials, a coastal development permit is not anticipated. The equipment replacement can be incorporated into routine maintenance and inspections already mandated by the City, complying with existing regulatory requirements.

Vice Chair Beer opened public comments.

Mr. Leverenz addressed Commissioner Williams' observations, referencing a possible requirement from Title 17 or the Harbor Department website for metal weights in mooring systems. He expressed uncertainty about the proposed helical anchor system, recognizing its potential benefits and areas needing further clarity. He noted that traditional moorings' shifting during severe weather can act as shock absorption, whereas the superior holding power of helical anchors, claimed to be up to 40% stronger, might risk structural damage to boats. He urged the inclusion of these studies in agenda materials and raised concerns about environmental impacts, such as microplastics and forever chemicals from elastic straps and plastic floats in the helical system. He called for empirical data on the system's life expectancy, failure rates, and maintenance costs, emphasizing the need for real-world insights from existing installations to guide decisions.

Mr. Spano echoed Mr. Leverenz's concerns about the helical anchor system's maintenance, noting that while it might require less upkeep under normal conditions, failures could demand costly, specialized interventions like scuba divers. He questioned the durability of materials like elastic bands and cables in submerged environments, raising concerns about pit and differential corrosion in stainless steel screws due to galvanic reactions. He inquired about similar issues in East Coast installations and praised Vice Chair Beer for advancing the project. He urged involving more mooring holders in the pilot to test the system under real-world conditions and advocated for pull tests on all anchors rather than a sample. He recommended long-term monitoring for corrosion, removal procedures, and overall performance, emphasizing the need for comprehensive data collection during the pilot phase to address concerns and refine the system.

Mr. Womack opposed recommendation C of agenda Item 4, which proposes converting three moorings to the helical tackle system. He argued the project requires a Coastal Development Permit (CDP) and compliance with CEQA, disputing the City's exemption claim. He emphasized that helix anchors alter the seabed and could impact marine ecosystems, necessitating environmental review to mitigate potential harm. He expressed opposition with the project's expense, warning it might raise mooring rates and restrict coastal access for lower-income individuals. He questioned the need for the change, defending the current system as effective and cost-efficient. He challenged claims of significant environmental harm from the current setup, noting minimal eelgrass presence and pointing out that any scraping reduction would result from the float system, not the helix. Highlighting Redondo Beach's abandonment of a similar system due to failures, he urged the Commission to reconsider the project pending environmental analysis and a CDP.

Ms. Stenton, representing the Newport Marine Association, raised concerns about the proposed helical anchor system. She questioned the extent of metal leaching from traditional moorings and whether alternative solutions had been explored. Referencing a 2012 report from Santa Barbara where nine of twelve helix anchors failed, she cautioned against similar issues and called for examples of successful implementations. She also questioned the system's cost-effectiveness, noting potential maintenance expenses, such as diver involvement, compared to the current system's \$2,000 biannual cost. She supported limiting the pilot to three units and emphasized the need for thorough data collection to guide future decisions, thanking the Commission for prioritizing analysis.

Vice Chair Beer closed public comments.

Commissioner Williams stressed the need to simplify the issue, arguing that a purpose-built helical anchor is clearly superior to an engine block as a mooring anchor. He expressed astonishment that such outdated practices were still debated and dismissed the need for further studies to confirm the obvious advantages. He expressed opposition with the justification of using engine blocks or train wheels as cost-effective, calling it unacceptable for a community like Newport Beach, and urged the adoption of modern, appropriate solutions.

Commissioner Scully moved to recommend the Harbor Department move forward with the pilot project to convert three moorings in the C Mooring field to the helical anchor system and determine that the action is exempt from the California Environmental Quality Act (CEQA). Seconded by Chair Cunningham.

The motion was then put to a vote and carried with unanimous approval, 7-0.

5. Ad Hoc Committee Updates

- 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)

No update.

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

No update.

Public Dock Utilization Ad Hoc – Commissioners Beer, Svrcek, and Williams (04-10-2024)

No update.

Vice Chair Beer opened public comments.

Mr. Mosher updated the Harbor and Bay Element Ad Hoc Committee's progress on the General Plan update, announcing a public workshop on December 5th, 6-8 p.m., at Marina Park, to discuss the Land Use and Harbor, Bay, and Beaches Elements. The workshop details are on the City's online calendar. He noted a likely meeting of the Harbor, Bay, and Beaches Subcommittee beforehand to finalize the workshop format. He cautioned commissioners about attending the workshop, advising coordination with the Harbormaster to ensure fewer than a majority are present to avoid Brown Act violations.

Vice Chair Beer closed public comments.

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

6. Harbor Commission 2024 Objectives

- a) 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
- b) Receive and file.

No Commissioners presented updates for the Harbor Commission 2024 Objectives.

Vice Chair Beer revisited Commissioner Svrcek's interest in the Promontory Bay public dock initiative, suggesting he join the Objective 5 subcommittee on harbor amenities with Commissioners Marston and Yahn to lead the effort and provide updates.

Commissioner Svrcek agreed to lead the initiative, and Vice Chair Beer confirmed the other subcommittee members' support. The subcommittee was expanded to include Commissioner Svrcek.

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

7. Harbormaster Update – October 2024 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.

Harbormaster Blank reported October harbor activities, highlighting the electric patrol vessel, Sparky, engaging with Orange Coast College students during a sailing class. Efforts were needed to address a significant sea lion infestation and vandalism of "No Fishing" signs at Balboa Marina Public Dock. Surveillance cameras were installed at Marina Park to monitor public docks, and resources were allocated during the air show to manage speed and mooring under foggy conditions. Residential dock lighting violations emerged as a key issue, requiring advanced investigations to resolve disputes.

Harbormaster Blank reported citing an unpermitted charter operator for misuse of a public dock, with efforts ongoing to ensure compliance. Despite foggy conditions, the air show was well-received. The department cleared 26 impound items, generating \$1,400, while two unsold items were disposed of. New signage was installed at public docks, and a vandal identified via surveillance replaced removed signs as part of restorative justice. The Harbor Department's \$2.8 million FY 2024 budget supports expanded services like code enforcement and water quality monitoring, with reduced mooring management costs compared to prior contracts. Calls for service average 2,000 monthly, with permits significantly increasing, including marine activities permits rising from 29 to 67 annually over four years. Anchorage usage was high, and permit issuance is on track to surpass previous years, with revenues exceeding the budget by 10% and expenditures under budget due to unexecuted projects. He highlighted enforcement statistics and invited further discussion, noting the harbor's efficient management and improved community access.

Commissioner Svrcek commended the Harbormaster.

Commissioner Williams had no comments but noted that the City is fortunate to have someone of the Harbormaster's caliber in the role.

Commissioner Yahn thanked the Harbormaster for clearly outlining the expanded services provided by the department, highlighting the added value to the City.

Commissioner Scully commended the Harbormaster's presentation and praised the exemplary management of Newport Beach's harbor, highlighting its alignment with the city's commitment to excellence and its strong collaboration with other departments like police and fire.

Vice Chair Beer expressed appreciation for Harbormaster Blank and the department, noting strong commission support for their contributions to the community.

Vice Chair Beer opened public comments.

Mr. Leverenz thanked Harbormaster Blank for his presentation and encouraged more public engagement with the updates. On sign vandalism, he suggested photographing each instance, a practice used by police, to link multiple offenses to offenders if apprehended. He also proposed adding "Smile, You're on Camera" signs to deter vandalism, noting the irony of removing surveillance warnings and emphasizing cost-saving benefits of such measures.

Mr. Bose praised Harbormaster Blank's intelligence and efforts, referencing an article on cleanup initiatives by Steve Smith and recommending collaboration with Robert Sloan, Mr. Smith's skipper. He highlighted Mr. Sloan's unique access to areas of the harbor and his ecological insights, including bird counts, overfishing, and littering, even though these issues fall outside the Harbormaster's jurisdiction. He encouraged connecting with Mr. Sloan, noting his approachable nature, and humorously envying his ability to work alongside his dog.

Vice Chair Beer closed public comments.

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

8. MOTION FOR RECONSIDERATION

None.

