

**CALIFORNIA COASTAL COMMISSION**

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Filed: October 23, 2001  
 49th Day: December 11, 2001  
 180th Day: April 21, 2002  
 Staff: FSY-LB  
 Staff Report: February 14, 2002  
 Hearing Date: March 5-8, 2002  
 Commission Action:

## STAFF REPORT: REGULAR CALENDAR

**APPLICATION NUMBER:** 5-01-374

RECORD PACKET COPY

**APPLICANT:** City of Newport Beach

**AGENT:** Steve Luy, City of Newport Beach Public Works Department

**PROJECT LOCATION:** In the public right-of-way within the seaward street ends at Fern, Grant, Highland, Nordina and Sonora Street, City of Newport Beach, Orange County

**PROJECT DESCRIPTION:** Street end improvements consisting of roadway, curb, sidewalk, irrigation, landscape planter and two (2) metered public parking spaces per street end construction.

### SUMMARY OF STAFF RECOMMENDATION:

To improve parking for the beach going public, the City of Newport Beach has a program to construct parking at street ends in West Newport, which is funded through the payment of encroachment fees. The Commission through LUP amendment 90-01 approved this program with suggested modifications on June 11, 1991. The LUP amendment provided policies to establish conditions and restrictions on the nature and extent of private encroachments onto Ocean Front from private residential development adjacent to Ocean Front. To mitigate the adverse public access impacts resulting from the private encroachments onto Ocean Front, the LUP amendment as certified with suggested modifications by the Commission, contains a mitigation plan. As mitigation for the encroachment, the mitigation plan requires the payment of encroachment fees for private encroachments onto Ocean Front. The fees are then used to develop improved public access, through additional public parking and sidewalks on street ends. The proposed project is the seventh such application for street end improvements in West Newport. Staff is recommending **APPROVAL** of the proposed project with three (3) special conditions (1) that two public parking spaces per street-end must be provided as proposed, (2) that the public parking spaces provide long term use (minimum of six hours) and (3) submittal of a revised landscaping plans which only consists of native plants or non-native drought tolerant plants which are non-invasive and mainly low-lying.

**LOCAL APPROVALS RECEIVED:** City of Newport Beach approval-in-concept no. 2307-2001.

**SUBSTANTIVE FILE DOCUMENTS:** City of Newport Beach certified Land Use Plan; Coastal Development Permits 5-93-114, 5-94-091, 5-95-010, 5-96-106, 5-97-258 and 5-99-298 (City of Newport Beach)

**STAFF RECOMMENDATION:**

Staff recommends that the Commission **APPROVE** the permit application with special conditions.

**MOTION**

*I move that the Commission approve CDP #5-01-374 pursuant to the staff recommendation.*

Staff recommends a **YES** vote. This will result in adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

**RESOLUTION**

**I. APPROVAL WITH CONDITIONS**

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

**II. STANDARD CONDITIONS:**

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

**III. SPECIAL CONDITIONS**

**1. Provision of Parking Spaces**

The applicant shall construct a minimum of two long-term metered public parking spaces per street end in conformance with the approved plans.

**2. Long-term Meters**

The public parking meters shall provide a minimum of six (6) hours of parking time. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for the review and approval of the Executive Director, a signed agreement that each of the public parking spaces shall be available to the general public on a long-term (minimum six hours) metered basis.

**3. Landscaping Plan**

**A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit a revised landscaping plan to the Executive Director for review and approval. The revised landscaping plans shall show the following change to the project:

1. Landscaping shall only consist of native plants or non-native drought tolerant plants which are non-invasive.
2. Landscaping shall consist of mainly low-lying plants to minimize the blocking of public views towards the beach.

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

**IV. FINDINGS AND DECLARATIONS:**

The Commission hereby finds and declares:

**A. PROJECT DESCRIPTION AND LOCATION**

The City of Newport Beach is proposing to improve the seaward ends of Fern, Grant, Highland, Nordina and Sonora in the West Newport area of the City of Newport Beach (Exhibit #1). The subject application is the seventh such application for street end improvements in West Newport. The City's LUP requires that a total of 33 unimproved street ends between 36<sup>th</sup> Street and Summit be improved. A total of 28 street ends have been improved prior to the proposed application. The proposed project will improve 5 street ends, thus a total of 33 street ends will be improved. These street ends are located seaward of Seashore Drive (the first public road paralleling the sea in the area) and lead directly to the beach. Currently, the street ends are either sandy and unimproved

or have a small paved area with private encroachments from the private residential lots on either side of the street end. لـ  
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Specifically, the City of Newport Beach proposes to remove private encroachments which exist on the public street ends, pave the street ends with cement, and install curbs, sidewalks, driveway approaches (in those cases where garages of the abutting homes face the street end and not Seashore Drive or the alley seaward of and parallel to Seashore Drive), emergency vehicle access driveways to the beach, and landscaping. The applicant further proposes to provide two (2) tandem public parking spaces along one side of each street-end at Fern, Grant, Highland, Nordina and Sonora Street. The proposed project thus would provide a total of ten (10) public parking spaces (Exhibit #3). The spaces are proposed to be metered by double-headed meters installed on a single post. The public parking meters are proposed to operate from 8:00 a.m. to 6:00 p.m. with a six hour limit. The proposed fee is 25 cents per 15 minutes (\$1.00 per hour).

The proposed project will not have any adverse impacts on water quality. Landscape planters and landscaping will be constructed, which will facilitate filtration of water. In addition, runoff water from the project sites will continue to flow into City catch basins that are not located in the immediate project area boundaries. Runoff water will flow down Fern, Grant, Highland, Nordina and Sonora Street ends into catch basin located Seashore Drive, then flow via underground drains into the West Coast Highway drainage system.

#### **B. PREVIOUS COMMISSION ACTIONS**

The Commission previously approved Coastal Development Permits 5-93-114, 5-94-091, 5-95-010, 5-96-106, 5-97-258 and 5-99-298 for improvements to the ends of 37<sup>th</sup> through 60<sup>th</sup> Street, 62<sup>nd</sup> Street, Orange Street, Cedar Street, Walnut Street and Lugonia Street. The previously approved improvements were essentially the same as the improvements currently proposed.

#### **C. PUBLIC ACCESS**

Section 30210 of the Coastal Act requires that new development provide maximum public access and recreation, avoid interference with the public's right of acquired access, and provide public access from the nearest public roadway to the shoreline and along the coast except under certain circumstances. Section 30210 states as follows:

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

Section 30212.5 of the Coastal Act states:

*Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.*

The applicant is proposing to improve five street ends which provide public vertical access to the public beach in West Newport located at the seaward terminus of the subject street ends. The street ends currently consist of sandy beach and in some cases unpermitted private encroachments such as planters onto the public portion of the subject street ends.

1. Promotion of Public Access -- Parking Needed and Required

The proposed project would include the removal of the unpermitted private encroachments which make it difficult to park on some of the street ends. The private encroachments onto the street ends are treated differently than the types of private encroachments onto the Ocean Front public right-of-way, located perpendicular to the street ends, which are permitted by the City's certified land use plan (LUP). The private encroachments onto street ends are not subject to an annual encroachment permit as are the Ocean Front private encroachments. The LUP stipulates that the revenues from the annual Ocean Front encroachment permits are dedicated solely for the type of street end improvements being proposed.

The proposed street end improvements would also include the provision of public parking and sidewalks. Cars can, and currently do, informally park on those unimproved street ends which are not obstructed by existing private encroachments. However, the proposed improvements would enhance public access by increasing the supply of designated public parking spaces in the area for beachgoers. The installation of the sidewalks would also make it easier to traverse the street ends to get to the beach, further enhancing public access.

In addition, although the West Newport area overall may be less crowded throughout the year than other visitor-serving areas in the central part of the City, it is still popular with beachgoers during the peak summer season. Section 30212.5 of the Coastal Act requires the distribution of public parking facilities to mitigate against the impacts of overcrowding in any one area. Therefore, additional public parking facilities would help alleviate overcrowding in the Central Newport/Balboa Peninsula area, as well as provide needed parking for the West Newport area.

Further, there are other public non-beachfront recreational facilities in the immediate area on the landward side of the street ends, one block inland of the beach. For instance, the 6.7 acre West Newport Park runs from 56<sup>th</sup> Street west to the Santa Ana River. This public park contains tennis courts, basketball courts, picnic areas, children's play area, rest rooms, and other public recreation facilities (Exhibit #2).

Although the park has its own public parking lot under Coastal Development Permit 5-97-258, the lot is often full during the peak summer beachgoing season when public parking is most needed to meet demand for public parking and ensuring public access. During the summer months, the public lot generates significantly more revenue than during the winter months, thus showing that the public lot is used and needed more during the summer. For instance, between July and September 1997, the parking lot generated nearly \$32,500 in revenue, as compared to \$2,260 during the following period from December to February 1997. Thus, additional public parking spaces are necessary to meet demand for public access to the non-beach public recreational facilities.

