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CALIFORNIA COASTAL COMMISSION

South Coast Area Office
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Filed: September 8, 1997
49th Day: October 27, 1997
180th Day: March 7, 1998
Staff: John T. Auyong *John*
Staff Report: September 18, 1997
Hearing Date: November 4-7, 1997
Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 5-97-258

APPLICANT: City of Newport Beach

AGENT: Steve Luy (Public Works Department)

PROJECT LOCATION: Seaward ends of 56th, 57th, 58th, and 59th Streets,
City of Newport Beach, County of Orange

PROJECT DESCRIPTION: Improvement of street-ends including removal of
existing private encroachments, and installation of
paving, curbs, sidewalks, landscaping, residential
driveway approaches, and two metered parking spaces
providing up to six hours of parking, per street-end.

LOCAL APPROVALS RECEIVED:
City of Newport Beach Approval-in-Concept 1415-97

SUBSTANTIVE FILE DOCUMENTS:
City of Newport Beach Certified Land Use Plan; Coastal
development permits 5-93-114, 5-94-091, 5-95-010, and
5-96-106 (City of Newport Beach)

SUMMARY OF STAFF RECOMMENDATION - ISSUES TO BE RESOLVED

Staff is recommending approval of the proposed project with special conditions regarding: (1) that two public metered parking spaces per street-end must be provided as proposed, (2) that the public metered parking spaces provide long-term use (minimum of six hours), and (3) submission of revised plans showing that the proposed parking meters and parking spaces are not on the same side of the 57th Street street-end as the proposed vehicle beach access driveway.

The subject permit application was pulled off the Consent Calendar by the Commission at the October 1997 hearing. Issues to be resolved include whether the proposed public parking spaces are necessary for the area as required by the Certified Land Use Plan ("LUP"), and whether the proposed project would result in impediments to emergency access. Staff maintains that the parking is needed to ensure public access and is also required by the LUP. To address the issue of emergency vehicle access to the beach, staff is recommending that the design of the 57th Street street-end be revised to ensure emergency access to the beach.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions.

The Commission hereby grants a permit, subject to the conditions below, for the proposed development on the grounds that the development, located between the nearest public roadway and the shoreline, will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976 including the public access and recreation policies of Chapter 3, 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 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

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. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. 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.
7. 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 of six hours) metered basis.
3. Revised Plans - 57th Street. Prior to issuance of the coastal development permit, the applicant shall submit revised plans, for the review and approval of the Executive Director, showing that the proposed parking meters and parking spaces are not on the same side of the 57th Street street-end as the proposed vehicle beach access driveway. The applicant shall comply with the plans approved by the Executive Director.

IV. Findings and Declarations.

A. Project Description.

The applicant is proposing to improve the seaward ends of 56th, 57th, 58th, and 59th Streets in the West Newport area of the City of Newport Beach. The subject application is the fifth such application for street-end improvements in West Newport. These street-ends are located seaward of Seashore Drive (the first public road 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.

Specifically, the applicant 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), driveways to the beach, and landscaping. The applicant further proposes to provide two tandem public parking spaces along one side of each street-end. The proposed project thus would provide a total of eight public parking spaces. The spaces are proposed to be metered, and a double-headed meter is proposed to be installed on a single post per street-end. The proposed public parking meters would operate from 8:00 a.m. to 6:00 p.m. and would have a six hour limit. The proposed fee is 25¢ per 15 minutes (\$1.00 per hour).

B. Previous Commission Actions

The Commission previously approved coastal development permits 5-93-114, 5-94-091, 5-95-010, and 5-96-106 (City of Newport Beach) for improvements to the ends of 37th through 55th Streets. The previously approved improvements were essentially the same as those currently proposed.

C. Public Access - Recreation.

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 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 four street-ends which provide public vertical access to the public beach in West Newport located at the seaward foot 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 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 the 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 by eight designated spaces. 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 impacts against overcrowding in any one area.

Therefore, the proposed 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 56th 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.

Although the park has its own public parking lot, the applicant indicates that 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. The applicant indicates that 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 during the summer. For instance, between July and September of one year, the parking lot generated nearly \$32,500 in revenue, as compared to \$2,260 during the following period from December to February. Thus, the proposed parking spaces are necessary to meet demand for public access to the non-beach public recreational facilities.

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, because 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 maximum, amount of time provided. 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 allowed.

In addition, the City's certified LUP 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 report details the West Newport street-end improvement requirements of the certified LUP.

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 requiring the provision of two public parking spaces per street-end, consistent with the development proposal.

In addition, the area of West Newport from 55th 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, the proposed 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 one 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.

In addition, each street-end would have a proposed driveway leading to the beach to allow for vehicular access to the beach in case of an emergency. However, the plans submitted indicate that on 57th Street, the proposed parking spaces would be on the same side as the beach driveway. Therefore, cars parked in the proposed parking spaces would block the driveway to the beach on 57th Street. This would result in emergency vehicles being prevented from driving onto the beach.

The applicant indicates that this was an error on the plans which has since been corrected. The Commission finds that it is necessary to impose a condition requiring the submission of the corrected plans indicating that the

proposed parking spaces are not located on the same side of 57th Street as the driveway approach to the beach. This would result in emergency vehicular access to the beach being preserved.

