

CALIFORNIA COASTAL COMMISSION

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Filed: 3/19/09
Staff: AL J. Padilla-LB
Staff Report: 5/21/09
Hearing Date: 6/10-12/09
Commission Action:

TH 10b**STAFF REPORT: PERMIT AMENDMENT**

AMENDMENT APPLICATION NUMBER: 5-01-261-A2

APPLICANT: Los Angeles County Department of Beaches and Harbors

PROJECT LOCATION: Will Rogers State Beach (Parking lot No. 5), Pacific Palisades, City of Los Angeles

DESCRIPTION OF PROJECT PREVIOUSLY APPROVED (5-01-261):

Improvements throughout Will Rogers State Beach that include demolition and reconstruction of four restroom facilities, four public parking lots, a bike and pedestrian path, one concession stand, one lifeguard substation, access ramps, an entry kiosk, and highway barriers; remodel of the existing lifeguard headquarters; construct three new observation decks with associated access ramps and an ADA access ramp across the bluff slope located at Parking Lot #5; and the use of 9,600 square feet (36 parking spaces) to house a temporary inner city youth water education program.

DESCRIPTION OF AMENDMENT (5-01-261-A1):

Construction of three ADA (Americans with Disabilities Act, Public Law 336 of the 101st Congress, enacted July 26, 1990) compliant access ramps across an approximately 10' high descending slope to the beach at Will Rogers State Beach.

DESCRIPTION OF PROPOSED AMENDMENT (5-01-261-A2):

Request for the removal of an after-the-fact 31/2 foot chainlink fence and construction of a fence constructed out of 1½ inch heavy duty anodized aluminum tubing, with 8 horizontal railings spaced 4 inches apart, with an overall height of 3.5 feet and approximately 760 foot long at Lot No. 5; and construction of a secondary vehicle exit at public parking lot No. 3.

SUMMARY OF STAFF RECOMMENDATION:

This amendment, application No. 5-01-261-A2, would allow the construction of a fence along a coastal bluff adjacent to a public parking lot. Because of the visual impact that could occur with a fence design that obscures coastal views through the fence within a visual corridor staff recommends that the Commission **approve** the proposed permit amendment with special conditions: 1) submit revised plans for an alternative fence design that will be more open and less visually obtrusive and compatible with the surrounding

area; 2) provide evidence of Caltrans review; and 3) condition compliance. The special conditions will ensure that the proposed project is consistent with the Chapter 3 policies of the Coastal Act.

I. MOTION, STAFF RECOMMENDATION, AND RESOLUTION:

Staff recommends that the Commission make the following motion and adopt the following resolution:

MOTION: *I move that the Commission approve the proposed amendment to Coastal Development Permit No. 5-01-261-A2 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

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

RESOLUTION TO APPROVE A PERMIT AMENDMENT:

The Commission hereby approves the coastal development permit amendment on the ground that the development as amended and subject to conditions, 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 amendment 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 amended development on the environment, or 2) there are no feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the amended development on the environment.

PROCEDURAL NOTE

A. Coastal Development Permit Amendments

The Commission's regulations provide for referral of permit amendment requests to the Commission if:

1. The Executive Director determines that the proposed amendment is a material change,
2. Objection is made to the Executive Director's determination of immateriality, or

3. The proposed amendment affects conditions required for the purpose of protecting a coastal resource or coastal access.

If the applicant or objector so requests, the Commission shall make an independent determination as to whether the proposed amendment is material. 14 Cal. Admin. Code 13166.

The subject application is being forwarded to the Commission because the Executive Director has determined that the proposed amendment is a material change and affects conditions required for the purpose of protecting coastal resources or coastal access.

STAFF NOTE:

Ownership

The property involved in Coastal Development Permit amendment application No. 5-01-261A2(Department of Beaches and Harbors), is owned by the State of California. The State leases the property within Will Rogers State Beach to the City of Los Angeles. The City assigned to the County of Los Angeles the right to operate Will Rogers State Beach pursuant to Joint Powers Agreement No. 25273 (JPA), as amended. Under the JPA the County of Los Angeles agrees to provide "all necessary lifeguard and beach maintenance services at all beach areas bordering on the Pacific Ocean which are... leased by City and situated within the limits of the City of Los Angeles...." Either party to the JPA (in this case the City of Los Angeles and the County of Los Angeles) can terminate the Agreement by giving a year's written notice.

Jurisdiction

Section 30600(b)(1) of the Coastal Act allows local government to assume permit authority prior to certification of a Local Coastal Program. Under this section, local government may establish procedures for the filing, processing, review, modification, approval, or denial of coastal development permits within its area of jurisdiction in the coastal zone. Section 30601 establishes that in certain areas, and in the case of certain projects, a permit from both the Commission and local government is required. Section 30602 states that any action taken by a local government on a coastal development permit application prior to the certification of a Local Coastal Program can be appealed by the Executive Director of the Commission, any person, or any two members of the Commission to the Commission within 20 working days from the receipt of the notice of City action.

In 1978, the City of Los Angeles opted to administer the issuance of coastal development permits in areas within the City. The Commission staff prepared maps that indicate the area in which Coastal Development Permits from both the Commission and the City are required. This area is commonly known as the "Dual Permit Jurisdiction". Areas in the coastal zone outside the dual permit jurisdiction are known as the "Single Permit Jurisdiction". The City assumes permit jurisdiction for projects located in the single permit

jurisdiction. This project is located within the “Dual Permit Jurisdiction.” Therefore, an action on a coastal development permit is generally required to be taken from both the City of Los Angeles and the Coastal Commission prior to development. However, Section 30600(b)(2) of the Coastal Act, which states:

A coastal development permit from a local government shall not be required by this subdivision for any development on tidelands, submerged lands, or on public trust lands, whether filled or unfilled, or for any development by a public agency for which a local government permit is not otherwise required.

Since the County has jurisdiction over this property and is not required local government permits a local CDP was not required for this amendment.

The City of Los Angeles does not have a certified Local Coastal Program for the Pacific Palisades area. Therefore, the standard of review is the Chapter 3 policies of the coastal Act.

Permit History

In 2002, the Commission approved coastal development permit 5-01-261 and a subsequent amendment (5-01-261-A1) for beach improvements throughout Will Rogers State Beach that included demolition and reconstruction of four restroom facilities, four public parking lots, a bike and pedestrian path, one concession stand, one lifeguard substation, access ramps, an entry kiosk, and highway barriers; remodel of the existing lifeguard headquarters; construction of one ADA access ramp across the bluff slope located at Parking Lot No.5, Lot No.2 East and Lot No. 3 East; and the use of 9,600 square feet (36 parking spaces) to house a temporary inner city youth water education program.

Parking Lot No. 5, where the proposed fence will be located included the following improvements:

- Demolish and repave parking lot
- Demolish restroom and construct a new restroom east of the existing location
- Demolish lifeguard substation and construct a new two-story, 21' 9" lifeguard substation east of the existing location
- Demolish 2 paved access ramps and wooden stairs from the parking lot level to the beach level and construct 2 new paved access ramps
- Construct a new ADA access ramp located in the existing restroom location
- Remove barrel and chain highway barrier and construct metal beam guardrail

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 term or 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

Note: Unless specifically altered by this amendment, all conditions imposed on the previously approved permit and/or amendments thereto shall remain in effect

1. Fence Design Alternatives

- A. Within 90 days of Commission action on amendment No. 5-01-261-A2, the applicant shall submit, for the review and approval of the Executive Director, two (2) sets of final revised project plans. The revised final project plans and project description shall reflect the following:
 1. The fence shall be a post and cable fence, or other similar, visually open design, consistent with the provisions of public safety, subject to the review and approval of the Executive Director. Alternative designs may be allowed if the Executive Director determines that such designs are consistent with the intent of this condition and serve to minimize adverse effects to public views.
- B. The fence shall be constructed in compliance with the revised project plans approved by the Executive Director.

2. **California Department of Transportation Review**

Prior to the issuance of the coastal development permit, the applicant shall provide evidence that the California Department of Transportation has reviewed, and if determined necessary by Caltrans, approved the design and location of the proposed driveway exit out of Will Rogers State Beach parking lot No. 3.

