

**CALIFORNIA COASTAL COMMISSION**  
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Filed: November 29, 2001  
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 Staff: FSY-LB  
 Staff Report: June 20, 2002  
 Hearing Date: July 8-12, 2002  
 Commission Action: Approve with Conditions



# Mon 11b

## STAFF REPORT: REVISED FINDINGS

**APPLICATION NO.:** 5-01-063  
**APPLICANTS:** Michael Pourmussa  
**AGENT:** Ronald Baers  
**PROJECT LOCATION:** 707 East Oceanfront, City of Newport Beach,  
 County of Orange

## RECORD PACKET COPY

**PROJECT DESCRIPTION:** Demolition of an existing one story retail building, a storage building, a swimming pool and a stairway attached to an existing bridge and construct a new building with an overall building height of 31 feet above natural grade. The new building will consist of second and third floor elements on the eastern side of the new building and second and third floor elements on the southwestern side of the new building. This project includes 20 tandem parking spaces and new retail on the first floor, and the second and third story levels will make up an 11-room addition to the existing Balboa Inn, which is next to the site. Construction of a landscape court, landscape planters and enhancement of an existing bridge from the Balboa Inn to the new building will also take place. No grading is proposed.

**DATE OF COMMISSION ACTION:** January 8, 2002

**COMMISSIONERS ON PREVAILING SIDE:** Commissioners Detloff, Algood, Kruer, Lee, McCoy, Hardy, Wan

### SUMMARY OF STAFF RECOMMENDATION:

Staff recommends that the Commission adopt the following revised findings in support of the Commission's action of January 8, 2002 approving the expansion of the Balboa Inn. Staff had recommended denial of the proposed project based on its visual impacts, and staff's belief that it would be incompatible with the community character and would have adverse impacts on lower cost visitor and recreational facilities. The Commission, however, approved the project as consistent with the community character because it would help revitalize and promote visitor and recreational use of the area and would not set a precedent of commercial development on the seaward side of Oceanfront. Beginning on page 9, the scenic resources section of the report was revised to include Commission findings that the project is compatible with the surrounding area. Beginning on page 12, a Water Quality and Marine Environment section has been added to the report in order to discuss the Commission's concerns regarding impacts to water quality and marine resources. Beginning on page 16, the Public Access, Parking and

New Development section of the staff report was revised to include Commission findings regarding impacts to coastal public access. In approving the project, the Commission required special conditions relating to water quality and public access. To assure that these issues are addressed, the Commission imposed **six (6) special conditions**. **Special Condition #1** requires the applicant to adhere to construction-related requirements to provide for the safe storage of construction materials and the safe disposal of construction debris and also requires the applicant to incorporate Best Management Practices effective at mitigating pollutants of concern. **Special Condition #2** requires the applicant to dispose all demolition and construction debris at an appropriate location. **Special Condition #3** requires the applicant to submit a Water Quality Management Plan. **Special Condition #4** requires the applicant to submit a Drainage and Run-Off Control Plan. **Special Condition #5** involves the applicant's adherence to construction staging measures. **Special Condition #6** requires the applicant to submit a Construction Staging Plan.

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**LOCAL APPROVALS RECEIVED:** Approval In Concept #0180-2001 from the City of Newport Beach dated February 12, 2001, Use Permit No. 3683 from the City of Newport Beach and Negative Declaration (SCH# 2000091027) dated August 31, 2000.

**SUBSTANTIVE FILE DOCUMENTS:** City of Newport Beach Certified Land Use Plan; Letter from staff dated March 27, 2001; Letter from Ronald Baers dated April 26, 2001; Letter from James Campbell (City of Newport Beach) dated May 4, 2001; Letter from staff dated May 29, 2001; Letter from Ronald Baers dated August 29, 2001; Letter from Robert Stein (City of Newport Beach) dated August 28, 2001; *Preliminary Geologic Investigation, Proposed Hotel addition, 105 Main Street, Newport Beach, CA* prepared by P.A. & Associates, Inc. dated August 22, 2001; Letter from staff dated September 28, 2001; Letter from Ronald Baers dated October 3, 2001; Letter from Robert Stein (City of Newport Beach) dated October 3, 2001, Letter from the Regional Water Quality Control Board dated October 4, 2001 and letter from Roger Osenbaugh dated January 4, 2002.

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## **EXHIBITS**

1. Vicinity Map
2. Assessor's Parcel Map
3. Ground Floor Plan
4. Second Floor Plan
5. Third Floor Plan
6. Exterior Elevation Plans
7. Pictures of the Site

## **STAFF RECOMMENDATION:**

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

**MOTION:**

***"I move that the Commission adopt the revised findings in support of the Commission's action of January 8, 2002 in approving coastal development permit application 5-01-063 with conditions."***

Staff recommends a **YES** vote on the motion. Passage of this motion will result in the adoption of revised findings as set forth in this staff report. The motion requires a majority vote of the members from the prevailing side present at the January 8, 2002 hearing, with at least three of the prevailing members voting. Only those Commissioners on the prevailing side of the Commission's action are eligible to vote on the revised findings.

**RESOLUTION TO ADOPT REVISED FINDINGS:**

The Commission hereby adopts the findings set forth below for its approval of coastal development permit application 5-01-063 with conditions on the grounds that the findings support the Commission's decision made on January 8, 2002 and accurately reflect the reasons for it.

**I. Standard Conditions**

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director of 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.

**II. Special Conditions**

1. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** the applicant shall submit for the review and approval of the Executive Director, a Construction Best Management Practices Plan for the construction project site, prepared by a licensed professional, and shall incorporate erosion, sediment, and chemical control Best Management Practices (BMPs) designed to minimize to the maximum extent practicable the adverse impacts associated with construction to receiving waters. In addition to the

specifications above, the plan shall be in substantial conformance with the following requirements:

**A. Storage of Construction Materials, Mechanized Equipment and Removal of Construction Debris**

- (1) The permittee shall comply with the following construction-related requirements:
  - (a) No construction materials, debris, or waste shall be placed or stored where it may be subject to wave, wind, rain, or tidal erosion and dispersion;
  - (b) Any and all debris resulting from construction activities shall be removed from the project site within 24 hours of completion of the project;
  - (c) Construction debris and sediment shall be removed from construction areas each day that construction occurs to prevent the accumulation of sediment and other debris which may be discharged into coastal waters;
  - (d) All mechanized machinery shall be removed from the beach at the end of the working day. No storage of mechanized equipment is allowed on the beach;
  - (e) Erosion control/sedimentation Best Management Practices (BMP's) shall be used to control dust and sedimentation impacts to coastal waters during construction. BMPs shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into Lower Newport Bay.
  - (f) All construction materials, excluding lumber, shall be covered and enclosed on all sides, and as far away from a storm drain inlet and receiving waters as possible.
  
- (2) Best Management Practices (BMPs) designed to prevent spillage and/or runoff of construction-related materials, sediment, or contaminants associated with construction activity shall be implemented prior to the on-set of such activity. Selected BMPs shall be maintained in a functional condition throughout the duration of the project. Such measures shall be used during construction:
  - (a) The applicant shall ensure the proper handling, storage, and application of petroleum products and other construction materials. These 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. It shall be located as far away from the receiving waters and storm drain inlets as possible.
  - (b) The applicant shall develop and implement spill prevention and control measures.
  - (c) The applicant shall maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems. Washout from concrete trucks shall be disposed of at a location not

subject to runoff and more than 50 feet away from a stormdrain, open ditch or surface water.

- (d) The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during construction.

**2. Location of Debris Disposal Site**

The applicant shall dispose of all demolition and construction debris resulting from the proposed project at an appropriate location. If the disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.

**3. Water Quality Management Plan**

**PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for the review and approval of the Executive Director, a Water Quality Management Plan (WQMP) for the post-construction project site, prepared by a licensed water quality professional, and shall incorporate structural and non-structural Best Management Practices (BMPs) designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of stormwater leaving the developed site. In addition to the specifications above, the plan shall be in substantial conformance with the following requirements:

**A. Water Quality Goals**

- (1) Post-development peak runoff rates and average volumes shall not exceed pre-development conditions.
- (2) Appropriate structural and non-structural BMPs shall be designed to treat, infiltrate, or filter the runoff from all surfaces and activities on the development site;
- (3) Post-construction structural BMPs (or suites of BMPs) should be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs;
- (4) Runoff from all roofs, parking areas, maintenance areas and driveways shall be collected and directed through a system structural BMPs of vegetated and/or gravel filter strips or other vegetated or media filter devices. The filter elements shall be designed to 1) trap sediment, particulates and other solids and 2) remove or mitigate contaminants through infiltration and/or biological uptake. The drainage system shall also be designed to convey and discharge runoff in excess of this standard from the building site in a non-erosive manner.

