

**CALIFORNIA COASTAL COMMISSION**

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**W21c**

Filed:	7/21/15
180th Day:	1/17/15
Staff:	L. Roman-LB
Staff Report:	10/15/15
Hearing Date:	11/4/15

**STAFF REPORT: REGULAR CALENDAR**

**Application No.:** 5-15-1264

**Applicant:** Bill and Terre Thomas

**Agent:** William Guidero

**Project Location:** 227 Grand Canal, Newport Beach (Orange County)

**Project Description:** Demolition of an existing 2-story duplex and 2-car garage and construction of a new 2-story, 29' tall 2,415 sq. ft. single family residence, 400 sq. ft. attached 2-car garage, 789 sq. ft. covered roof deck and 500 sq. ft. open roof deck, hardscape and landscape improvements on a Bayfront lot facing the Grand Canal on Balboa Island.

**Staff Recommendation:** Approval with conditions.

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**SUMMARY OF STAFF RECOMMENDATION**

The applicant proposes demolition of an existing duplex and construction of a new single family residence at 227 Grand Canal on Balboa Island, in the City of Newport Beach. This is a corner lot parcel surrounded by Balboa Avenue to the north, a single family residence to the south, an alleyway to the east, and the Grand Canal public sidewalk/walkway and the Grand Canal itself to the west. Balboa Island is largely developed with single family residences, and is encircled by a City owned and maintained public walkway between the row of houses and bulkhead system that protects against erosion. The proposed project seeks approval to maintain existing garage access from Balboa Avenue, instead of providing garage access from the alley as required by Certified Land Use Plan (CLUP) policies.

As proposed, the project would perpetuate impacts to coastal access caused by limited parking on Balboa Island, is inconsistent with the City's CLUP and would prejudice the City's ability to

prepare a Certified Local Coastal Program. In order to bring the project into compliance with the Coastal Act and the City's CLUP policies, the Commission imposes **Special Condition 1** for final revised plans requiring the applicant revise the project plans to provide garage access from the alleyway, close the existing driveway cut-out from Balboa Avenue and create a new on-street public parking space.

Staff is recommending APPROVAL of the proposed project with **six (6) special conditions** for: 1) Revised Final Plans; 2) landscaping; 3) landscaping; 4) construction best management practices; 5) future development; and 6) deed restriction. The proposed development has been conditioned to assure consistency with the resource protection policies of the Coastal Act.

Section 30600(c) of the Coastal Act provides for the issuance of coastal development permits directly by the Commission in regions where the local government having jurisdiction does not have a certified Local Coastal Program for the relevant area. The City of Newport Beach does not have a certified LCP. Therefore, the Coastal Commission is the permit issuing entity and the standard of review is Chapter 3 of the Coastal Act.

## TABLE OF CONTENTS

**I. MOTION AND RESOLUTION**.....4

**II. STANDARD CONDITIONS**.....4

**III. SPECIAL CONDITIONS**.....5

**IV. FINDINGS AND DECLARATIONS**.....8

    A. PROJECT LOCATION AND DESCRIPTION .....8

    B. PUBLIC ACCESS.....8

    C. MARINE RESOURCES.....8

    D. DEVELOPMENT.....12

    E. LOCAL COASTAL PROGRAM.....12

    F. CALIFORNIA ENVIRONMENTAL QUALITY ACT.....12

**APPENDICES**

Appendix A – Substantive File Documents

**EXHIBITS**

Exhibit 1 – Area Map

Exhibit 2 – Project Plans

Exhibit 3 – Topographic Survey/Existing Conditions Site Plan

**I. MOTION AND RESOLUTION**

**Motion:**

*I move that the Commission **approve** Coastal Development Permit No. 5-15-1264 pursuant to the staff recommendation.*

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

**Resolution:**

*The Commission hereby approves Coastal Development Permit 5-15-1264 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 will substantially lessen any significant adverse impacts of the development on the environment.*

**II. STANDARD CONDITIONS**

This permit is granted subject to the following standard conditions:

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

owners and possessors of the subject property to the terms and conditions.

### III. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

**1. Revised Final Parking and Vehicle Access Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicants shall submit, for the review and approval of the Executive Director, final revised project plans to address the following:

- (a) Relocate the proposed garage access from Balboa Ave. to garage access from the alley way at the rear property line. Removal of existing impediments in the alleyway may be required in order to accommodate garage access from the alleyway;
- (b) Provide a 10-ft. structural setback from the rear property line in order to provide a minimum 20-ft. space in the alleyway to accommodate vehicular ingress and egress from the garage in the alleyway;
- (c) Close existing driveway cut-out on Balboa Ave. to create new on-street public parking along the new curb; or
- (d) In order to keep original proposed design with garage access from Balboa Avenue, the applicant must clearly demonstrate through an engineering analysis and City review that access via the adjacent alley is not possible. The analysis shall include the following scenarios:
  - i. vehicle turning radius analysis per City standards with a 10' rear setback, or a setback consistent with the City's determination of a safe and adequate distance for vehicular garage access from the alley way;
  - ii. vehicle turning radius analysis of revised project with removal/relocation of utility pole;
  - iii. vehicle turning radius analysis of revised project with an appropriate rear setback as required by the City and with removal/relocation of utility pole.

The applicant shall submit, for the review and approval of the Executive Director, written evidence from the local government that safe vehicle garage access is not possible from the alleyway based on their review of the vehicle turning radius analysis as required by this coastal development permit condition.

**2. Revised Site Plan.** PRIOR TO ISSUANCE OF THE NOTICE OF INTENT TO ISSUE THE PERMIT ("NOI"), the applicants shall submit, for the review and approval of the Executive

Director, final revised project plans that address the following:

- (a) The garden wall and planter area located beyond the seaward property line and encroaching onto the public right-of-way, as depicted in Exhibit #3 shall be shaded and clearly marked “*this element not permitted by coastal development permit approval #5-15-1264*” on each set of plans where the encroachment is shown;

The final revised project plans shall be attached as an exhibit to the NOI.

**3. Landscaping – Drought Tolerant, Non-Invasive Plants.** Vegetated landscaped areas shall only consist of native plants or non-native drought tolerant plants, which are non-invasive. No plant species listed as problematic and/or invasive by the California Native Plant Society (<http://www.CNPS.org/>), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (<http://www.cal-ipc.org/>), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. The use of pesticides and herbicides is prohibited. No plant species listed as a “noxious weed” by the State of California or the U.S. Federal Government shall be utilized within the property. All plants shall be low water use plants as identified by California Department of Water Resources (See:<http://www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf>).

