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CALIFORNIA COASTAL COMMISSION

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Filed: October 19, 1999
49th Day: December 7, 1999
180th Day: April 16, 2000
Staff: KFS-LB
Staff Report: November 18, 1999
Hearing Date: December 7-10, 1999
Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: 5-99-298

APPLICANT: City of Newport Beach

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

PROJECT LOCATION: In the public right-of-way within the seaward street ends at 60th Street, 61st Street, 62nd Street, Cedar Street, Walnut Street, and Lugonia Street, City of Newport Beach, Orange County

PROJECT DESCRIPTION: Improvement of street-ends including removal of existing private encroachments and installation of paving, curbs, sidewalks, landscaping, residential driveway approaches, and metered public parking spaces.

SUMMARY OF STAFF RECOMMENDATION:

The issue of controversy with this proposed development is the proposed provision of only one public parking space at 61st Street, where the City of Newport Beach certified land use plan requires a minimum of two parking spaces per street end improvement. A minimum of two public parking spaces are required under a Commission-certified mitigation plan which allows private residential encroachments into the Ocean Front right-of-way, an unimproved lateral public right-of-way located seaward of and parallel to residential lots from 36th Street to the Santa Ana River, in exchange for street end improvements that provide a minimum of two parking spaces per street end. The applicant has proposed to provide a third public parking space at Walnut Street in exchange for the public parking space absent at 61st Street. Commission staff recommends **APPROVAL** of the proposed development subject to three special conditions. Special Condition No. 1 requires the applicant to provide a minimum of two long-term public parking spaces per street end; Special Condition 2 requires the applicant to submit revised plans which show the provision of a minimum of two parking spaces at 61st Street, where only one parking space is now proposed; and Special Condition 3 requires the applicant to utilize parking meters that provide for a minimum of 6 hours parking time.

LOCAL APPROVALS RECEIVED: City of Newport Beach approval-in-concept no. 5372-99.

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

STAFF RECOMMENDATION:

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

MOTION

I move that the Commission approve CDP #5-99-298 pursuant to the staff recommendation.

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

Staff recommends a YES vote.

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 will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, is located between the nearest public road and the sea and is in conformity with the public access and public recreation policies of the Coastal Act, 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 effects 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. Revised Plans.
 - A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit revised plans to the Executive Director for review and approval. The revised plans shall show the following changes to the project:
 1. SITE PLAN REVISIONS
 - (a) A minimum of two long-term public parking spaces shall be provided as part of the proposed street end improvements at 61st Street.
 - B. The revised plans shall, prior to submittal to the Executive Director, be reviewed and certified by a qualified professional to ensure that they are consistent with the Commission's approval and with the recommendations of any required technical reports.
 - C. The permittee shall undertake development in accordance with the approval final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.
3. Long-term Meters. The public parking meters shall provide a minimum of six (6) hours of parking time. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for the review and approval of the Executive Director, a signed agreement that each of the public parking spaces shall be available to the general public on a long-term (minimum six hours) metered basis.

IV. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. PROJECT DESCRIPTION AND LOCATION

The City of Newport Beach is proposing to improve the seaward ends of 60th Street, 61st Street, 62nd Street, Cedar Street, Walnut Street, and Lugonia Street in the West Newport area of the City of Newport Beach (Exhibit 1, pages 1 to 3). The subject application is the sixth such application for street-end improvements in West Newport. These street-ends are located seaward of Seashore Drive (the first public road paralleling the sea in the area) and lead directly to the beach. Currently, the street-ends are either sandy and unimproved or have a small paved area with private encroachments from the private residential lots on either side of the street-end.

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 or the alley seaward of and parallel to Seashore Drive), emergency vehicle access driveways to the beach, and landscaping. The applicant further proposes to provide two (2) tandem public parking spaces along one side of each street-end at 60th, 62nd, Cedar, and Lugonia Streets; three (3) tandem public parking spaces on Walnut Street, and one (1) public parking space on 61st Street. The proposed project thus would provide a total of twelve (12) public parking spaces (Exhibit 2). The spaces are proposed to be metered. Double-headed meters are proposed to be installed on a single post at 60th, 62nd, Cedar, Walnut, and Lugonia Streets. One single-head meter will be installed on 61st Street and one on Walnut to accommodate the third space. The public parking meters are proposed to operate from 8:00 a.m. to 6:00 p.m. with a six hour limit. The proposed fee is 25 cents per 15 minutes (\$1.00 per hour).

B. PREVIOUS COMMISSION ACTIONS

The Commission previously approved Coastal Development Permits 5-93-114, 5-94-091, 5-95-010, 5-96-106, and 5-97-258 for improvements to the ends of 37th, 38th, 40th, and 42nd through 59th Streets. The previously approved improvements were similar to those now proposed, with the exception that all the previous proposals included a minimum of two parking spaces per street end, whereas the current proposal includes a request to only put one parking space at 61st Street, where the City's certified land use plan would normally require a minimum of two parking spaces.

C. PUBLIC ACCESS

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

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

Section 30212.5 of the Coastal Act states:

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

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

1. Promotion of Public Access – Parking Needed and Required

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

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

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

Further, there are other public non-beachfront recreational facilities in the immediate area on the landward side of the street-ends, one block inland of the beach. For instance, the 6.7 acre West Newport Park runs from 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 (Exhibit 1, page 3).

Although the park has its own public parking lot, the applicant previously indicated, under Coastal Development Permit 5-97-258, 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 indicated 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 more during the summer. For instance, between July and September 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, additional public parking spaces are necessary to meet demand for public access to the non-beach public recreational facilities.

In addition, the area of West Newport from 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, public parking spaces are needed to minimize adverse public access impacts.

2. Emergency Vehicular Access

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

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

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

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

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

The applicant has proposed two public parking spaces at 60th, 62nd, Cedar, Walnut, and Lugonia Streets. In addition, a third public parking space has been proposed at Walnut Street. However, only one public parking space has been proposed at 61st Street. The applicant has stated that conditions at 61st Street limit the options for providing two public parking spaces. These limitations are the presence of existing garages which face upon 61st Street, the width of the street end and the presence of an alley to which vehicular access must not be impeded, the City's intent to preserve existing landscaping, and the need to provide emergency vehicle access to the beach from the street end to service the 61st Street lifeguard tower on the beach at this location (see Exhibit 2, page 2).