3. **Condition Compliance**

Within 120 days of Commission action on this coastal development permit application, or within such additional time as the Executive Director may grant for good cause, the applicant shall satisfy all requirements specified in the conditions hereto that the applicant is required to satisfy prior to issuance of this permit. Failure to comply with this requirement may result in the institution of enforcement action under the provisions of Chapter 9 of the Coastal Act.

IV. **FINDINGS AND DECLARATIONS:**

The Commission hereby finds and declares:

A. **Project Description and Location**

The proposed development consists of the request for the removal of an after-the-fact 31/2 foot chainlink fence and construction of a fence constructed out of 1½ inch heavy duty anodized aluminum tubing, with 8 horizontal railings spaced 4 inches apart, and with an overall height of 3.5 feet (see Exhibit No. 4 & 5). The fence will be located at Will Rodgers State Beach Parking Lot No. 5, which is located immediately north of the Sunset Boulevard and Pacific Coast Highway intersection, and north of Gladstone for Fish restaurant (see Exhibit No. 2 & 3).

The County is also proposing to construct a vehicle exit to PCH at Lot N. 2, located at Temescal Canyon Road and PCH (see Exhibit No. 2 & 6). The exit will be located in the northern section to alleviate congestion out of the parking lot.

The proposed chain link fence was installed during the approved renovation of the public beach parking lot (No. 5) in 2007, under CDP No. 5-01-261 and A1), but was not included in the approved renovation plans. The proposed fence, which will replace the existing chainlink, will be located on the seaward side of the newly reconstructed parking lot which parallels the approximately 10 foot high bluff that descends down to the sandy beach (Will Rogers State Beach). The stated intent of the fence is for public safety and is required under the California Building Code (Section 509.1) which requires guardrails/fencing adjacent to walkways when the walkway is within 5 feet of an elevation change of more than 30 inches (see Exhibit No. 10). Furthermore, according to the building code (Section 1013.3) fencing is required to have horizontal members spaced no greater than 4 inches (see Exhibit No. 11).

Will Rodgers State Beach is an approximately 3.2 mile stretch of beach in the Pacific Palisades area of the City of Los Angeles, located immediately north of Santa Monica and extending to the Los Angeles County/City boundary line. The State Beach consists of five public parking lots, lifeguard towers, and public amenities such as concession stands, volleyball courts, pedestrian walkways, and restrooms.

B. Visual Quality

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 the surrounding areas, and, where feasible, to restore and enhance the visual quality in visually degraded areas.

The Coastal Act protects the visual quality of scenic coastal areas. In this case the proposed project is adjacent to Will Rodgers State Beach, a heavily visited beach area. The scenic and visual qualities that must be protected in this area consist of the views to and along the beach that are available from Pacific Coast Highway (the major coastal route directly above and parallel to this stretch of beach). Pacific Coast Highway (PCH) is listed as a Designated Scenic Highway on the City of Los Angeles General Plan Scenic Highways Map.

The height, location, siting and design of the proposed fence could have an effect on the visual and scenic values of this coastal area. The Coastal Act states that development shall be sited and designed to protect views to and along the ocean and scenic coastal areas and development shall be compatible with the surrounding area.

Pursuant to the underlying permit, Parking Lot No. 5 was recently renovated with the demolition and reconstruction of the parking lot and construction of new restroom facilities, and a handicap access ramp leading from the parking lot down to the beach.

Will Rodgers State Beach and the beach facilities are located directly adjacent to Pacific Coast Highway. Along Will Rodgers State Beach, there currently exist long stretches of open sandy beach area between the limited beach facilities found along Will Rodgers State Beach. Beach facilities, such as parking lots, restrooms, concession stands, and lifeguard headquarters found along the coastline are generally separated from the sandy beach by a 4 to 15-foot high bluff, Parking Lot No. 5 is located above a short but steeply sloping bluff, approximately 10 feet high. The new restroom and lifeguard substation at Parking Lot No. 5 are located at the edge and partially down the face of this bluff slope.

Between Gladstone's Restaurant to the south and the new restroom facility to the north, the County reconstructed the parking lot and included a 5 foot wide pedestrian pathway with five inch curb along the top of the 10 foot high bluff. Parking lot no. 5 is a narrow lot, measuring approximately 30 to 35 in width (see Exhibit No. 3). Because of the narrow width and short bluff, the lot provides significant views of the beach and ocean for motorists traveling north or south on PCH.

The proposed fence will be located on the western edge of the parking lot, at the bluff edge in an area that provides unobstructed public ocean views. Although the proposed tubing type fencing is an open design, the 8 horizontal rows of 1½ inch tubing, spaced 4 inches apart, and with an overall height of 3.5 feet significantly distracts from the available views because the fence is directly in line with motorists and cyclists line of sight from PCH. Because of the close spacing and thickness of the horizontal railings, the ability to view through the fencing is hindered because of the distracting horizontal lines of the fence.

The type of fence proposed by the County is not conducive to public viewing and incompatible with the character of the open beach area. Although the fence is only 3.5 feet high and during the summer weekends, the fence and views along this stretch could be partially obscured by vehicles, PCH is heavily used throughout the year by commuters, cyclist, recreationalist, beach goers and sightseers and provides the public driving or riding along PCH significant views of the ocean.

Although any type of fencing will have some degree of visual impact since the area was open and unobstructed, other types of fencing, such as post and cable, or even chainlink, will provide better views through the fencing.

Along other Will Roger State Beach parking lots, the County has either existing chainlink fencing, as located along Lot No. 3, or the tube type fencing located along Lot No. 1, as proposed on this lot. The tube fencing at Lot No. 1 was approved in the underlining permit (CDP No. 5-01-261). The plans called for replacement of the existing metal tube fence that only had two or three horizontal rows, but the plans did not provide specifics to the design. After seeing the new constructed replacement fence at Lot No. 1 (see Exhibit No. 8), staff was concerned with the visual impact the same tube design would have at Lot No. 5.

The current chainlink fence, which was constructed after the parking lot was refurbished, without a coastal permit, provides better views through the fencing than the tube fence because of the small gauge of wire used in this type of fencing as opposed to the thicker 1½ inch diameter tubing. From a distance the chainlink almost disappears and allows the viewer to see through and beyond the fencing. However, according to the County, residences in the area were concerned with the visual character of the area and wanted a different design and selected the tube type fencing used at Lot No. 1.

The visual character of an area should be protected or enhanced, and perhaps chainlink fencing along a visual corridor, which is adjacent to a residential neighbor on the landward side of PCH, is not appropriate; however, the coastal views should also be protected and

where possible enhanced. The proposed fence does not protect or enhance views and significantly impacts the visual resource.

The type of fencing material has been an issue in a number of permits that have come before the Commission. Ocean trails (A-5-RPV-93-005) in Rancho Palos Verdes, included a 40 inch in height split rail fence with plastic coated chain link along the lower 18-20 inches of the fencing for the public bluff areas. Montage/Treasure Island Resort (A-5-LGB-00-78 &79) included a low, decorative wood fence along the public pathway. Marblehead (CDP No. 5-03-013) in San Clemente was approved with low split rail style fencing for the public trails near the bluff edge. Dana Point Headlands (LCPA 1-03) in Dana Point was also approved with low split rail style fencing for the public trails near the bluff edge. In the San Clemente Coastal Trail project (CDP No. 5-03-322) in San Clemente, low view friendly fencing with appropriate vegetation was used to protect views and to provide public safety along the bluff and railroad.

The most appropriate fence for any particular area depends on the location and what needs to be protected. A split rail fence may be appropriate on a coastal trail or in a park where there is a need for more of a visual barrier than a substantial barrier such as a chain link fence or solid wall. But where a fence is needed in an area that is a visual corridor or provides ocean viewing, that fence needs to be of an open design and minimize the visual intrusion to the maximum extent possible to protect the visual resource. Although the proposed metal post and rail fence is of an open design, the thickness and number of the horizontal rails provide a more visual obstruction than a chainlink fence, or post and cable (see Exhibit No. 9), both of which consist of much thinner horizontal elements. With the thicker rail fence with 8 horizontal rails the point of focus does not extend beyond the fence, whereas, with the thinner type materials, the point of focus can extend beyond to the beach, water and horizon, whereby preserving the coastal views, consistent with Section 30251 of the Coastal Act. Therefore, as a condition of this permit (Special Condition No. 1) the applicant is required to submit revised plans for a new redesigned fence of an open design, such as a post and cable fence, that minimizes the visual impact and provides for views through the fence to the beach and ocean. The commission finds that only as conditioned will the project be consistent with Section 30251 of the Coastal Act.