3. Conclusion - Public Access

The other two special conditions being imposed for long-term parking and provision of parking spaces were previously imposed by the Commission on the four 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 of the Coastal Act.

D. Public Views

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

One of the subject street-ends proposed to be improved currently contains significant landscaping which encroaches from adjacent residential property. This existing landscaping blocks public views down the street-end to the beach. By removing this existing landscaping and installing much less visually intrusive landscaping, the applicant would be increasing public views down the street-end. Therefore, the Commission finds that the proposed development would be consistent with Section 30251 of the Coastal Act.

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 ("LCP") which conforms with the Chapter Three 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 90-1 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 on 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 in the Balboa Peninsula south of West Newport, to West Newport along Ocean Front as mitigation. Currently, the bike path runs inland in West

Newport. However, the bike path mitigation idea was dropped because, as the December 4, 1990 Commission staff report recommending denial of LUP Amendment 90-1 as submitted 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 mitigation plan requires the payment of encroachment fees for private encroachments onto Ocean Front. 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 36th 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. The proposed street-end improvements are consistent with the requirements of 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 private encroachments onto an approximately 2.41 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.

F. California Environmental Quality Act

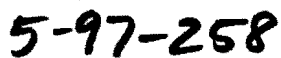
Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) 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 impact which the activity may have on the environment.

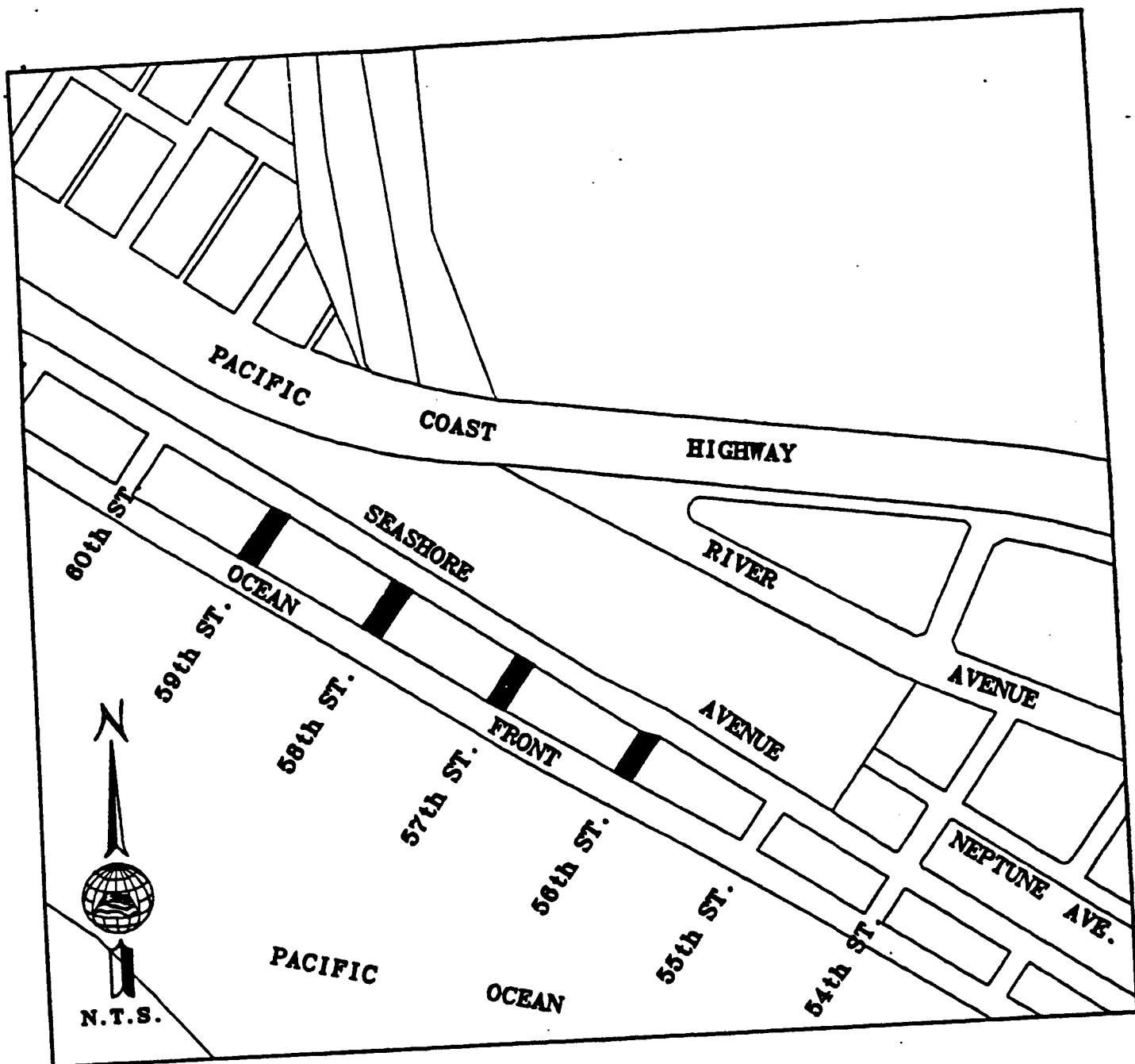
The proposed development is located in an urban area. All infrastructure necessary to serve the site exists in the area. The proposed project has been conditioned in order to be found consistent with the public access and recreation policies of Chapter Three of the Coastal Act. Mitigation measures requiring; the provision of two public parking spaces per street-end, and long-term meters, will minimize all significant adverse impacts.