**B. Parking Lots, Vehicle and Equipment Service, and Maintenance Areas**

- (1) The WQMP shall provide for the treatment of runoff from parking lots using appropriate structural and non-structural BMPs. At a minimum this must include a bioswale and/or filter designed specifically to

- minimize vehicular contaminants (oil, grease, automotive fluids, heavy metals), sediments, and floatables and particulate debris.
- (2) The applicant shall regularly sweep all parking lots and vehicle maintenance surfaces, and at a minimum on a weekly basis, in order to prevent dispersal of pollutants that might collect on those surfaces.
  - (3) The detergents and cleaning components used on site shall comply with the following criteria: they shall be phosphate-free, biodegradable, and non-toxic to marine wildlife; amounts used shall be minimized to the maximum extent practicable; no fluids containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, or lye shall be used;
  - (4) The applicant shall not spray down or wash down the parking lot unless the water used is directed through the sanitary sewer system or a filtered drain.
  - (5) All BMPs shall be operated, monitored, and maintained for the life of the project and at a minimum, all structural BMPs shall be inspected, cleaned-out, and where necessary, repaired at the following minimum frequencies: (1) prior to October 15<sup>th</sup> each year; (2) during each month between October 15<sup>th</sup> and April 15<sup>th</sup> of each year and, (3) at least twice during the dry season.
  - (6) Debris and other water pollutants removed from structural BMP(s) during clean-out shall be contained and disposed of in a proper manner;
  - (7) It is the applicant's responsibility to maintain the drainage system and the associated structures and BMPs according to manufacturer's specification.

**4. Submittal of a Drainage and Run-Off Control Plan**

- A. The permittee shall submit a drainage and runoff control plan showing the applicants water pollution BMP's stated in a letter dated April 26, 2001 and also showing roof drainage and runoff from all impervious areas directed to dry wells or vegetated/landscaped areas. Vegetated landscaped areas shall only consist of native plants or non-native drought tolerant plants which are non-invasive.
- B. The permittee shall undertake development in accordance with the approved final plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

**5. Construction Staging**

By acceptance of this permit, the applicant agrees to minimize adverse impacts to public use of Balboa Beach and Pier resulting from construction activities as required below:

- A. Public parking areas or public areas will not be used as storage area for construction materials and equipment during the peak beach use, starting the day before the Memorial Day weekend and ending the day after the Labor Day weekend, of any year.
- B. All public right-of-way and access to all public parking facilities must be maintained during the peak beach use period as defined in condition 5 (A).

- C. The public parking lot will be restored for public use prior to the peak beach use period as defined in condition 5 (A).

6. **Construction Staging Plan**

- A. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPEMNT PERMIT**, the applicant shall submit, for the Executive Director's review and approval, a Construction Staging Plan showing the location of the storage area for construction materials and equipment within the public parking lot for Balboa Beach and the Pier, for use during the peak beach use period as defined in condition 5 (A). A maximum of 16 parking spaces, located at the inland most area of the Balboa Pier Parking Lot, are to be used.
- B. The permittee shall undertake development in accordance with the approved 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.

III. **Findings and Declarations**

The Commission hereby finds and declares as follows:

A. **LOCATION, PROJECT DESCRIPTION AND BACKGROUND**

1. **Project Location**

The proposed project is located at 707 East Oceanfront in the City of Newport Beach, County of Orange (Exhibits #1-2). The subject site is located on the seaward side of Oceanfront and is separated from the public beach by a City beach parking lot. Oceanfront serves as a major pedestrian path for the public in this area. The project area and its immediate vicinity are characterized by mixed commercial recreational and residential uses in the area known as "Balboa Village." The area consists of commercially developed area and is a unique mixture of visitor-oriented and neighborhood retail and service use area. The site is currently developed with a one story retail building (snack and coffee house and beach rentals, such as bicycles and rollerblades), storage building, a swimming pool (serves the guests of the existing Balboa Inn) and a stairway attached to an existing bridge that connects to the Balboa Inn (Exhibit #7). To the north, is the existing Balboa Inn, and visitor serving retail uses. To the east, is a restaurant and bar, retail uses, a public beach, Peninsula Park, City beach parking and residential structures on the landward side of Oceanfront. To the south, is City beach parking, Balboa Pier, a public beach and the Pacific Ocean. To the west, is City beach parking, a public beach, the Pacific Ocean and residential structures on the landward side of Oceanfront.

2. **Project Description**

The proposed project will consist of demolition of an existing one story retail building, a storage building, a swimming pool and a stairway attached to an existing bridge and construction of a new building with an overall building height of 31 feet above natural

grade (Exhibits #3-6). The new building will consist of second and third floor elements on the eastern side of the new building and second and third floor elements on the southwestern side of the new building. The project includes 20 tandem parking spaces and new retail on the first floor and the second and third story levels will make up an 11-room addition to the existing Balboa Inn, which is north of the project site on the opposite landward side of Oceanfront. The existing Balboa Inn is located on a separate lot from the proposed project site. Construction of a landscape court, landscape planters and enhancement of an existing bridge from the Balboa Inn to the new building will also take place. No grading is proposed.

More specifically, the project consists of:

1. The proposed project has an overall building height of 31 feet above natural grade.
2. The ground level will include 20 tandem parking stalls (6 parking stalls for the 11 new room addition to the existing Balboa Inn, 6 parking stalls for the new ground floor retail and there will be 8 excess parking stalls) and 2,000 square feet (1,370 square feet of enclosed retail space) of hotel related retail space including covered arcade (630 square feet) along Main Street.
3. The north, west and south sides of the addition will include landscape planters that will be improved and maintained by the Balboa Inn according to the City's landscape plans for the publicly owned lands surrounding the addition.
4. A landscape court and water feature is proposed facing Oceanfront, to enhance this pedestrian space.
5. The existing bridge from the Balboa Inn to the proposed addition will be retained and enhanced by architectural detail.
6. Proposed auto access will be provided by a driveway off of the City beach parking lot access street, which borders the south edge of the Balboa Inn.
7. The addition will consist of two and three-story levels.
  - A. The second level will include a central sun deck with spa and two residentially scaled buildings on either side. The western building provides three (3) rooms and the eastern building provides four (4) rooms, all directly accessible from the sun deck. The second level is connected to the existing Balboa Inn by an existing bridge, which will be retained and enhanced by architectural detail.
  - B. The third level provides two (2) rooms in the western building and two (2) rooms in the eastern building, accessible by separate stairs for each building. All rooms are proposed to have ocean views and balconies to articulate the facades.
8. The Spanish colonial revival style of the existing Balboa Inn will be carried into the additions by continuing the ground floor arcade, use of similar columns and arches, and providing similar architectural details, colors and materials.



3. Prior Commission Action in Subject Area

On January 21, 1974, the Commission approved Coastal Development Permit P-11-7-73-2205 (Pulaski) for the renovation and restoration of the Balboa Inn located at 105 Main Street, north of the project site on the opposite side of Oceanfront. The permit was approved with one special condition, which required the applicant to provide 117 parking spaces and said spaces to be of size required by local regulations for required off-street parking spaces.

On May 10, 1984, the Commission approved Coastal Development Permit 5-84-194 (Caffe Nunzio, Inc.) for the conversion of use located within the Balboa Inn from a retail store to restaurant located at 105 Main Street, north of the project site on the opposite side of Oceanfront. The permit was approved with no special conditions.

On June 11, 1985, the Commission approved Waiver 5-85-407-W (Griswold's Hotels & Dev.). CDP 5-85-407-W was a waiver that allowed the restoration and refurbishing of the Balboa Inn located at 105 Main Street, north of the project site on the opposite side of Oceanfront. The project did not intensify existing uses. The project included interior remodeling and installation of modern fixtures only.