C. Public Access

Sections 30210, 30211, 30213, and 30220 of the Coastal Act require that new development provide maximum public access and recreation and avoid interference with the public's right of acquired access

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public

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

Section 30211 of the Coastal Act states:

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

Section 30240 states, in part:

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

Section 30252 states, in part:

The location and amount of new development should maintain and enhance public access to the coast by... (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation...

The County proposes to construct a driveway exit in public beach Lot No. 3 to PCH, at Will Rogers State Beach (see Exhibit No. 6 & 7). Lot No. 3 (main entrance) is located at the intersection of Temescal Canyon and PCH. Lot No. 3 currently has only one entrance and exit for the 628 space public beach lot.

The County has indicated that because the lot only has one exit at the main entrance, which serves Lot No. 3 and the adjacent lot No. 2, during the summer months and holidays, there is heavy congestion leaving the lot and a safety concern with impatient motorist trying to beat the traffic light at the intersection.

According to the County, approximately 5 parking spaces within the parking lot will be lost due to the driveway cut and approach. However, during the recent reconstruction and restriping of the parking lots (Lot No. 2 and 3), an additional 10 spaces were added, therefore, there will be no net loss of public spaces within the parking lot (there is no parking along this section of PCH).

The new exit will exit onto PCH which is under the jurisdiction of the California Department of Transportation (Caltrans). An exit could cause safety issues along PCH and should be reviewed by Caltrans. At this time the County does not have a capital project yet and has not received final confirmation from Caltrans to determine if any review or approvals are necessary from that department. To ensure that Caltrans has reviewed and/or approved the location and design, Special Condition No. 2 is necessary to require the submittal of evidence that Caltrans has reviewed and/or approved the project. The Commission finds,

as conditioned, the proposed development will be consistent with Section 30210, 30211, 30240 and 30252

D. Unpermitted Development

Development has occurred on the subject site with the construction of a chainlink fence along western edge of the parking lot and atop the short bluff. The applicant is proposing to remove the chainlink fence and install a fence of a different design.

To ensure that the unpermitted development component of this application is resolved in a timely manner, Special Condition No. 3 requires that the applicant satisfy all conditions of this permit which are prerequisite to the issuance of this permit within 120 days of Commission action. The Executive Director may grant additional time for good cause. Although development has taken place prior to submission of this permit application, consideration of the application by the Commission has been based solely upon the Chapter 3 policies of the Coastal Act. Approval of this permit does not constitute a waiver of any legal action with regard to any alleged violations nor does it constitute an admission as to the legality of any development undertaken on the subject site without a coastal permit.

E. Local Coastal Program

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

- (a) *Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200). A denial of a Coastal Development Permit on grounds it would prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.*

In 1978, the Commission approved a work program for the preparation of Local Coastal Programs in a number of distinct neighborhoods (segments) in the City of Los Angeles. In the Pacific Palisades, issues identified included public recreation, preservation of mountain and hillside lands, and grading and geologic stability.

The City has submitted five Land Use Plans for Commission review and the Commission has certified three (Playa Vista, San Pedro, and Venice). However, the City has not prepared a Land Use Plan for Pacific Palisades. In the early seventies, a general plan update for the Pacific Palisades had just been completed. When the City began the LUP process in 1978, with the exception of two tracts (a 1200-acre and 300-acre tract of land), which were then undergoing subdivision approval, most private lands in the community were subdivided and built out. The Commission's approval of those tracts in 1980 meant that no major planning decisions remained in the Pacific Palisades for the City. The tracts were A-381-78 (Headlands) and A-390-78 (AMH). Consequently, the City concentrated its efforts on communities that were rapidly changing and subject to development pressure and controversy, such as Venice, Airport Dunes, Playa Vista, San Pedro, and Playa del Rey.

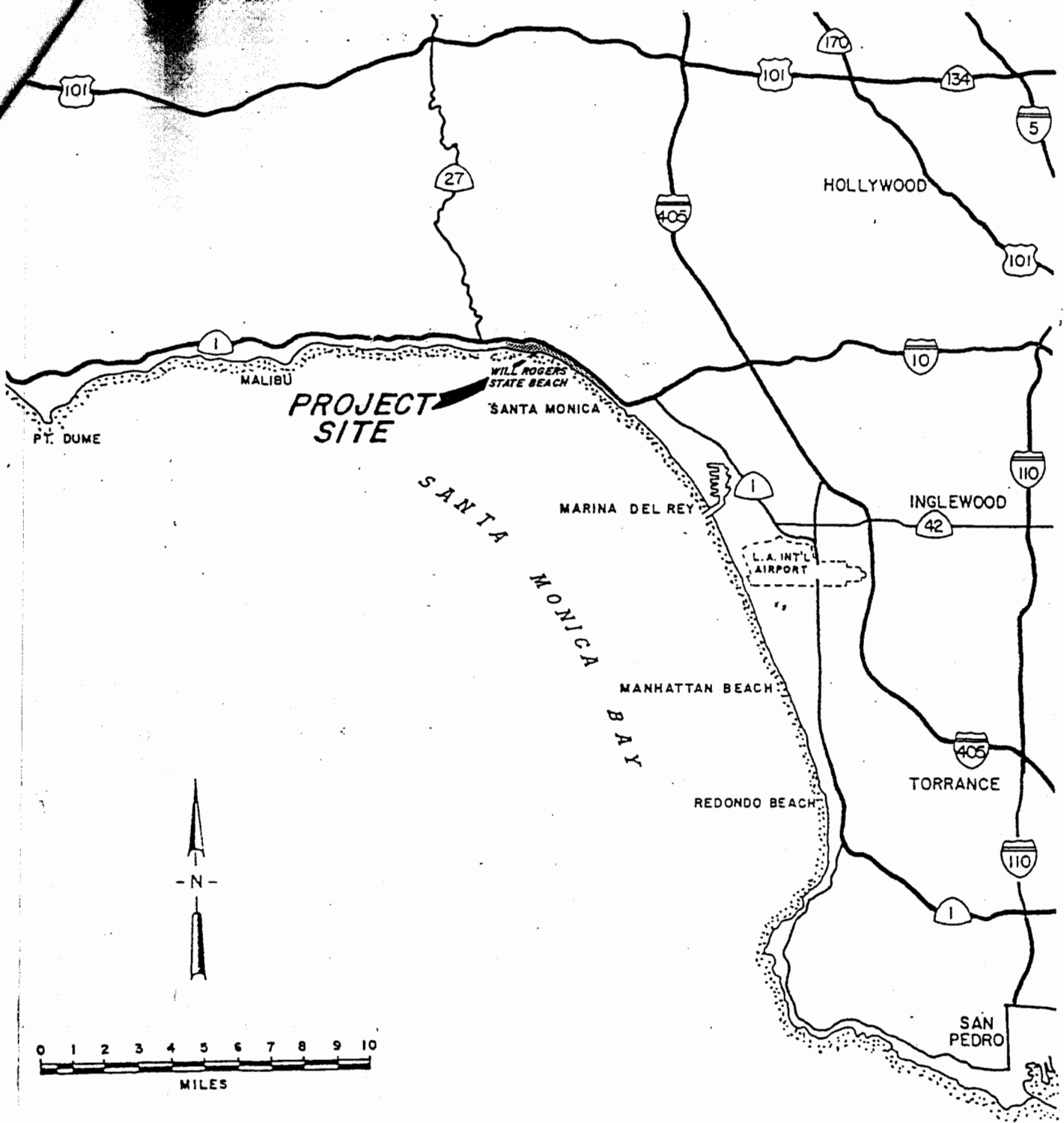
Based upon the findings presented in the preceding sections, the Commission finds that the proposed development, as conditioned, will not create adverse impacts on coastal resources. Therefore, the Commission finds that approval of the proposed development, as conditioned, will not prejudice the City's ability to prepare a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

F. California Environmental Quality Act (CEQA)

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 that the activity may have on the environment.