**4. Storage of Construction Materials, Mechanized Equipment and Removal of Construction Debris.** The applicants shall comply with the following construction-related requirements:

- (a) No demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain, or tidal erosion and dispersion.
- (b) No demolition or construction equipment, materials, or activity shall be placed in or occur in any location that would result in impacts to environmentally sensitive habitat areas, streams, wetlands or their buffers.
- (c) Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project.
- (d) Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
- (e) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
- (f) The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
- (g) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.

- (h) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
- (i) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.
- (j) The discharge of any hazardous materials into any receiving waters shall be prohibited.
- (k) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.
- (l) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity
- (m) All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

5. **Future Development Restriction.** This permit is only for the development described in coastal development permit No. 5-15-1264. Pursuant to Title 14 California Code of Regulations section 13250(b)(6), the exemptions otherwise provided in Public Resources Code section 30610(a) shall not apply to the development governed by coastal development permit No. 5-15-1264. Accordingly, any future improvements to the single family house authorized by this permit, including but not limited to repair and maintenance identified as requiring a permit in Public Resources section 30610(d) and Title 14 California Code of Regulations sections 13252(a)-(b), shall require an amendment to Permit No. 5-15-1264 from the Commission or shall require an additional coastal development permit from the Commission or from the applicable certified local government.

6. **Generic Deed Restriction.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and approval documentation demonstrating that the landowner(s) have executed and recorded against the parcel(s) governed by this permit a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing the Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The deed restriction shall include a legal description of the entire parcel or parcels governed by this permit. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the terms and conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this

permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.

#### **IV. FINDINGS AND DECLARATIONS:**

##### **A. PROJECT LOCATION AND DESCRIPTION**

The proposed project site is located at 227 Grand Canal on Balboa Island in the City of Newport Beach. The subject site is a 2,551 sq. ft. corner lot surrounded by Balboa Avenue to the north, a single family residence to the south, a 10 ft. wide alleyway to the east, and the 9 ft. wide Grand Canal public walkway/promenade and a publicly maintained bulkhead leading down to the Grand Canal itself to the west (**Exhibit #1**). Balboa Island is largely developed with single family residences, and is encircled by a City owned and maintained public walkway/promenade between the row of residences and publicly maintained bulkhead that protects the homes against erosion. The lot is designated Two Unit Residential (RT-D) in the City of Newport Beach LUP. Vehicular access to the site is via the alleyway as the site fronts the Grand Canal and there is no frontage road for vehicular access. Vertical public access to the coast (Newport Bay) is available immediately adjacent to the site at the Balboa Avenue street-end at the Grand Canal.

The applicant proposes demolition of an existing duplex with attached two-car garage and construction of a new 2-story, 29' tall 2,415 sq. ft. single family residence, and 404 sq. ft. attached 2-car garage. The project also includes a 789 sq. ft. covered roof deck and 500 sq. ft. open roof deck, hardscape and landscape improvements, including new concrete side yard walkways, side yard planters, new front yard concrete patio and site drainage improvements. Minimal landscaping is proposed in small raised planter areas.

The existing development also includes a 4 ft. landscape/planter area encroachment onto the Grand Canal walkway/promenade along the entire 30 foot width of the lot. Due to this existing encroachment, the Grand Canal walkway is 5 ft. wide in front of the site. At this time, the applicant is not proposing any work within the existing encroachment area. Proposed project plans are included as **Exhibit #2**. Existing conditions, including a depiction of the encroachment onto the public right of way are shown on the site topographic survey included as **Exhibit #3**.

##### **B. PUBLIC ACCESS**

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:*

*(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,*

*(2) adequate access exists nearby,*

Section 30252 of the Coastal Act states, in relevant part:



*The location and amount of new development should maintain and enhance public access to the coast by*

*(4) providing adequate parking facilities*

The City of Newport Beach Coastal Land Use Plan contains the following policies:

- 2.9.3-10 *Require new development to minimize curb cuts to protect on-street parking spaces. Close curb cuts to create new public parking wherever feasible.*
- 2.9.3-11 *Continue to require alley access to parking areas for all new development in area where alley access exists.*
- 3.1.1-2 *Protect and enhance all existing public street ends providing public access to the shoreline, beaches, coastal parks, and trails.*
- 3.1.1-12 *Implement building design and siting regulations to protect public access through setback and other property development regulations of the Zoning Code that control building placement.*
- 3.1.3-2 *Continue to restrict the nature and extent of improvements that may be installed over public rights of way on the oceanside of beachfront residences and to preserve the City's right to utilize oceanfront street easements for public projects.*

### **Public Access to the Coast**

One of the main tenets of the Coastal Act is the preservation and enhancement of coastal access. The City's certified Land Use Plan (used as guidance) also strongly supports protection and enhancement of coastal access. The general public has access to and along the bulkheaded bayfront via public streets to the Grand Canal walkway/promenade that runs along the landward side of the bulkhead. There are limited on-street public parking spaces at each street-end terminating at the Grand Canal walkway.

Existing development on the subject site includes a low garden wall/planter area encroaching 4 ft. onto the Grand Canal walkway/promenade on the seaward facing side of the lot that was built without the benefit of a coastal development permit. **Exhibit #3** is the topographic survey of the site depicting existing conditions, including the patio encroachment. The Grand Canal walkway varies in width from 4 ft. wide in some areas to 10 ft. wide in other areas around the perimeter of Big and Little Balboa Islands. At the subject site, the Grand Canal walkway is approximately 5 ft. wide. Without the existing residential patio/planter encroachment, the Grand Canal walkway would be at least 9 ft. wide between the private property line and the publicly maintained seawall protecting the island from Newport Bay waters.

The City of Newport Beach allows such private encroachments onto Grand Canal walkway, City Council Policy L-2 states,

*“Permitted Structural Encroachments on Balboa Island along South Bay Front, North Bay Front, Grand Canal, and East Bayfront are as follows:*

- a. *Planters that do not exceed 1 foot in height located within 2'-6" of the back of existing sidewalk, planted with ground cover and shrubs not to exceed 2 feet in height measured from sidewalk elevation*
- b. *Fences with a minimum setback of 2'-6" from back of sidewalk.*
  - i. *For patios constructed at grade elevation to 1' above sidewalk grade elevation, Fences may be 3' high above sidewalk grade.*
  - ii. *For patios constructed greater than 1' above sidewalk grade elevation, Fences must be set back a minimum of 3' from back of sidewalk, not exceed 2'-6" in height above the patio, have at least 40% visibility through them, and not to exceed 4' in height above existing public sidewalk grade.*
- c. *Patios with a minimum setback of 2'-6" from the back of sidewalk.*
  - i. *Raised Patios are permitted provided they have a maximum height of 2'-6" above sidewalk grade, are set back a minimum of 2'-6" from back of sidewalk, and provided all bulkhead deadman and tiebacks supporting the Bay front bulkhead are replaced "If required by the Public Works Department" in conformance with the requirements of the Public Works Department; Stairs located a minimum of 2'-6" from back of sidewalk."*