9. COMMISSIONER ANNOUNCEMENTS (NON-DISCUSSION ITEMS)

Commissioner Svrcek updated on pavilion lighting concerns after re-roofing diminished its highlights. He met with owner Armen Gugasian, who is addressing the issue by installing lower eave lighting and plans to complete ridge line lighting by December. He expressed appreciation for Mr. Gugasian's efforts and investment in the community. Vice Chair Beer thanked Commissioner Svrcek for his follow-up.

Vice Chair Beer announced the "Beaver Moon" this weekend, best viewed Sunday at sunset as it rises in the eastern sky. Additionally, a 7-foot king tide, one of the highest in years, will occur on Saturday at 8:20 a.m., offering a unique opportunity to observe the harbor.

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

Commissioner Williams asked about the December 11 meeting at the Oasis Senior Center, noting past cancellations. Harbormaster Blank stated no decision had been made, as there's currently no urgent business, though a dock appeal might arise. He assured commissioners they would be updated. Vice Chair Beer proposed tentatively canceling the December meeting if no business arises, but keeping it on the schedule in case it becomes necessary. Harbormaster Blank confirmed that this approach was appropriate and agreed to circulate information promptly once the status is clear.

Commissioner Svrcek requested a discussion on the possibility of establishing public dock access to the Bayside retail center in Newport. The proposal was accepted for inclusion.

11. DATE AND TIME FOR NEXT MEETING:

The next regular meeting is scheduled for Wednesday, December 11, 2024, at 5:00 p.m.

12. ADJOURNMENT

There being no further business to come before the Harbor Commission, the meeting was adjourned at 7:46 p.m.



CITY OF NEWPORT BEACH

Harbor Commission Staff Report

February 12, 2025
Agenda Item No. 6.1

TO: HARBOR COMMISSION

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

TITLE: Conceptual Public Dock at Promontory Bay

ABSTRACT:

The Harbor Commission committee tasked with identifying opportunities for additional harbor services will present a concept for a new public dock located in the entrance channel of Promontory Bay.

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, California Code of Regulations, Title 14, Division 6, Chapter 3, because this action will not result in a physical change to the environment, directly or indirectly; and
- 2) Receive and file.

DISCUSSION:

The Harbor Commission's committee tasked with the broader topic of harbor public services has identified a potential location for a new City public dock located in the Promontory Bay entrance channel.

Attachment A represents a high-level concept drawing of a potential public dock that could provide boater access to the Bayside Drive area which includes shops and restaurants.

The conceptual exhibit depicts a 140-foot long, single finger float with an 80-foot ADA gangway adjacent to the existing public walkway along 919 Bayside Drive. The Committee's initial concept is to attract smaller vessel usage by imposing a 30-foot maximum size limit, recognizing however, that enforcement would be challenging if larger boats were to dock.

Two potential locations are depicted for initial discussion: one location about mid-channel, and the second location closer to Bayside Drive. In the mid-channel configuration, the float and gangway are intentionally positioned along the straight portion of the channel therefore potentially reducing navigation ingress/egress concerns for vessels rounding the channel's curve especially during adverse conditions. Conversely, the second option which positions the float closer to Bayside Drive, provides improved dock visibility for pedestrians. Whether it restricts vessel navigation, however, is to be determined.

As emphasized, a public dock at Promontory Bay is at the highly conceptual stage. The City has not yet reached out to the community for comments, nor has an in-depth investigation been performed to determine engineering and entitlement feasibility. The attached exhibits are intended for discussion purposes only. This evening is the first time a conceptual public dock in Promontory Bay has been discussed, and the Harbor Commission will not make any decisions regarding its future.

The Committee and staff are seeking initial input from the Harbor Commission and public on this conceptual idea. Further studies, outreach, funding and direction from the City Council are required before next-level design and permitting could be initiated.

FISCAL IMPACT:

There is no fiscal impact related to this item because it is not a project at this time.

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, 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 – Conceptual Public Dock Layout at Promontory Bay



CONCEPTUAL PUBLIC DOCK AT PROMONTORY BAY

Harbor Commission

February 12, 2025



Conceptual Promontory Bay Public Pier Vicinity Map

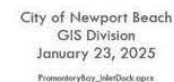
Site Area - Bay Inlet to Jamboree Road



City of Newport Beach
GIS Division
December 18, 2024
PromontoryBay_inletDock.aprx

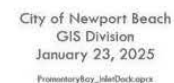


Proposed Location N^o. 1
Site Area - Bay Inlet





Proposed Location N^o. 2
Site Area - Bay Inlet





2.6 MLLW



~ 5.0 MLLW



~ 7.0 MLLW



COMMENTS / QUESTIONS

Your **Public Works Department**

Protecting and Providing Quality
Public Improvements and Services



== CITY OF ==

NEWPORT BEACH

Harbor Commission Staff Report

February 12, 2025
Agenda Item No. 6.2

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)
- Public Dock Utilization Ad Hoc (04-10-2024) – Commissioners Beer, Svrcek and Williams.

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).



== CITY OF ==

NEWPORT BEACH

Harbor Commission Staff Report

February 12, 2025
Agenda Item No. 6.3

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 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~~) (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: Cunningham, 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: Cunningham, Svrcek)



CITY OF

NEWPORT BEACH

Harbor Commission Staff Report

February 12, 2025
Agenda Item No. 6.4

TO: HARBOR COMMISSION

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

TITLE: Harbormaster Update – November and December 2024 and January 2025 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 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 winter and holiday period found the Harbor Department team providing support for the annual Christmas Boat parade and a host of activities associated with it as well as preparing for and dealing with the aftereffects of several severe weather events.

Clean

Significant efforts were expended to maintain and improve the cleanliness of the harbor. Highlights included:

- In a recent California Parks podcast, it was reported that between 200 and 300 vessels are removed annually statewide. We here in Newport are more than 10% of what's removed statewide. The average cost to remove an abandoned vessel is \$4,000 statewide. The average cost to remove a surrendered vessel statewide is \$2500. We're in line on costs but we've had to deal with some outliers, mostly due to size
- We completed the arrest of a vessel in impound with the help of Federal Marshals. This is the first time since the Harbor Department was formed that a vessel had to be arrested. This vessel required arrest because of significant liens recorded against it. The process to have that vessel auctioned and removed continues
- We remain responsible for the care, cleanliness, safety, and security of the vessel under arrest
- We issued a citation to the party responsible for an electric vessel rental when a passenger was observed (and documented) urinating overboard
- Alert Harbor Service Workers (HSWs) identified an oil leak coming from a moored vessel. A containment boom was deployed, the owner/permittee was contacted and a report was filed with the National Pollution Response Center. Collaborating with the owner/permittee the leak source was identified and staunches. Further absorption and cleanup took place
- Further collaboration with private trash/debris removal service included hauling a 30' log to the municipal yard for disposal
- Evidence of upland construction debris in the water was observed and collected. A Stop Work Order was posted and a Notice of Violation (NOV) was sent to the property owner
- A BBQ was blown into the water during a severe wind event. Tides carried it onto South Bayfront. We collected and brought it to our impound coral. Not having been collected by an owner it was disposed of ten days later
- We collaborated with a permittee in the C-field and a known diver to retrieve a battery that was mistakenly dropped overboard
- Debris resulting from upland tree trimming activities was observed by HSWs. They documented conditions and did the best they could to collect the debris. A citation was issued to the commercial tree-trimming organization
- HSWs observed maintenance workers drilling fiberglass with fallout entering the water. Work was stopped and workers were educated on better techniques. A NOV was issued to the vessel owner
- A new cargo net was used successfully with our crane to remove debris from the harbor
- Annual inspections for all liveaboard permittees were completed. The inspections include every permittee demonstrating the operability of their vessels along with the presence of safety equipment and the integrity of their marine sanitation system(s)

- The sanitary condition of several vessels was addressed including NOVs sent to owners
- A couple of issues with the trash skimmer in the Rhine Channel were addressed with the contractor who provides service for the units. The systems are turned off during jellyfish season and turned back on once they are gone
- After months of working with our colleagues in Municipal Operations trash receptacles were added to all the public dock piers and floats. The receptacles will be serviced five times per week from October through mid-May and seven days per week from mid-May through September
- A vessel in one of the anchorages failed its sanitation system dye tab test. The vessel was directed to leave the harbor and complied. The same vessel had an outstanding balance from a previous stay at Marina Park which has now been settled but the vessel will not be welcomed back to enjoy a slip at Marina Park or a mooring sub permit