In addition, the area of West Newport from 55<sup>th</sup> Street west to the Santa Ana River, a 20 block area, is zoned for Two Family Residential land use. While not every property in the area is developed with a duplex, this area has the potential to be more intensely developed than an area zoned for single family dwellings. Duplexes generate more demand for guest parking, which typically is satisfied by on street public parking. This would result in competition for public parking spaces between beachgoers and guests of the residential dwellings in the area. A lack of adequate public parking may discourage public access to the coastal zone. Therefore, public parking spaces are needed to minimize adverse public access impacts.

## 2. Emergency Vehicular Access

Seashore Drive, the first public road which leads to the subject street ends, is a single lane, one way street with an additional lane of parallel parking. The proposed street end improvements would not narrow Seashore Drive. Thus, the proposed project would not impede emergency vehicle access along Seashore Drive.

Since none of the street ends in their existing unimproved state have designated parking spaces, sometimes three or four cars park on a street end. However, to fit three or four cars into a street end, cars have to double park, preventing other vehicles from driving into the street end. This type of situation blocks access for emergency vehicles trying to get from Seashore Drive to the beach via the street ends.

The proposed project would reduce the number of cars which park on some of the street ends, because parking would be limited to two designated parking spaces. Further, except for the two metered parking spaces, the rest of the curbs which would be installed as part of the proposed project would be painted red. This would make it clear that one lane of traffic on the street ends must be kept unobstructed and that double parking, and the resultant blockage of the street ends, is illegal.

Therefore, for those unimproved street ends which are used for parking and are not currently blocked by private encroachments (such as planters) onto the public street ends, the proposed project would result in the designation of parking spaces which are already used informally and prohibit double parking which blocks the street ends. Thus, the proposed street ends would minimize situations in which the street ends are blocked and emergency vehicles are prevented from traversing the street ends.

## 3. Provision of Two Long-Term Public Parking Spaces per Street End

The applicant has proposed two public parking spaces at Fern, Grant, Highland, Nordina and Sonora Street. The proposed project adheres to the City's certified LUP, which requires the construction of two parking spaces per street end in the West Newport area. The proposed parking spaces serve as mitigation for cumulative adverse public access impacts resulting from private encroachments onto the public Ocean Front right-of-way in West Newport. Any change to replace street end improvements, as required by the LUP, with another type of mitigation for adverse impacts resulting from private encroachments onto Ocean Front, would be inconsistent with the certified LUP, as amended. The "Local Coastal Program" section of this staff report details the West Newport Street-end improvement requirements of the certified LUP.

In addition, the proposed public parking spaces would be metered. The proposed meters would provide six hours of public parking time. Since beach visits typically last several hours, the six hours of parking time would accommodate most visits. However, since most beach visits are long-term, it is necessary to ensure that the six hours of parking time as proposed is the minimum, as opposed to the maximum, amount of time offered on the meter. Therefore, the Commission finds that a special condition is needed to establish the proposed six hours of public parking time as the minimum amount of time offered on each metered parking space.

4. First Public Road

Section 30604(c) of the Coastal Act requires that every coastal development permit issued for any development between the first public road and the sea include a specific finding regarding the conformity of the proposed development with the public access and recreation policies of Chapter 3 of the Coastal Act. The proposed development is located between the sea and the first public road paralleling the sea.

Section 30212 of the Coastal Act states, in relevant part:

- (a) *Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:*
  - (2) *adequate access exists nearby.*

The proposed development is to improve public access to the beach by removing existing encroachments and by providing sidewalks and metered public parking spaces at public street ends which provide access to the sandy beach. The proposed development will encourage public access via the street ends by removing encroachments which give the impression that the street ends are privately owned and by providing public parking for access to the beach.

5. Conclusion - Public Access

Therefore, the Commission finds that, because the provision of public parking is necessary to: (1) promote public access in the area, (2) provide needed parking, and (3) mitigate for adverse public access impacts for private encroachments onto Ocean Front, it is necessary to impose a Special Condition 1 requiring the provision of two public parking spaces per street end, Special Condition 2 requiring the use of parking meters with no less than 6 hours parking time. Special Conditions 1 and 2 were previously imposed by the Commission on the six prior permits for similar street end improvements in West Newport. Therefore, the Commission finds that, as conditioned, the proposed development would be consistent with Section 30210, 30212, and 30212.5 of the Coastal Act.

**D. DEVELOPMENT ADJACENT TO THE BEACH**

Section 30240(b) of the Coastal Act states:

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

Section 30251 of the Coastal Act states:

*The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas...*

The project sites are located immediately adjacent to a public beach and provide public vertical access to the public beach. Development, if not properly regulated, could have adverse effects on

public access, the sustainability of any existing native vegetation, and the visual quality of the public beach. The proposed project's landscaping plan contains elements which could affect the sustainability of any existing native vegetation and the visual quality of the public beach. The submitted landscaping plan proposes planter construction and the use of the following plants: *Carissa "Tuttle"*, *Raphiolepis "Pinkie"*, *Limonium "Status" (Sea Lavender)* and *Mediterranean Fan Palm Multiple Trunk* (Exhibit #4). Much of the existing vegetation in the street ends is of ornamental non-native variety due to surrounding residential development.

The proposed landscaping plan mainly incorporates mainly low-lying plants, which would not block views of the beach from the street ends and would enhance the visual quality of the street ends by providing plants which soften the look of the area in contrast to the proposed hardscape improvements. Therefore, there would be minimal adverse impacts to public views or public recreation areas. However, even though the proposed landscaping would be beneficial for enhancing visual qualities adjacent to public recreation areas, the placement of vegetation that is considered to be invasive which could supplant native vegetation should not be allowed. Invasive plants have the potential to overcome native plants and spread quickly. Furthermore, any plants in the landscaping plan should be drought tolerant to minimize the use of water. Consequently, staff reviewed the proposed landscaping to determine if it contained any non-native invasive vegetation or plants that were not drought tolerant by researching the *Ocean Trails-Restricted Plant List* dated October 6, 1997, *Recommended List of Native Plants for Landscaping in the Santa Monica Mountains* dated January 22, 1992, the *Sunset Western Garden Book* dated 1988 and also the *CalFlora* database. *CalFlora* is an independent non-profit organization which maintains a comprehensive database of plant distribution information for California.

The submitted landscaping plan was found to contain a mix of plants. A majority of the plants were determined to be drought tolerant, except for *Carissa "Tuttle."* Also, a majority of the plants were determined to be non-native. However, one plant listed, *Limonium "Status" (Sea Lavender)* could not be found in the available referenced materials. The *Sunset Western Garden Book* has a listing for "*Limonium (statice) plumbaginaceae*" with five subspecies listed. Neither the *CalFlora* database, the *Ocean Trails Restricted Plant List*, nor the *Recommended List of Native Plants for Landscaping in the Santa Monica Mountains* contain a specific listing for *Limonium* under the word "status" or "statice." "Status" appears to be a generic term identifying the common species.

The *Sunset Western Garden Book*, though it lists five subspecies of *Limonium* does not identify whether *Limonium* is a native or a non-native invasive plant. However, one species, *Limonium perezii* has been identified in the *Ocean Trails-Restricted Plant List* dated October 6, 1997 as a non-native invasive plant.

The *CalFlora* database identified a total of five *Limonium* species. Of the five species listed, only *Limonium californicum* is a California native. One species, *Limonium perezii*, as stated previously is listed in the *Ocean Trails-Restricted Plant List* dated October 6, 1997 as an invasive non-native plant.

Since the submitted landscaping plan appears to be referring to *Limonium* in a generic sense and one subspecies is native while the others are not, a more specific landscaping plan must be prepared and submitted. Specifically, to assure that *Limonium perezii* is not used since it has been identified as a non-native invasive plant.

The use of California native plants or drought tolerant plants will minimize any adverse impacts that the landscaping plan would have on native plants. To minimize any effect on any native vegetation in the area, either native or non-native drought tolerant vegetation, which would not



supplant native species, should be used. Additionally, to minimize any adverse impacts on views toward the beach from each street end only mainly low lying plants will be used. Therefore, the Commission imposes Special Condition 3, which requires the applicant to submit a revised landscaping plan, which consists of native plants, or non-native drought tolerant plants, which are non-invasive and mainly low-lying. Therefore, the Commission finds that, as conditioned, the proposed development would be consistent with Section 30240 and 30251 of the Coastal Act.

#### **E. LOCAL COASTAL PROGRAM**

Section 30604(a) of the Coastal Act provides that the Commission shall issue a coastal permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act.

The City of Newport Beach Land Use Plan (LUP) was originally certified on May 19, 1982. On June 11, 1991, the Commission approved LUP amendment 90-01 with suggested modifications. The Ocean Front "paper street" runs laterally along the beach in West Newport, perpendicular to the subject street ends. The LUP amendment provided policies to establish conditions and restrictions on the nature and extent of private encroachments onto Ocean Front from private residential development adjacent to Ocean Front.