However, this City Council Policy is not included in the Certified Land Use Plan (CLUP). The CLUP has clear policies allowing certain encroachment areas. On June 11, 1991, the Coastal Commission approved the Oceanfront Encroachment Policy (Amendment No. 23), which established a policy and mitigation program relating to private improvements within the Oceanfront public right-of-way. The City Council finalized this policy with the adoption of Resolution No. 91-80 on July 11, 1991. This policy established conditions and restrictions on the nature and extent of these improvements and a mitigation program providing a public benefit involving the reconstruction of 33 unimproved street ends to provide additional parking and improved public access. Pursuant to the mitigation program, a minimum of 85 percent of the encroachment fees will be used for the construction and maintenance of improvements which directly benefit the beach going public, such as, parking spaces, restrooms, vertical or lateral walkways along the beach and similar projects. Through participation of this type of an encroachment policy with a mitigation program directly benefiting coastal public access, encroachments of this nature could be deemed allowable under the Coastal Act. There is no such policy and mitigation program exists for Balboa Island.

The applicant has stated that no work to the existing encroachments is proposed under this Coastal Development Permit application (5-15-1264) and the proposed development is not reliant on the encroachment area. Therefore, this permit does not include a proposal to legalize the existing improvements in the encroachment area. To ensure the applicant is aware that this permit does not include approval of any improvement within the encroachment area **Special Condition #2** requires the applicant submit final revised plans identifying the encroachment structures shaded and clearly marked "this element not permitted by coastal development permit approval #5-15-1264" on each set of plans where the encroachment is shown to clearly denote that the encroachment is not approved by this permit action. To ensure that successors-in-interest are aware that this permit's special conditions, including the condition that requires revised plans so that it's clear that this CDP did not include approval of any improvement within the encroachment area, **Special Condition #6** requires the applicant to record a deed restriction

against the parcel governed by this permit imposing the special conditions as covenants, conditions and restrictions on the use and enjoyment of the property.

The development is located within an existing developed area and is compatible with the character and scale of the surrounding area and has been designed to assure structural integrity. However, the proposed project raises concerns that future development of the project site potentially (i.e., related to the existing encroachment on the public right-of-way) may result in a development which is not consistent with the Chapter 3 policies of the Coastal Act due to cumulative adverse impacts to public access. To assure that future development is consistent with the Chapter 3 policies of the Coastal Act, the Commission finds that **Special Condition #4**, a future improvements special condition must be imposed. Therefore, the Commission finds that the development, as conditioned, conforms with Sections 30250, 30251, 30252, 30253 and the public access provisions of the Coastal Act.

### **Public Access - Parking**

As previously stated, there are limited on-street public parking spaces on each street-end abutting the Grand Canal walkway on Balboa Island. Public parking is limited to on-street parking. There are no public parking lots on Balboa Island. Therefore, the public competes with residents for the limited spaces available. Private residential development must provide adequate on-site parking to minimize adverse impacts to on-street public parking spaces important to coastal public access. The Commission typically requires two (2) parking spaces per residential unit. In addition to requiring new development provide adequate parking facilities, Section 30252 of the Coastal Act also has a provision that new development should also enhance public access to the coast. The proposed project provides the typically required two parking spaces in an attached covered garage, however, as proposed, this corner lot project maintains the existing garage access from the side street rather than from the alley way. The driveway cut-out if eliminated and parking access is instead taken from the alley per CLUP policy, the new curb could accommodate one or two additional on-street public parking spaces. The provision of additional on-street parking space on Balboa Ave. would increase public access in an area where there is limited access. The above delineated CLUP policies clearly require new developments minimize curb cuts to protect on-street parking spaces and closing of existing curb cuts to create new public parking wherever feasible. The applicants claim that alley access is not feasible at this site due to existing impediments in the alleyway in the way of safe garage access from the alleyway. **Exhibit #3** depicts the 10-ft. wide alley with an existing utility pole adjacent to the subject property rear property line and a metal dumpster across the alley. However, no other alternatives were analyzed.

As proposed, the project does not meet the public access requirements of the Coastal Act or the CLUP. The garage is proposed with a 5-ft. rear setback. Revision of project plans to provide an additional 5-ft., resulting in a 10-ft. setback, would provide a total of 20-ft. clearance for adequate vehicle access from the alley. Removal/relocation of the utility pole in the alley may also need to be considered. Such revisions may make it possible to gain adequate and safe clearance from the alley, however, the City would need to analyze the plans and make that determination. Therefore, the Commission imposes **Special Condition #1** requiring the applicants submit final plans revised to accommodate garage alley vehicle access, at a minimum the applicant is required to investigate what the necessary rear setback would be in order to facilitate garage alley access and relocation or removal of the existing alley impediments. If

after review of the project redesign with a greater rear setback and removal of physical impediments in the alley way as required by this coastal development permit condition, the City still deems the alley access not a safe viable option, then the applicants must clearly demonstrate through an engineering analysis including turning radius/turning templates of revised project and written proof from the local government that safe parking garage access is not possible from the alley way in order to keep original proposed design with garage access from Balboa Avenue.

#### **C. MARINE RESOURCES/WATER QUALITY**

The proposed development has a potential for a discharge of polluted runoff from the project site into coastal waters given the site's close proximity to Newport Bay. The development, as proposed and as conditioned, incorporates design features to minimize the effect of construction and post-construction activities on the marine environment. These design features include, but are not limited to, the appropriate management of equipment and construction materials, reducing runoff through the use of permeable surfaces, the use of non-invasive drought tolerant vegetation to reduce and treat the runoff discharged from the site, and for the use of post-construction best management practices to minimize the project's adverse impact on coastal waters.

Therefore, the Commission finds that the proposed development, as conditioned, conforms with Sections 30230 and 30231 of the Coastal Act regarding the protection of water quality to promote the biological productivity of coastal waters and to protect human health.

#### **D. LOCAL COASTAL PROGRAM**

Coastal Act section 30604(a) states that, prior to certification of a local coastal program ("LCP"), a coastal development permit can only be issued upon a finding that the proposed development is in conformity with Chapter 3 of the Act and that the permitted development will not prejudice the ability of the local government to prepare an LCP that is in conformity with Chapter 3. The Land Use Plan (LUP) for the City of Newport Beach was effectively certified on May 19, 1982. The certified LUP was updated on October 2005 and in October 2009. The proposed development will be consistent with Chapter 3 of the Coastal Act and with the certified LUP for the area, only as conditioned per **Special Condition #1** requiring revised plans for final revised plans. Approval of the project, as conditioned, will not prejudice the ability of the local government to prepare an LCP that is in conformity with the provisions of Chapter 3 of the Coastal Act.