Safe

Significant efforts were expended to maintain and improve the safety of the harbor. Highlights included:

- We witnessed further evidence of successful collaboration within the Southern California Unified Marine Working Group on Vessels of Concern. Our colleagues in Two Harbors updated the group on a vessel of concern that had been visiting their location. The US Coast Guard and Division of Boating and Waterways continue to express appreciation for our efforts in this regard
- We collaborated with a commercial tow service on exercises to assess the capabilities and capacity of using our electric patrol boat for towing. HD-EV performed above expectations over two and half hours of towing in various conditions demonstrating effective maneuvering in several configurations and with less than expected consumption of battery power
- The Department engaged in training exercises with the CA National Guard Marine Command in November. All involved found it a valuable experience
- A raised and refloated boat that had been in impound was removed and destroyed
- We observed and responded to several instances of severe wind and tides but no major incidents
- One incident we responded to involved a center console vessel at a private dock taking on water shortly after an extreme low tide. We pumped out the vessel and contacted the owner who took further action to secure the vessel
- The owner of another small vessel on a shore mooring which had swamped was contacted and addressed the situation
- We carried out several instances of dewatering for small vessels around the harbor
- Several dozen Private Aids to Navigation buoy locations were checked and confirmed or corrected. The inventory of such buoys was checked against our permit applications with the US Coast Guard to confirm our authority to manage these aids to navigation. The Coast Guard confirmed we are fully compliant. We

are working with the Army Corp of Engineers on a permit application for the buoys marking the boundary of the west anchorage and “BEWARE OF BRIDGE JUMPERS” at the Lido Bridge

- Several after-dark patrols specifically looking for navigation light compliance resulted in dozens of interactions with vessel operators but no NOVs
- A vessel owner who was issued a citation for speeding went out of his way to thank us for keeping the harbor safe despite receiving the citation
- A multiple berthing occurrence reported anonymously was addressed and resolved
- We provided transport for colleagues in Public Works to the Lido Bridge who were responding to a report of exposed rebar. No such exposed rebar was found
- A certified service provided inspected the seven fire extinguishers on the docks at Marina Park. As a result, one was replaced. A separate effort was conducted to replace the cabinets in which they live
- We worked with the US Coast Guard and the Linda Isle Homeowners Association to negotiate the lighting on their bridge into compliance. All parties are pleased with the outcome
- The skipper of a visiting vessel in one of the anchorages was observed drifting away from his mothership while in his tender. He was retrieved and brought safely back to his mothership
- A propane leak was detected and tracked to a visiting vessel in the west anchorage. The skipper was informed and turned off his top deck propane tank staunching the leak
- We reported two federal Aids to Navigation discrepancies to the US Coast Guard as well as challenges with their new Local Notice to Mariners publication system
- A youth on a paddleboard observed wearing an appropriate personal floatation device was rewarded with a “Slurpee®” coupon and thanked for his commitment to safety
- We engaged in considerable preparation in advance of and then response to severe weather events. A couple of instances of minor damage and as many as ten moorings moved but no serious incidents resulted. All permittees whose moorings moved are required to add 20% to their existing weights. As was reported to the Coastal Commission, had the tackle systems been helical rather than traditional anchors, the dragging incidents would not have occurred. The most significant incidents included:
 - Three incidents in the A-field including towing a large vessel off a mooring which had dragged
 - Four incidents in the C-field required follow-up. One mooring dragged the others all required reinforced lines
- Two severe weather notifications were sent to mooring permittees. A permittee who works for another agency was impressed and reached out for guidance on how he can bring similar notification functionality to his agency
- Two vessels displaced from the G mooring field during severe wind enjoyed extended stays at the Balboa Marina public dock while their moorings were repositioned. One other vessel rented a spot at Marina Park for the same reason

- An inventory of storm drain ends and signage was completed and coordinated with Public Works. Signage improvements are now in progress
- A dramatic rescue was successfully carried out by two Harbor Department team members while on patrol. A basset hound jumped overboard from an electric boat. The operator of the electric boat followed the canine in an attempt to rescue him leaving two other passengers on board neither of whom could operate the vessel. The former vessel operator and canine made it ashore successfully. Meanwhile, harbor team members instructed the passengers left on board how to take the vessel out of gear. Once slowed, the patrol boat took the electric boat in tow to the nearest public dock where passengers and canine were reunited
- A 28' power boat in distress near the east anchorage called for assistance. The vessel was towed by a patrol vessel to the Balboa Marina public dock and secured for safety while it awaited service from a commercial provider
- One of the yacht clubs which provides an electric vessel for its members to use called and asked for assistance locating the club vessel when it was overdue for return. The vessel was located and instructed to return to the club. The operator complied and the voyage ended safely
- The fire extinguisher cabinets at Marina Park were replaced by department staff
- The rooftop VHF antenna at Marina Park was felled during one of the severe wind events. Department staff accessed the roof and affected repairs
- We received a report of a speeding vessel in the upper bay. The vessel operator was contacted and educated
- Additional non-skid material was installed on the Coral and M Public Docks. This action was initiated by thoughtful and observant HSWs and indicates strong pride in our facilities

Well-enjoyed

Significant efforts were expended to maintain and improve the enjoyment of the harbor. Highlights included:

- A homeowner on Linda Isle asked us to follow up on unpermitted lighting affecting the channel between Bayside Drive and Harbor Island. An investigation was carried out. The person responsible for the lighting was contacted and the lighting was deactivated
- Significant efforts were spent on follow-up and resolutions to reported berthing issues at the Peninsula Village. The commercial marina there now has an approved berthing management plan. We will perform periodic inspections to ensure compliance
- Significant efforts were spent to address concerns expressed by a permittee in the A mooring field. The concerns were wide-ranging and included harassment by anglers, improper signaling by commercial vessels, and obstruction of public access to tidelands. The concerns were found to be without merit
- Significant support was put into ensuring a clean, safe, and well-joyed Christmas Boat Parade. By all accounts the efforts were successful and appreciated

- A vessel frequently a challenge for the department related to stays in the anchorage moved to a mooring during the Boat Parade
- An unpermitted charter was identified and addressed
- We lent our bolt cutters to a permittee in the H mooring field resulting in a freed lock and a happy, appreciative permittee
- The benefits of the harbor event permitting and scheduling system became abundantly apparent when a large-scale sailing regatta wanted to use the same location as a visiting raft-up for the same period. Because both organizers applied for (and were granted) permits, we were able to assign them locations that met their needs but eliminated any conflict between the events
- We conducted early morning noise patrols based on a report from a waterfront resident. We observed lots of activity but no amplified noise and no unreasonable noise. Contact was made with several of the rowing program participants and coaches. A communication was sent to the leadership of all the rowing programs reminding them of noise limits in the harbor
- HSWs provided anchorage information for an inquisitive gentleman at a local waterfront restaurant
- We added three new burgees to the display in our office bringing our total to 35. We get lots of positive comments on the display and will be pleased to accept additional contributions
- We refinished the finials at the M Street public dock
- HSWs educated and provided a Newport Beach Boating guide to kayakers enjoying an excursion on the harbor

Odds and Ends

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

- An investigation on the operability and sanitary conditions of a vessel assigned to a mooring led to the discovery that the permittee's husband had passed and that she was unprepared to maintain the vessel. Harbor Department staff demonstrated the City's core values including grace and sound decision making by allowing the permittee extra time to find a buyer for the vessel. It is worth noting that Title 17 gives a permittee up to 90 days to repair or remove an inoperable vessel. In this case, the permittee had exceeded the time limit but rather than revoking the permit and/or issuing citations, we gave the permittee time to find a buyer, and the boat is on its way to a renewed recreational purpose
- The required reporting to the California Air Resources Board (CARB) for all four patrol vessels was submitted
- It came to light that the Harbor Department is only allowed to keep and maintain three vessels within the City's master vehicle plan. We submitted a Program Enhancement Request to keep the fourth boat which allows us to maintain 33% more visibility on the water among other benefits. We'll know in June whether we can keep four vessels or we will have to sell off the oldest vessel in our fleet