The Commission found that these private encroachments would have cumulative adverse impacts on public access and public recreation. At one point, the City had proposed extending the public bikeway/walkway, which runs on Ocean Front on the Balboa Peninsula south of West Newport, to West Newport along Ocean Front as mitigation. Currently, the bike path runs inland in West Newport. Development of a bikeway/walkway would have provided paved lateral public access along the wide sandy beach located seaward of the Ocean Front "paper street" and residential development in this area. However, the bike path/walkway mitigation idea was dropped because, as the December 4, 1990, Commission staff report recommending denial of LUP Amendment 90-01 states in part:

*The homeowners in the West Newport area have, on the whole, rejected the idea of mitigation in the form of the continuation of the sidewalk near their properties. The City's resolution findings boldly declare that oceanfront owners [sic] support of any encroachment policy is contingent on not linking the permits to the construction of the sidewalk.*

Therefore, to mitigate the adverse public access impacts resulting from the private encroachments onto Ocean Front, the LUP amendment, as certified with suggested modifications by the Commission, contains an alternative mitigation plan. The plan establishes a maximum allowable encroachment into the Ocean Front "paper street" of 15 feet from the seaward property line in the subject project area. This allowable encroachment varies elsewhere between 0 and 15 feet. In addition, no encroachments are allowed which would interfere with public access to the beach or ocean and no encroachments may exceed 3 feet in height. Also, the encroachment permits are revocable, without cause, in the event the City pursues the construction of public improvements along Ocean Front. Finally, among other provisions, no seawalls may be constructed which would be designed to protect private development within the encroachment zone.

As mitigation for the encroachment, the mitigation plan requires the payment of encroachment fees for private encroachments onto Ocean Front. The fees are then used to develop alternate means of providing improved public access, such as through modification of street ends in the area to provide additional public parking. LUP Encroachment Policy 5.A. states:

Mitigation Plan. To mitigate any impact on beach access resulting from the encroachments [onto Ocean Front], the City shall:

- A. *Reconstruct thirty-three (33) unimproved streetends between 36<sup>th</sup> Street and Summit to provide additional parking and approved access in accordance with the following:*
- (1) *The reconstruction shall provide a minimum of two parking spaces per street and shall proceed in substantial conformance with the standard drawing, attached as Exhibit "A".*
  - (2) *The City shall use at least eighty-five percent (85%) of the fees to fund reconstruction of streetends until all have been improved. The City will use its best efforts to improve three or more streetends per year (except during the year when vertical handicapped access is constructed), and anticipates that funding will be adequate to do so.*
  - (3) *West Newport streetend parking spaces shall be metered in the same manner as the West Newport Park in order to encourage public use of the spaces.*

The LUP thus requires the construction of street end improvements. As proposed, the street end improvements are consistent with this LUP policy. Thus, the proposed street end improvements would enhance public access by providing public parking and improved public vertical access to the beach, thereby mitigating the loss of public lateral access and public recreation opportunities resulting from encroachments onto an approximately 0.25 acre public area of Ocean Front. Any change to the mitigation plan outlined in this LUP encroachment policy would require an amendment to the LUP.

As conditioned, the proposed development is consistent with the public access and recreation policies of Chapter Three of the Coastal Act as well as the certified LUP encroachment policies. Therefore, the Commission finds that approval of the proposed development, as conditioned, would not prejudice the City's ability to prepare a local coastal program consistent with the Chapter Three policies of the Coastal Act as required by Section 30604(a).

**F. CALIFORNIA ENVIRONMENTAL QUALITY ACT**

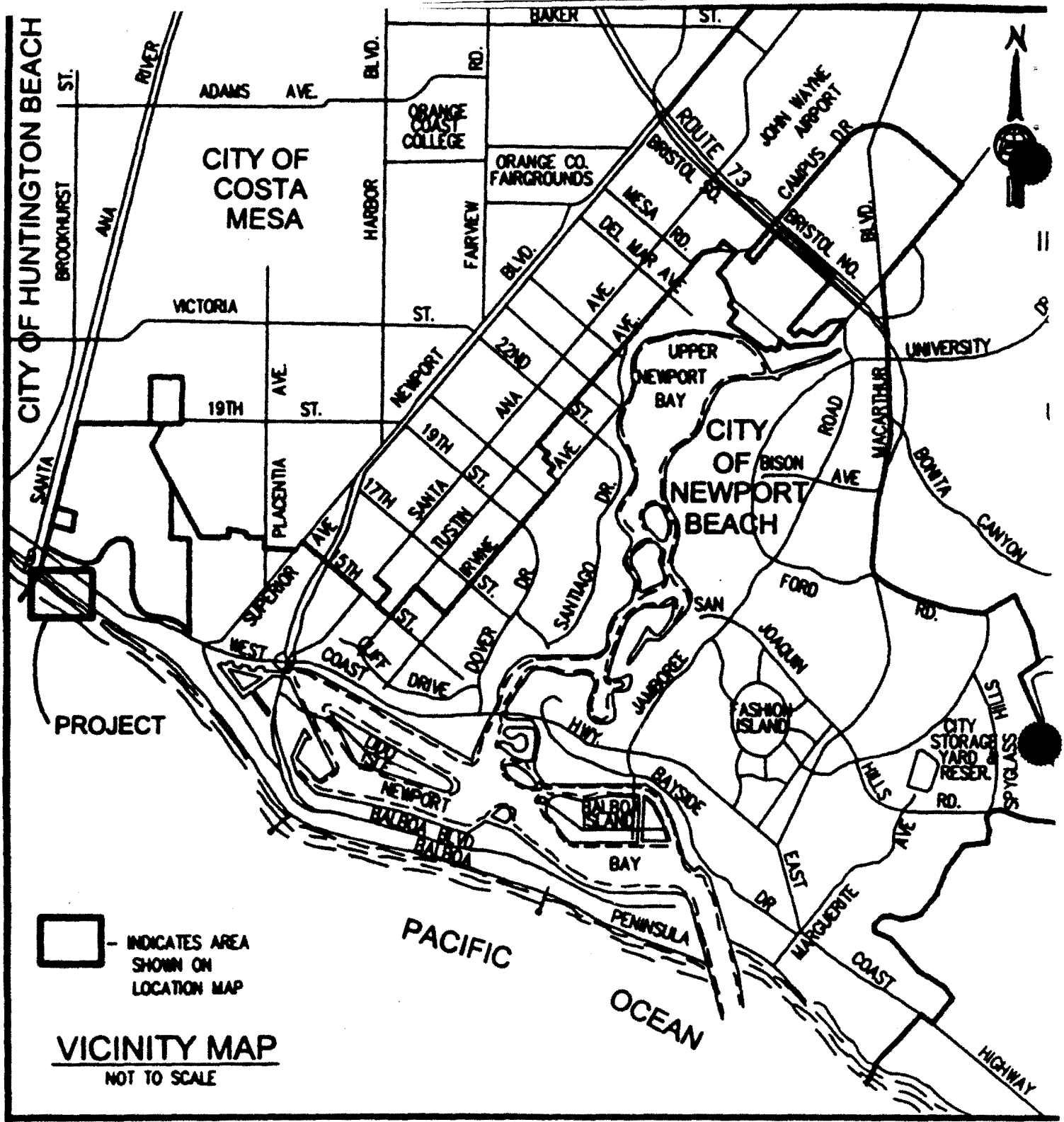
Section 13096 of the Commission's regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080 5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project has been conditioned for consistency with the public access protection policies of Chapter Three of the Coastal Act and Section 30604(c) of the Coastal Act. Mitigation measures, in the form of special conditions require 1) provision of a minimum of two parking spaces per street end, 2) minimum six hours parking time per meter and 3) submittal of a revised landscaping plan which only consists of native plants or non-native drought tolerant plants which are non-invasive and mainly low-lying. The proposed development, as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. The project as proposed is the least environmentally damaging alternative. Therefore, the Commission finds that the proposed project,

as conditioned, is the least environmentally damaging feasible alternative and is consistent with CEQA and the policies of the Coastal Act.

As conditioned, no feasible alternatives or further feasible mitigation measures are known, beyond those required, which would substantially lessen any identified significant effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned, is the least environmentally damaging feasible alternative and is consistent with CEQA and the policies of the Coastal Act.