#### **E. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, 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 City of Newport Beach is the lead agency for purposes of CEQA compliance. As determined by the City, this project is statutorily exempt from CEQA under Section 15268. As such, the project is exempt for CEQA's requirements regarding consideration of mitigation measures and alternatives. The Commission, however, has conditioned the proposed project in order to ensure its consistency with Coastal Act requirements regarding public access and resource protection. These special conditions are: 1) Revised Final Plans; 2) landscaping; 3) landscaping; 4) construction best management practices; 5) future development; and 6) deed restriction.

There are no other feasible alternatives or mitigation measures available which will lessen any significant adverse impact the project would have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

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## **APPENDIX A**

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### **SUBSTANTIVE FILE DOCUMENTS**

- 1) City of Newport Beach certified Coastal LUP
  - 2) City of Newport Beach Approval in Concept (AIC) #2015-037 dated July 16, 2015
-



227 Grand Canal, Newport Beach, CA  
92662

Directions Save Zoom Send

**COASTAL COMMISSION**

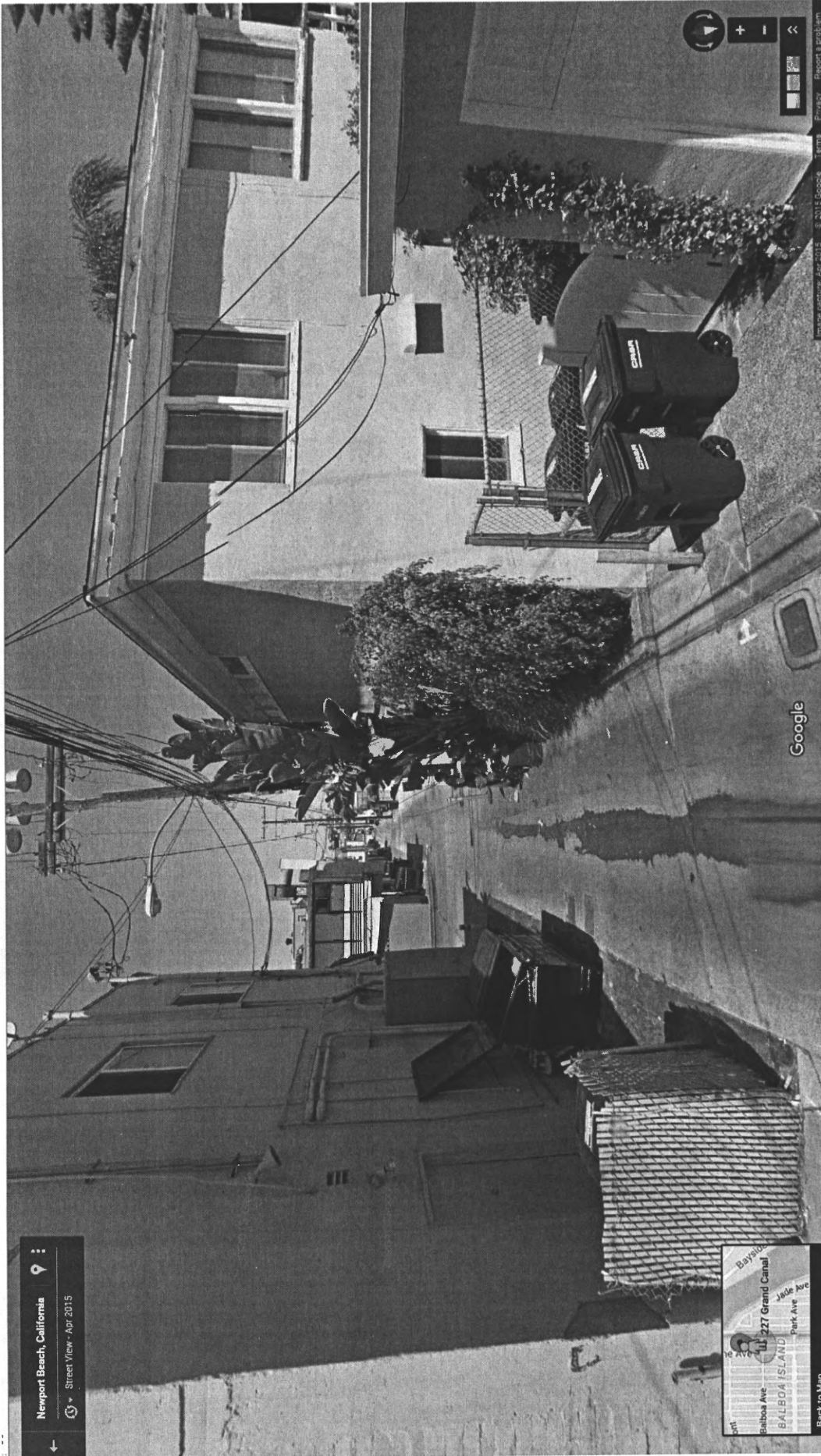
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COASTAL COMMISSION