- HSWs mediated a verbal altercation between a LAZ (parking contractor) employee and an angry parking ticket recipient at Marina Park. The ticket recipient was NOT a customer or visitor to the Harbor Department
- The leader of a commercial tow service called requesting our assistance in towing an 18' tender that lost power on Harbor Island, back to its mooring. The commercial tow service was involved in a long-range tow outside the harbor. We performed the tow without issue and were pleased to demonstrate our skills, collaborate with a commercial service provider, and make a permittee very happy not having to wait for the commercial provider

Perhaps more interesting than amusing, the most surprising call or email in the last three months came from the Coastal Commission Staff. They were interested in our response to requests for mooring assistance including the process by which a mariner makes a request, the quantity of such requests, and how we honor them. Here's the response provided to Coastal Commission staff:

Here's a brief summary of the program we here in the City of Newport Beach Harbor Department have for providing mooring assists to permittees:

- The Harbor Department is available from 8 a.m. to 6 p.m. daily and can be contacted via VHF Channel 17 or via phone at 949.270.8159
- If a mariner would like assistance getting a vessel on or off an assigned mooring, they should (and do) contact the Harbor Department indicating their location and desired support
- Harbor Department resources are dispatched to provide the requested assistance in a prioritized manner
- Short delays in the provision of the assist can result from:
 - Higher priority (emergency) calls for service
 - Proximity of the request to the available resources. It can take up to 30 minutes for an available resource to transit from its current location to the location of the requested service
- I am not aware of a request going unfulfilled for more than 60 minutes
- In the event of a service delay, mariners can make use of a nearby public dock or either of the public anchorages while they wait for a resource to become available
- In the event of a request made after hours, mariners can make use of a nearby public dock, either of the public anchorages or dock space here at our Marina Park facility
 - I know only three such cases in the last three years when a boat requested a mooring assist after hours. In all three cases, the mariner came to the Marina Park facility and received the requested assistance when we opened the next morning
- Each mooring assist is different and depends on
 - the needs and skills of the requesting mariner
 - size and style of the vessel needing the assist
 - prevailing conditions including wind, current, visibility, and proximity to other vessels
- Mooring assists typically involve

- Rigging and transferring mooring lines, spreader lines, and pickup poles to crew on board the vessel
- Towing, pushing, maneuvering, or propelling a vessel into position to accept the mooring lines
- Assisting mariners with tying secure knots
- Any given assist can include a wide range of actions necessary to keep people and property safe

Here are the tallies for Mooring Assists recorded in our service request tracking system since the Department was formed:

**City of Newport Beach
 Harbor Department
 Mooring Assists by Calendar Year**

2018	2019	2020	2021	2022	2023	2024
101	220	203	399	98	164	139

We typically complete around 2,000 calls for service per month or around 24,000 calls per year.

The mooring assists represent between 1% and 2% of what we do in a year.

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).

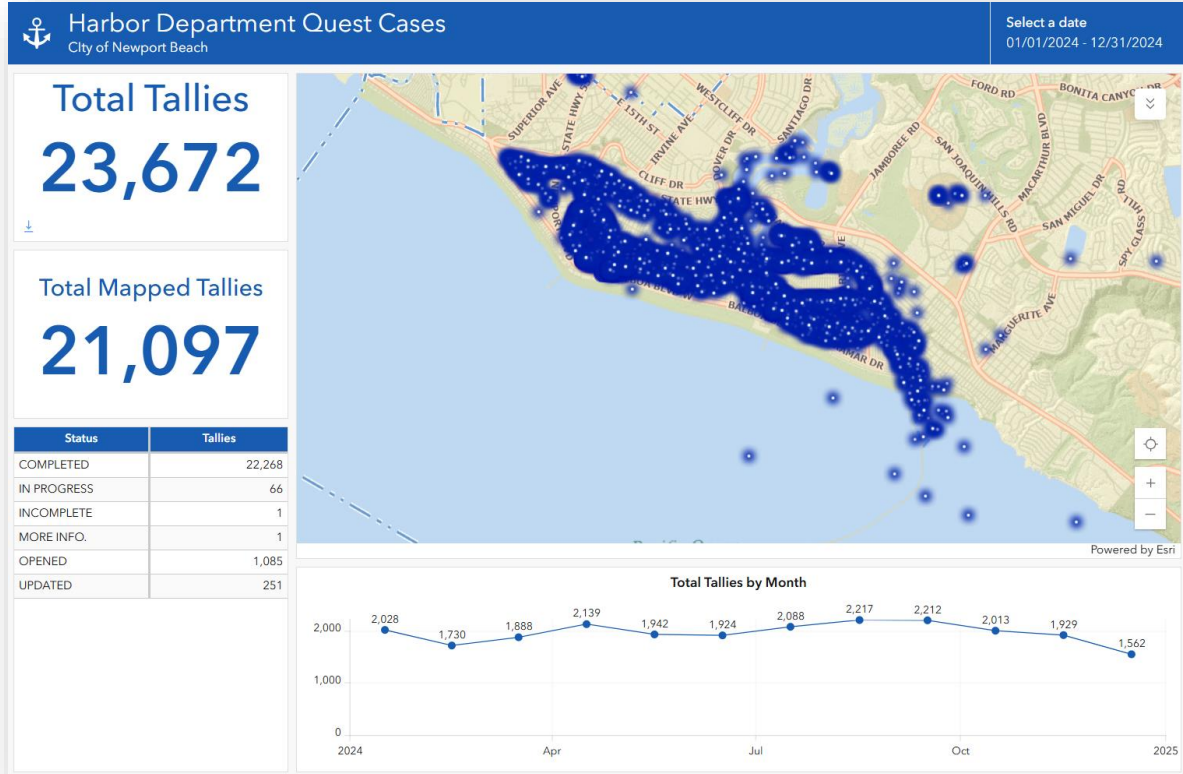
ATTACHMENTS:

- Attachment A – Harbor Department Statistics Infographic
- Attachment B – Harbor Department Statistics by Month, Current Year
- Attachment C – Harbor Department Statistics, Year over Year Comparison
- Attachment D – Harbor Department Definitions

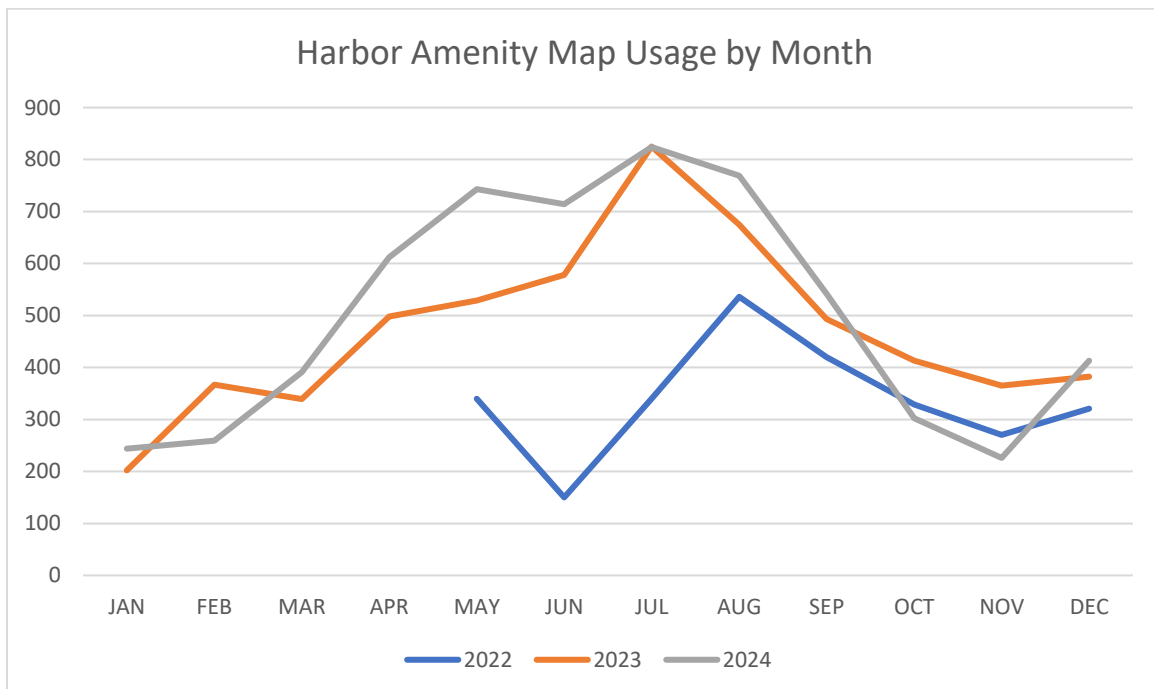
HARBOR DEPARTMENT STATISTICS INFOGRAPHIC

For the complete monthly data set, please refer to Attachments B and C on the Harbormaster Update staff report.