As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned, can be found consistent with the requirements of the Coastal Act to conform to CEQA.

9561F:jta

EXHIBIT # A
PAGE 1 OF 2





LOCATION MAP

COASTAL COMMISSION

5-97-258

EXHIBIT # A

PAGE 2 OF 2

5-97-258
COASTAL COMMISSION
Plans

EXHIBIT # **B**
PAGE 1 OF 4

(17) = proposed double-headed meter location

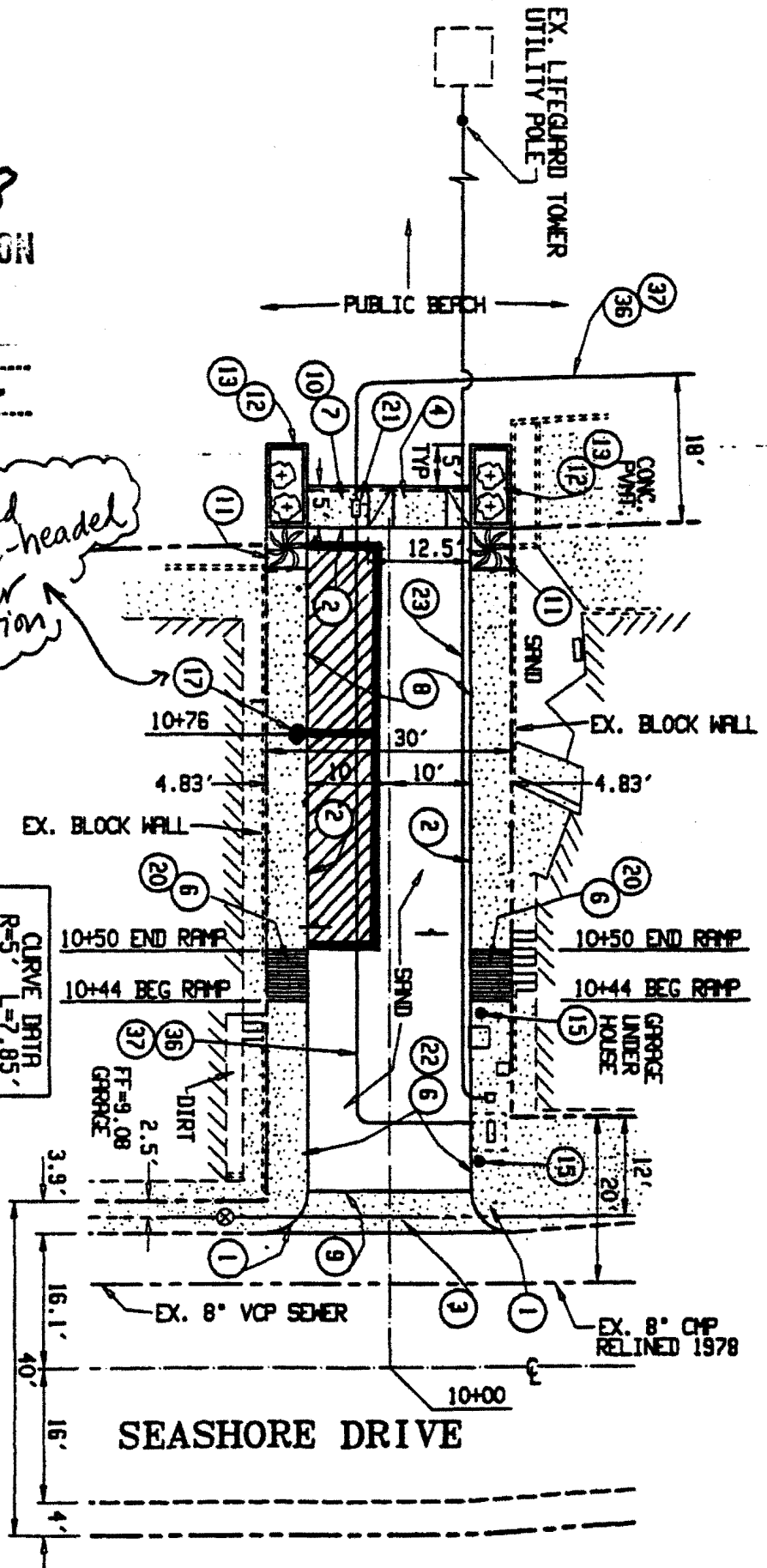
56th STREET

CURVE DATA
R=5', L=7.85'
Δ=90° 00' 00"
T=5'