EXHIBIT # 1  
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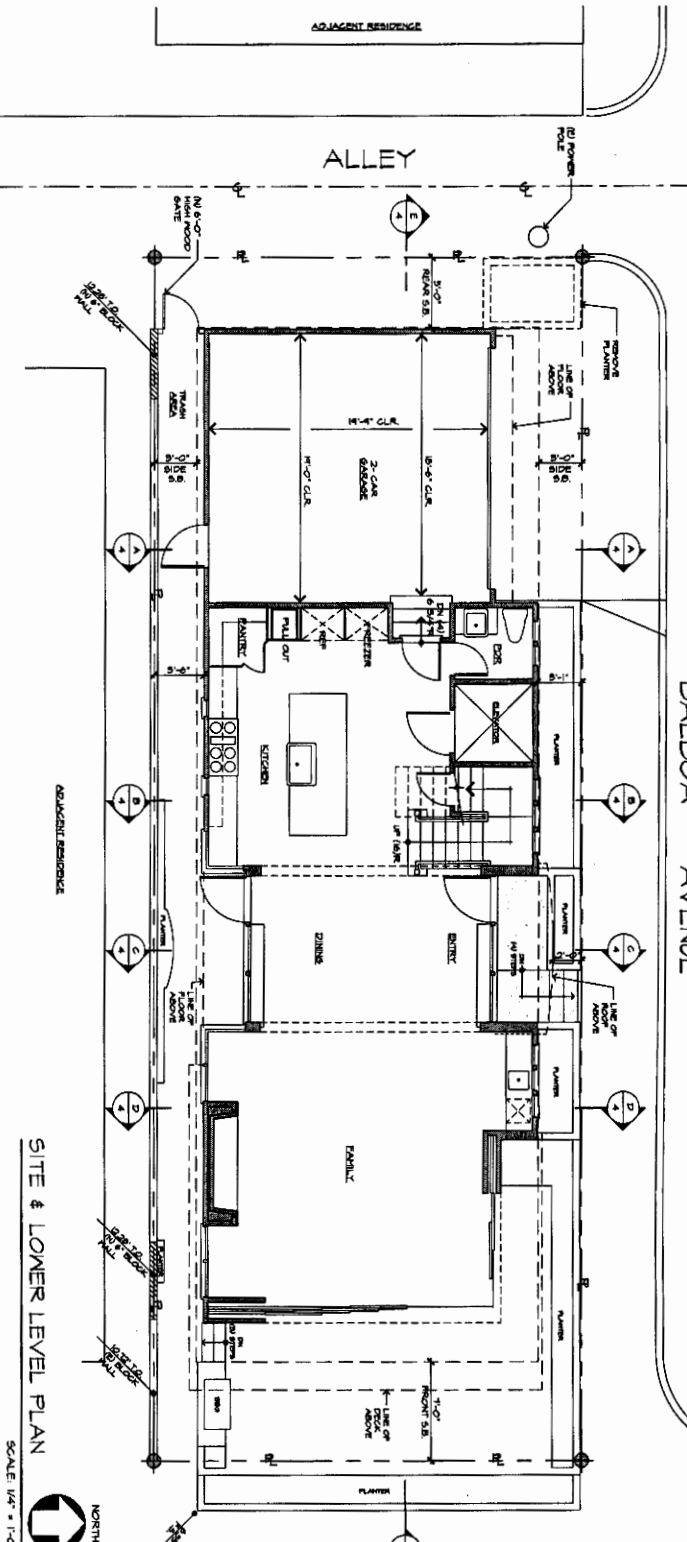




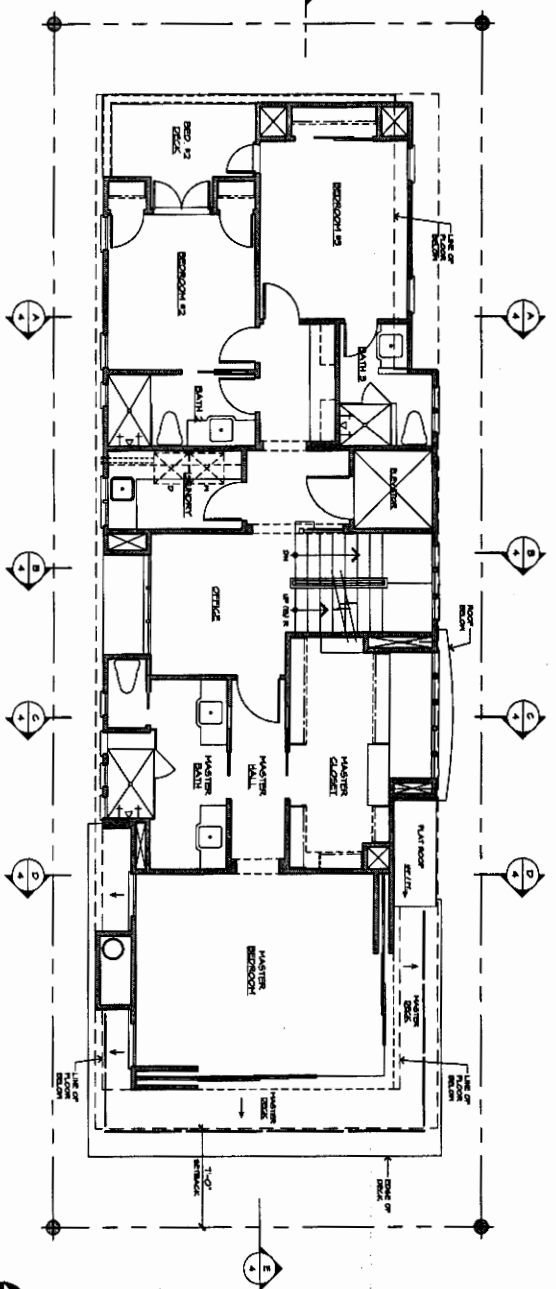
**COASTAL COMMISSION**

EXHIBIT # 1  
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SITE & LOWER LEVEL PLAN  
SCALE: 1/4" = 1'-0"



MAIN LEVEL PLAN  
SCALE: 1/4" = 1'-0"

AREA CALCULATIONS

LOT AREA	90,077.48 SQ. FT.	2,281.70 SF.
BUILDABLE LOT AREA	1,789.46' x 131'	234,522.26 SF.
MAX SQUARE FOOTAGE ALLOWABLE		234,522.26 SF.
LOWER LEVEL LIVING		1,041 SF.
UPPER LEVEL LIVING		1,041 SF.
TOTAL LIVING AREA		2,082 SF.
GARAGE		404 SF.
TOTAL AREA		2,486 SF.

LEGAL DESCRIPTION

LOT 16, BLOCK 11, SECTION 4, TOWN OF BALBOA ISLAND, A.P.L. & P.O.D.# 2004-25

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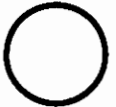
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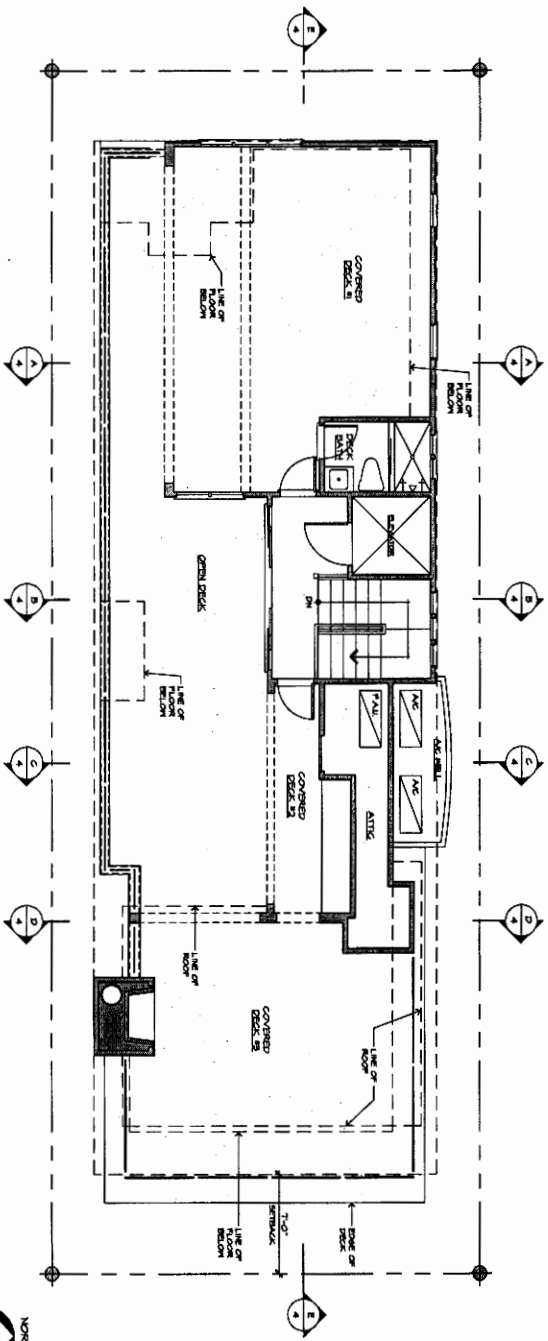
PAGE 1 OF 5