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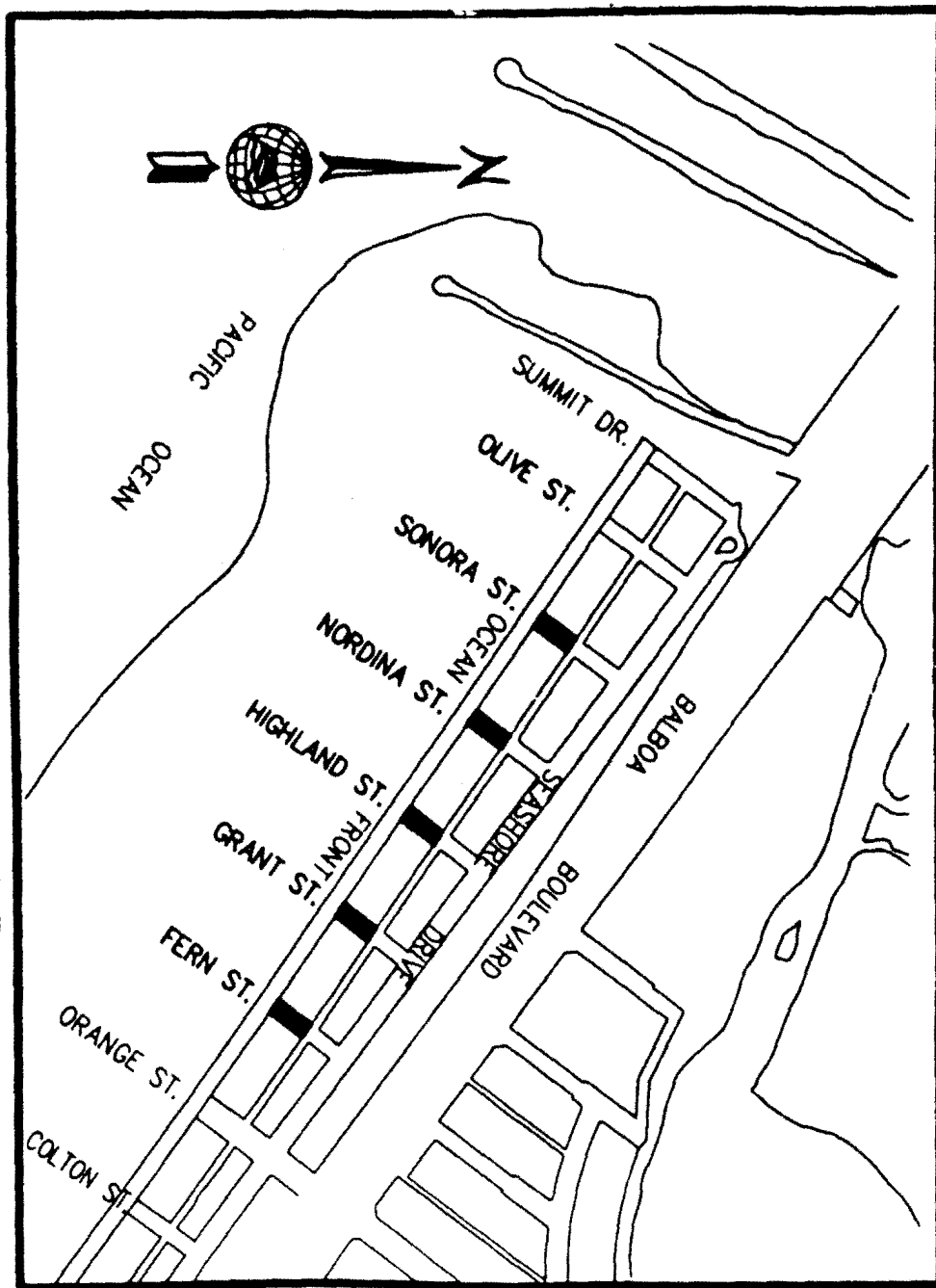


**SYMBOL LEGEND**

- POWER POLE
- SMH SANITARY SEWER MANHOLE
- ⊕ FIRE HYDRANT
- WM WATER METER BOX & SERVICE
- GM GAS METER

**COASTAL COMMISSION**

EXHIBIT # 1  
PAGE 1 OF 3



**LOCATION MAP**  
NOT TO SCALE

**COASTAL COMMISSION**

EXHIBIT # 1

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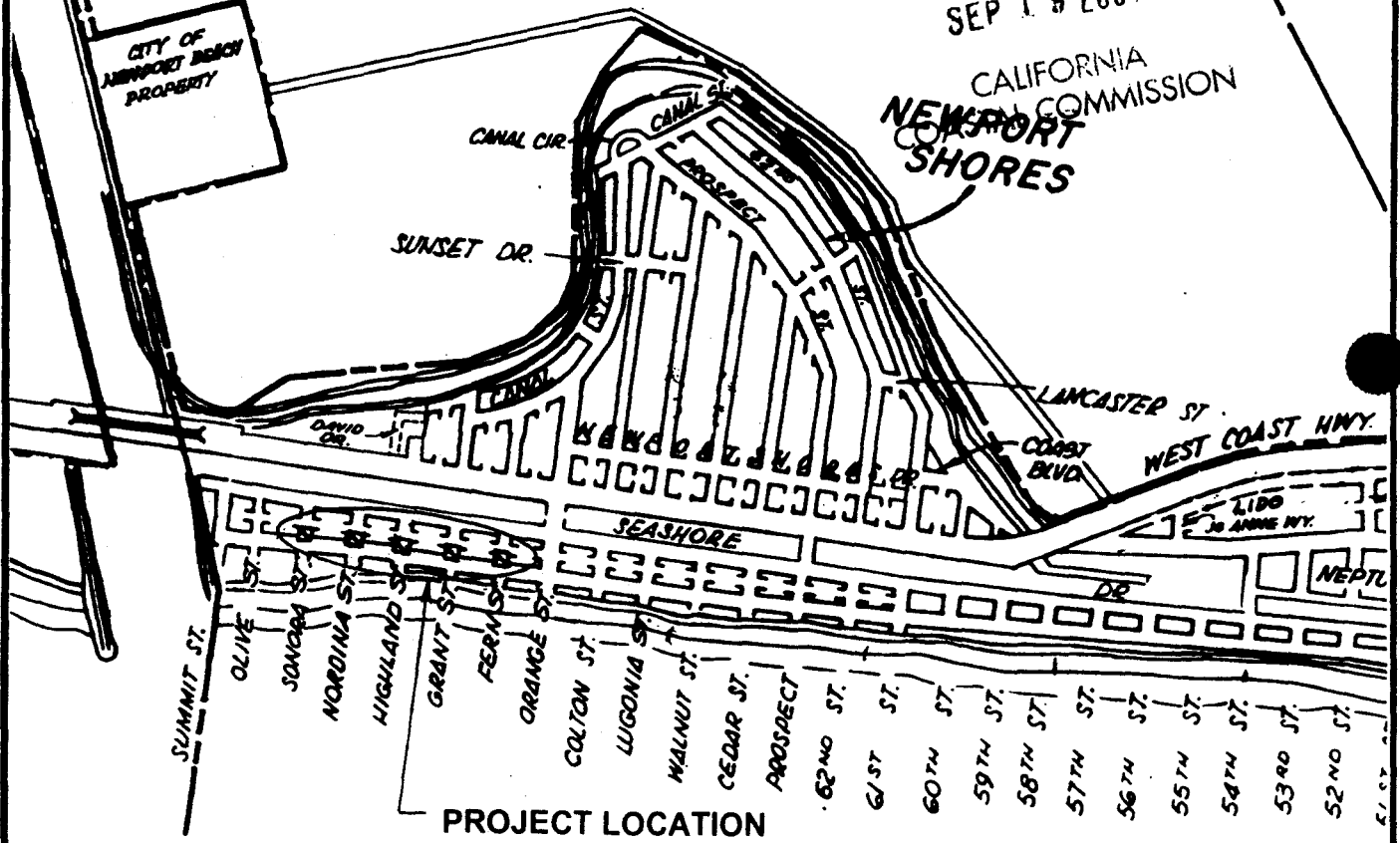
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PROJECT LOCATION