**B. SCENIC RESOURCES**

Section 30251 of the Coastal Act states, in relevant part:

*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...*

Section 30253 of the Coastal Act states, in relevant part:

*5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.*

The City of Newport Beach Land Use Plan (LUP) was certified on May 19, 1982. Since the City only has an LUP, the policies of the LUP are used only as guidance. The Newport Beach LUP includes the following policy that relates to development at the subject site:

Coastal Views, Policy 2 states,

*The City shall preserve beaches, surf action, and coastal shoreline in a manner that will maintain their aesthetic and natural value.*

The project site is located on the seaward side of Oceanfront and is separated from the public beach by a City beach parking lot. The project area due to its proximity to the ocean serves as a popular destination point for recreational uses and Oceanfront serves as a major pedestrian path for the public to reach these recreational uses (Exhibit #7). Oceanfront extends from Summit Street to approximately 8 houses south of "E" Street. Oceanfront is an unimproved

path from Summit Street to 36<sup>th</sup> Street and then becomes an improved concrete path from 36<sup>th</sup> Street to approximately 8 houses south of "E" Street. The pattern of development on the landward side of Oceanfront consist of the existing approximately three story Balboa Inn directly across from the proposed project on the landward side of Oceanfront, to the west of the project site are three duplexes that are two stories and a three story condominium development that exceeds the height of the proposed project, and across Main street is a one story restaurant and then two story residential dwellings. The pattern of development along the seaward side of Oceanfront consists primarily of public beach. There are only two instances where commercial development exists seaward of Oceanfront. A one story fish market is located near McFadden Street on the seaward side of Oceanfront, approximately 4 miles north of the project site. The second commercial development is the proposed project site. Though the pattern of development seaward of Oceanfront consist primarily of public beach, there are some locations where development providing public amenities such as a two story life guard station, the Newport Pier, a City beach parking lot, the Newport Heights Elementary playground area, another City beach parking lot, Peninsula Park and the Balboa Pier are also found. One of the City beach parking lots, Peninsula Park and the Balboa Pier make up the pattern of development next to the project site along the seaward side of Oceanfront from Adams Street to "A" Street (Exhibit #7).

Even though there are no other existing multistory structures seaward of Oceanfront in the project area, the proposed project would conform to the overall existing pattern of development in the area along Oceanfront from Adams Street to "A" Street and coastal views would mainly remain the same post project. This project site is the only existing commercial site seaward of Oceanfront in the immediate area. As previously stated, City beach parking lots, Peninsula Park and the Balboa Pier make up the pattern of development next to the project site along the seaward side of Oceanfront from Adams Street to "A" Street (Exhibit #7). Construction of other commercial structures seaward of Oceanfront are not intended in the future, as they are City property and would adversely impact visitor and recreational facilities. The only existing structures located in this immediate area seaward of Oceanfront between Adams Street and "A" Street are small scale structures such as the gazebo in the park, the restroom facilities, a bus shelter and the existing one story building. The project site is highly visible from the public beach, but would not additionally impact public views to and from the beach. In addition, the proposed building would be designed to match the Spanish colonial style of the existing Balboa Inn. Development at this site, if approved, must be sited and designed to be visually compatible with the character of the surrounding area. It is also necessary to ensure that new development be sited and designed to protect views to and along the beach area.

1. Public Views

There are two types of public views that could possibly be impacted by the proposed project. However, public views will not be affected by the proposed project. First, there are public views toward the Pacific Ocean and the beach. Second, there are views from the Pacific Ocean and beach toward the project site.

a. Views Toward the Pacific Ocean and the Beach

Public views toward the Pacific Ocean, the beach, and other aspects of this scenic coastal area would not be adversely affected by the proposed project. The existing one story retail building, storage building, swimming pool and a stairway attached to an existing bridge connected to the existing Balboa Inn

would be demolished and a multistory building would be constructed in its' place. To compensate for the adverse visual impact resulting from the two and three story elements, the proposed project will open a portion of the view of the Ocean (westerly 26.5 feet) presently blocked by the perimeter walls. However, the existing one story building already impacts view of the ocean from Oceanfront. Views of the ocean are available at the rear of the existing building adjacent to the City parking lot. A new building with an overall building height of 31 feet above natural grade would replace the existing one story development and views of the ocean would still be available at the rear of the proposed new structure. The project site is the only other commercial structure in the immediate area seaward of Oceanfront and the existing building already impedes view of the ocean from Oceanfront. In order to view the ocean from the existing as well as the proposed project site, people would have to go to the rear of the existing and proposed building. Therefore, the views of the ocean from the project site would still be available on site.

b. Views from the Pacific Ocean and Beach Toward the Project Site.

Public views of the project site from the Pacific Ocean and beach would not be affected by the proposed project as well. The pattern of development on the landward side of Oceanfront consist of the approximately three story Balboa Inn directly across from the proposed project on the landward of Oceanfront, to the west of the project site are three duplexes that are two stories and a three story condominium development that exceeds the height of the proposed project, and across Main street is a one story restaurant and then two story residential dwellings. Although a new building with an overall building height of 31 feet above natural grade would replace the existing one story development, the proposed building would be lower than the existing Balboa Inn, which is directly landward of Oceanfront across from the project site. The new building would blend in with the existing development since it is designed to match the Spanish colonial style of the existing Balboa Inn. Views from the Pacific Ocean and beach toward the project site are already affected by the existing development. Therefore, no additional visual impacts would result from the proposed project.

2. Community Character

The proposed project would conform to the overall existing pattern of development in the area along Oceanfront from Adams Street to "A" Street by constructing the new multistory hotel and retail commercial building. The proposed building would be designed to match the Spanish colonial style of the existing Balboa Inn. The Spanish colonial revival style of the existing Balboa Inn would be carried into the additions by continuing the ground floor arcade, use of similar columns and arches, and providing similar architectural details, colors and materials. In addition, the applicant has stated that the proposed addition would aid in the revitalization process of the Balboa Village area, which has recently begun with the project proposed by the City of Newport Beach that was recently approved by the Commission, coastal development permit #5-01-029 (City of Newport Beach). This would thus help in preserving the community character of the area as a visitor and recreational destination. The current state of the Balboa Village area is one of deterioration and need of revitalization. The Balboa Inn and this proposed addition to it are key centerpieces of the City's plan for restoring the ambience of the

area and making it more conducive to the attractiveness of the general public to the area known as Balboa Village. The City has stated that it feels that improvements to the area such as the Balboa Inn addition, would serve as a magnet to draw the public to the area and enjoy the coastal facilities. The project site serves as a popular destination point for the public to come and enjoy the visitor and recreational facilities since it is easily accessible for those people going to the beach, Balboa Pier, Peninsula Park or visiting the "Balboa Village" area and is adjacent to Oceanfront, which serves as a major pedestrian path for the public in this area. It is the hope of the applicant as well as the City that the proposed project will foster a revitalization of the area, which would lead to the public using the site and enjoying the coastal amenities. Therefore, the proposed project conforms to the community character and will promote the unique characteristics of the project area as a visitor and recreational vicinity.

3. City's Land Use Plan

The City's LUP policy regarding coastal views states the City shall preserve beaches, surf action, and coastal shoreline in a manner that will maintain their aesthetic and natural value. Allowing the proposed project consisting of a new building which is an expansion to the existing Balboa Inn would not adversely impact coastal views and degrade the aesthetic and natural value of the coastal shoreline. The existing one story building already impacts view of the ocean from Oceanfront. Views of the ocean are available at the rear of the existing building adjacent to the City parking lot. A new building with an overall building height of 31 feet above natural grade would replace the existing one story development and views of the ocean would still be available at the rear of the proposed new structure. No additional visual impacts would result from the proposed project. Therefore, the proposed project would not cause additional impacts to coastal scenic views of the area thus not violating the City's LUP policy on coastal views.

4. Conclusion

The Commission finds that the proposed project would not significantly impact existing affected coastal views nor would it be inconsistent with the community character. No additional impacts to the views of the coast will occur by approving the project and also the project would be consistent with preserving and promoting the existing community character as a visitor and recreational area. The project area serves as a popular destination point for recreational uses. The Commission finds that the proposed project would be visually compatible with the character of the surrounding area. Therefore, the Commission finds that the proposed project is consistent with Section 30251 and Section 30253 (5) of the Coastal Act and with the City's LUP.

C. WATER QUALITY AND THE MARINE ENVIRONMENT

The protection of water quality is an important aspect of the Coastal Act. Water from the parking lot and site will flow onto the City of Newport Beach's recently approved storm drain system and will ultimately drain to the Pacific Ocean. Recent beach closures occurring throughout Orange County, including those in Huntington Beach and Laguna Beach, have been attributed to polluted urban runoff discharging into the ocean through outfalls. As illustrated by these beach closures, polluted runoff negatively affects both marine resources and the public's ability to access coastal resources.