LOWER LEVEL & MAIN LEVEL PLAN  
DATE: 1-10-2015

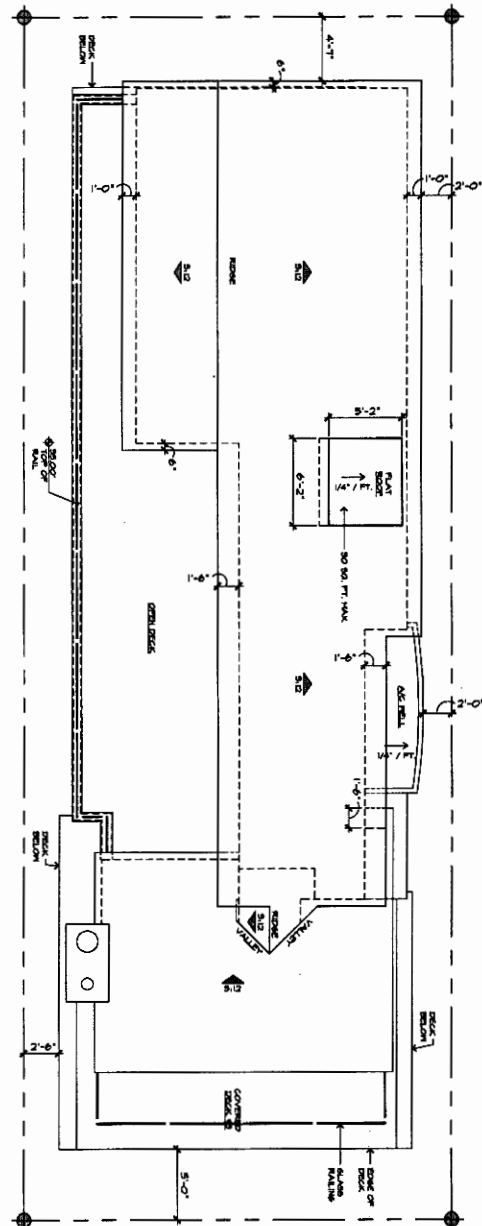
A New Home for:  
Bill & Terre Thomas  
227 Grand Canal Ave., Balboa Island, CA, 92662 (951) 782-8812





UPPER LEVEL PLAN

SCALE: 1/4" = 1'-0"



ROOF PLAN

SCALE: 1/4" = 1'-0"



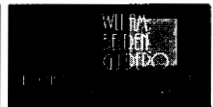
**COASTAL COMMISSION**

EXHIBIT # 2  
PAGE 2 OF 5

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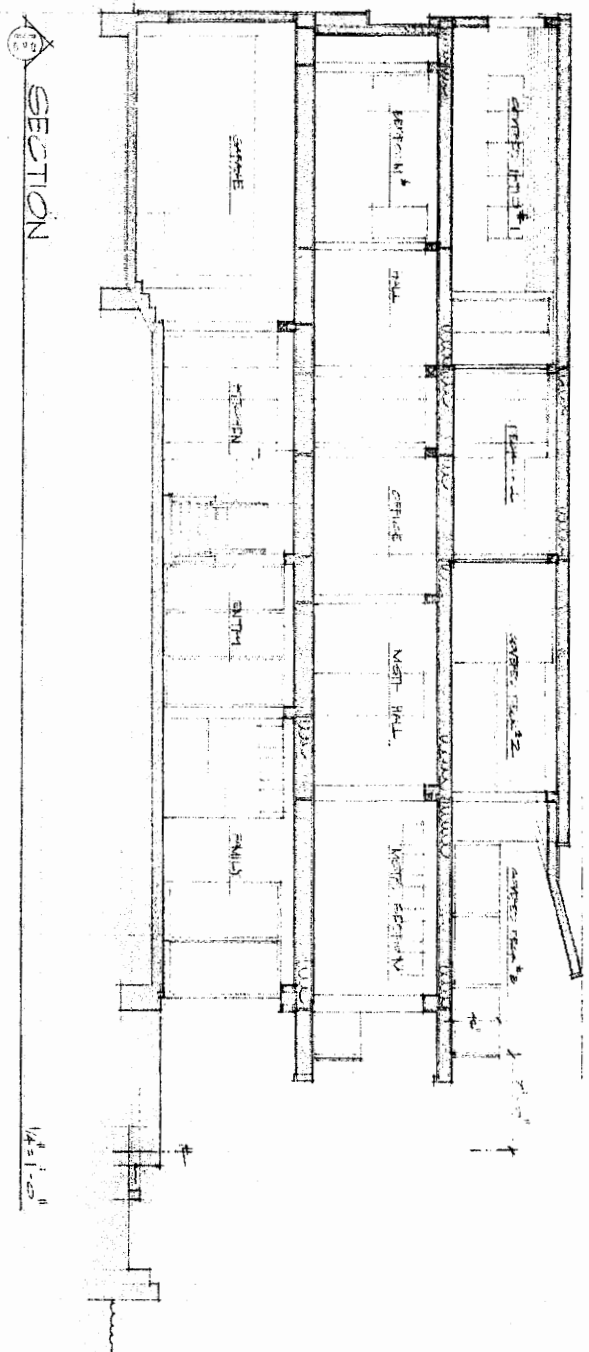
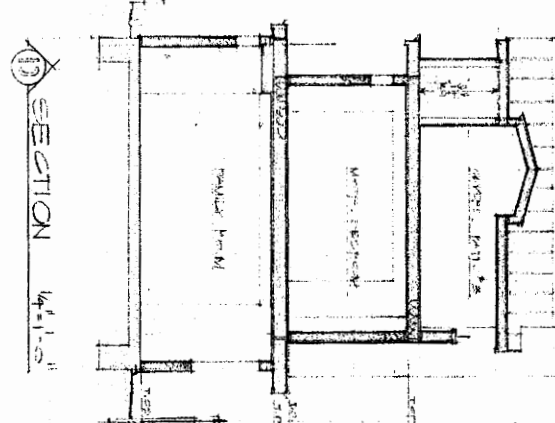
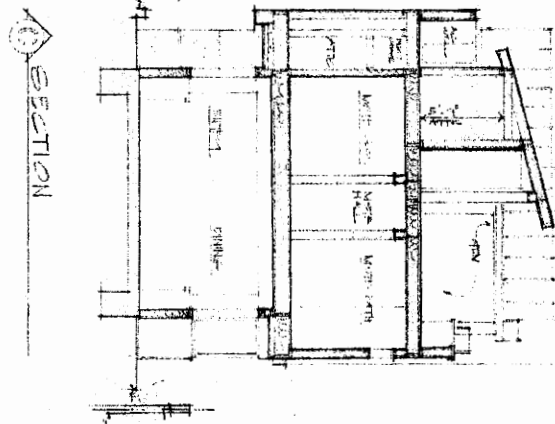
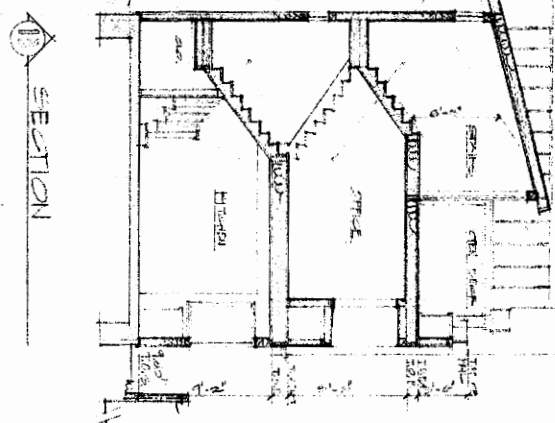
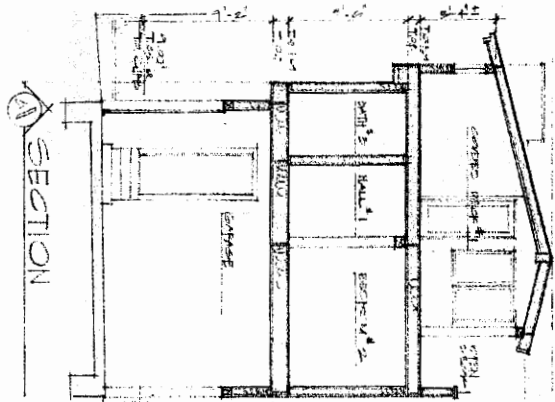
UPPER LEVEL PLAN &  
ROOF PLAN