Several options were explored for providing a second parking space at 61st Street without changing the proposed design. The first option would be to place two parking spaces tandem, as proposed at the other street ends. However, existing garages which face upon 61st Street must be accommodated with the construction of curb cuts. Two tandem parking spaces would interfere with the curb cuts and block access to the existing garages. The second option is to place two parking spaces side by side at the seaward terminus of the street end. However, this design would result in blocking emergency vehicle access to the beach. The third option is to place a parking space along the curb between Seashore Drive and the alley. However, since the street is narrow, this design would impede vehicular access to the alley and street end.

A fourth option is available that would require redesign of the proposed street end improvements. This option is to remove the existing landscape vegetation located at the seaward-most portion of the street end, which the City proposed to maintain in place, to allow extension of the roadway and sidewalk seaward enough to accommodate the placement of a second parking space in tandem with the space now proposed. Since there is a discontinuous jog, which begins at 61st Street, in the linear alignment of the seaward-most residential lots, extending the roadway would not result in development encroaching beyond the existing line of development.

The applicant has stated that the fourth option is not preferred because it would result in the removal of existing landscape vegetation that they had proposed to maintain in place. It was the applicant's understanding that the Commission previously directed the City, at the hearing for Coastal Development Permit application 5-97-258, to maintain existing vegetation where possible. However, Commission staff understood the Commission's direction to the City to mean that street end landscaping should be more lush and not that existing vegetation should be maintained. In addition, the applicant has stated their preference not to pave sandy beach at this location, if such paving can be avoided. However, extending the paving in this area to accommodate a second parking space would not result in the extension of development beyond the existing line of development. Finally, the applicant has stated that the third parking space provided at Walnut Street would mitigate the absence of a parking space at 61st Street (Exhibit 2, page 5). Commission staff maintain that, due to the limited amount of public parking available in West Newport, every feasible parking space that can be provided should be provided. Since three parking spaces are feasible at Walnut Street, then three spaces should be provided. The provision of the additional parking space should not be counted as mitigation for the absence of a parking space at 61st Street because the mitigation is not being provided where the impact is occurring. In addition, the third space is necessary

to mitigate the impacts upon public access which already exist due to the lack of public parking in the area. Allowing the third space to mitigate both the existing adverse public parking conditions and the proposed impact due to the absence of a second space at 61st Street would be double-counting the mitigation.

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 staff report details the West Newport Street-end improvement requirements of the certified LUP.

Therefore, the Commission imposes Special Conditions 1 and 3. Special Condition 1 requires a minimum of two long-term public parking spaces per street end improvement. Special Condition two requires the applicant to submit revised plans, for the improvements at 61st Street, which show the provision of two metered public parking spaces.

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

4. First Public Road

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

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

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(2) adequate access exists nearby.

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

5. Conclusion - Public Access

Therefore, the Commission finds that, because the provision of public parking is necessary to: (1) promote public access in the area, (2) provide needed parking, and (3) mitigate for adverse public access impacts for private encroachments onto Ocean Front, it is necessary to impose a Special Condition 1 requiring the provision of two public parking spaces per street end, Special Condition 2 requiring the applicant to submit revised plans showing two public parking spaces at 61st Street, and Special Condition 3 requiring the use of parking meters with no less than 6 hours parking time. Special Conditions 1 and 3 were previously imposed by the Commission on the five prior permits for similar street end improvements in West Newport. Therefore, the Commission finds that, as conditioned, the proposed development would be consistent with Section 30210, 30212, and 30212.5 of the Coastal Act.

D. 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...

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 permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act.

The City of Newport Beach Land Use Plan (LUP) was originally certified on May 19, 1982. On June 11, 1991, the Commission approved LUP amendment 90-01 with suggested modifications. The Ocean Front "paper street" runs laterally along the beach in West Newport, perpendicular to the subject street ends. The LUP amendment provided policies to establish conditions and restrictions on the nature and extent of private encroachments onto Ocean Front from private residential development 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 on the Balboa Peninsula south of West Newport, to West Newport along Ocean Front as mitigation. Currently, the bike path runs inland in West Newport. Development of a bikeway/walkway would have provided paved lateral public access along the wide sandy beach located seaward of the

Ocean Front "paper street" and residential development in this area. However, the bike path/walkway mitigation idea was dropped because, as the December 4, 1990, Commission staff report recommending denial of LUP Amendment 90-01 states in part:

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

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

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

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

A. Reconstruct thirty-three (33) unimproved streetends between 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. As proposed, the street end improvements are not consistent with this LUP policy because only one parking space is proposed at 61st Street, rather than the minimum two spaces required by the LUP policy. The