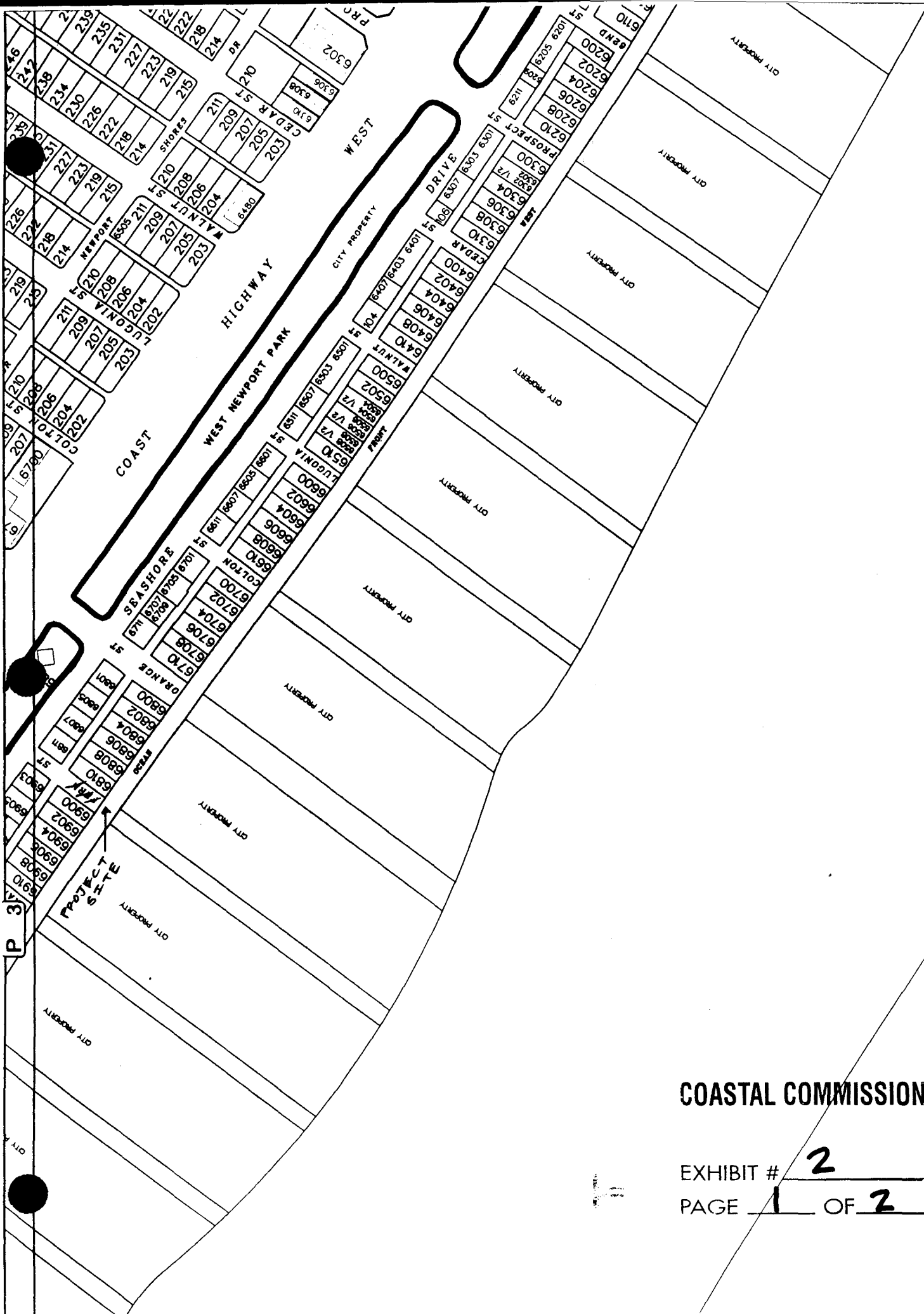
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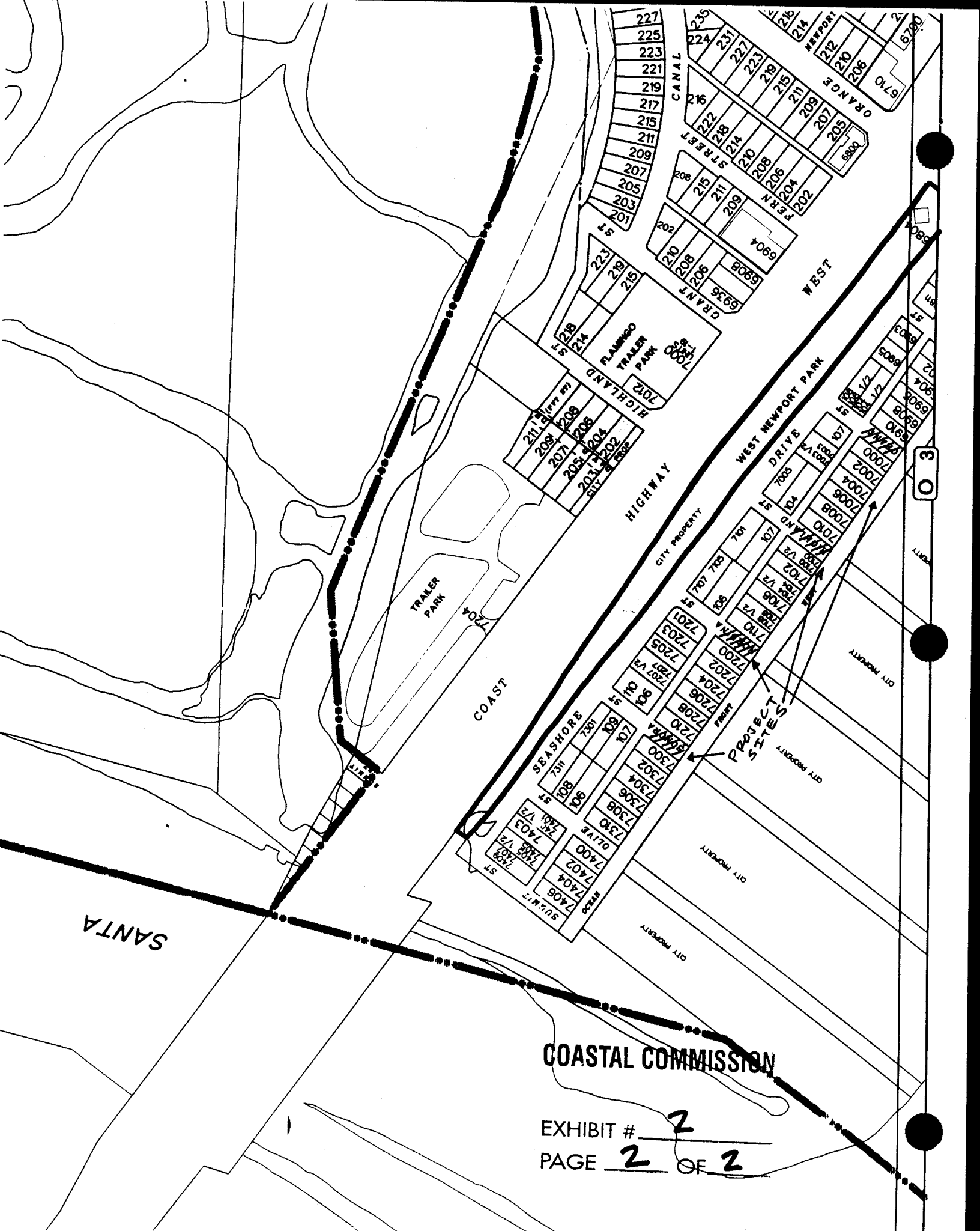
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AND SONORA STREETS

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APPROVED [Signature]  
PROJECT ENGINEER  
LOCATION MAP



**COASTAL COMMISSION**

EXHIBIT # 2  
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EXHIBIT # 2  
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HIGHWAY

CITY PROPERTY

WEST NEWPORT PARK DRIVE

PROTECT SITES

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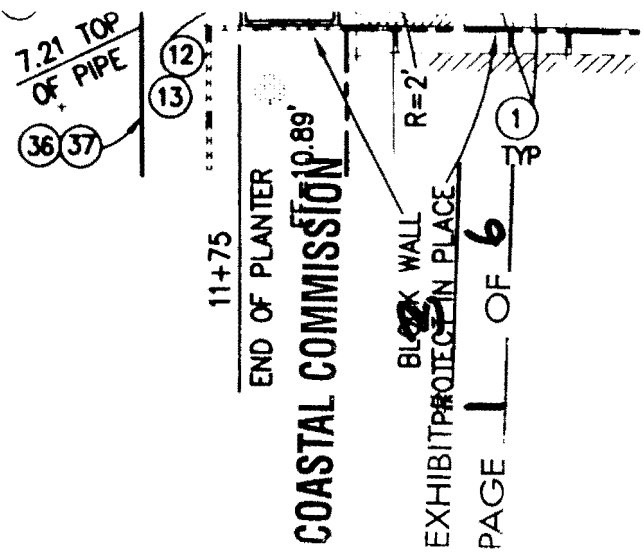