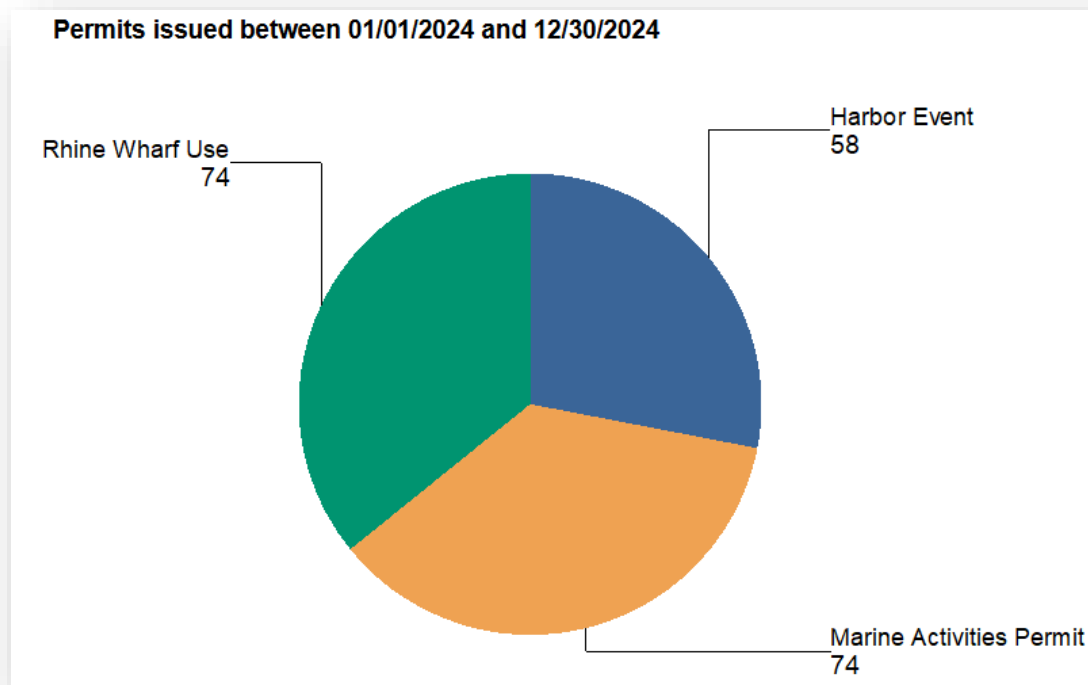
Heatmap of Harbor Service Requests – For the Year



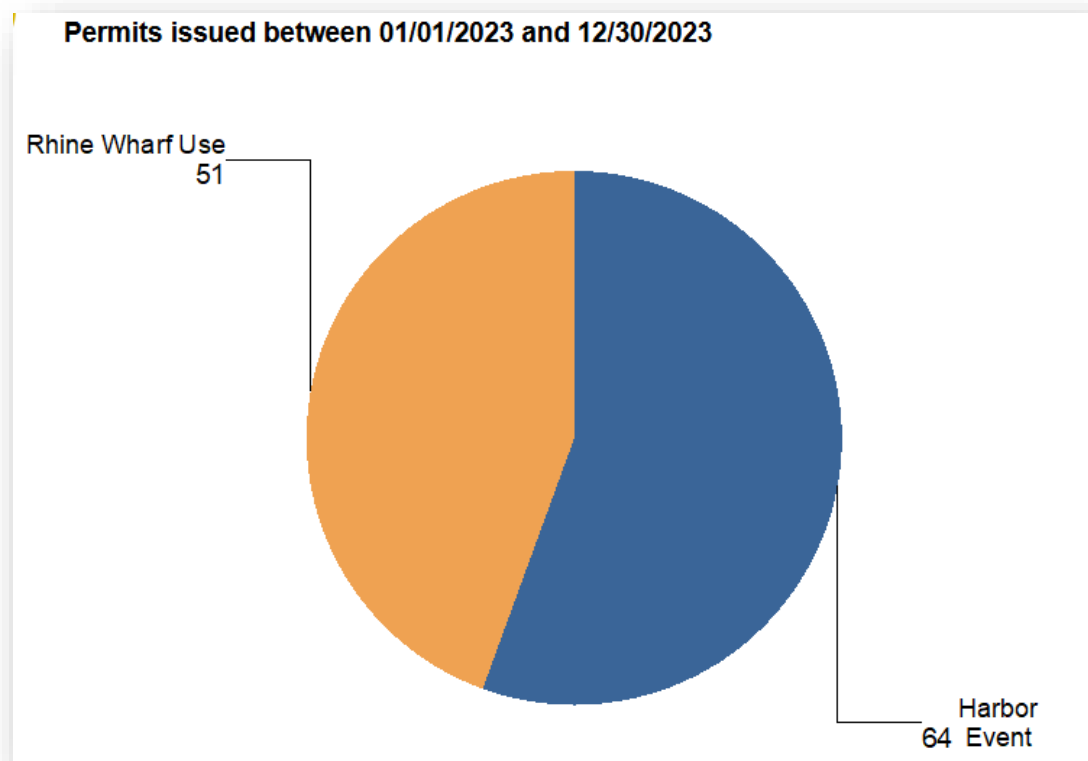
Harbor Adjacent Public Amenity Map Usage