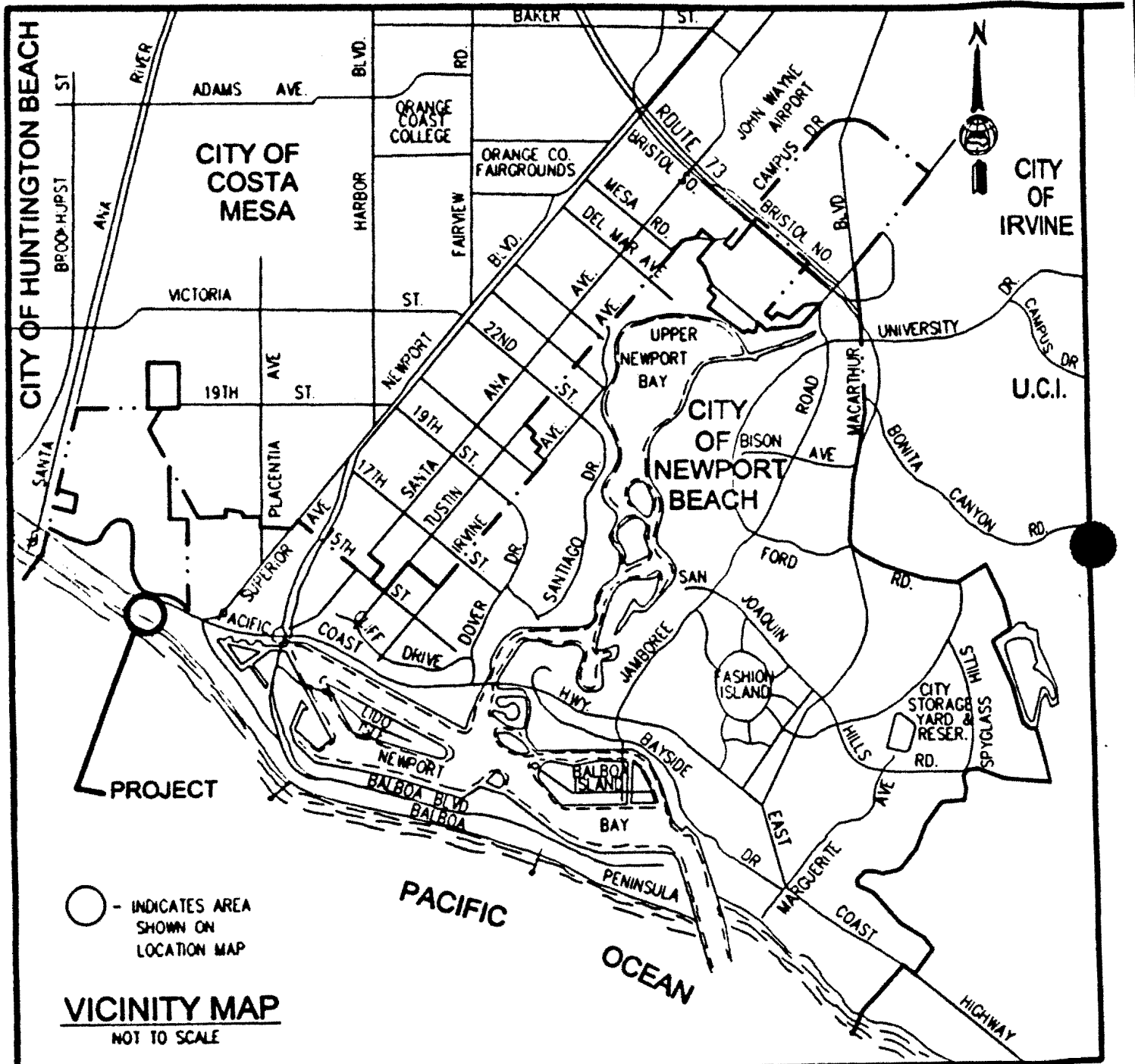
applicant has stated that a third space at Walnut Street is being provided as mitigation for the absence of one parking space on 61st Street. The LUP policy does not allow for off site mitigation as is proposed. Any deviation from the LUP policy would require a Commission-approved land use plan amendment. No such amendment has been proposed by the City of Newport Beach. Therefore, the Commission imposes Special Condition 1 which requires the applicant to provide a minimum of two parking spaces per street end, and Special Condition 2 which requires the applicant to submit revised plans for 61st Street showing a minimum of two metered public parking spaces. The proposed street end improvements, as modified by the special conditions, would enhance public access, thereby mitigating the loss of public lateral access and public recreational opportunities resulting from the private encroachments onto an approximately 0.48 acre public area of Ocean Front.

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

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

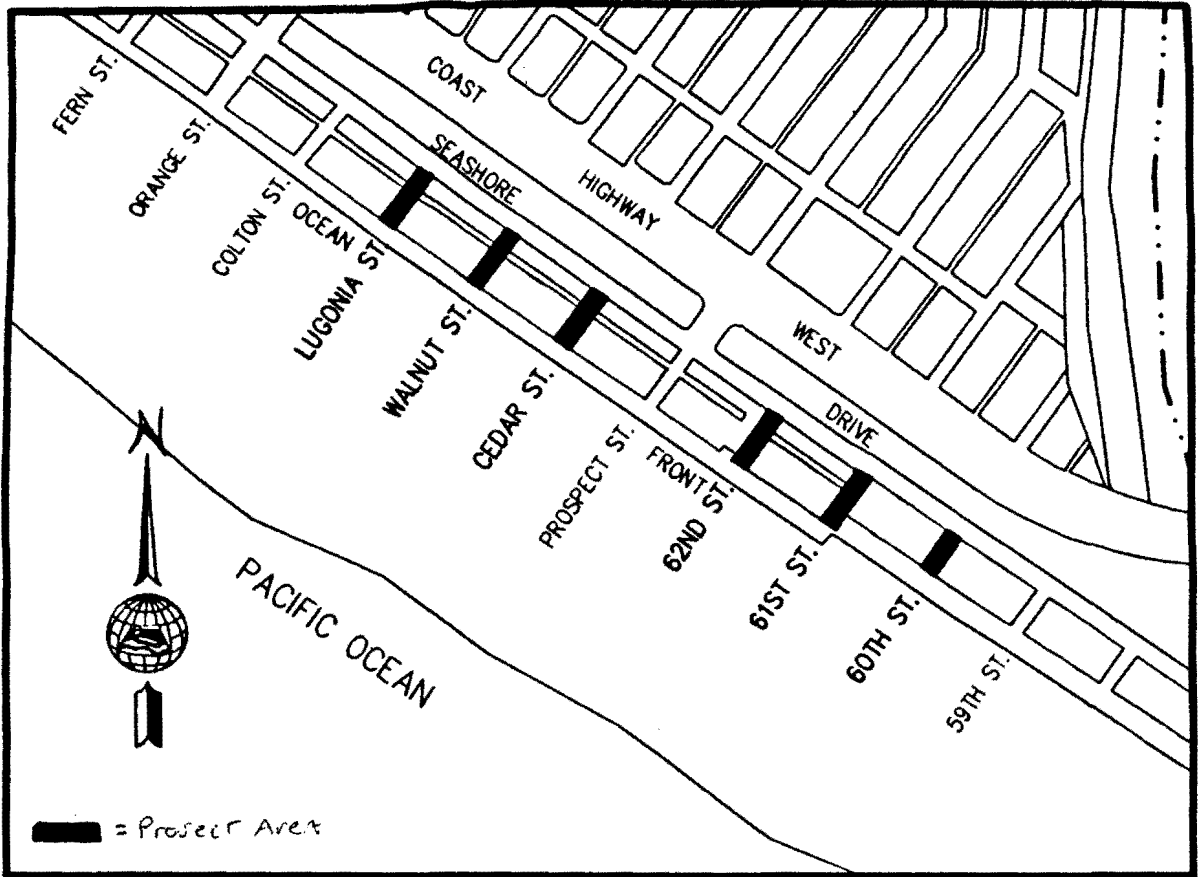
Section 13096 of the Commission's regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project has been conditioned for consistency with the public access protection policies of Chapter Three of the Coastal Act and Section 30604(c) of the Coastal Act. Mitigation measures, in the form of special conditions require 1) provision of a minimum of two parking spaces per street end, 2) revised plans showing a minimum of two spaces at 61st Street, and 3) minimum six hours parking time per meter. The proposed development, as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. There are no feasible alternatives or mitigation measures available which will lessen any significant adverse impact the activity would have on the environment. Therefore, the Commission finds that the proposed project is consistent with CEQA and the policies of the Coastal Act.