6810-  
 FF=11.30  
 STORY RESIDENCE  
 TECT WOOD FENCE  
 PLACE

PCC  
 ALLEY

STREET LIGHT

# FERN STREET



## CONSTRUCTION NOTES

- ) REMOVE ENCROACHING IMPROVEMENTS.
- ) CONSTRUCT PCC CURB, TYPE "B", PER CNB STD-182-L, WITH 6" CURB FACE.
- ) REMOVE PCC PAVEMENT.
- ) CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH TYPE II, PER APPLICABLE PORTIONS OF CNB STD-163-L, X = 3', 1/2" LIP.
- ) CONSTRUCT 4" THICK PCC SIDEWALK.
- ) CONSTRUCT 6" THICK PCC LANDING AND P.C.C. THICKENED EDGE PER DETAIL "B" ON SHEET 1.
- ) CONSTRUCT 8" THICK PCC ROADWAY
- ) REMOVE ASPHALT ROADWAY.
- ) INSTALL MULTIPLE TRUNK MEDITERRANEAN FAN PALM TREE, 3' MIN. TRUNK SIZE.
- ) CONSTRUCT PLANTER PER DETAIL "A" SHOWN ON SHEET 1 AND FILL ALL CELLS WITH GROUT.
- ) INSTALL SHRUBS PER PLANTER DETAIL ON SHEET 4.
- ) PROVIDE AND INSTALL PARKING METER POST PER CNB STD-920-L
- ) (21) INSTALL CONCRETE METER BOX BROOKS #7 OR H & C #437 OR J & R #W 4 1/2 TO GRADE. LID SHALL BE UNMARKED.
- ) (22) CONSTRUCT DEPRESSED TYPE "B" CURB PER APPLICABLE PORTIONS OF CNB STD-182-L AND DETAIL HEREON.
- ) (23) INSTALL 1" PVC SCH 40 GRAY ELECTRICAL CONDUIT FOR TELEPHONE SERVICE 3' BELOW SUBGRADE.
- ) (29) INSTALL GREEN H.D.P.E. IRRIGATION BOX, CARSON BROOKS NO. 1419, WITH LID MARKED "IRRIGATION CONTROL VALVE".
- ) (36) INSTALL 2 1/2-INCH P.V.C. SCH 40 GRAY ELECTRICAL CONDUIT WITH 12-INCH SWEEP TO A MINIMUM DEPTH OF 4 FEET.
- ) (37) INSTALL 25 STREET END SPRINKLER CONTROLLER WIRES, 14 GAUGE SINGLE S: 24 BLACK AND 1 WHITE.
- ) (39) NEWLY INSTALLED SPRINKLER CONTROLLER WIRES SHALL HAVE FOUR ADDITIONAL FEET OF LENGTH AND BE NEATLY COILED AND LEFT IN THE PULLBOX AT 59TH STREET ONLY. ALL OTHER PULL BOXES SHALL HAVE A MINIMUM LENGTH OF ONE ADDITIONAL FOOT OF WIRE AND BE NEATLY COILED AND LEFT IN THE PULL BOX.

COASTAL COMMISSION

EXHIBIT PROTECT IN PLACE  
 PAGE 1 OF 6

VERT. 1" = 4'  
HORIZ. 1" = 20'

11+50

11+00

10+50

10+00

EXHIBIT # 3  
PAGE 2 OF 6

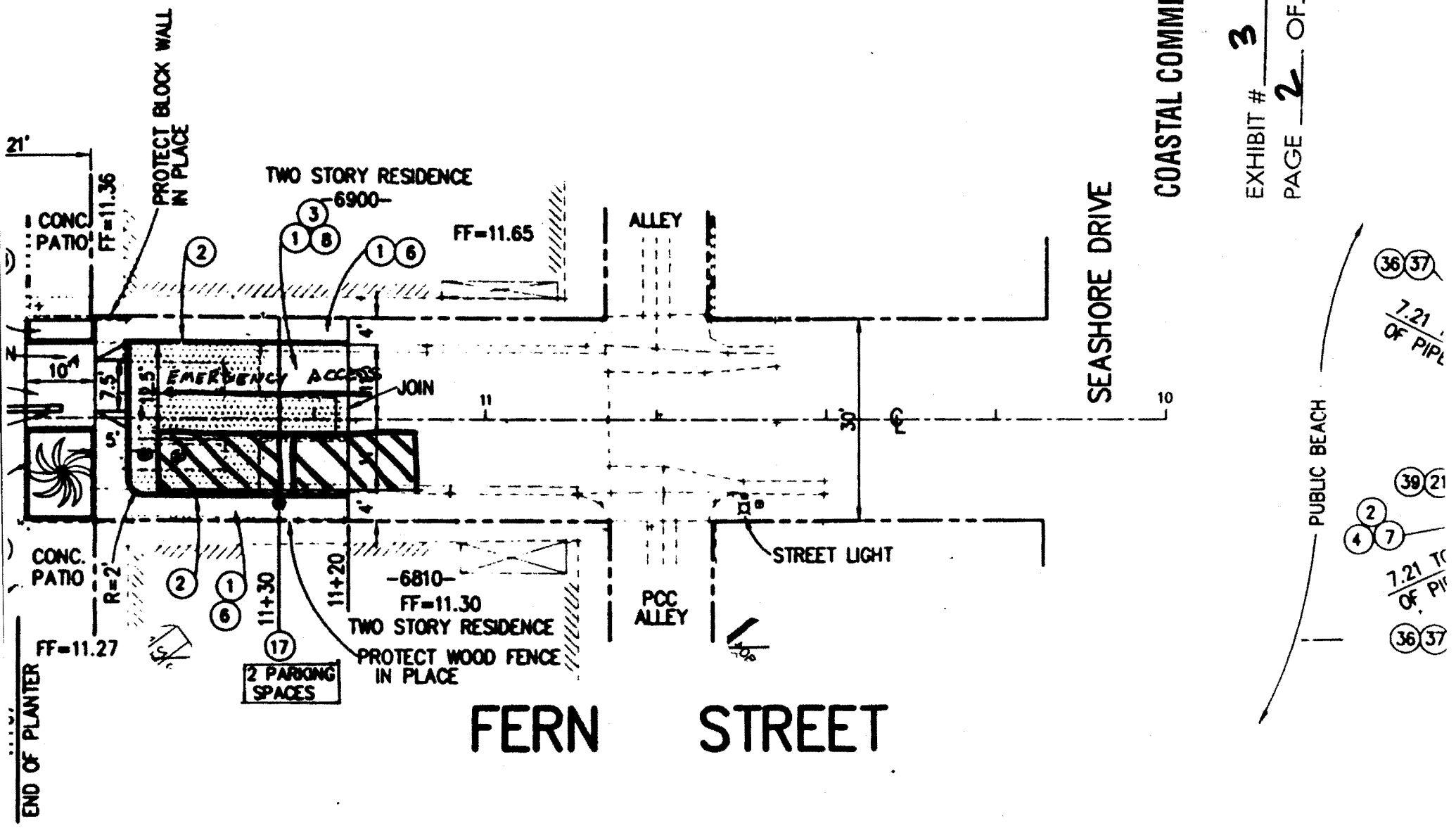
COASTAL COMMISSION

SEASHORE DRIVE

PUBLIC BEACH

FERN STREET

CONSTRUCTION NOTES



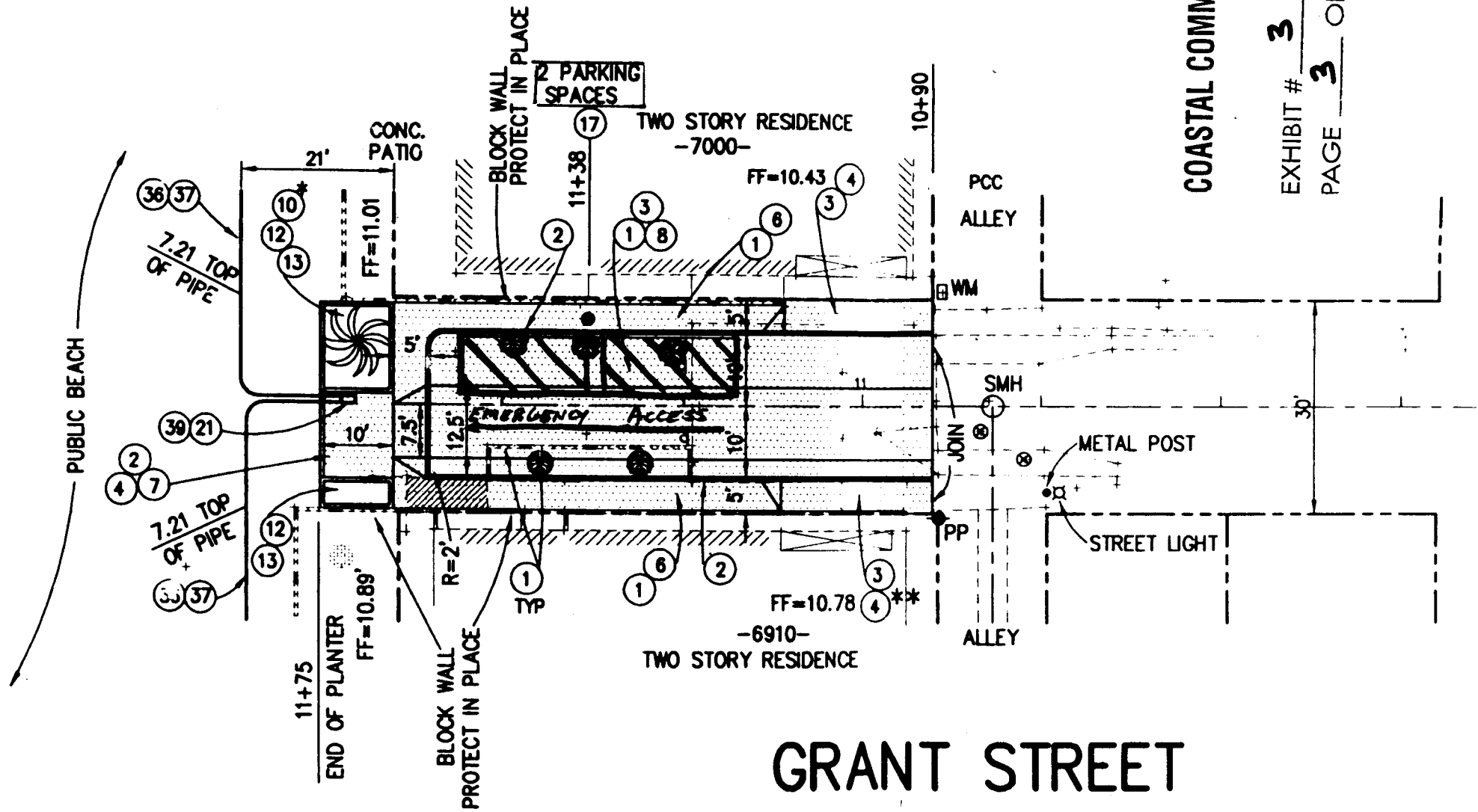
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COASTAL COMMISSION