Section 30230 of the Coastal Act states:

*Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Section 30231 of the Coastal Act states:

*The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Section 30232 of the Coastal Act states:

*Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.*

1. Construction Impacts to Water Quality

Storage or placement of construction materials, debris, or waste in a location subject to erosion and dispersion or which may be discharged into coastal water via rain, surf, or wind would result in adverse impacts upon the marine environment that would reduce the biological productivity of coastal waters. For instance, construction debris entering coastal waters may cover and displace soft bottom habitat. In addition, the use of machinery in coastal waters not designed for such use may result in the release of lubricants or oils that are toxic to marine life. Sediment discharged into coastal waters may cause turbidity, which can shade and reduce the productivity of foraging avian and marine species' ability to see food in the water column. In order to avoid adverse construction-related impacts upon marine resources, **Special Condition #1** outlines construction-related requirements to provide for the safe storage of construction materials and the safe disposal of construction debris. This condition requires the applicant to remove any and all debris resulting from construction activities within 24 hours of completion of the project. In addition, all construction materials, excluding lumber, shall be covered and enclosed on all sides, and as far away from a storm drain inlet and receiving waters as possible. In order to prevent impacts to coastal waters, **Special Condition #2** requires that all demolition and cut material debris be disposed of at a legal site approved by the Executive Director. Choice of a site within the coastal zone shall require an amendment to this permit or a new coastal development permit.

2. Post-Construction Impacts to Water Quality

The proposed development will result in urban runoff entering the recently approved storm water system. Pollutants such as sediments or toxic substances such as grease, motor oil, heavy metals, pesticides and fertilizers are often contained within urban runoff entering the storm water system. In this case, the site drains a new parking lot, paved walkways and landscaped areas. Therefore, the primary post-construction water quality concerns associated with the proposed project include grease, motor oil, heavy metals, pesticides and fertilizer.

The proposed development would result in the discharge of storm water into the storm water conveyance system. As such, the amount of pollutants carried through the system would increase proportionally. Therefore, the project has the potential to affect the water quality of the coastal waters in Newport Beach.

The proposed retail and service commercial project is new development, which affords an opportunity to improve water quality. Much of the pollutants entering the ocean come from land-based development. The Commission finds that it is necessary to minimize to the extent feasible within its jurisdiction the cumulative adverse impacts on water quality resulting from incremental increases in impervious surface associated with additional development. Reductions in the amount of pollutants in the existing runoff would be one step to begin to reduce cumulative adverse impacts to coastal water quality. The currently proposed project drains a new 20-space parking area, paved walkways and landscaped areas. As such, appropriate measures must be taken to assure that adverse affects on water quality are minimized. Therefore, it is necessary to impose **Special Condition #1** and **Special Condition #3**. **Special Condition #1** additionally requires the applicant to incorporate Best Management Practices effective at mitigating pollutants of concern, as highlighted above. **Special Condition #3** requires that the applicant submit a Water Quality Management Plan. The Water Quality Management Plan shall meet water quality goals such as use of appropriate structural and non-structural BMP's designed to treat, infiltrate, or filter the runoff from all surfaces and activities on the development site and that runoff from all roofs, parking areas, maintenance areas and driveways shall be collected and directed through a system structural BMP's and/or gravel filter strips or other vegetated or media filter devices. In addition, this Water Quality Management Plan shall incorporate measures that reduce water quality impacts resulting form the parking lot, vehicle and equipment service and maintenance areas.

3. Drainage Plan

The Coastal Act highly regards the protection of water quality. Recent beach closures occurring throughout Orange County, including those in Huntington Beach and Laguna Beach, have been attributed to polluted urban runoff discharging into the ocean through outfalls. As illustrated by these beach closures, polluted runoff negatively affects both marine resources and the public's ability to access coastal resources. Water from the parking lot and site will flow onto the City of Newport Beach's recently approved storm drain system and will ultimately drain to the Pacific Ocean.

In order to minimize adverse impacts to water quality, the applicant has submitted a narrative dated April 26, 2001 and plans addressing ways adverse impacts to water

quality would be addressed. The applicant states that runoff from roofs and deck areas will be directed to the garden court softscape area and adjacent public planters for on-site percolation. Additionally, runoff will be discharged by drain lines under sidewalks to the parking lot access road, and from there will sheet flow to Washington Street catch basins, which will have fossil filters. Sewer and water connections will be made to existing lines in Main Street adjacent to the Inn parcel. In addition, since the City has prepared plans for adjacent planter areas (referring to previous permit recently approved for the Balboa Village Improvement Plan CDP #5-01-029), Balboa Inn will be coordinating their plans with those already prepared, using the same plant palette and compatible irrigation system. However, the plans submitted addressing ways to minimize adverse impacts to water quality were insufficient. These plans did not specifically show downspouts or locate permeable areas where runoff would be directed.

The use of invasive vegetation on site for landscaping areas could have adverse impacts on the sustainability of any existing native vegetation. Invasive plants have the potential to overcome native plants and spread quickly. Consequently, to minimize any effect on any native vegetation in the area, invasive vegetation which would supplant native species should not be used. Furthermore, any plants in the landscaping plan should be drought tolerant to minimize the use of water. To minimize any effect on any native vegetation in the area, either native or non-native drought tolerant vegetation, which would not supplant native species, should be used.

Therefore, to lessen the potential for pollutants to enter the storm drain system and to reduce water run-off at the subject site, the Commission imposes **Special Condition #4**. **Special Condition #4** requires the applicants to submit a drainage and runoff control plan showing the applicant's water pollution BMP's stated in a letter dated April 26, 2002 as well as showing roof drainage and runoff from all impervious areas directed to dry wells or vegetated/landscaped areas. In addition, vegetated landscaped areas shall only consist of native plants or non-native drought tolerant plants which are non-invasive. Any proposed changes to the approved final plan shall be reported to the Executive Director.

The proposed project was submitted to the California Regional Water Quality Control Board (RWQCB) for their review and approval. The RWQCB reviewed the proposed project and stated that the project, as proposed, does not expect to have any water quality related problems.

4. Conclusion

To minimize the adverse impacts upon the marine environment, four (4) Special Conditions have been imposed. **Special Condition #1** requires the applicant to adhere to construction-related requirements to provide for the safe storage of construction materials and the safe disposal of construction debris and also requires the applicant to incorporate Best Management Practices effective at mitigating pollutants of concern. **Special Condition #2** requires the applicant to dispose all demolition and construction debris at an appropriate location. **Special Condition #3** requires the applicant to submit a Water Quality Management Plan. **Special Condition #4** requires the applicant to submit a Drainage and Run-Off Control. Only as conditioned, the Commission finds that the proposed project is consistent with Section 30230 30231 and 30232 of the Coastal Act.

**D. PUBLIC ACCESS, PARKING AND NEW DEVELOPMENT**

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 or providing substitute means of serving the development with public transportation.*

One of the strongest legislative mandates of the Coastal Act is the preservation of coastal access. Section 30252 of the Coastal Act requires that new development should maintain and enhance public access to the coast by providing adequate parking.

1. Parking and New Development

The City of Newport Beach attracts visitors year round due to its unique recreational opportunities, large harbor and marina facilities, and its coastal amenities. Like many beach communities, Newport Beach receives an annual influx of visitors during the summer. The project site serves as a popular destination point for the public to come and enjoy the visitor and recreational facilities since it is easily accessible for those people going to the beach, Balboa Pier, Peninsula Park or visiting the "Balboa Village" area and is adjacent to Oceanfront, which serves as a major pedestrian path for the public in this area. Surrounding uses include restaurants, residential developments and to a large extent visitor and recreational facilities. To the east, is a restaurant and bar, retail uses, a public beach, Peninsula Park, City beach parking and residential structures on the landward side of Oceanfront. To the south, is City beach parking, Balboa Pier, a public beach and the Pacific Ocean. To the west, is City beach parking, a public beach, the Pacific Ocean and residential structures on the landward side of Oceanfront.

Due to its location, the project site is ideally suited to support visitors to the beach and the coastal community. The immediate project vicinity consequently experiences high vehicular volumes during the summer months. A lack of public parking discourages visitors from coming to the beach and other visitor-serving activities in the coastal zone. The lack of parking would therefore have an adverse impact on public access. All development must, as a consequence, provide adequate on-site parking to minimize adverse impacts on public access.

a. Existing Uses, Proposed Uses and Parking Evaluation

The subject site is located between the first public road and the sea and is a beachfront lot located at 707 East Oceanfront in the City of Newport Beach, County of Orange. The project includes 20 tandem parking spaces and new retail on the first floor and the second and third story levels will make up an 11-room addition to the existing 34 room Balboa Inn, which is north of the project site on the landward side of Oceanfront. The existing Balboa Inn is located on a separate lot from the proposed project site. In regards to existing parking requirements for the existing Balboa Inn, no parking is provided nor required as it is considered a legal, nonconforming use. Parking requirements were not yet



established for this hotel use as well as the retail uses within the Balboa Inn when the project was approved. The existing retail uses located in the building that is to be demolished, which serves snacks and coffee and offers beach rentals, such as bicycles and rollerblades, are non-conforming as to parking requirements since no parking is provided. The proposed project will partially alleviate the parking deficiency of the project vicinity by removing non-conforming development and supplying parking for the proposed use.