COASTAL COMMISSION

EXHIBIT # 1
 PAGE 1 OF 3

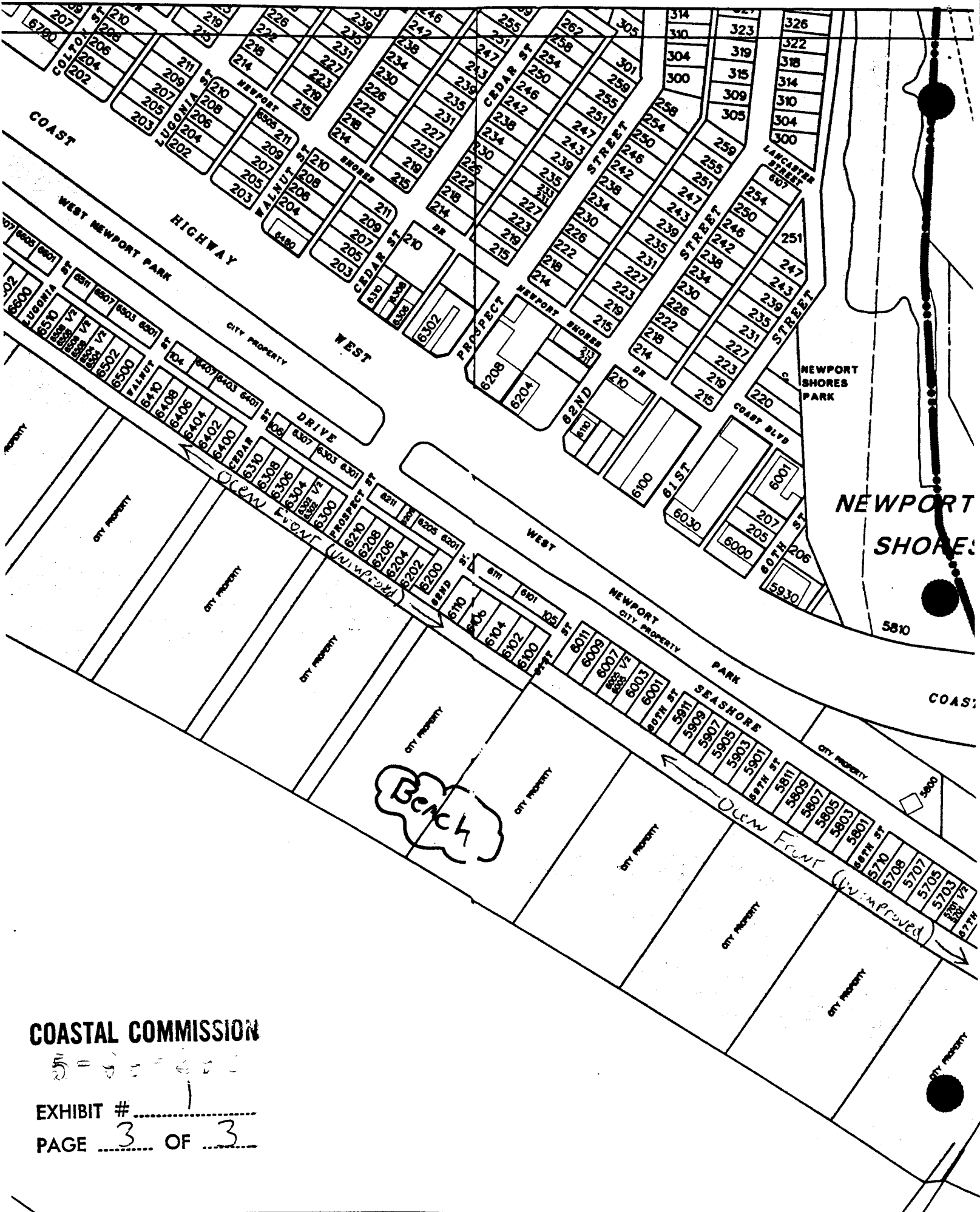


LOCATION MAP
NOT TO SCALE

COASTAL COMMISSION

EXHIBIT # 1

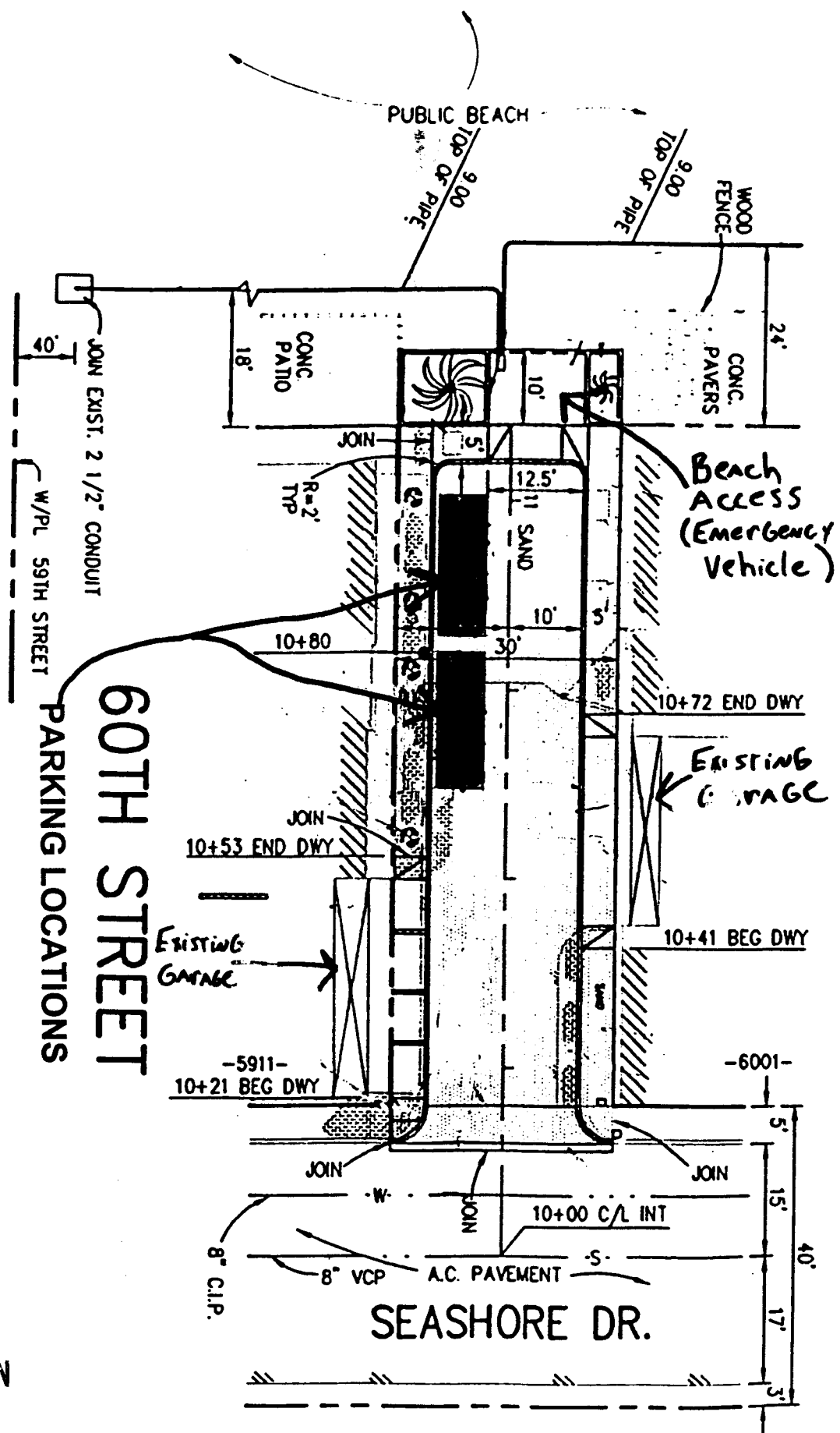
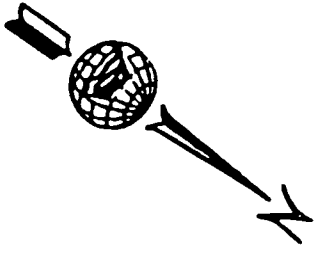
PAGE 2 OF 3