Key: Next 4 pages

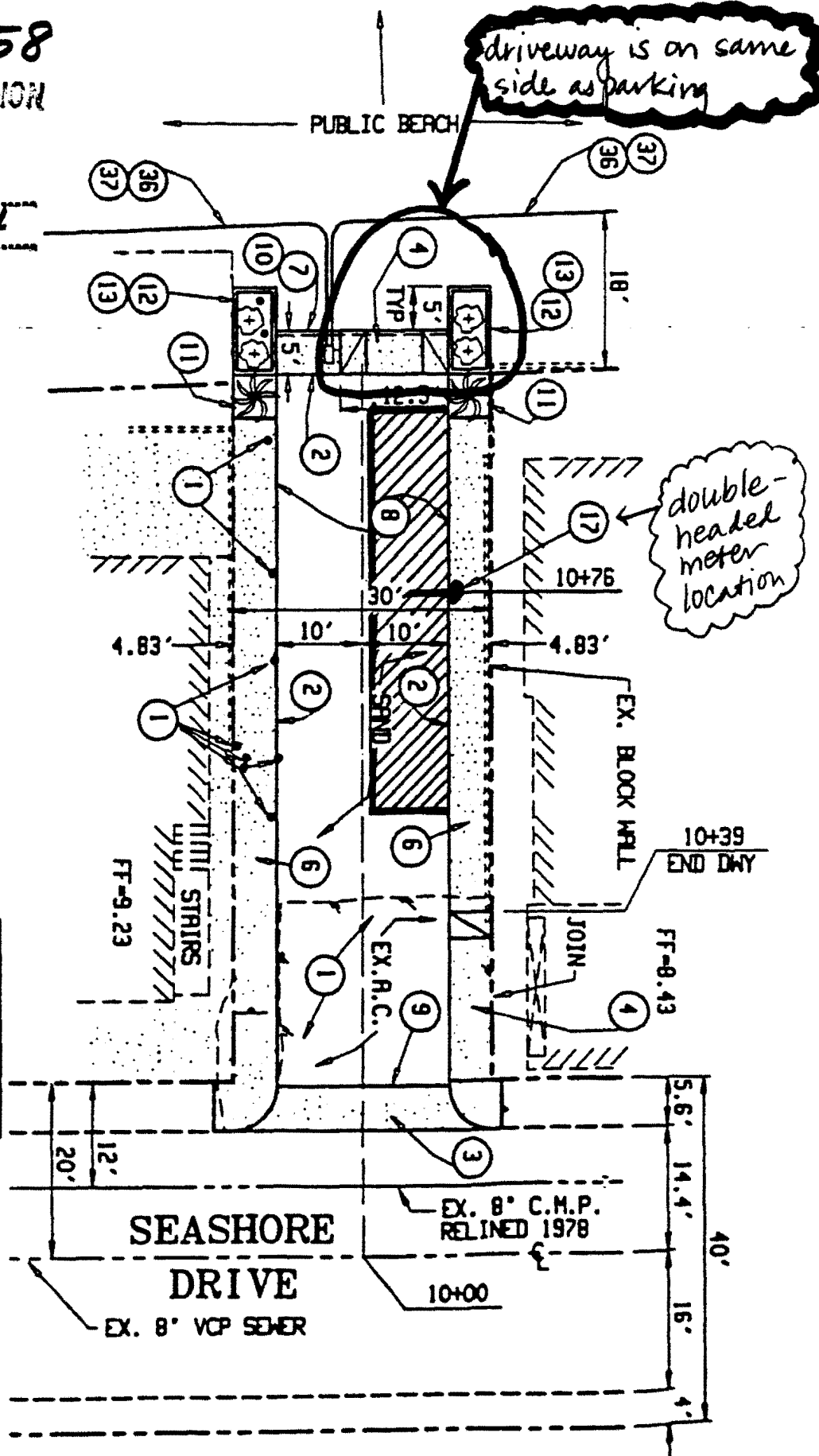


area of proposed parking spaces

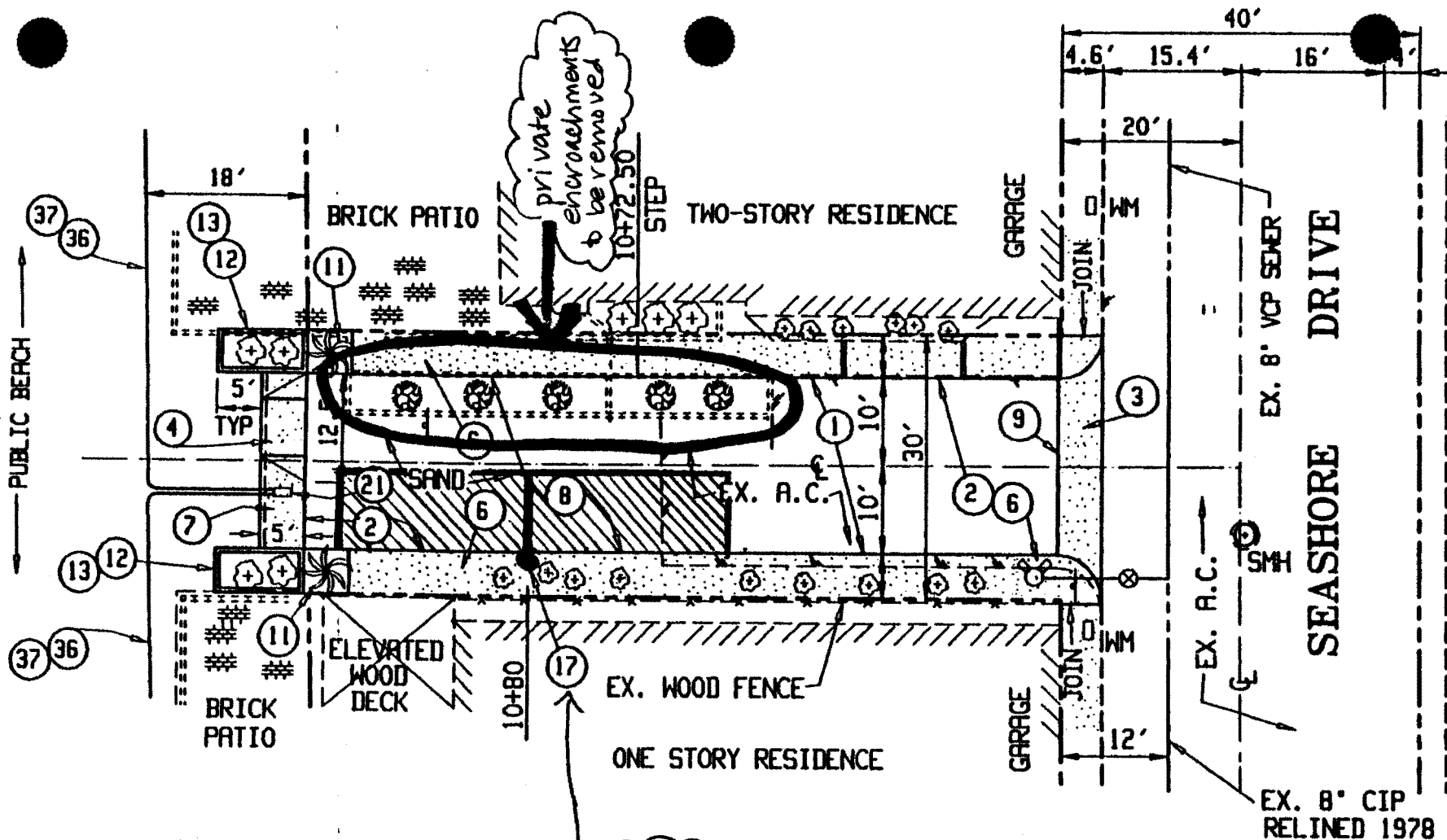


PAGE 2 OF 4

CURVE DATA
R=5', L=7.85'
 $\Delta=90^{\circ}00'00''$
T=5'