The only use located within the Balboa Inn that requires parking is the restaurant. This restaurant requires the payment of an in-lieu fee for 25 stalls, which are located within the adjacent public parking lot for the Balboa Pier and beach seaward of the project site. The lot is a public lot and serves all visitors to Balboa Village on a first come first served basis. The City has no agreement that provides exclusive use of the Balboa Inn and related uses including the restaurant to use the Balboa Pier parking lot.

The existing retail uses located in the building that is to be demolished, which serves snacks and coffee and offers beach rentals, such as bicycles and rollerblades, are non-conforming as to parking requirements since no parking is provided. Parking for the existing retail uses is available in metered on-street parking spaces and in the Balboa Pier parking lot, which serves all of Balboa Village with public parking. Regarding use of the proposed 20 new tandem parking spaces on the ground level of the Balboa inn addition, they are for the exclusive use of patrons of the entire inn and new retail shops. Because of the tandem parking arrangement, the City requires that attendant parking be provided and maintained on a 24-hour basis.

The applicant proposes two types of land use on-site, 1) retail and 2) hotel. The retail component would be located on the first floor and the second and third story levels will make up an 11-room addition to the existing 34 room Balboa Inn. Retail uses may include stores and boutiques serving hotel guests, Balboa visitors and residents. Uses such as a restaurant are not allowed with the proposed project, as it would necessitate more parking spaces than currently proposed. These types of uses would cause parking shortages, which would in turn cause visitors to the proposed use to park in the Balboa Pier parking lot, thus taking parking intended for the public who visit the beach and pier. The following is an evaluation of the Commission's regularly used parking requirements for each proposed land use.

i. Retail

The Commission typically imposes a parking standard of 1 space per each 225 square feet of gross floor area for retail and commercial service uses. The proposed retail and service commercial portion of the project is 1,371 square feet in size. Based on the standard of 1 space per 225 square feet of gross floor area for retail and service commercial uses, the parking demand totals six (6) spaces.

ii. Hotel

The Commission typically imposes a parking standard of 1 space for each 2 guest rooms or suites in excess of 30 but not exceeding 60. The existing Balboa inn currently provides 34 rooms. The hotel portion of the project consists of 11 new proposed rooms. Based on the standard of 1 space for each 2 guest rooms or suites in excess of 30 but not exceeding 60, the incremental parking demand totals six (6) spaces.

iii. Parking Conclusion

The applicant is proposing six (6) new parking spaces for the retail and commercial components, six (6) new parking spaces for the hotel use and an additional eight (8) parking spaces. The proposed project will partially alleviate the parking deficiency of the project vicinity by removing non-conforming development and supplying parking for the proposed use. Therefore, as proposed, the parking is consistent with the Commission's regularly used parking standards.

2. Timing of Construction

The proposed project takes place in an area that consequently experiences high vehicular volumes during the summer months and also serves as a popular destination point for the public to come and enjoy the visitor and recreational facilities, consequently the timing of construction and construction staging areas for the proposed project must not hinder public access to the coast. The applicant has stated that the proposed project is intended to be constructed in one phase, and the timing is to be coordinated with the City's construction phasing of the pier parking lot and Main Street improvements, recently approved coastal development permit #5-01-029 (City of Newport Beach). The owners have obtained permission from the City of Newport Beach to use the 16 stall public parking lot adjacent to the Balboa Inn's western boundary for storage of materials and equipment. The City will delay improvements to this portion of the Balboa Pier parking lot until after Inn construction is completed. Currently, the Balboa Pier parking lot has 665 parking spaces. Due to the number of current parking spaces, the use of 16 parking spaces as construction staging area would not adversely impact the parking situation. In addition, after the improvements to the Balboa Pier parking lot, coastal development permit #5-01-029, are completed there will be 718 parking spaces, an increase of 53 spaces. According to the applicant, use of the lot for storage will be scheduled to occur in the off-peak season, either before Memorial Day or after Labor Day. If construction does take place during the summer peak season, no public parking areas or public areas, except for the 16 parking spaces lot should be used for storage of construction materials and equipment. In addition, in order to make sure that construction traffic does not hinder public access to the coast, a construction traffic control plan has been prepared for the Balboa Inn construction. The access routes are via Balboa Blvd., Palm Street, the pier parking lot access road, and exiting on Main Street to Balboa Boulevard.

Since the location of the proposed project is in an area that experiences high vehicular volumes during the summer months and also serves as a popular destination point for the public to come and enjoy the visitor and recreational facilities, the timing of

construction and construction staging areas for the proposed project must not hinder public access to the coast. Therefore, the Commission finds that it is necessary to impose **Special Condition #5** and **Special Condition #6**. **Special Condition #5** does not allow public parking areas or public areas to be used as storage areas for construction materials and equipment during the peak beach use, starting the day before the Memorial Day weekend and ending the day after the Labor Day weekend, of any year. **Special Condition #6** requires the applicant to submit a Construction Staging Plan showing the location of the storage area for construction materials and equipment within the public parking lot for Balboa Beach and the Pier, for use during the peak beach use stated previously. During peak beach use, the only public area that can be used as a storage area for construction materials and equipment is the 16 stall public parking lot adjacent to the Balboa Inn's western boundary. No additional public areas can be used for storage of materials and equipment.

3. Conclusion

In order to ensure access to the beach is not hindered during the peak summer season, the Commission finds that it is necessary to impose **Special Condition #5** and **Special Condition #6**. **Special Condition #5** does not allow public parking areas or public areas to be used as storage areas for construction materials and equipment during the peak beach use, starting the day before the Memorial Day weekend and ending the day after the Labor Day weekend, of any year. **Special Condition #6** requires the applicant to submit a Construction Staging Plan showing the location of the storage area for construction materials and equipment within the public parking lot for Balboa Beach and the Pier, for use during the peak beach use. No additional public areas can be used for storage of materials and equipment during the peak beach use except for the 16 stall public parking lot adjacent to the Balboa Inn's western boundary. Therefore, the Commission finds that the proposed project, as conditioned, is consistent with Section 30252 of the Coastal Act.

E. LOCAL COASTAL PROGRAM

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. Pursuant to Section 30604(a) the permit may only be issued if the Commission finds that the proposed development will not prejudice the ability of the local government to prepare a Local Coastal Program which conforms with the Chapter 3 policies of the Coastal Act.

The Newport Beach Land Use Plan was effectively certified on May 19, 1982. The City currently has no certified implementation plan. Therefore, the Commission issues CDP's within the City based on the development's conformance with the Chapter 3 policies of the Coastal Act. The LUP policies may be used for guidance in evaluating a development's consistency with Chapter 3. The City's LUP that the City seeks to insure the highest quality of water in the bay and along their beaches. As conditioned, the proposed project is not expected to create substantial adverse impacts to marine resources, water quality and the marine environment and therefore attempts to insure the highest quality of water in the Bay and along the beaches. Therefore, the project, as conditioned, is not proposed to create additional adverse impact to public access.

The proposed development, as conditioned, is consistent with Chapter 3 policies of the Coastal Act and with the LUP. Therefore, the Commission finds that approval of the proposed development will not prejudice the City's ability to prepare a Local Coastal Program (Implementation Plan) for Newport Beach that is consistent with the Chapter 3 policies of the Coastal Act as required by Section 30604(a).