A New Home for:  
**Bill & Terre Thomas**  
227 Grand Canal Ave., Balboa Island, CA 92662 (951) 382-8812



COASTAL COMMISSION

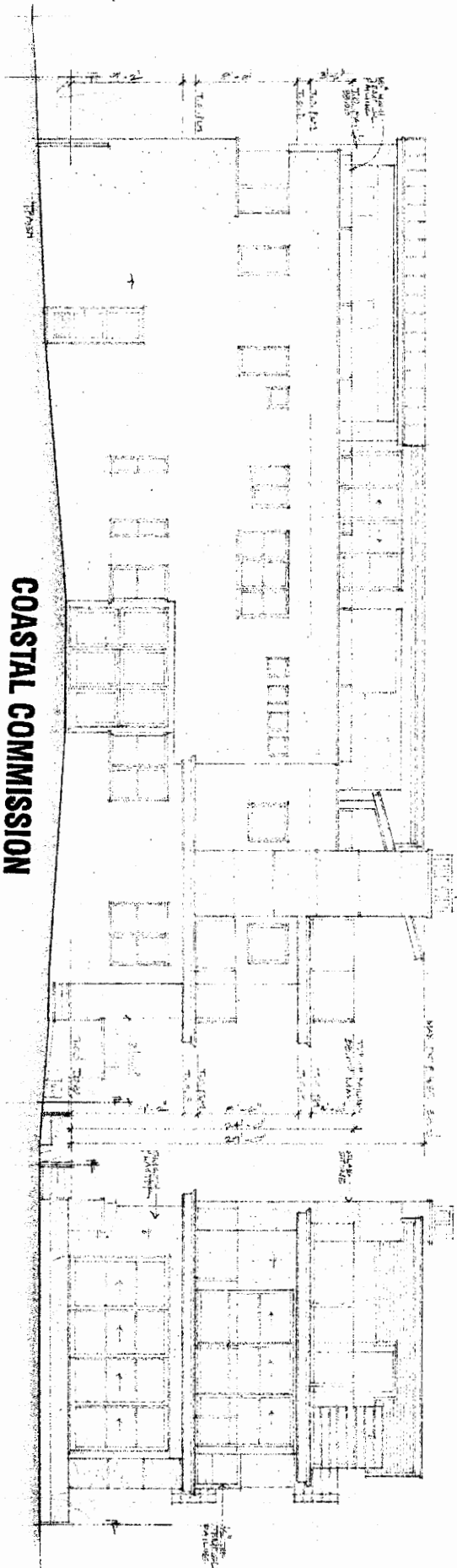
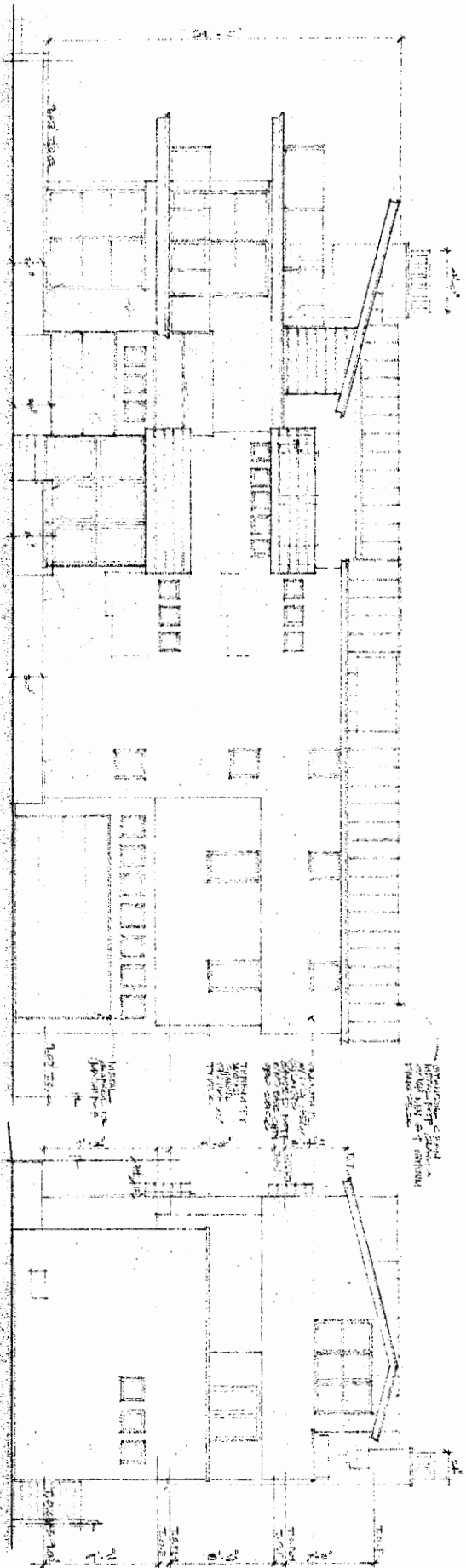
EXHIBIT # 2  
PAGE 3 OF 5