The proposed project as conditioned is found to be consistent with the Chapter 3 policies of the Coastal Act. As explained above and incorporated herein, all adverse impacts have been minimized and the project, as conditioned, will avoid potentially significant adverse impact that the activity may have on the environment. Therefore, the Commission finds that the proposed project is consistent with the requirements of the Coastal Act and CEQA.

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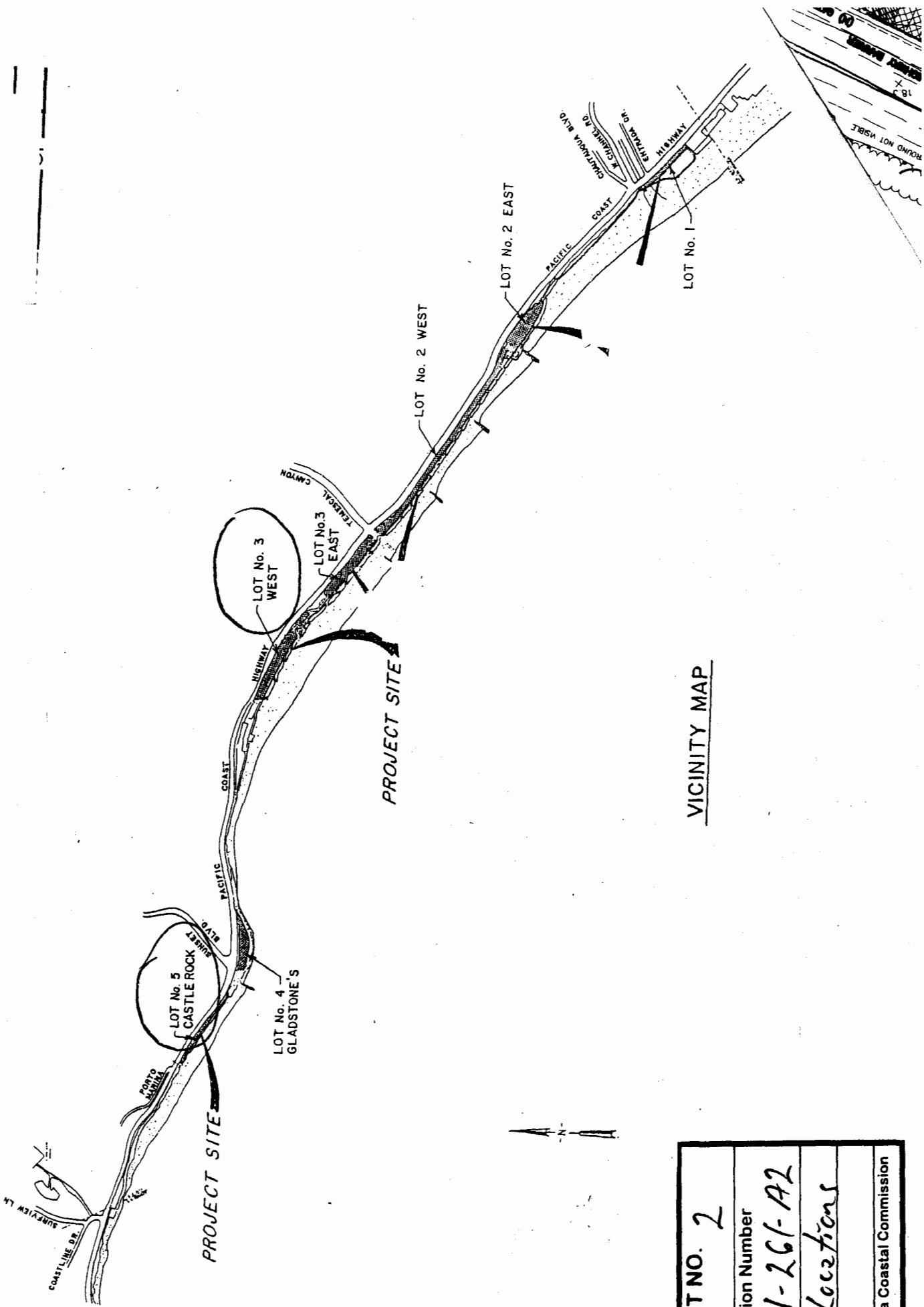
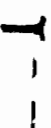


C O A S T A L C O M M I S S I O N	EXHIBIT NO. <i>7</i>
	Application Number <i>5-01-261A2</i>
	<i>Vicinity Map</i>
	California Coastal Commission

LOCATION MAP

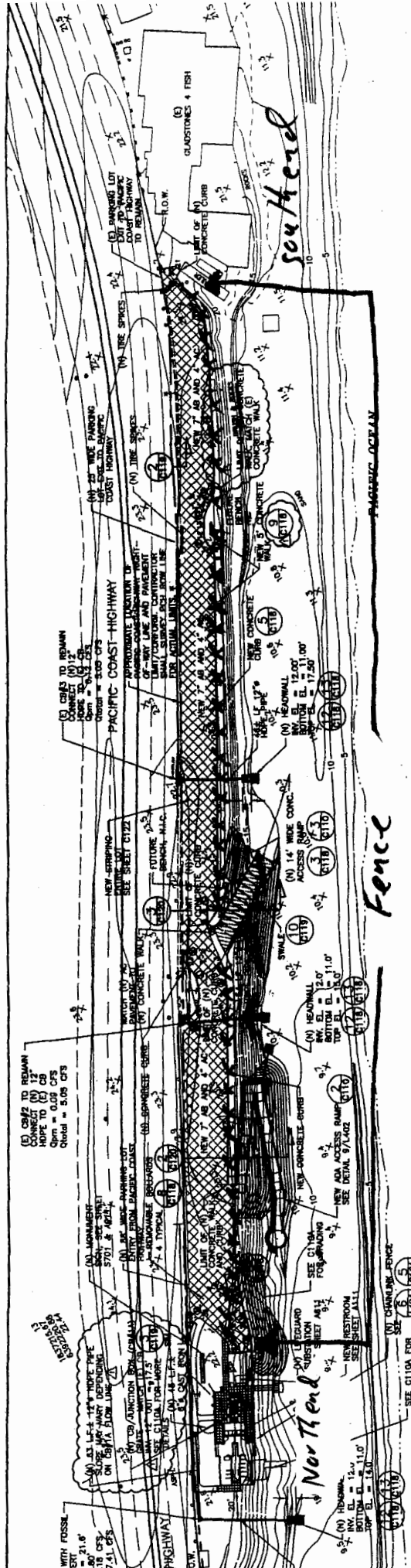
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VICINITY MAP

EXHIBIT NO. 2
Application Number 5-01-261-A2
Lot Locations Lot Locations
California Coastal Commission



IMPROVEMENT LEGEND

- NEW AC AND AB
- NEW CONCRETE RAMP
- RETAINING WALL
- PACIFIC COAST HIGHWAY RIGHT OF WAY
- (E) CONTOUR
- (N) CONTOUR

GRADING LEGEND

- FILL
- CUT

NOTES

1. SEE SHEET C110A FOR GRADING PLAN AT BUILDINGS.
2. SEE SHEET C122 FOR STRIPING PLAN.
3. SEE SHEET L105 FOR LANDSCAPE PLAN.
4. SEE SHEET C130 AND DETAIL 5/C118 FOR STRIPING AND CURB DETAIL.
5. GRADE TO (N) CONTOURS AS INDICATED USING ON-SITE EXCAVATED MATERIAL. REFER TO PLAN FOR GRADING BENCH REQUIREMENTS.
6. WAIVER NO NEW CONTOURS ARE INDICATED MATCH AND/OR CONFORM TO EXISTING GRADES AND IMPROVEMENTS TO MAINTAIN PROPER DRAINAGE AND ACCESSIBILITY.
7. SEE GEOTECHNICAL NOTES ON C101.
8. LABEL ALL CATCH BASINS PER DETAIL C139.
9. THE SURFACE OF ALL CUT SLOPES MORE THAN 5 FEET IN HEIGHT AND ALL SLOPES MORE THAN 3 FEET IN HEIGHT SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION BY PLANTING WITH GRASS OR GROUND COVER PLANTS. REFER TO LANDSCAPE DRAWINGS FOR DETAILS.