58th STREET



5-97-258

COASTAL COMMISSION

Plans

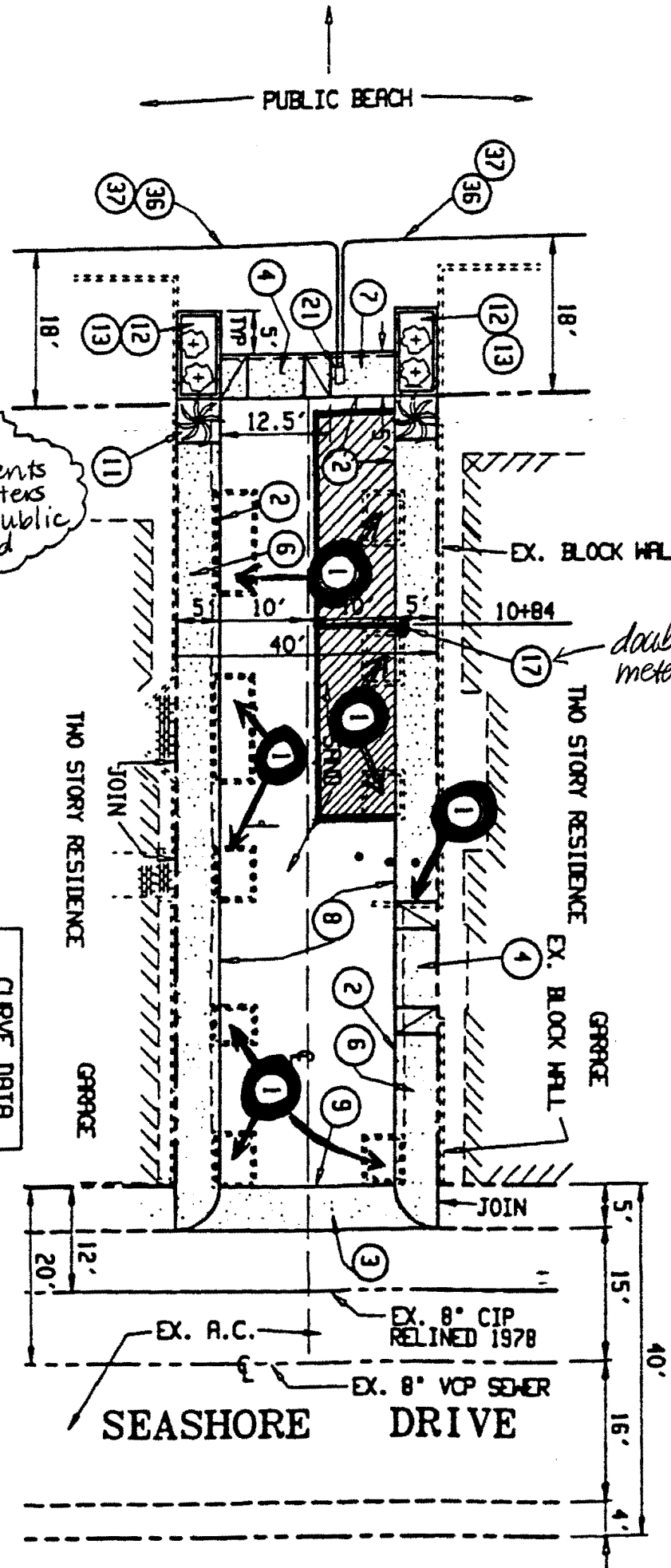
EXHIBIT # B

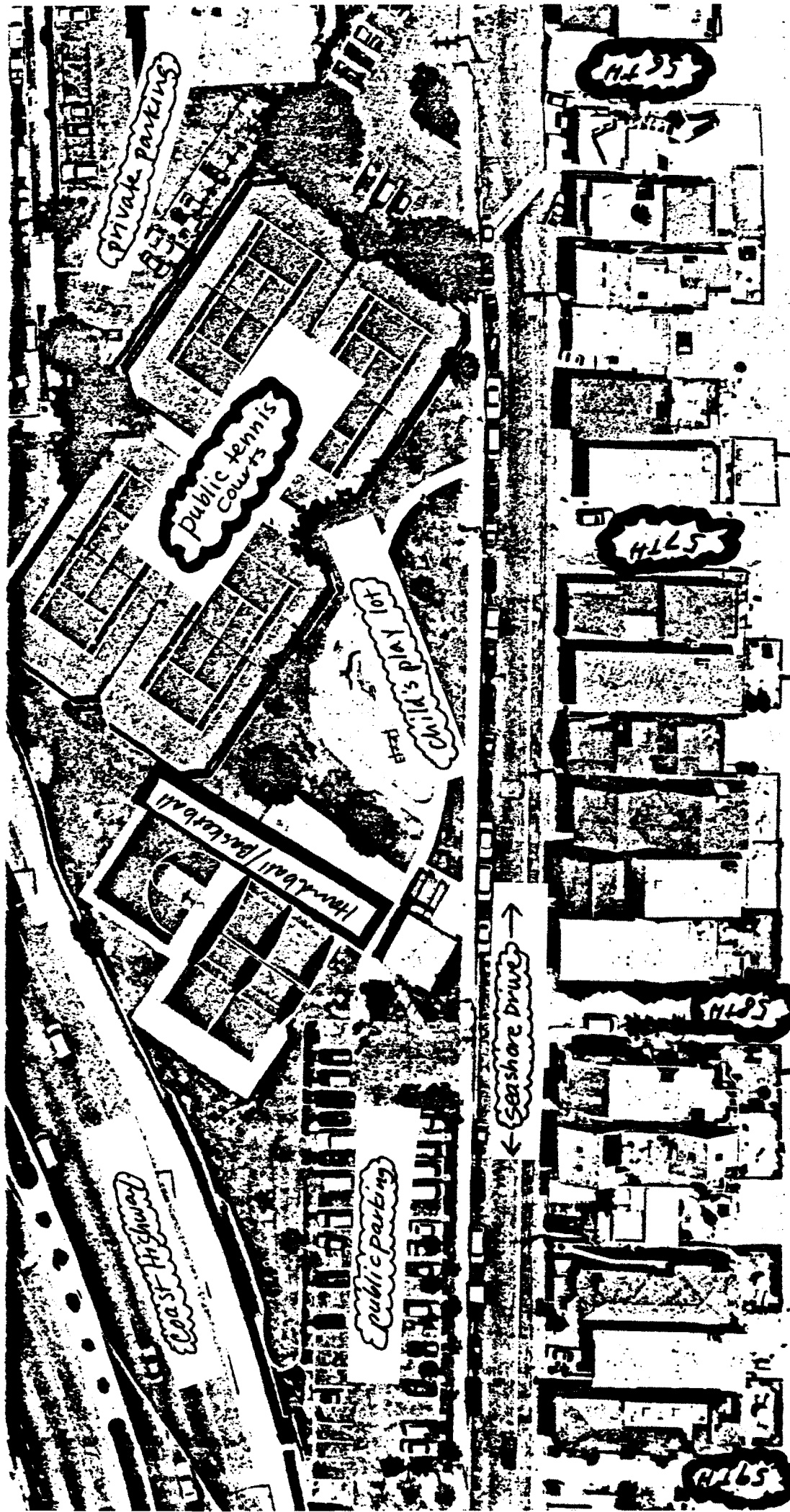
PAGE 4 OF 4

1 = removal of private encroachments such as planters which block public street-end

59th STREET

CURVE DATA
R=5' L=7.85'
Δ=90° 00' 00"
T=5'





5-97-258

COASTAL COMMISSION

aerial photo of
vicinity of street ends

EXHIBIT # C

PAGE 1 OF 1

beach →

Tu 3c

I am appearing on behalf of my father and mother, William and Lillian Schumann, whose home at 5901 Seashore Dr., Newport Beach, is the subject of a "street end improvement." They have lived there since 1951, when they purchased their original 1 bedroom duplex for \$14,500. They were unable to be here today because my father, who is 83, is in poor health. Fortunately my mother, who is 85, still occasionally rides the waves on her bodyboard, however now only on sunny summer days when the tide is low and the waves are small.