COASTAL COMMISSION

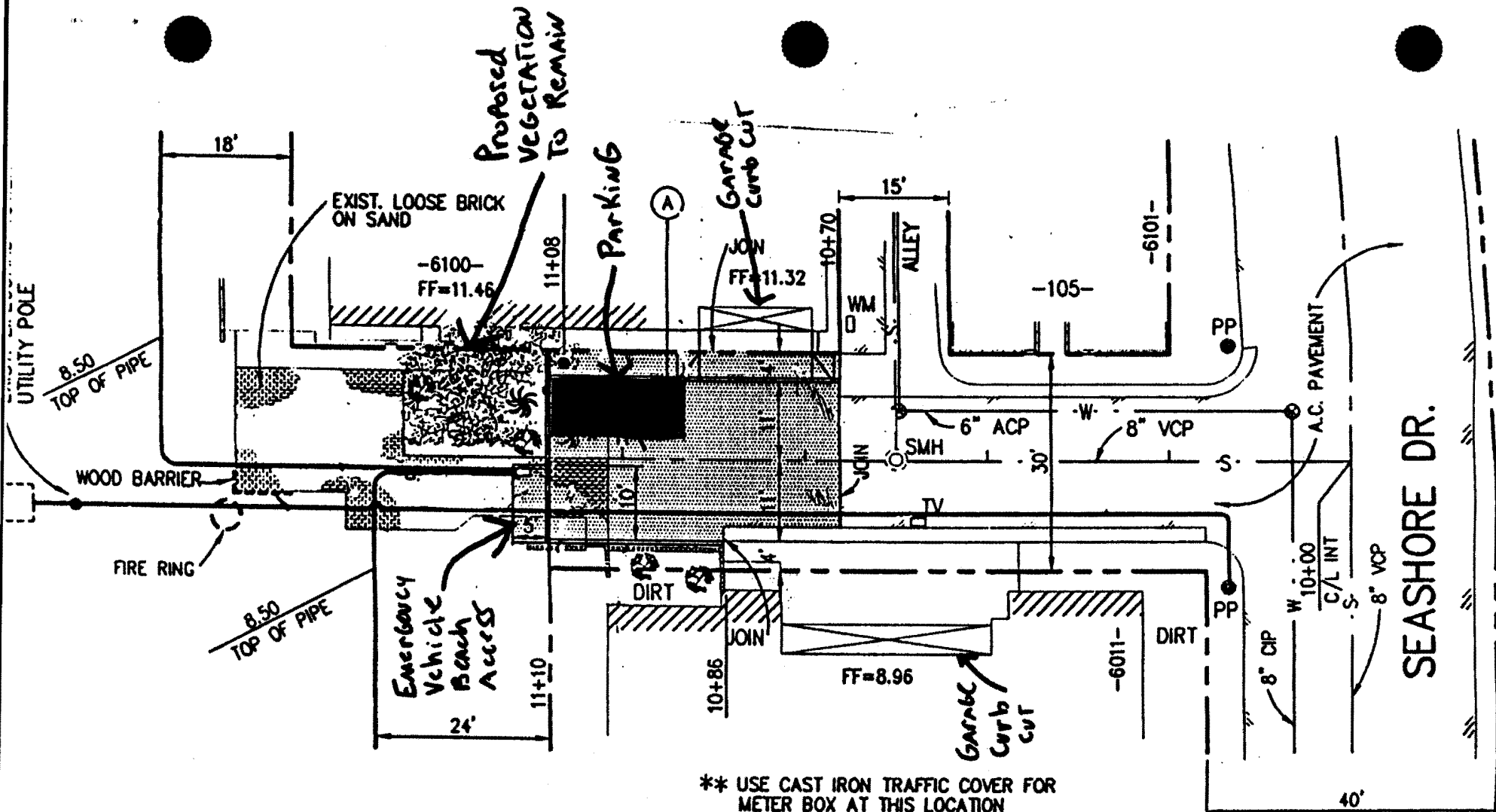
EXHIBIT # _____
 PAGE 3 OF 3

SCALE 1"=20'