#### **F. CALIFORNIA ENVIRONMENTAL QUALITY ACT**

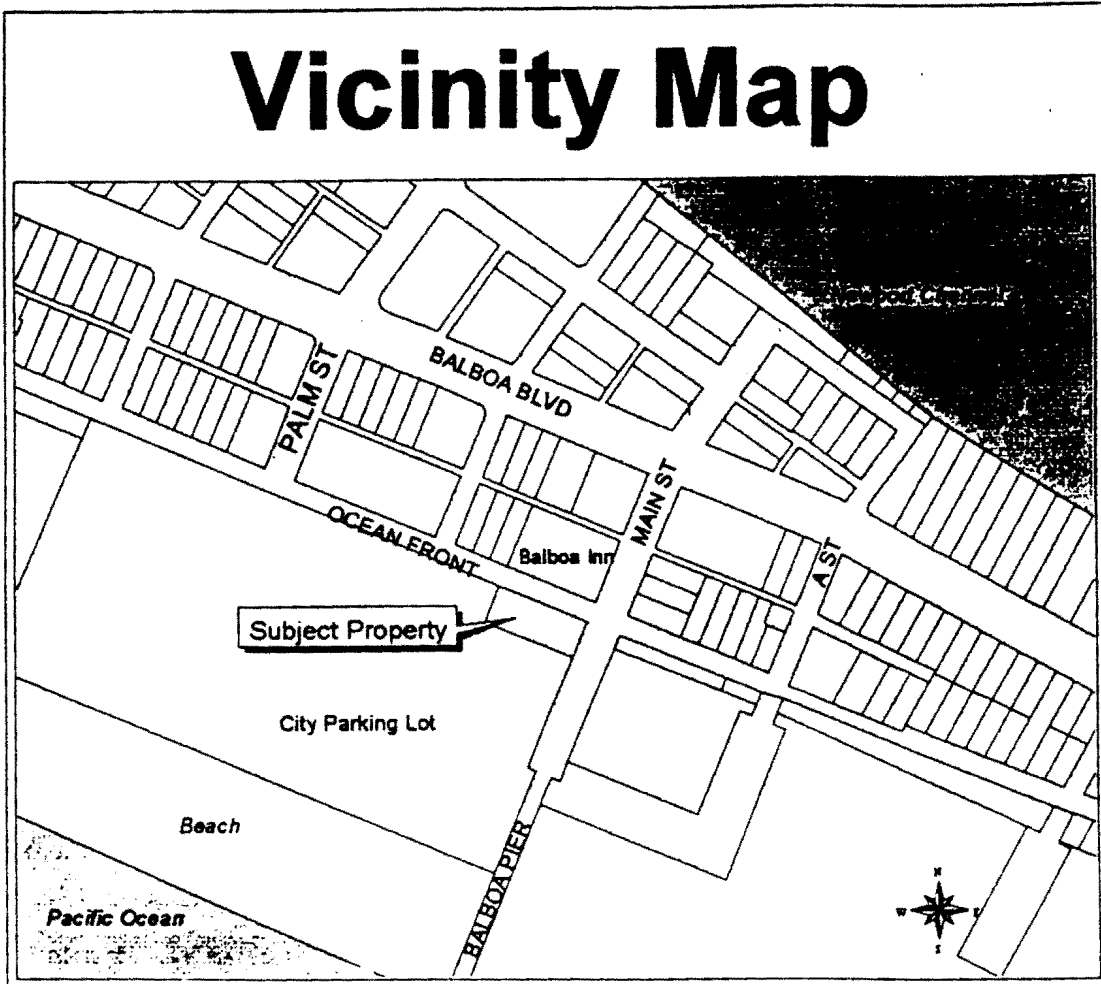
Section 13096(a) of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California 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 further feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The project is located in an urbanized area. Development already exists on the subject site. The proposed development, as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. The conditions also serve to mitigate significant adverse impacts under CEQA. Conditions imposed are: 1) requires the applicant to adhere to construction-related requirements to provide for the safe storage of construction materials and the safe disposal of construction debris and also requires the applicant to incorporate Best Management Practices effective at mitigating pollutants of concern, 2) requires the applicant to dispose all demolition and construction debris at an appropriate location, 3) requires the applicant to submit a Water Quality Management Plan, 4) requires the applicant to submit a Drainage and Run-Off Control Plan, 5) involves the applicant's adherence to construction staging measures and 6) requires the applicant to submit a Construction Staging Plan.

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

5-01-068

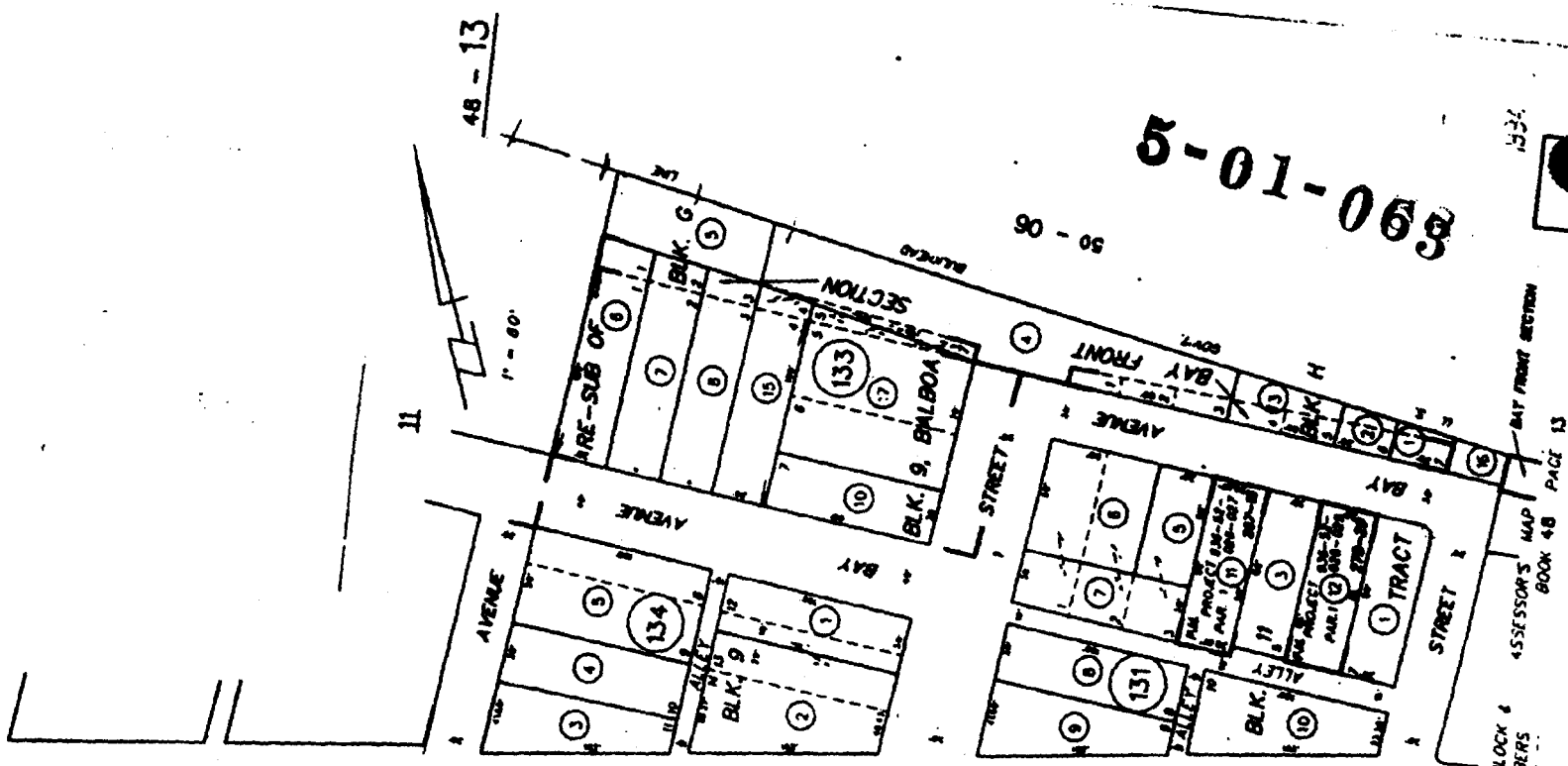
# Vicinity Map



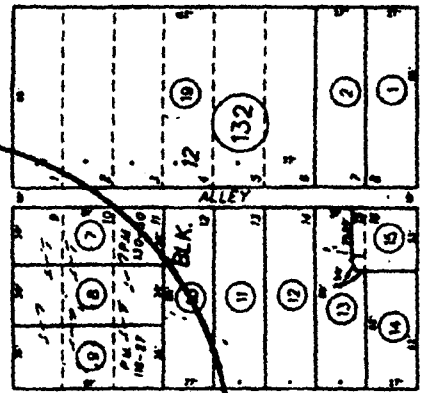
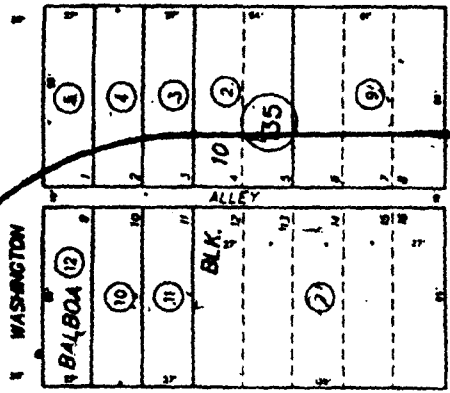
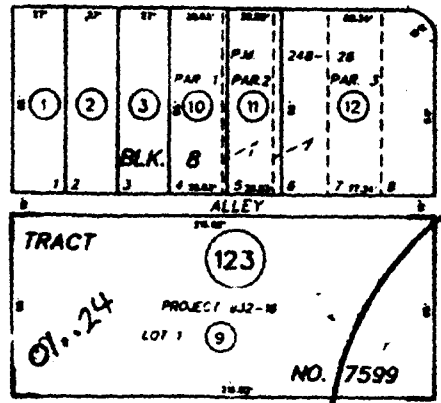
**COASTAL COMMISSION**