STATION	PC	PVI	PT	LENGTH
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IMPROVEMENT PLAN-LOT No.5

Chain link fence during construction

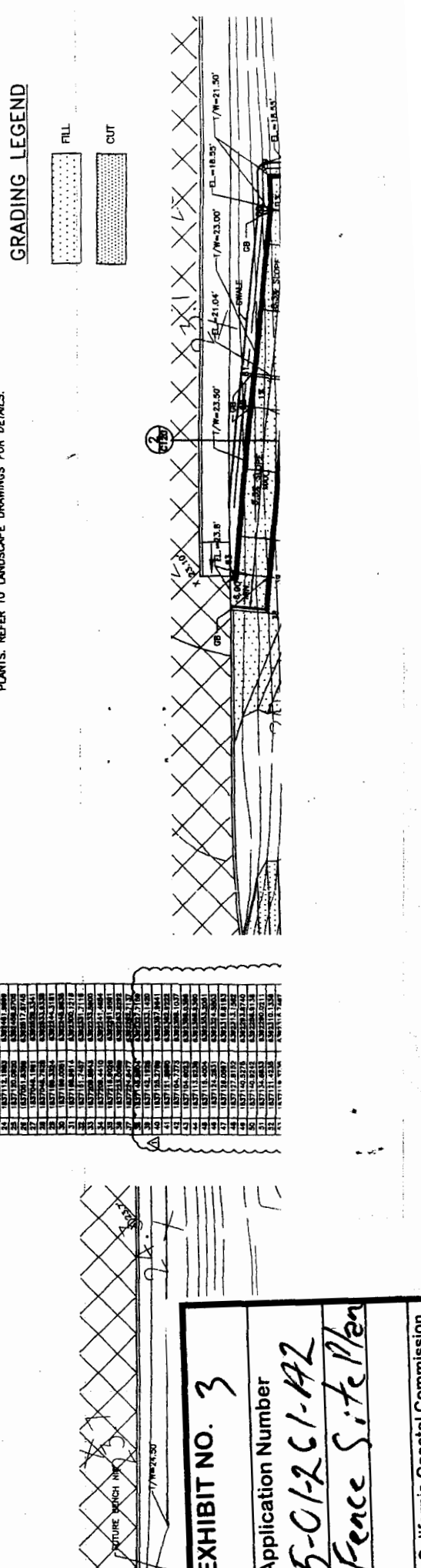


EXHIBIT NO. 3

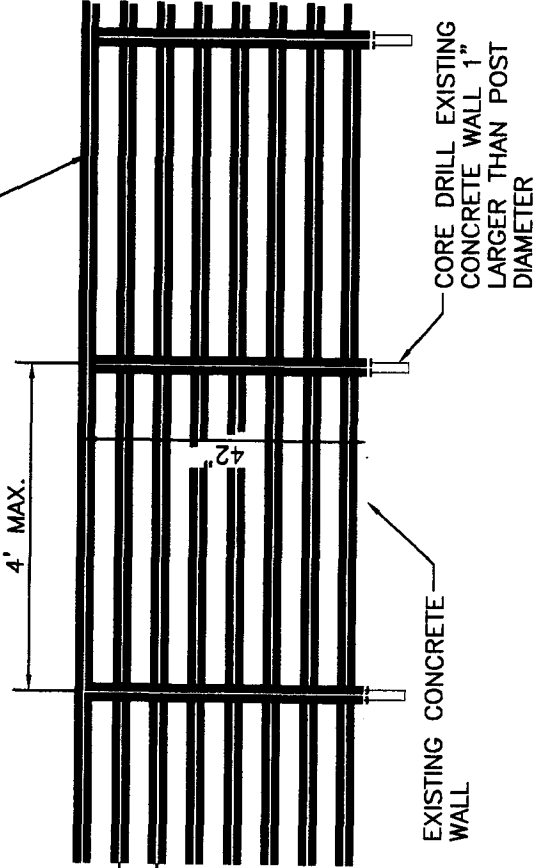
Application Number
5-01-261-AZ

Fence Site Plan

California Coastal Commission

1 1/2" ϕ HEAVY DUTY
ANNOXIDIZED ALUMINUM
RAIL WITH REINFORCING
SLEEVE

4' MAX.



CORE DRILL EXISTING
CONCRETE WALL 1"
LARGER THAN POST
DIAMETER

EXISTING CONCRETE
WALL

A CLEAR SPACE
BETWEEN RAILS
SHALL NOT
ALLOW 4" ϕ BALL
TO PASS. RAILS
TO BE EQUALLY
SPACED, TYP.

EXHIBIT NO. 41
Application Number 5-01-261-A2
Fence Design
California Coastal Commission

RAILING DETAIL

SCALE: 1/2" = 1'-0"

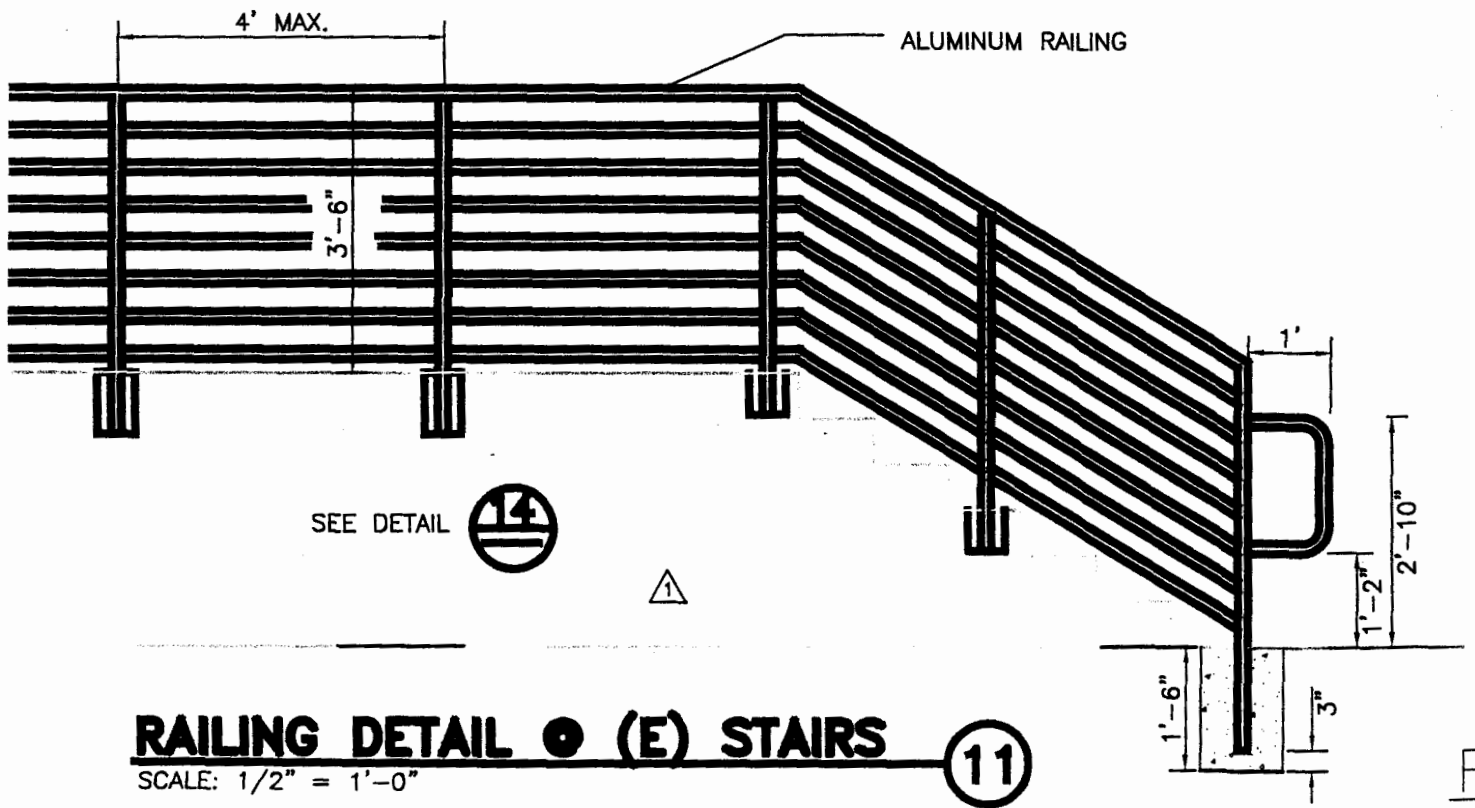


EXHIBIT NO.	5
Application Number	5-01-261-A2
	Stair Railing
California Coastal Commission	