Permit Activity in 2024



Permit Activity in 2023



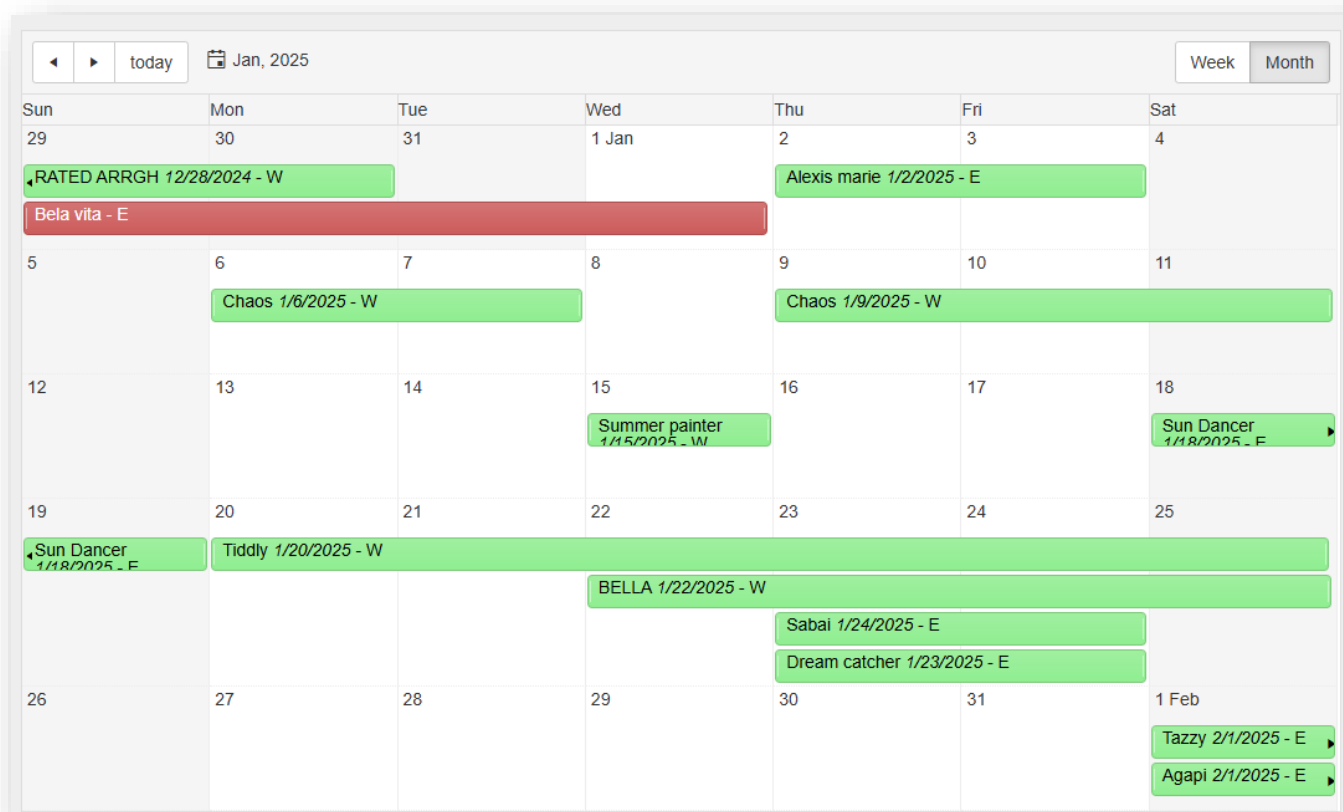
Anchorage Usage for the Month

DECEMBER 2024

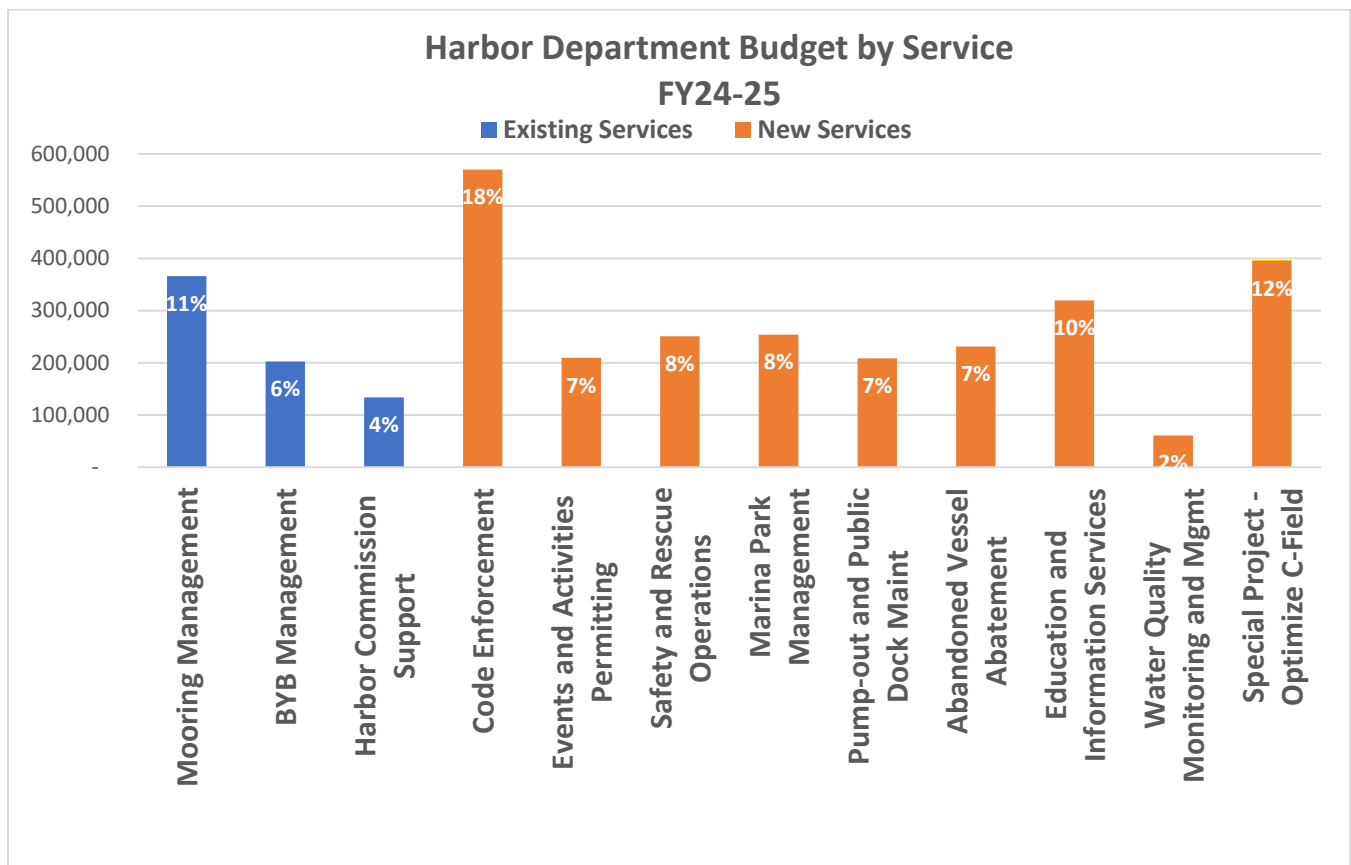
◀ ▶ today		📅 Dec, 2024		Week		Month	
Sun	Mon	Tue	Wed	Thu	Fri	Sat	
1 Dec	2	3	4	5	6	7	
alice ann 12/30/2024 - W				Triton - W		New Beginnings 12/7/2024 - E	
Ellie May - W		SKY DANCER 12/4/2024 - E					
Maya 12/1/2024 - W							
		TIDDLY 12/4/2024 - W					
		Chaos 12/3/2024 - W					
		more...		more...			
8	9	10	11	12	13	14	
SKY DANCER 12/4/2024 - E			Prime Time - E				
New Beginnings 12/7/2024 - E						Bella 12/19/2024 - E	
Obsession - E							
15	16	17	18	19	20	21	
Prime Time - E		TipToe 12/19/2024 - E					
Bella 12/19/2024 - E							
		Limboland 12/19/2024 - E					
		That Boat 12/19/2024 - W					
		Hariti 12/19/2024 - E					
		more...		more...			
22	23	24	25	26	27	28	
TipToe 12/19/2024 - E			Hooker 12/24/2024 - E				
Limboland 12/19/2024 - E							RATED ARRGH 12/28/2024 - W
That Boat 12/19/2024 - W							
29	30	31	1 Jan	2	3	4	
RATED ARRGH 12/28/2024 - W				Alexis marie 1/2/2025 - E			
Bela vita - E							