EXHIBIT # 1  
PAGE 1 OF 1

5-01-069



BOLIVARD BALBOA BOLIVARD



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**PIQ**

PROJECT SITE

COASTAL COMMISSION

EXHIBIT # 2  
PAGE 1 OF 1

ASSESSOR'S MAP  
BOOK 48 PAGE 12  
COUNTY OF ORANGE

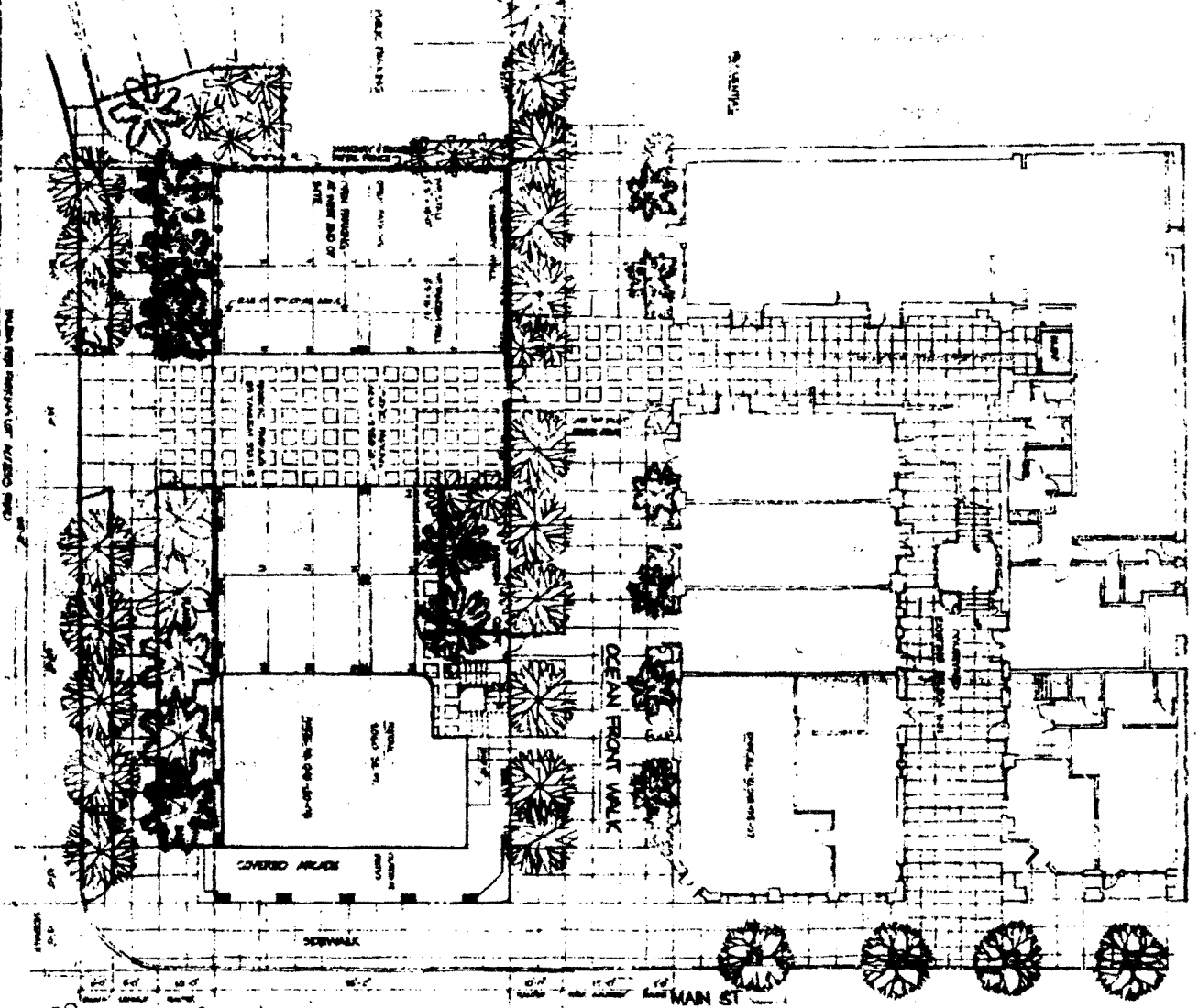
M.M. 4-11  
M.M. 6-15  
M.M. 8-37  
P.M. 267-16, 276-28

MARCH 1949

THE BALBOA TRACT  
BAY FRONT SECTION  
RE-SUBDIVISION OF BLOCK 9, BALBOA  
PARCEL

a survey of the land but is compiled for information purposes only from various records.

GROUND FLOOR PLAN



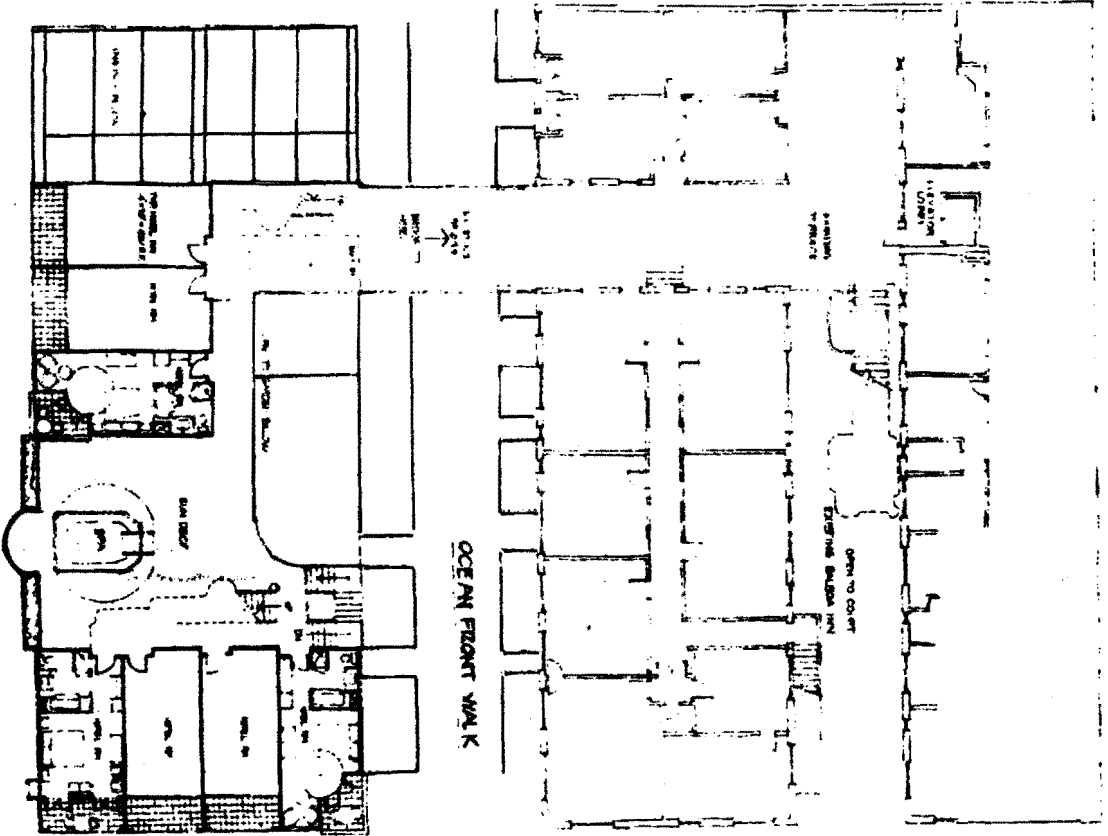
GROUND FLOOR PLAN  
 1  
 ARCHITECT  
 LANDSCAPE ARCHITECT  
 1000 10th Street  
 San Francisco, CA 94103  
 (415) 774-1000  
 www.1010.com