4

A New Home for:  
Bill & Terre Thomas

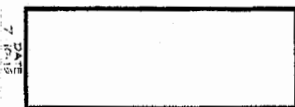
227 Grand Canal Ave., Balboa Island, CA 92662



**COASTAL COMMISSION**

EXHIBIT # 2  
PAGE 4 OF 5

5

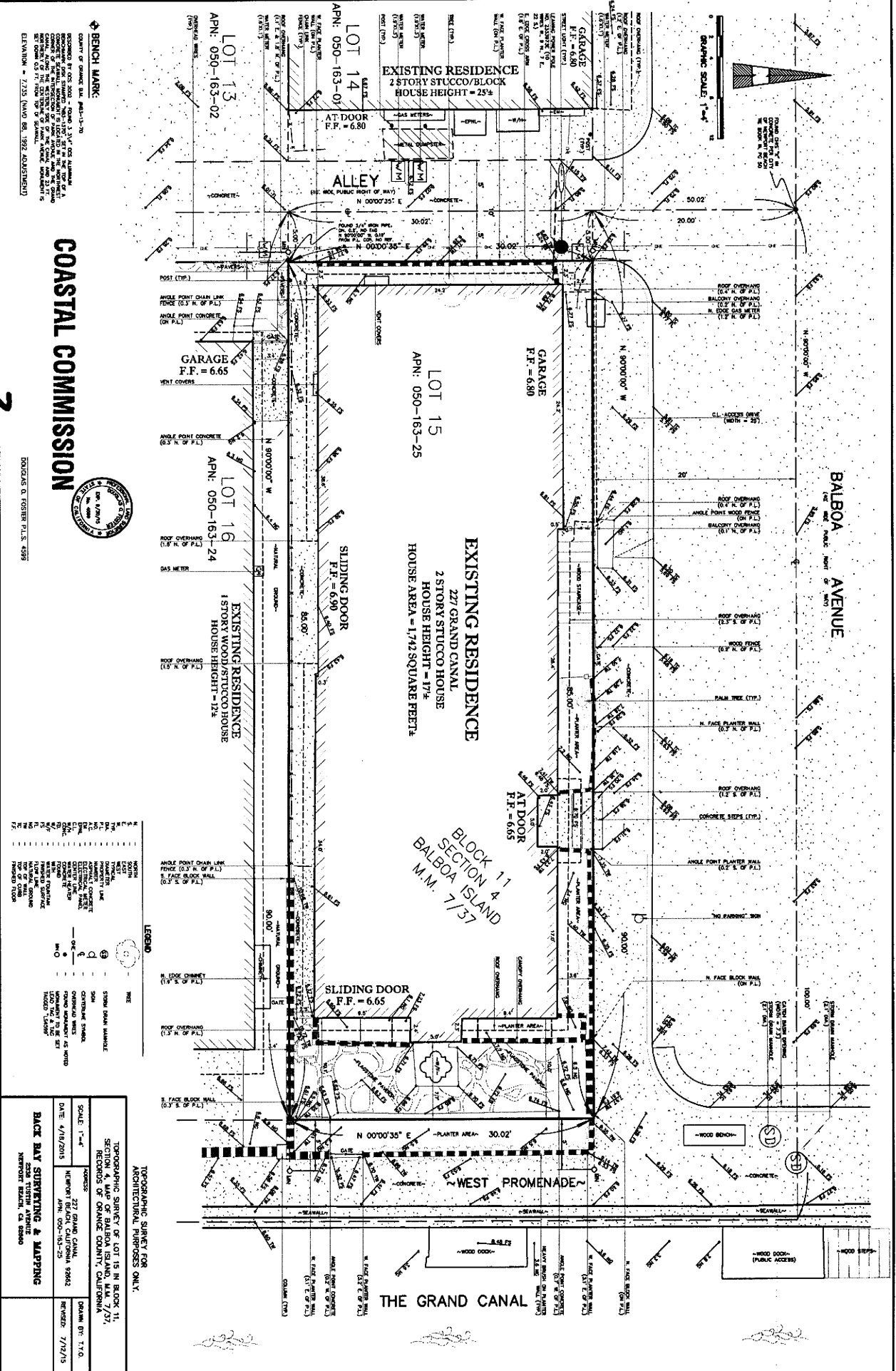


A New Home for:  
**Bill & Terre Thomas**  
227 Grand Canal Ave., Balboa Island, CA 92662



5





**COASTAL COMMISSION**



**BENCH MARK:**  
 CORNER OF GRAND CANAL, 227-13-20  
 BENCH MARK (ELEVATION) 16.23' (1.5' BELOW THE SURFACE OF THE CONCRETE CURB) (ELEVATION OF THE SURFACE OF THE CONCRETE CURB IS 17.73' (BASED ON THE 1985 MEAN SEA LEVEL DATUM))  
 ELEVATION = 7.23' (BASED ON 1985 MEAN SEA LEVEL)

DOUGLAS G. FOSTER P.L.L.C. 1999

**LEGEND**

	STREET NAME
	PROPERTY LINE
	EASEMENT
	UTILITY
	WALL
	WINDOW
	DOOR
	STAIRCASE
	ROOF
	FOUNDATION
	FOUNDATION WALL
	FOUNDATION FOOTING
	FOUNDATION PIER
	FOUNDATION COLUMN
	FOUNDATION SLAB
	FOUNDATION WALL FOOTING
	FOUNDATION PIER FOOTING
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**TOPOGRAPHIC SURVEY FOR ARCHITECTURAL PURPOSES ONLY**

PROJECT:	277 GRAND CANAL
ADDRESS:	277 GRAND CANAL, CA 92662
DATE:	4/18/2015
SCALE:	1"=4'
DRAWN BY:	T.S.O.
REVISION:	7/12/15
PROJECT:	BACK BAY SURVEYING & MAPPING
ADDRESS:	2521 TIERNEY AVENUE, NEWPORT BEACH, CA 92660
DATE:	JUN 2015-14