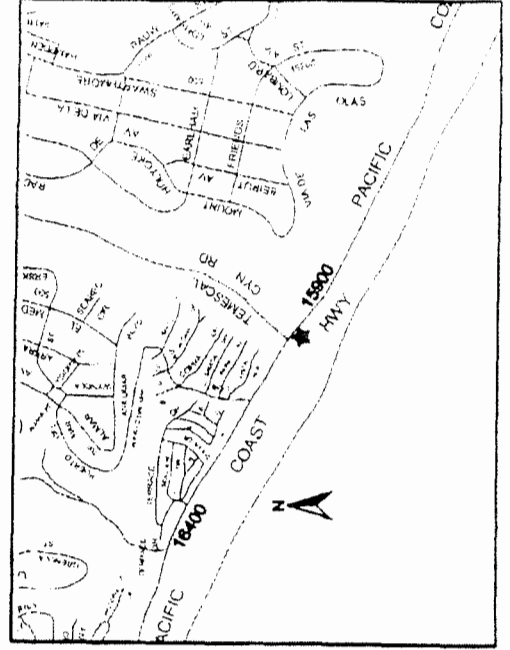
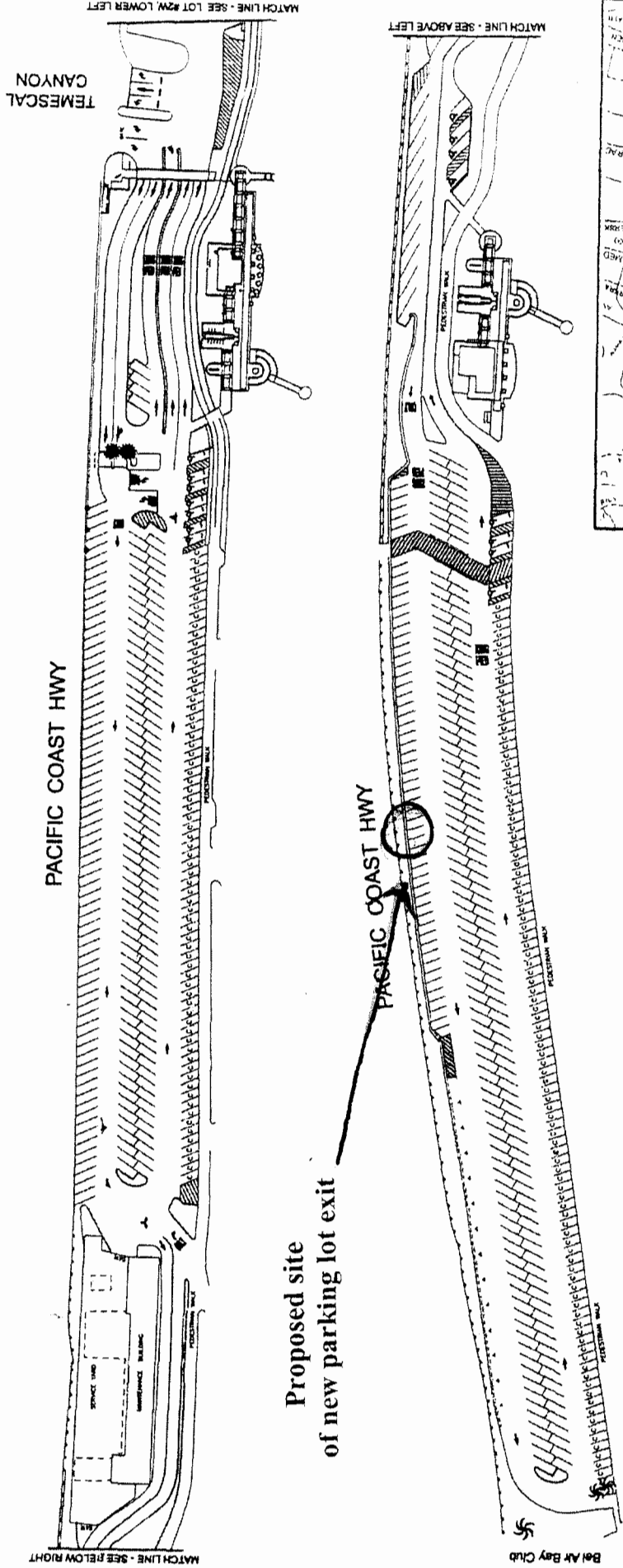
VARIABLES
SEE PLANS AND FIELD VERIFY

6'

- 1. F
 - 2. T
 - 3. S
- NOTI



WILL ROGERS STATE BEACH PARKING LOT #3 - TEMESCAL CANYON



Map not to scale.

Line	● = Meter
613	
15	
628	

CHES AND HARBORS
 from THOMAS BROS MAPS (S) 1:2500 database files
 1 by THOMAS BROS MAPS (S). All rights reserved

EXHIBIT NO.	6
Application Number	5-01-261-A2
Driveway Exit	Lot No. 3
California Coastal Commission	

- 1 PORTLAND CEMENT CONCRETE CURB AND GUTTER
- 2 PORTLAND CEMENT CONCRETE CURB
- 7 PORTLAND CEMENT CONCRETE PAVEMENT ON 6" CAB
- 9 ASPHALT CONCRETE PAVEMENT ON BASE MATERIAL 3.5" AC/6" CAB
- 30 CURB DRAIN, N=1, LF=27
- 35 TERMINAL END TREATMENT AS SHOWN
- 36 8" STAMPED AND COLORED (QUARRY RE C-32) CONCRETE ON 6" CAB

REMOVE 155 LF
GUARD RAIL

Los Angeles County
Department of Public Works

The Information Shown Herein is
PRELIMINARY
Unofficial and Subject to Change
Date: 9/10/2007