Anchorage Usage for the Month

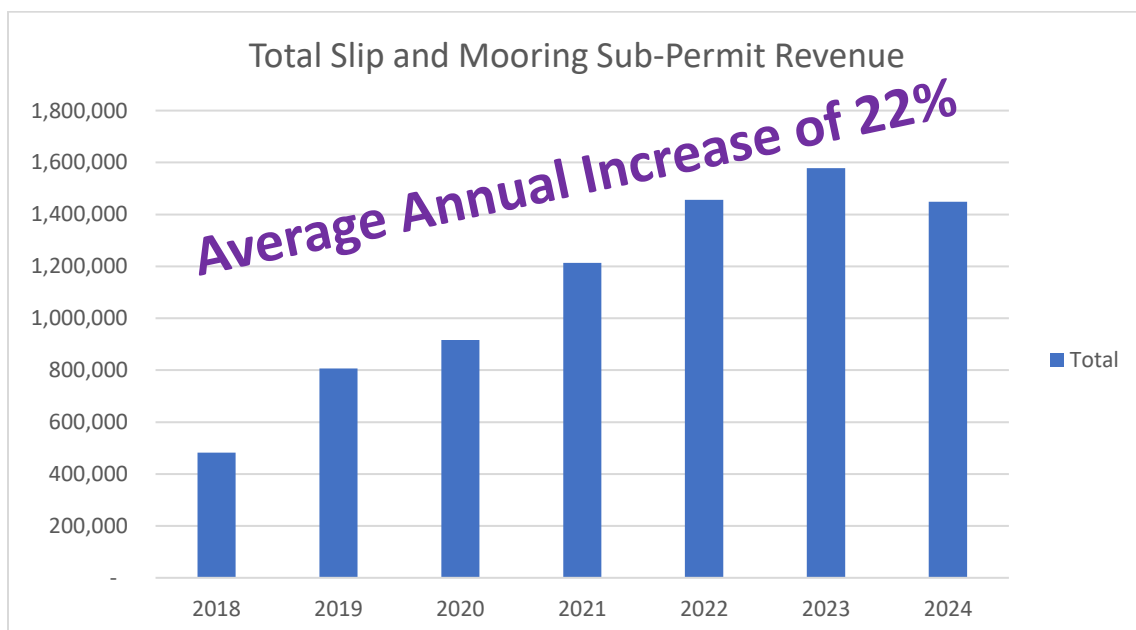
January 2025



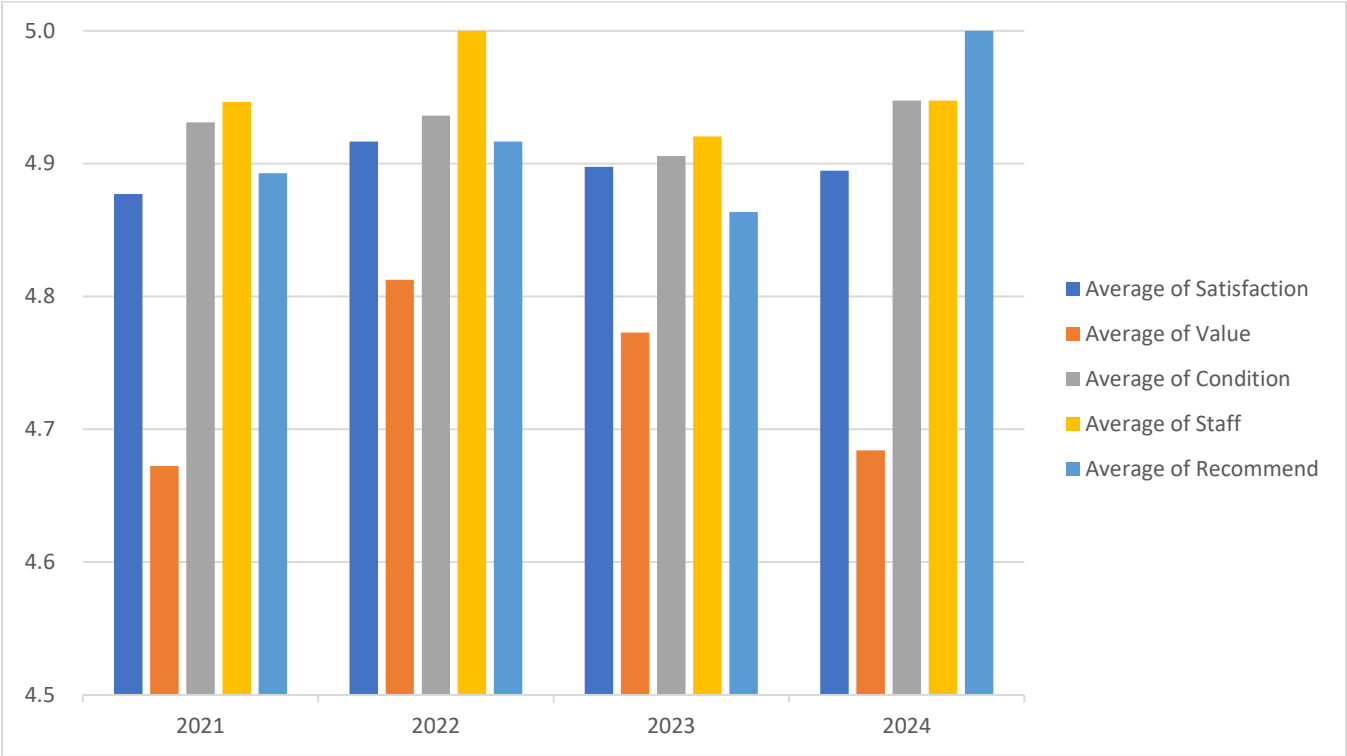
Annual Costs For Harbor Department Services



Slip and Mooring Sub-permit (Variable) Revenue by Year



Marina Park Guest Surveys



Harbor Department Statistics								
Fiscal Year 2024-25								
	July	August	Sept.	Oct.	Nov.	Dec.	Jan.	YTD
Anchorage-Daytime Raft-up, No Permit Required	0	0	0	0	0	0	0	0
Anchorage -3 Day Limit Violation	1	4	6	1	0	0	0	12
Anchorage -Improper Anchoring	30	32	12	0	5	2	4	85
Anchorage-Raft-up permit Required	0	0	5	0	0	0	0	5
Anchorage Raft-up Violation	0	0	1	0	0	0	0	1
Anchorage-Unattended Vessel	0	2	2	0	0	1	0	5
Anchorage Dye Tab	30	33	31	26	10	15	12	157
Assisting Vessels Over 20'	5	15	13	7	6	4	11	61
Assisting Vessels Under 20'	8	8	3	4	8	3	3	37
Boat Maintenance	13	19	36	55	42	20	20	205
Bridge Jumpers	41	55	23	0	0	0	0	119
Code Enforcement	77	78	84	56	60	48	68	471
Daily Anchorage Check	90	72	101	88	155	46	43	595
Dewatering Vessels	0	2	1	3	4	1	3	14
Discharge/Pollution	9	8	7	1	5	8	6	44
Fishing Enforcement	0	0	4	6	5	6	12	33
Dock/Pier/Bridge Issue	89	134	31	34	65	17	38	408
Emergency	1	3	0	0	0	0	1	5
General Assist	52	63	39	35	59	40	48	336
Hazards/Debris	4	10	21	18	25	10	14	102
Human Lift Use Request	0	1	1	2	2	0	0	6
Impound	11	16	48	10	16	6	25	132
Impound Relocation	10	6	8	42	2	3	1	72
Incident	11	8	20	12	3	7	4	65
Marina Park Dock Maintenance	23	18	29	22	47	19	32	190
Mooring Assist	23	19	24	10	10	6	15	107
Mooring Check	52	45	46	35	76	41	178	473
Mooring Field Vacancy Check	107	151	155	162	165	175	158	1073
Navigational Lighting	21	0	3	3	26	37	20	110
Noise	2	18	3	1	0	1	6	31
Paddleboard/Kayak	15	28	2	1	2	2	8	58
Patrol Check	38	38	21	26	51	49	57	280
Proactive Patrol	1	3	15	21	9	18	14	81
Public Contact	87	129	107	114	91	102	116	746
Public Dock Enforcement	1002	979	1083	1,057	842	764	815	6542
Pump Out	6	15	7	7	10	12	7	64
Registration & Insurance	58	35	79	69	30	28	64	363
Sea Lions	13	58	51	32	7	17	11	189
Speeding	28	37	17	16	5	5	9	117
Spreader Line	4	4	8	2	2	5	1	26
Sub Permit Dye Tab	1	1	4	1	0	0	0	7
Swim Line	4	5	3	2	0	9	0	23
Training	8	0	2	3	2	5	0	20
Trash	111	59	48	23	78	30	183	532
Vessel Inspections	2	8	8	8	4	12	4	46
Rentals - Marina Park Slips	177	161	140	113	46	89	45	771
# of nights	548	543	419	356	232	331	205	2634
Rentals - MP Sand Lines	19	9	10	13	5	10	8	74
# of nights	62	42	26	49	14	21	29	243
Offshore Mooring Sub-permittee	135	112	90	81	69	76	66	629
# of nights	846	764	483	638	724	551	568	4574
Onshore Mooring Sub-permittee	44	39	39	46	36	29	29	262
# of nights	570	527	536	620	491	403	398	3545
Code Enforcement								
New Cases	67	81	96	115	61	81	112	613
Closed Cases	71	56	92	77	31	68	107	502
Verbal Warning	7	7	10	6	5	9	21	65
Warning Notices	68	94	118	149	77	95	149	750
Admin Cites	0	17	18	17	10	10	8	80
MAPS Issued	0	0	0	0	0	0	0	0