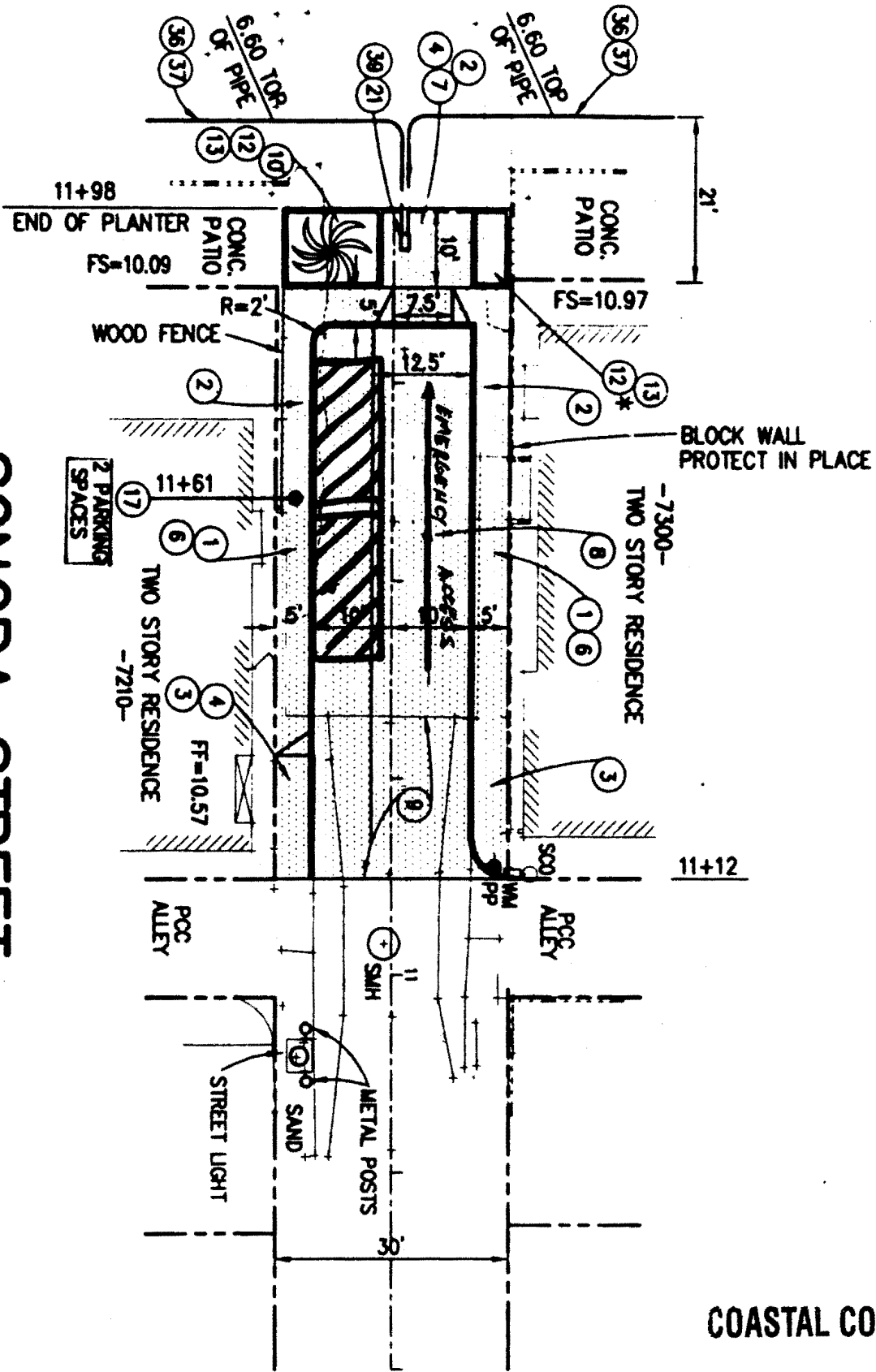
EXHIBIT # 3

PAGE 3 OF 6



# GRANT STREET

# SONORA STREET



12+00

11+50

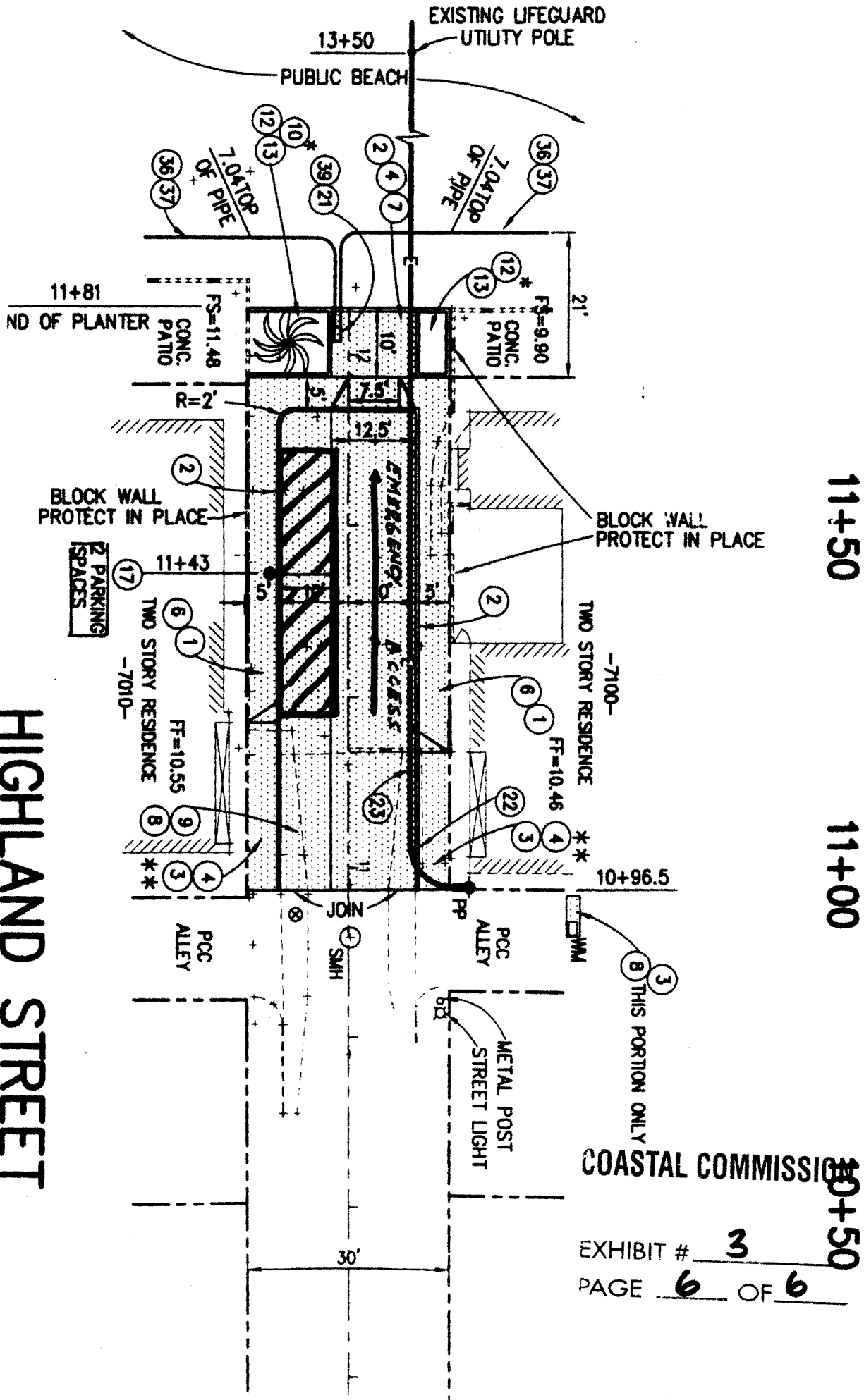
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COASTAL COMMISSION