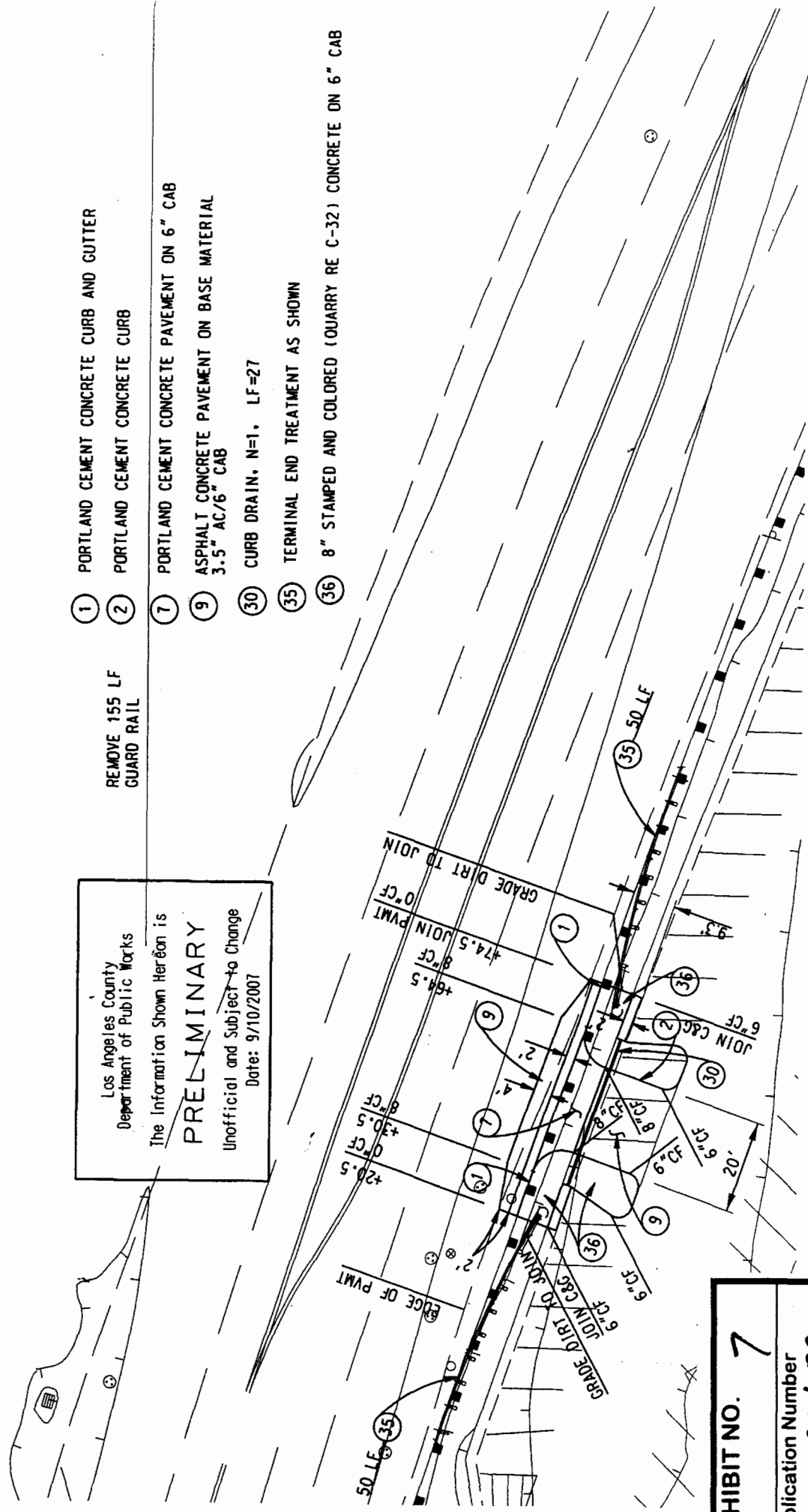


EXHIBIT NO. 7
Application Number 5-01-26/AZ
Drive Plans
California Coastal Commission

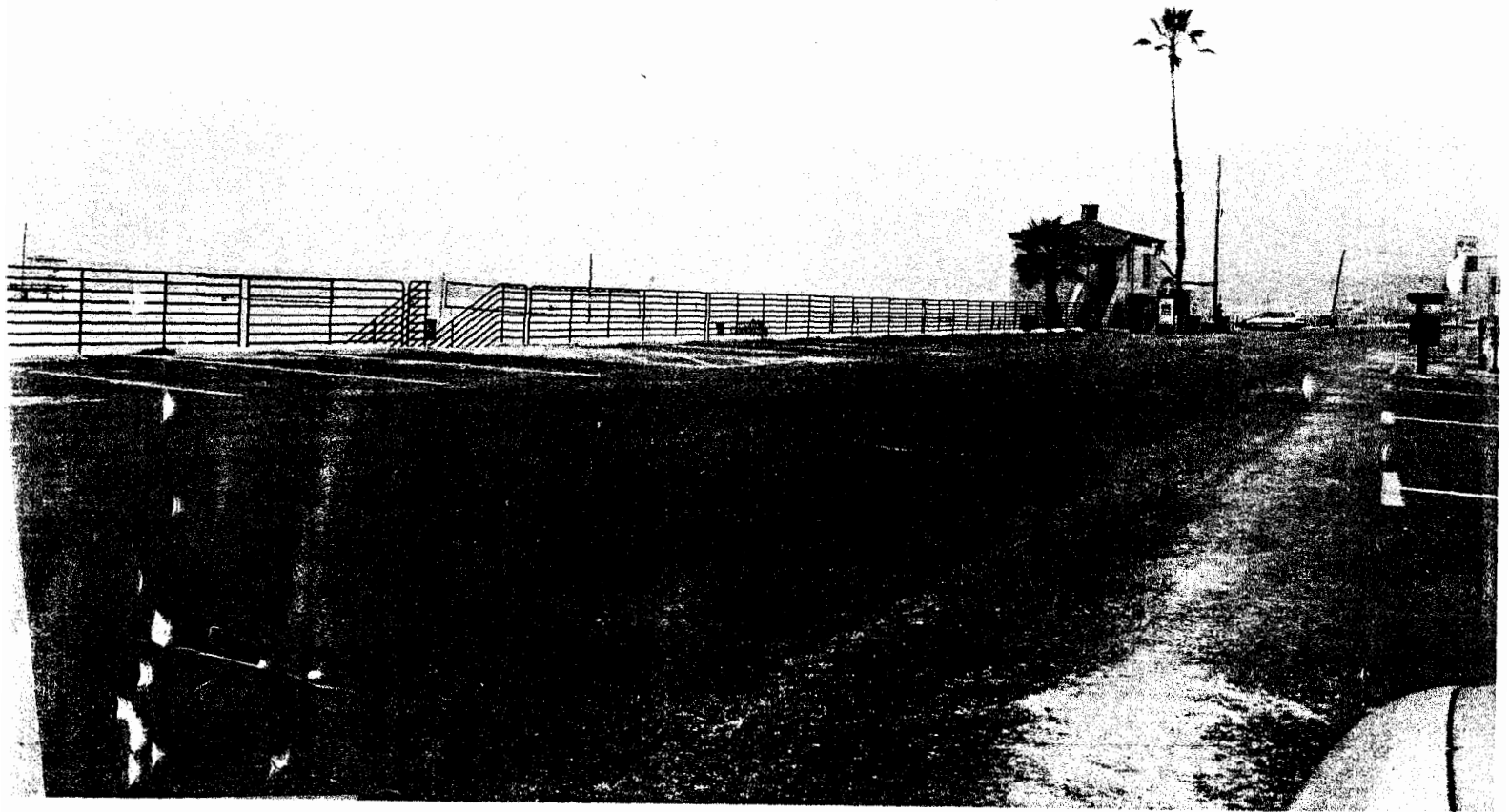


EXHIBIT NO. 8
Application Number 5-01-261-A2
Tube Fence at Lot No 1
California Coastal Commission