Harbor Department Statistics Comparison Year over Year																
	Jul-23	Jul-24	Aug-23	Aug-24	Sep-23	Sep-24	Oct-23	Oct-24	Nov-23	Nov-24	Dec-23	Dec-24	Jan-24	Jan-25	YTD 23-24	YTD 24-25
Anchorage-Daytime Raft-up, No Permit Required	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Anchorage -3 Day Limit Violation	1	1	0	4	6	6	1	1	5	0	3	0	0	0	16	12
Anchorage -Improper Anchoring	22	30	10	32	19	12	3	0	1	5	10	2	7	4	72	85
Anchorage-Raft-up permit Required	0	0	0	0	0	5	0	0	0	0	0	0	1	0	1	5
Anchorage-Raft-Up Violation	0	0	0	0	0	1		0		0		0		0	0	0
Anchorage-Unattended Vessel	0	0	0	2	0	2	0	0	2	0	1	1	0	0	3	5
Anchorage Dye Tab	36	30	27	33	25	31	28	26	15	10	11	15	17	12	159	157
Assisting Vessels Over 20'	19	5	9	15	18	13	2	7	9	6	8	4	4	11	69	61
Assisting Vessels Under 20'	10	8	18	8	14	3	7	4	8	8	4	3	15	3	76	37
Boat Maintenance	4	13	13	19	21	36	24	55	16	42	15	20	16	20	109	205
Bridge Jumpers	42	41	80	55	43	23	10	0	1	0	0	0	0	0	176	119
Code Enforcement	134	77	62	78	65	84	48	56	68	60	37	48	71	68	485	471
Daily Anchorage Check	53	90	40	72	68	101	83	88	95	155	17	46	23	43	379	595
Dewatering Vessel	0	0	0	2	0	1	0	3	0	4	0	1	35	3	35	14
Discharge/Pollution	4	9	5	8	6	7	3	1	2	5	4	8	11	6	35	44
Fishing Enforcement	0	0	0	0	0	4	0	6	5	0	6	0	12	0	0	33
Dock/Pier/Bridge Issue	42	89	18	134	9	31	15	34	0	65	7	17	27	38	118	408
Emergency	2	1	2	3	0	0	0	0	0	0	1	0	0	1	5	5
General Assist	47	52	125	63	71	39	72	35	54	59	168	40	32	48	569	336
Hazards/Debris	11	4	20	10	14	21	10	18	13	25	7	10	28	14	103	102
Human Lift Use Request	0	0	0	1	2	1	0	2	0	2	1	0	2	0	5	6
Impound	9	11	15	16	10	48	47	10	23	16	18	6	17	25	139	132
Impound Relocation	0	10	0	6	0	8	0	42	0	2	0	3	1	1	1	72
Incident	32	11	25	8	27	20	13	12	18	3	11	7	12	4	138	65
Marina Park Dock Maintenance	12	23	27	18	9	29	13	22	21	47	21	19	20	32	123	190
Mooring Assist	22	23	14	19	20	24	12	10	11	10	9	6	1	15	89	107
Mooring Check	158	52	117	45	97	46	74	35	100	76	288	41	148	178	982	473
Mooring Field Vacancy Check	31	107	28	151	19	155	35	162	36	165	42	175	110	158	301	1073
Navigational Lighting	0	21	0	0	0	3	0	3	0	26	3	37	7	20	10	110
Noise	1	2	0	18	1	3	0	1	5	0	3	1	0	6	10	31
Paddleboard/Kayak	8	15	18	28	4	2	1	1	0	2	0	2	2	8	33	58
Patrol Check	0	38	0	38	0	21	0	26	0	51	0	49		57	0	280
Proactive Patrol	0	1	0	3	0	15	0	21	0	9	0	18	16	14	16	81
Public Contact	143	87	104	129	76	107	69	114	74	91	44	102	101	116	611	746
Public Dock Enforcement	669	1002	706	979	804	1083	1,009	1057	999	842	722	764	773	815	5,682	6542
Pump Out	19	6	15	15	14	7	7	7	9	10	23	12	8	7	95	64
Registration & Insurance	16	58	34	35	21	79	61	69	37	30	36	28	230	64	435	363
Sea Lions	15	13	58	58	106	51	40	32	20	7	8	17	22	11	269	189
Speeding	37	28	23	37	23	17	6	16	8	5	3	5	9	9	109	117
Spreader Line	2	4	6	4	6	8	0	2	2	2	3	5	4	1	23	26
Sub Permit Dye Tab	0	1	7	1	3	4	2	1	0	0	4	0	15	0	31	7
Swim Line	5	4	4	5	2	3	0	2	0	0	3	9	0	0	14	23
Training	0	8	0	0	0	2	0	3	0	2	0	5	0	0	0	20
Trash	7	111	85	59	62	48	59	23	109	78	62	30	37	183	421	532
Vessel Inspections	0	2	0	8	0	8	1	8	15	4	14	12	5	4	35	46
Rentals - Marina Park Slips	170	177	173	161	170	140	109	113	66	46	71	89	45	45	804	771
# of nights	510	548	495	543	441	419	372	356	231	232	281	331	153	205	2,483	2634
Rentals - MP Sand Lines	24	19	18	9	19	10	15	13	16	5	11	10	3	8	106	74
# of nights	82	62	99	42	76	26	71	49	72	14	74	21	34	29	508	243
Offshore Mooring Sub-permit	116	135	92	112	121	90	106	81	104	69	111	76	127	66	777	629
# of nights	696	846	876	764	971	483	1,052	638	814	724	984	551	1,033	568	6,426	4574
Onshore Mooring Sub-permit	61	44	52	39	48	39	53	46	46	36	35	29	31	29	326	262
# of nights	744	570	755	527	913	536	737	620	470	491	438	403	407	398	4,464	3,545
Code Enforcement																
New Cases	102	67	98	81	97	96	80	115	77	61	73	81	174	112	701	613
Closed Cases	64	71	98	56	63	92	72	77	119	31	141	68	118	107	675	502
Verbal Warning	13	7	12	7	8	10	3	6	11	5	8	9	17	21	72	65
Warning Notices	76	68	83	94	83	118	104	149	79	77	67	95	216	149	708	750
Admin Cites	18	0	19	17	16	18	13	17	9	10	0	10	0	8	75	80
MAPS Issued	0	0	0	0	3	0	1	0	3	0	2	0	0	0	9	0

Harbor Department Definitions

Anchorage	Anchorage Check of vessels in anchorage each day
Anchorage Dye Tab	Board vessel and place dye tablets in head (toilet). Ensure marine sanitation system does not leak
Assisting Vessels Over 20'	Assisting or educating Vessels over 20' (Anchorage Boundary Issue, Pump Out sinking vessel)
Assisting Vessels under 20'	Assisting or educating Vessels under 20' (Anchorage Boundary Issue, Pump Out sinking vessel)
Boat Maintenance	Performing routine maintenance on the Department's patrol vessels
Bridge Jumpers	Warning/Educating people not to jump
Daily Anchorage Check	Count of boats in anchorage each day
Dewatering Vessels	Using HD equipment to remove water from vessels in danger of sinking
Discharge/Pollution	Any pollutant being discharged into the water
Emergency	Any emergency sent to 911 and/or assist in such circumstances
General Assist	General Harbor Information, Misc. Catch all for activities not otherwise categorized
Hazards/Debris	Large Debris in water such as log, chair, shopping cart, etc.
Impound	Vessel Impounded in place or at dock
Incident	Progressed Incident but not level of Emergency
Marina Park Dock Maint.	Maintenance, repair and improvements for the visitor-serving marina at Marina Park
Mooring Assist	Helping Permittee or Sub-permittee on or off of the mooring
Mooring Check	Checks on moorings that are necessary outside the daily mooring vacancy checks, Checking lines, etc.
Navigational Lighting	Inspection and advisories on requirements for lighting on vessels after dusk
Noise	Noise complaint
Paddleboard/Kayak	Assisting or educating paddleboarders or kayakers
Patrol Check	Conduct a review of field conditions in a specific area of the harbor
Proactive Patrol	After hours patrols focussed on specific reports or concerns (noise, live-aboards, public dock use, etc.)
Public Contact	Education of rules and regulations in the harbor
Public Dock Enforcement	Boat tagged at public dock
Public Dock/Pier/Bridge	Gangway detached, Maintenance Issues, etc. support for Public Works and Utilities
Pump Out	Pump-Out Dock Issue (Enforcement of time limits or inoperable pump)
Registration & Insurance	Follow up with Permittees on Expired Documents
Sea Lions	Sea Lion Complaint, Abatement Effort
Speeding	Wake Advisement/ educating boaters to slow down
Spreader Line	Inspect, notice and correct conditions with spreader lines on moorings
Subpermit Dye Tab	Administer dye tab test for vessel assigned to a subpermitted mooring
Swim Line	Replace/readjust/broken swim line issues
Trash	Daily trash pick up
Vessel Inspection	Perform standard inspection on vessel before assignment to mooring