The compromise agreement to resolve a 2 year debate over the best use of West Newports beaches which mandated the street end improvements was based on the assumption that all west end beaches had the same character and use. However by the time the agreement was reached the participants had neither the time nor the motivation to carefully look at the composition of the area. I believe this hearing presents the ideal opportunity for the commission to more closely look at this very special part of our beach.

West Newport Beach between 37th Street and 75th Street, is made up of 2 dramatically and completely different areas.

The first area bordered by 37th Street and 56th Street, Balboa Blvd. and Pacific Coast Highway has been called the "War Zone" or "The Jungle" by local residents.

It contains one of the highest concentrations of multi-residential beach development in the city. In addition to the ocean front properties there are

Received at Commission Meeting

OCT - 7 1997

597-258 Exhibit D; Opponent's letter
p. 1 of 6

From: _____

hundreds of dwellings in this area including a 54 unit apartment building creating a fierce competition for public parking. There are no public parking lots in this area.

The second area bordered by 57th Street, 75th Street and Pacific Coast Highway is known as "The Quiet West End" by local residents. It is characterized by the lowest beach population density in the city. There are no dwellings on the non-ocean side of Seashore Drive. In the place of dwellings there are 5 metered parking lots offering 112 additional public parking spaces. The lowest density section of this lowest density beach area lies between 57th Street and 61st Street. The only development here is a single row of homes on the ocean front. They are located across the street from 2 of the largest parking lots in this area. These lots contain a total of 59 public parking spaces. 53% of all the metered parking for this 18 block area is located within these 5 blocks.

This completely unique and ideal combination of the fewest number of homes adjacent to the largest number of public parking spaces has created an opportunity for the commission to improve public access and enhance the national beauty of our beaches.

I request that the commission replace the proposed "street end improvements" at 57th Street, 58th Street and 59th Street with a wide side walk located in the center of the street end and landscape both sides of the walk with

5-97-258 Exhibit D p. 2 of 6

mature trees. This improved and naturally beautiful access will eliminate 6 proposed parking spaces. However is there really a need for more parking here when according to the city fund revenue comparison report the parking lots are vacant 85% of the time-in this area.

I would further request that you remove this item from the commission consent calendar and hold it for a later public hearing. This would allow the commission and staff sufficient time to investigate and consider the facts presented here.

I was advised not to take a day away from my business and travel 220 miles to appear before you today. I was advised that your minds were made up and this hearing was only a formality. However, I believe that the existence of this hearing confirms a willingness to listen with an open mind; I am confident that a commission that has demonstrated the wisdom and courage to deny the City's request to turn a park into a parking lot is a commission I can have confidence in.

5-97-258
Exhibit D
p. 3 of 6

WEST NEWPORT PARKING LOTS

LOCATION	NUMBER OF SPACES
56th Street	16
58th Street	38
61st Street	21
Cedar Street	18
Grant Street	19
TOTAL	112

5-97-258
Exhibit D
p. 4 of 6

WEST NEWPORT PARKING

8AM - 6 PM	\$.25/15 min or \$1.00/hour/each space	
	\$10.00/ day/space	
	\$3,600/year/space	
POTENTIAL	112 spaces x \$3600./year Monthly \$33,583.	\$403,200.
ACTUAL	City of Newport Beach Fund Revenue Comparison Report	\$ 61,810.
OCCUPANCY		
1997	Fisical Year	15.3%
1996	Fisical Year	15.9%