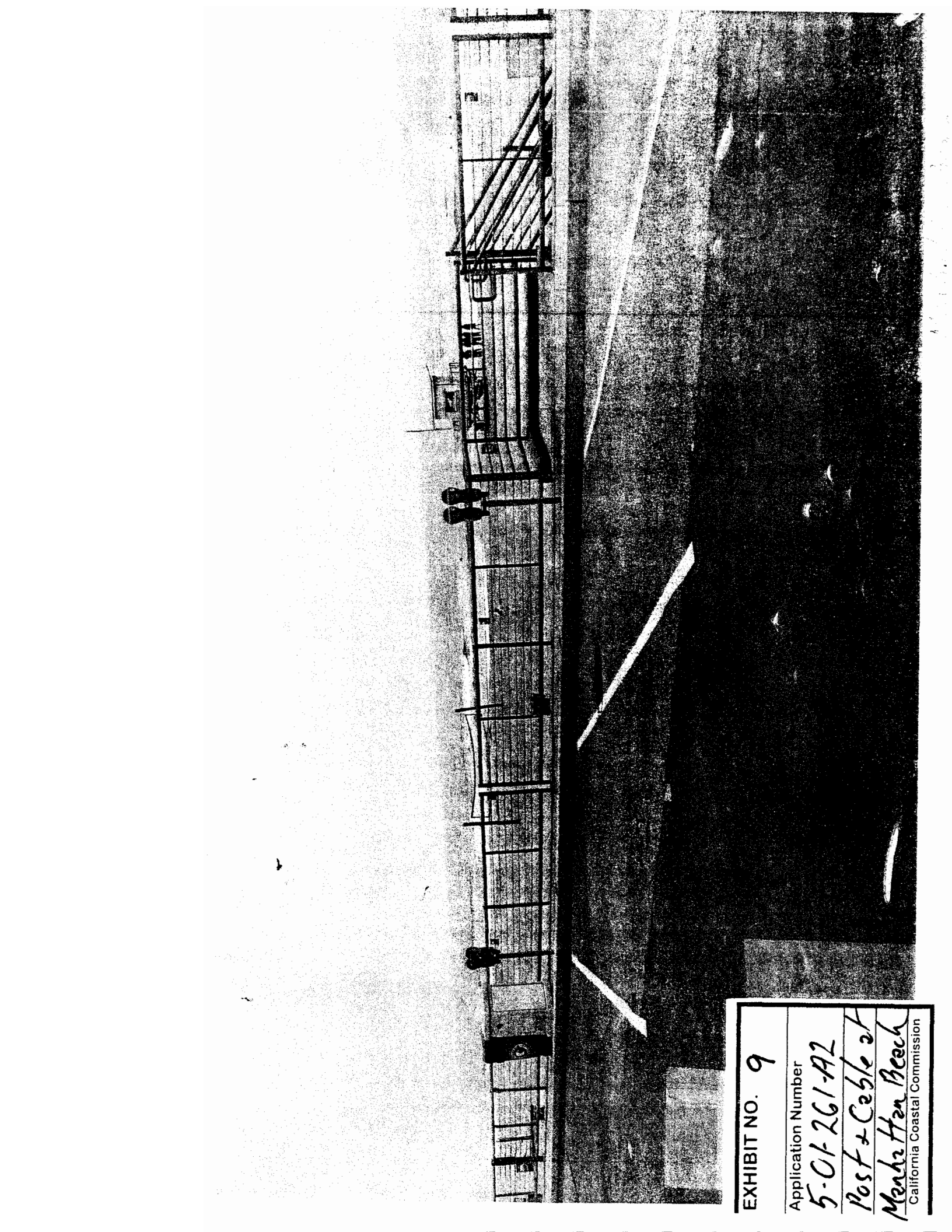


EXHIBIT NO. 9

Application Number

5-01-261-A2

Post + Cable at

Mendocino Beach

California Coastal Commission

BUILDING DIVISION ANALYSIS: *The California and County Building code has specific requirements for the guardrails. The code regulates the design and location of guardrails, and on which structures these requirements apply. The following is an abbreviated selection of relevant code sections:*

Section 509.1 Where Required, requires guardrails be installed to protect unenclosed floor and roof openings, open and glazed sides of stairways, landings and ramps, balconies or porches, which are more than 30 inches above grade or floor below, and roofs used for other than service of the building.

Section 1004.9 Floor level at doors, with a few minor exceptions, requires landings on either side of a door, regardless of occupant load.

Section 208 defines a Guardrail as a system of building components located near the open sides of elevated walking surfaces for the purpose of minimizing the possibility of an accidental fall from the walking surface to the lower level.

Section 208 defines Grade (Adjacent Ground Elevation) as the lowest point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and the property line or, when the property line is more than 5 feet from the building, between the building and a line 5 feet from the building

Section 101.3 Scope, states that the provisions of this code shall apply to the construction, alteration, moving, demolition, repair, maintenance and use of any building or structure.

Section 220 defines Structure as that which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

EXHIBIT NO.

10

Application Number

5-01-261 A2

California & County

Building Code

California Coastal Commission

MEANS OF EGRESS

rail of an adjacent stair flight or ramp run. At stairways where handrails are not continuous between flights, the handrails shall extend horizontally at least 12 inches (305 mm) beyond the top riser and continue to slope for the depth of one tread beyond the bottom riser. At ramps where handrails are not continuous between runs, the handrails shall extend horizontally above the landing 12 inches (305 mm) minimum beyond the top and bottom of ramp runs.

Exceptions:

- 1. Handrails within a dwelling unit that is not required to be accessible need extend only from the top riser to the bottom riser.
- 2. Aisle handrails in Group A occupancies in accordance with Section 1025.13.

1012.6 Clearance. Clear space between a handrail and a wall or other surface shall be a minimum of 1.5 inches (38 mm). A handrail and a wall or other surface adjacent to the handrail shall be free of any sharp or abrasive elements.

1012.7 Projections. On ramps, the clear width between handrails shall be 36 inches (914 mm) minimum. Projections into the required width of stairways and ramps at each handrail shall not exceed 4.5 inches (114 mm) at or below the handrail height. Projections into the required width shall not be limited above the minimum headroom height required in Section 1009.2.

In Group I-2 occupancy, on ramps and stairways used for the movement of bed and litter patients, the clear width between handrails shall be 44 inches (1118 mm) minimum.

1012.8 Intermediate handrails. Stairways shall have intermediate handrails located in such a manner that all portions of the stairway width required for egress capacity are within 30 inches (762 mm) of a handrail. On monumental stairs, handrails shall be located along the most direct path of egress travel.

SECTION 1013 GUARDS

1013.1 Where required. Guards shall be located along open-sided walking surfaces, mezzanines, industrial equipment platforms, stairways, ramps and landings that are located more than 30 inches (762 mm) above the floor or grade below. Guards shall be adequate in strength and attachment in accordance with Section 1607.7. Where glass is used to provide a guard or as a portion of the guard system, the guard shall also comply with Section 2407. Guards shall also be located along glazed sides of stairways, ramps and landings that are located more than 30 inches (762 mm) above the floor or grade below where the glazing provided does not meet the strength and attachment requirements in Section 1607.7.

not required for the following locations:
of loading docks or piers.
side of stages and raised platforms,
ding up to the stage and raised plat-

- 3. On raised stage and platform floor areas, such as runways, ramps and side stages used for entertainment or presentations.
- 4. At vertical openings in the performance area of stages and platforms.
- 5. At elevated walking surfaces appurtenant to stages and platforms for access to and utilization of special lighting or equipment.
- 6. Along vehicle service pits not accessible to the public.
- 7. In assembly seating where guards in accordance with Section 1025.14 are permitted and provided.

1013.2 Height. Guards shall form a protective barrier not less than 42 inches (1067 mm) high, measured vertically above the leading edge of the tread, adjacent walking surface or adjacent seatboard.

Exceptions:

- 1. For occupancies in Group R-3, and within individual dwelling units in occupancies in Group R-2, guards whose top rail also serves as a handrail shall have a height not less than 34 inches (864 mm) and not more than 38 inches (965 mm) measured vertically from the leading edge of the stair tread nosing.
- 2. The height in assembly seating areas shall be in accordance with Section 1025.14.

1013.3 Opening limitations. Open guards shall have balusters or ornamental patterns such that a 4-inch-diameter (102 mm) sphere cannot pass through any opening.

Exceptions:

- 1. The triangular openings formed by the riser, tread and bottom rail at the open side of a stairway shall be of a maximum size such that a sphere of 6 inches (152 mm) in diameter cannot pass through the opening.
- 2. At elevated walking surfaces for access to and use of electrical, mechanical or plumbing systems or equipment, guards shall have balusters or be of solid materials such that a sphere with a diameter of 21 inches (533 mm) cannot pass through any opening.
- 3. In areas that are not open to the public within occupancies in Group I-3, F, H or S, balusters, horizontal intermediate rails or other construction shall not permit a sphere with a diameter of 21 inches (533 mm) to pass through any opening.
- 4. In assembly seating areas, guards at the end of aisles where they terminate at a fascia of boxes, balconies and galleries shall have balusters or ornamental patterns such that a 4-inch-diameter (102 mm) sphere cannot pass through any opening up to a height of 26 inches (660 mm). From a height of 26 inches (660 mm) to 42 inches (1067 mm) above the adjacent walking surfaces, a sphere 8 inches (203 mm) in diameter shall not pass.
- 5. Within individual dwelling units and sleeping units in Group R-2 and R-3 occupancies, openings for required guards on the sides of stair treads shall not allow a sphere of 4.375 inches (111 mm) to pass through.

EXHIBIT NO.	11
Application Number	5-01-261-A2
California County	Building Code
California Coastal Commission	