COASTAL COMMISSION

EXHIBIT # 2
PAGE 1 OF 6

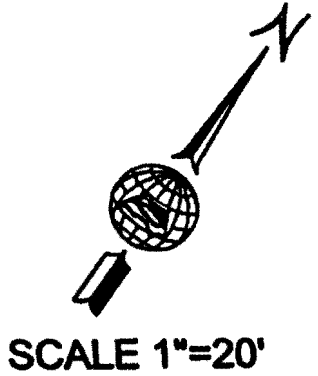


** USE CAST IRON TRAFFIC COVER FOR METER BOX AT THIS LOCATION

▲ MODIFY PLANTER SIZE AS SHOWN

61ST STREET

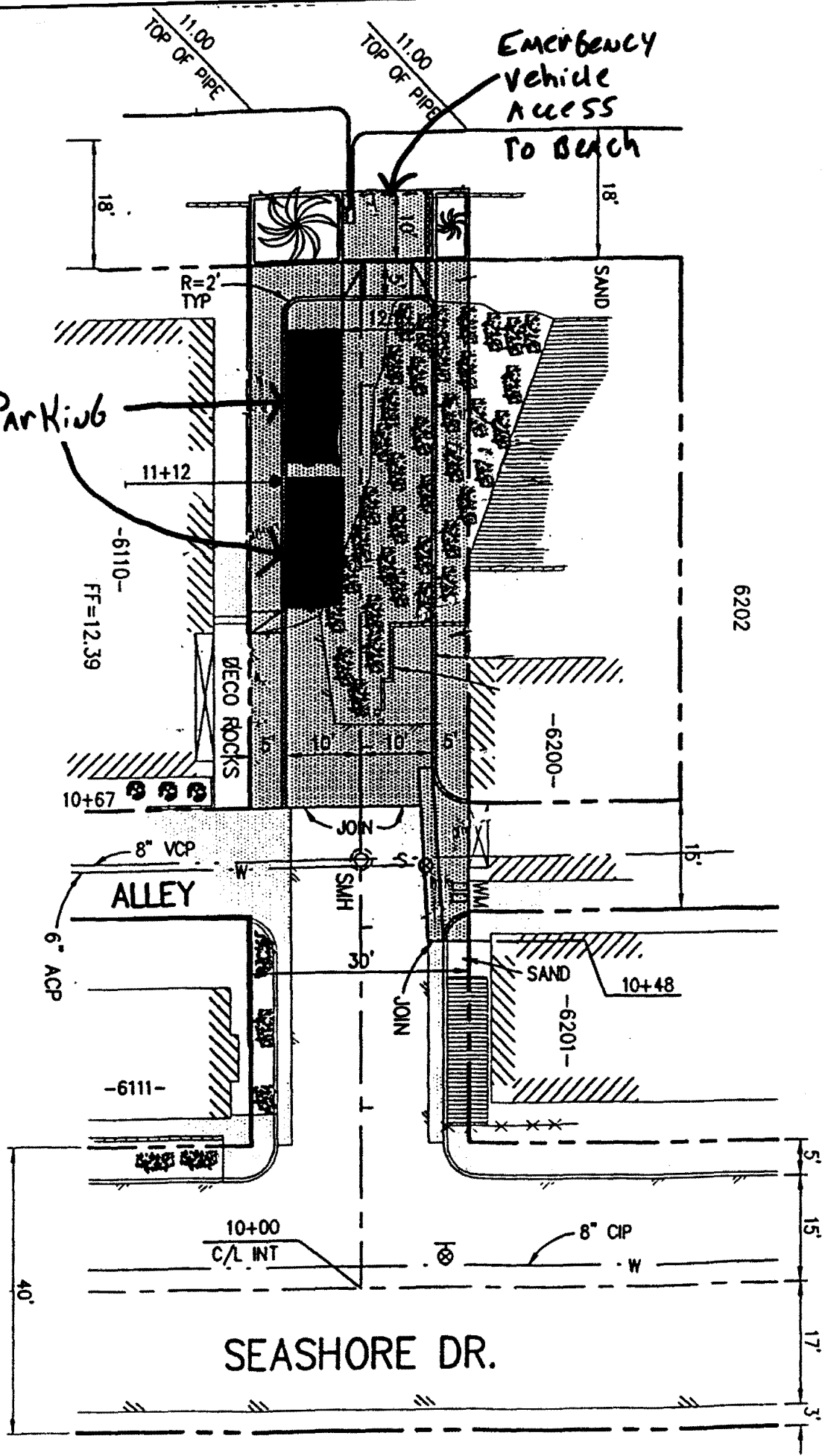
PARKING LOCATIONS



COASTAL COMMISSION

EXHIBIT # 2
PAGE 2 OF 6

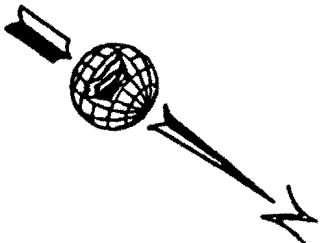
62ND STREET PARKING LOCATIONS



COASTAL COMMISSION

EXHIBIT # 2
PAGE 3 OF 6

SCALE 1"=20'