EXHIBIT # 3  
PAGE 4 OF 6



HIGHLAND STREET



COASTAL COMMISSION

EXHIBIT # 3  
PAGE 6 OF 6

10

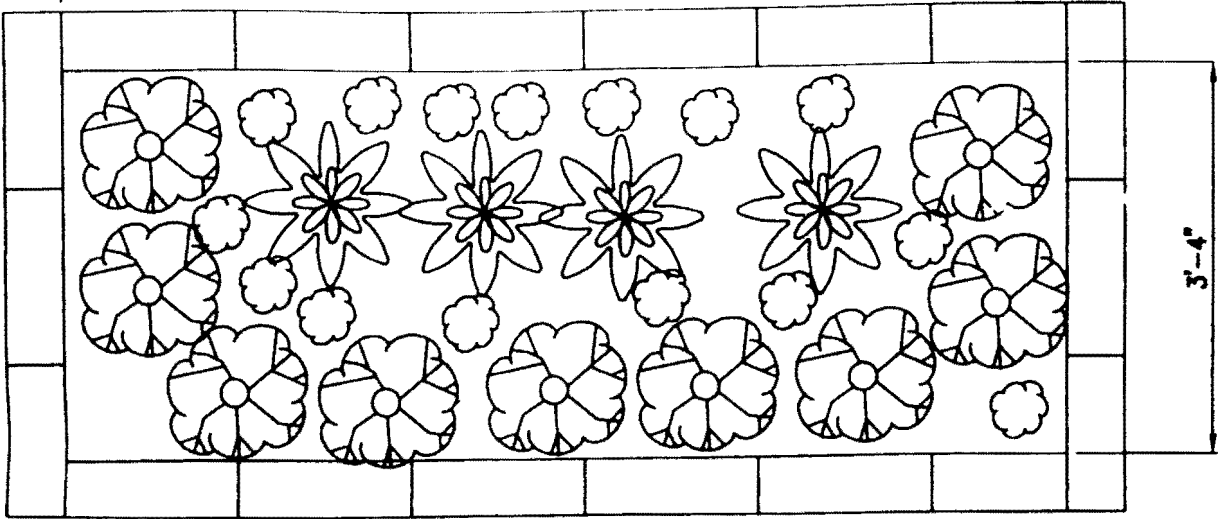
11+50

11+00

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11'-0"

3'-4"

# PLANTING LAYOUT "A"

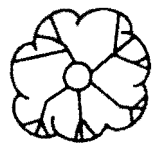
N.T.S.

## PLANT LEGEND

SYMBOL

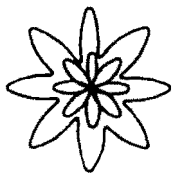
NAME

QUANTITY



CARISSA "TUTTLE"

9 5 GALLON PLANTS (LAYOUT "A")  
12 5 GALLON PLANTS (LAYOUT "B")



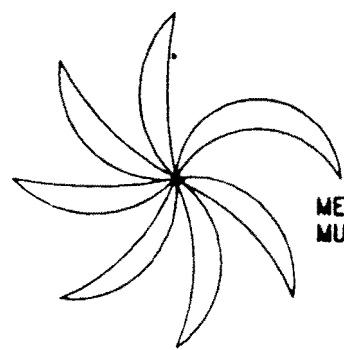
RAPHIOLEPIS "PINKIE"

4 5 GALLON PLANTS (LAYOUT "A")  
15 5 GALLON PLANTS (LAYOUT "B")



LIMONIUM STATUS  
SEA LAVENDAR

15 1 GALLON PLANTS (LAYOUT "A")  
60 1 GALLON PLANTS (LAYOUT "B")



MEDITERRANEAN FAN PALM  
MULTIPLE TRUNK

COASTAL COMMISSION

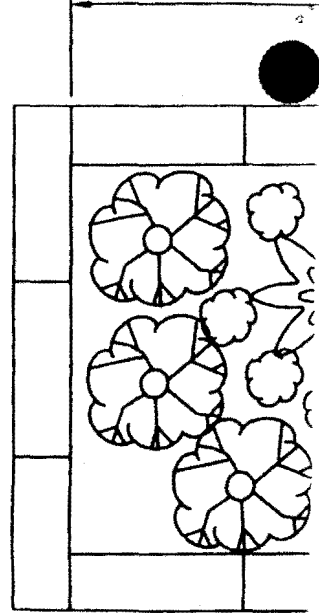
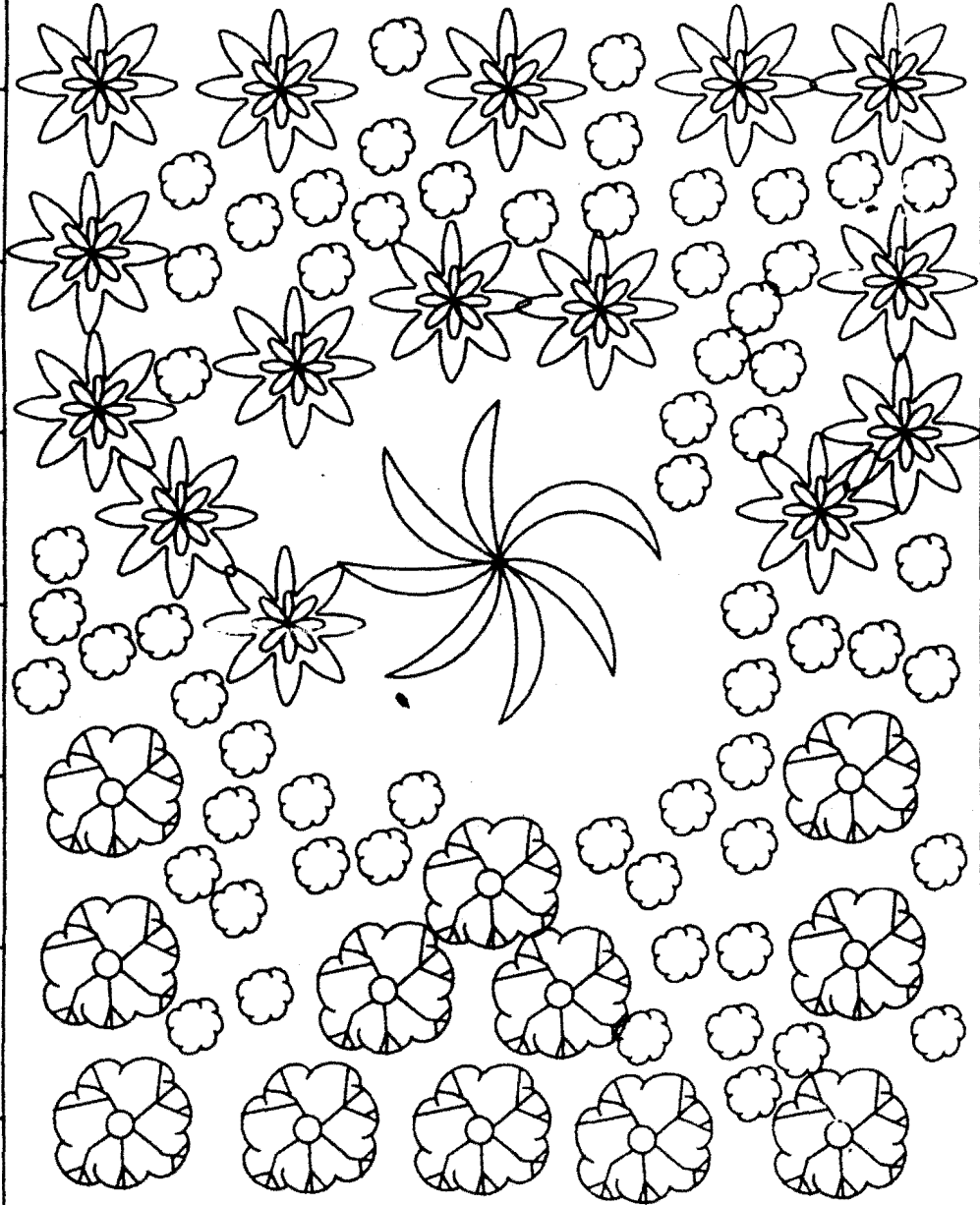
1 3' MIN. TRUNK SIZE  
(LAYOUT B ONLY)

EXHIBIT # 4

PAGE 1 OF 2

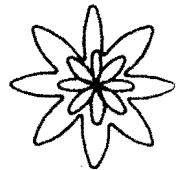
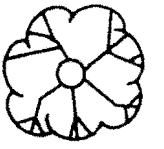
8'-8"

11'-0"



# PLAN

## SYMBOL



# PLANTING LAYOUT "B"

COASTAL COMMISSION

N.T.S.

EXHIBIT # 4

PAGE 2 OF 2