5-97-258
EXhibit D
p. 5 of 6

09/26/97
ACCOUNTING PERIOD: 13/97

CITY OF NEWPORT BEACH
FUND REVENUE COMPARISON REPORT

PAGE 5

SELECTION CRITERIA: ALL

FUND - 010 - GENERAL FUND

ACCOUNT	CURRENT YEAR				PRIOR YEAR			
	BUDGET	REVENUE	BALANCE	%	BUDGET	REVENUE	BALANCE	%
5512 19TH ST	.00	13,616.03	-13,616.03	.00	.00	10,743.46	-10,743.46	.00
5513 CENTRAL LOT	.00	11,664.81	-11,664.81	.00	.00	12,078.58	-12,078.58	.00
5514 BALBOA METERED LOT	.00	61,217.81	-61,217.81	.00	.00	68,730.96	-68,730.96	.00
5515 WASHINGTON STREET LO	.00	4,594.35	-4,594.35	.00	.00	5,244.19	-5,244.19	.00
5516 LAS ARENAS	.00	9,657.21	-9,657.21	.00	.00	8,183.59	-8,183.59	.00
5517 CITY HALL	.00	10,444.65	-10,444.65	.00	.00	12,143.33	-12,143.33	.00
5518 NCEADDER	.00	86,612.91	-86,612.91	.00	.00	82,122.02	-82,122.02	.00
5519 SEASHORE LOT	.00	61,810.00	-61,810.00	.00	.00	64,178.74	-64,178.74	.00
5520 A STREET PARKING LOT	.00	28,185.95	-28,185.95	.00	.00	36,717.69	-36,717.69	.00
5521 B STREET PARKING LOT	.00	9,282.87	-9,282.87	.00	.00	12,489.72	-12,489.72	.00
5526 BALBOA STRP-3 10IN-A	.00	35,861.59	-35,861.59	.00	.00	35,064.88	-35,064.88	.00
5528 WEST NEWPORT	.00	25,502.09	-25,502.09	.00	.00	21,401.45	-21,401.45	.00
TOTAL PARKING METER INCOME	1,130,000.00	1,066,365.79	63,634.21	.94	1,200,000.00	1,134,892.14	65,107.86	.95
5530 OFF STREET PARKING	250,000.00	.00	250,000.00	.00	250,000.00	.00	250,000.00	.00
5531 NEWPORT BLVD	.00	59,298.03	-59,298.03	.00	.00	52,289.75	-52,289.75	.00
5532 NEWPORT BUSINESS	.00	108,648.05	-108,648.05	.00	.00	101,642.05	-101,642.05	.00
5533 BALBOA BUSINESS	.00	28,383.86	-28,383.86	.00	.00	28,448.82	-28,448.82	.00
5535 COAST HIGHWAY	.00	3,973.28	-3,973.28	.00	.00	4,030.94	-4,030.94	.00
5536 LIDO SHOPPING	.00	33,533.58	-33,533.58	.00	.00	29,828.62	-29,828.62	.00
5537 NEWPORT/BALBOA BLVD	.00	19,332.40	-19,332.40	.00	.00	15,178.66	-15,178.66	.00
5538 A STREET PARKING LOT	.00	39,607.99	-39,607.99	.00	.00	36,717.69	-36,717.69	.00
5539 B STREET PARKING LOT	.00	12,764.53	-12,764.53	.00	.00	12,489.72	-12,489.72	.00
TOTAL OFF STREET PARKING	250,000.00	305,541.72	-55,541.72	1.22	250,000.00	280,626.25	-30,626.25	1.12
5550 IN LIEU PARKING	50,000.00	36,735.45	13,264.55	.73	50,000.00	53,820.00	-3,820.00	1.08
5551 26TH STREET PARKING	35,000.00	28,574.56	6,425.44	.82	35,000.00	31,764.92	3,235.08	.91
5552 MARINERS LOT	10,000.00	11,222.24	-1,222.24	1.12	10,000.00	15,254.83	-5,254.83	1.53
5553 NEWPORT BLVD LOT	20,000.00	17,590.83	2,409.17	.88	20,000.00	21,247.02	-1,247.02	1.06
5554 BAYSIDE-CDM PARKING	1,500.00	4,539.89	-3,039.89	3.03	1,500.00	1,104.61	395.39	.74
5555 DANLIA-CDM PARKING L	2,000.00	2,717.89	-717.89	1.36	2,000.00	1,925.15	74.85	.96
5556 COAST HIGHWAY PARKIN	2,200.00	2,632.55	-432.55	1.20	2,200.00	3,487.50	-1,287.50	1.59
5557 SUPERIOR LOT	6,000.00	5,740.14	259.86	.96	6,000.00	5,442.67	557.33	.91
5558 32ND STREET PARKING	10,000.00	12,497.33	-2,497.33	1.25	10,000.00	12,149.60	-2,149.60	1.21
5559 PALM STREET LOT	.00	37,069.17	-37,069.17	.00	.00	37,330.22	-37,330.22	.00
5563 REGULAR PASSES	40,000.00	127,481.33	-87,481.33	3.19	40,000.00	125,730.00	-85,730.00	3.14
TOTAL BALBOA ANNUAL PASSES	40,000.00	127,481.33	-87,481.33	3.19	40,000.00	125,730.00	-85,730.00	3.14
5566 ZN #1 HPT ISLAND PAR	300.00	440.00	-140.00	1.47	300.00	660.00	-360.00	2.20
5567 ZN #1 HPT ISL PKG-GU	.00	3,900.00	-3,900.00	.00	.00	3,560.00	-3,560.00	.00
5568 ZONE #2 NEWPORT MEIG	.00	1,130.00	-1,130.00	.00	.00	430.00	-430.00	.00
5570 CORONA DEL HAR PARKN	525,000.00	568,561.60	-43,561.60	1.08	525,000.00	568,816.08	-43,816.08	1.08
TOTAL PARKING REVENUE	2,082,000.00	2,232,740.49	-150,740.49	1.07	2,162,000.00	2,298,240.99	-136,240.99	1.07
5670 SPACE RENTALS	485,000.00	483,716.50	1,283.50	1.00	530,000.00	538,617.86	-8,617.86	1.02
TOTAL USE OF MONEY & PROPE	5,382,060.00	5,069,125.31	312,934.69	.94	5,612,775.00	5,792,454.03	-179,679.03	1.03
5810 SALE OF GIS MAPS	.00	60.00	-60.00	.00	.00	309.00	-309.00	.00
5812 SALE OF MAPS & PUB	25,000.00	24,875.95	124.05	1.00	25,000.00	23,489.64	1,510.36	.94
5816 100TH ANNIVERSARY BO	1,000.00	431.65	568.35	.43	1,000.00	989.49	10.51	.99

RUN DATE 09/26/97 TIME 16:27:01

PE1 - COUNT SYSTEMS - FUND ACCOUNTING MANAGER

5-97-258
Exhibit D
p. 6 of 6

5-40 FROM: CITY OF NEWPORT BEACH

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PAGE

3/3