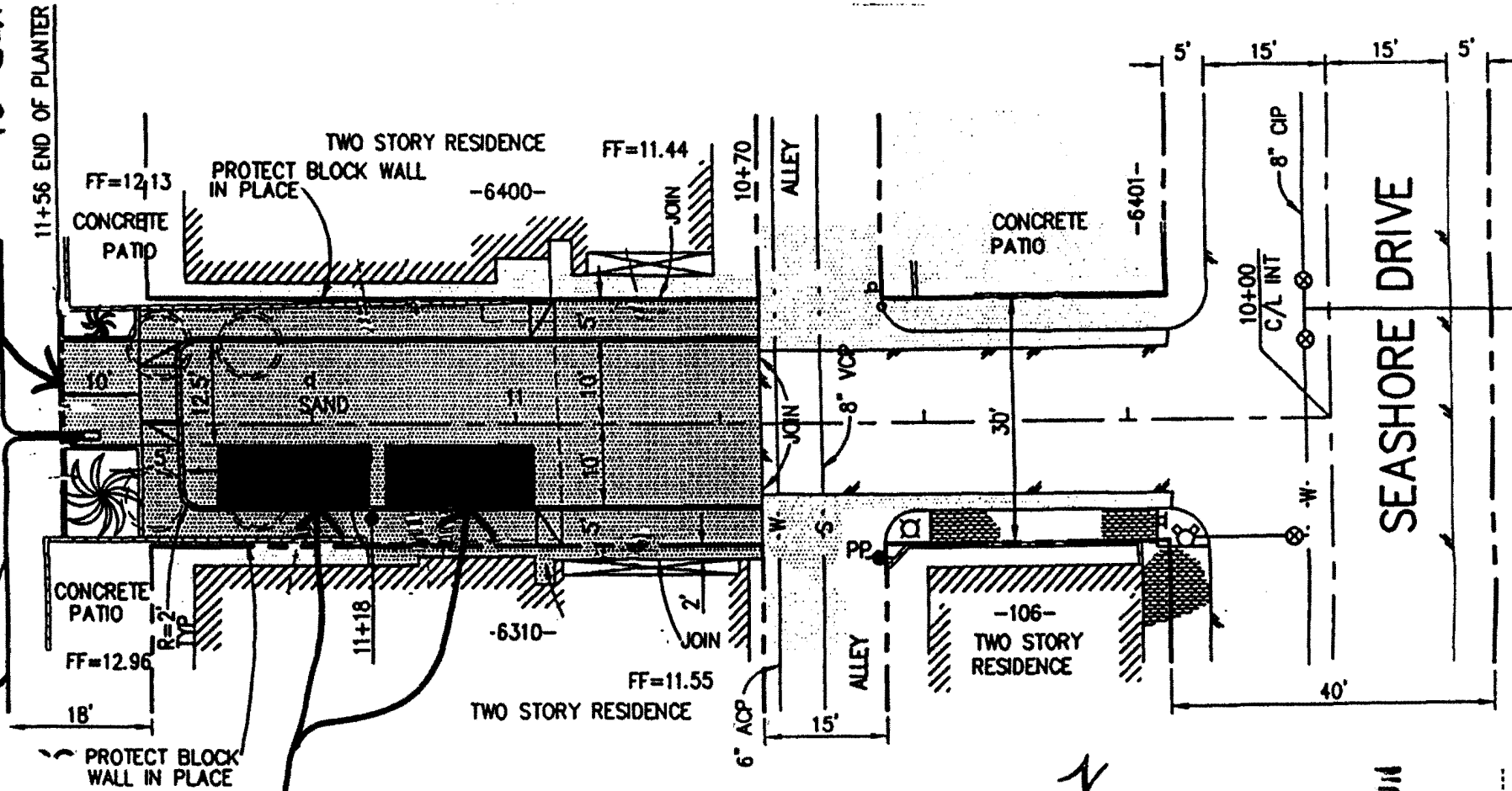


Emergency Vehicle Access To Beach

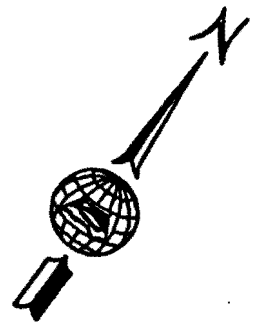
PUBLIC BEACH

10.00 TOP OF PIPE

10.00 TOP OF PIPE



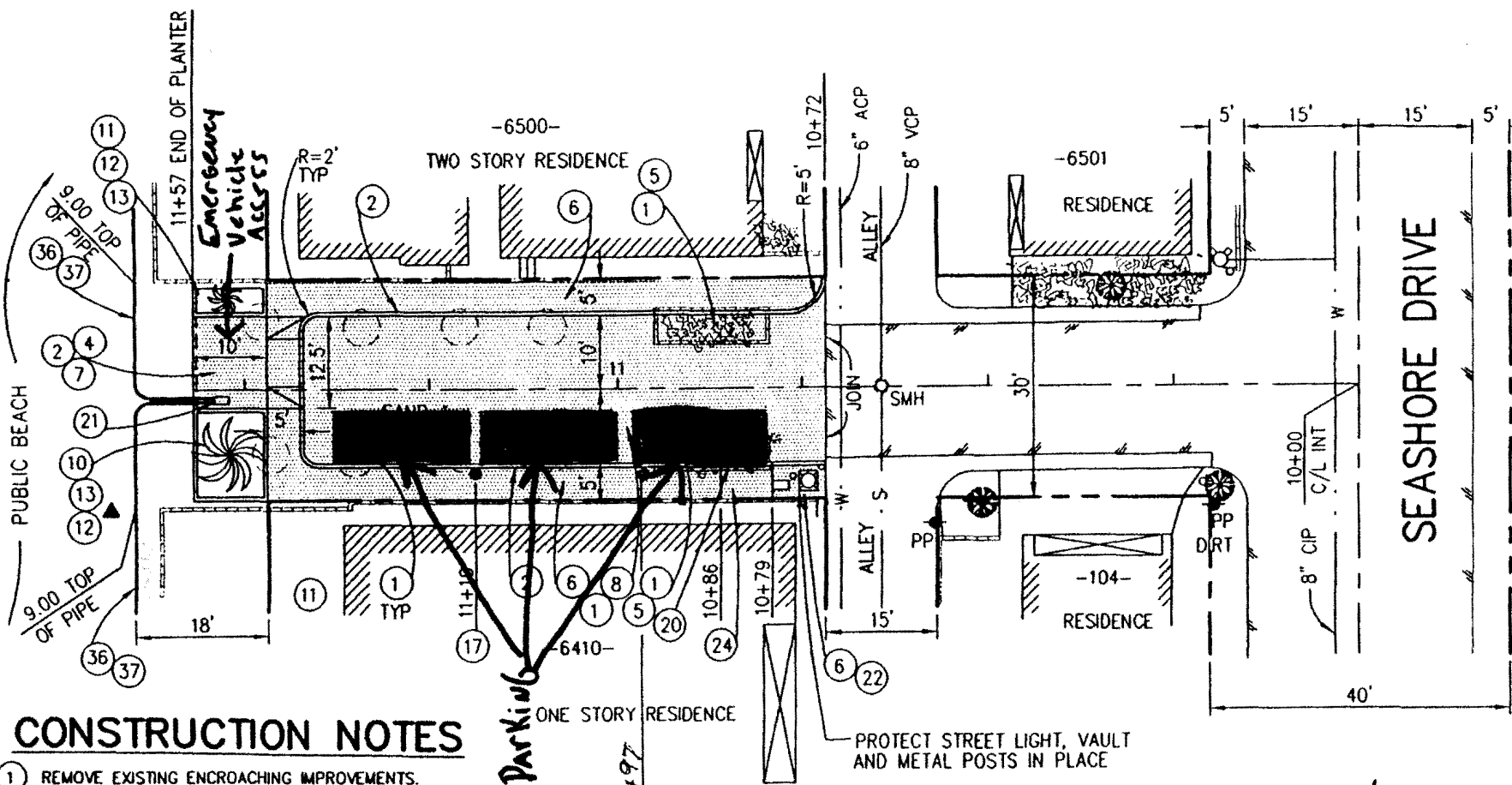
CEDAR STREET
PARKING LOCATIONS



SCALE 1"=20'

COASTAL COMMISSION

EXHIBIT # 2
PAGE 4 OF 6



CONSTRUCTION NOTES

- ① REMOVE EXISTING ENCRANCHING IMPROVEMENTS.
- ② CONSTRUCT PCC CURB, TYPE "B", PER CNB STD-182-L, WITH 6" CURB FACE.
- ③ REMOVE EXIST. ALLEY APPROACH AND CONSTRUCT 6" THICK PCC ALLEY APPROACH PER APPLICABLE PORTIONS OF CNB STD-142-L, TYPE "A".
- ④ CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH TYPE II, PER APPLICABLE PORTIONS OF CNB STD-163-L, X = 2'-6", 1/2" LIP.
- ⑤ REMOVE ENCRANCHING VEGETATION.
- ⑥ CONSTRUCT 4" THICK PCC SIDEWALK.
- ⑦ CONSTRUCT 6" THICK PCC LANDING AND P.C.C. THICKENED EDGE PER DETAIL "B" SHOWN ON SHEET 1.
- ⑧ CONSTRUCT 6" THICK PCC ROADWAY
- ⑨ INSTALL 3/8" EXPANSION JOINT MATERIAL.
- ⑩ INSTALL MULTIPLE TRUNK MEDITERRANEAN FAN PALM TREE, 3' TRUNK MINIMUM.
- ⑪ INSTALL MULTIPLE TRUNK MEDITERRANEAN FAN PALM TREE.
- ⑫ CONSTRUCT PCC PLANTER PER DETAIL SHOWN ON SHEET 1 AND FILL ALL CELLS WITH GROUT.
- ⑬ INSTALL SHRUBS PER PLANTER DETAIL ON SHEET 4.
- ⑮ INSTALL P.C.C. REINFORCED METAL POST PER DETAIL ON SHEET 4.
- ⑯ INSTALL CONCRETE METER BOX PER CNB STD-502-L.
- ⑰ PROVIDE AND INSTALL PARKING METER POST PER CNB STD-920-L.

WALNUT STREET

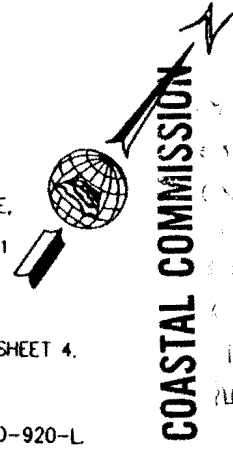


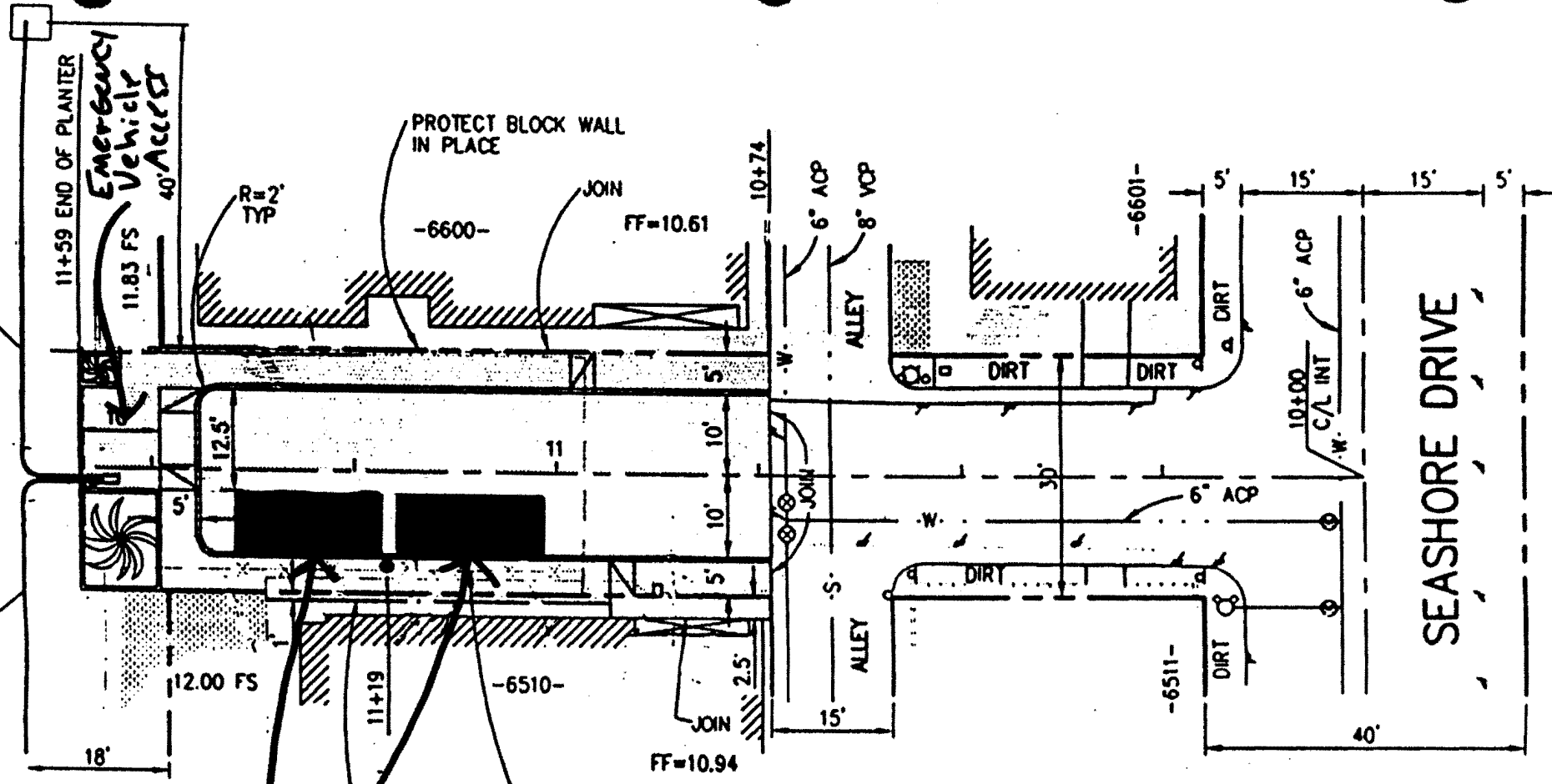
EXHIBIT # 2 OF 6
PAGE 5 OF 6

**CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT**

**WALNUT STREET
PARKING PROPOSAL
(3 METERED SPACES)**

DRAWN SL DATE 10-13-99
APPROVED *[Signature]*

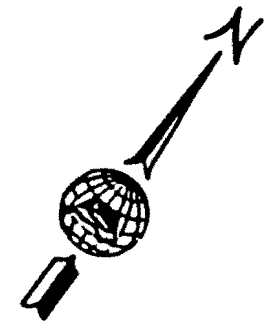
9.00 TOP OF PIPE
9.00 TOP OF PIPE



CONTRACTOR SHALL SALVAGE WOOD PICKET FENCE FOR PROPERTY OWNER
REMOVE EXISTING SIDEWALK TO COLD JOINT

LUGONIA STREET

PARKING LOCATIONS



SCALE 1"=20'

COASTAL COMMISSION

EXHIBIT # 2
PAGE 6 OF 6