COASTAL COMMISSION

EXHIBIT # 3  
 PAGE 1 OF 1

# SECOND FLOOR PLAN

**SECOND FLOOR PLAN**  
 (1 of 2)  
 PROJECT NUMBER: 80-011-101 - 2ND FLR  
 BY: ARCHITECT  
 DATE: 12/28/81  
 SCALE: 1/8" = 1'-0"



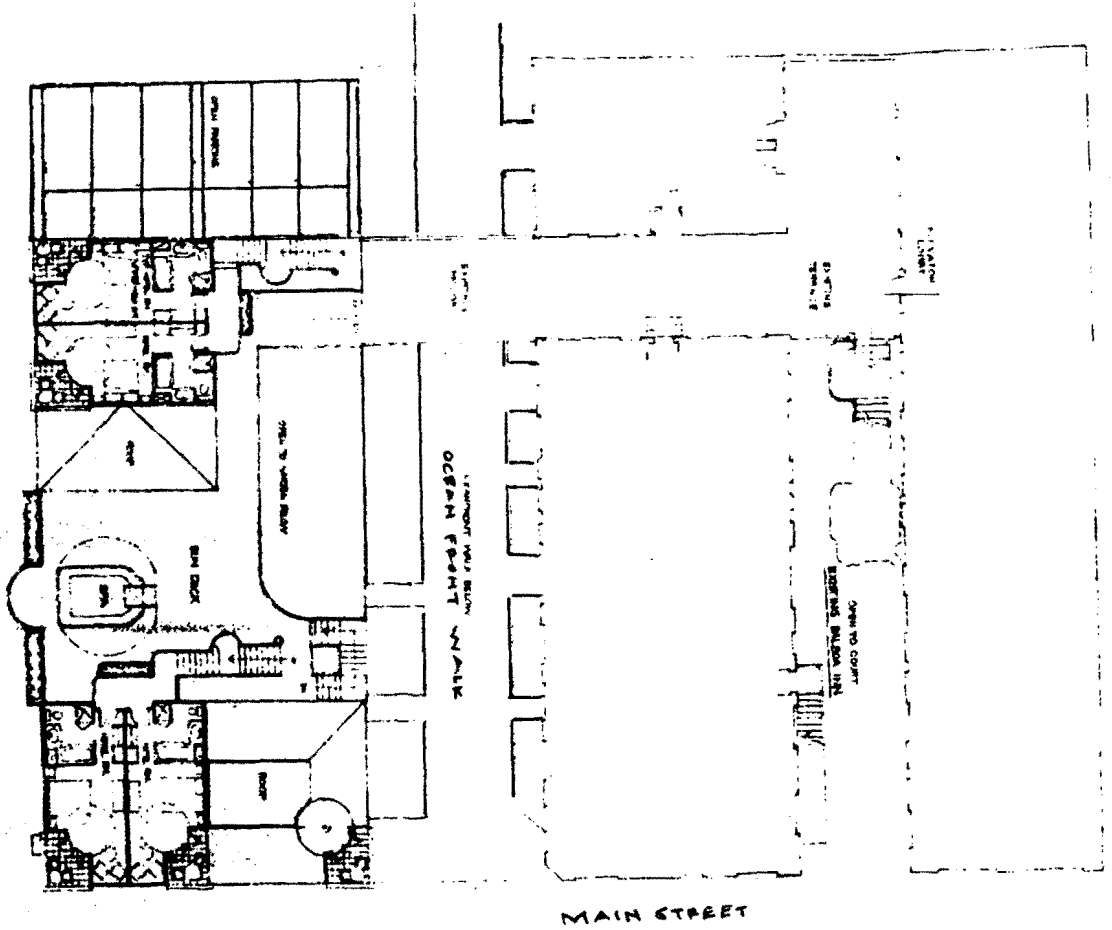
**COASTAL COMMISSION**

EXHIBIT # 4  
 PAGE 1 OF 1





THIRD FLOOR PLAN



THIRD FLOOR PLAN  
DATE: 10/1/50  
ARCHITECT: [illegible]

COASTAL COMMISSION

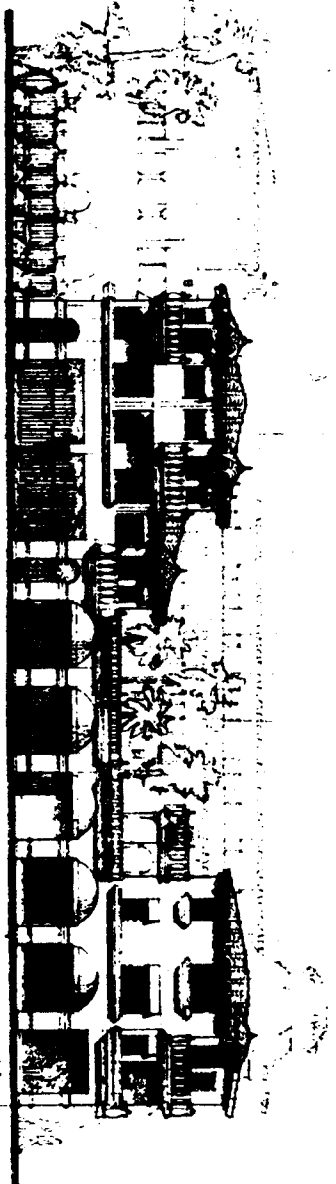
EXHIBIT # 5  
PAGE 1 OF 1



balboa inn



EAST ELEVATION



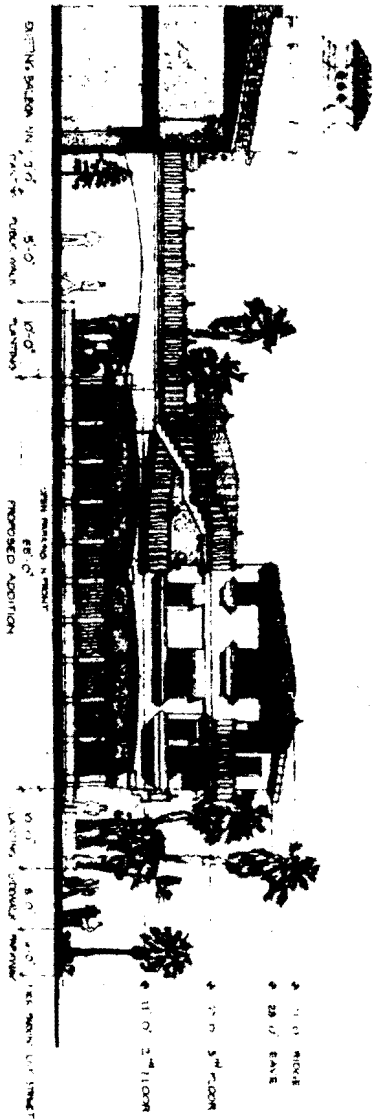
SOUTH ELEVATION

COASTAL COMMISSION

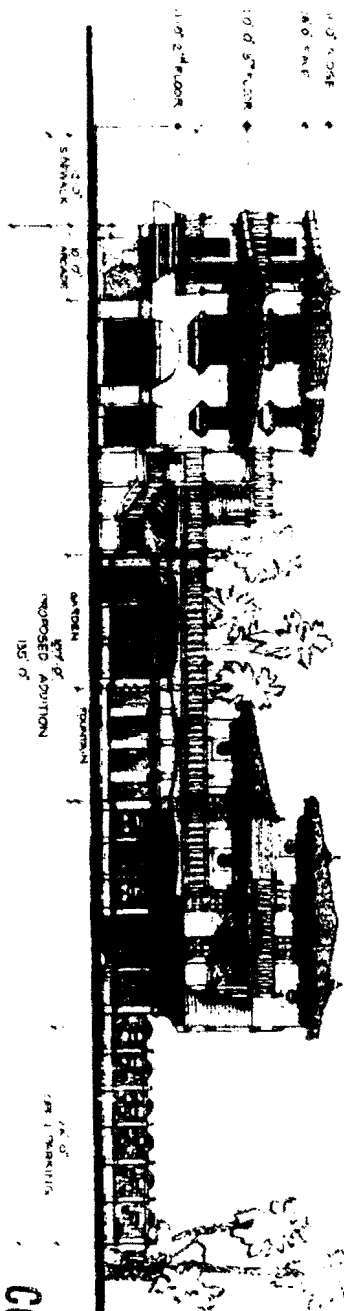
EXHIBIT # 6

PAGE 1 OF 3

balboa inn



WEST ELEVATION  
1/8" = 1'-0"

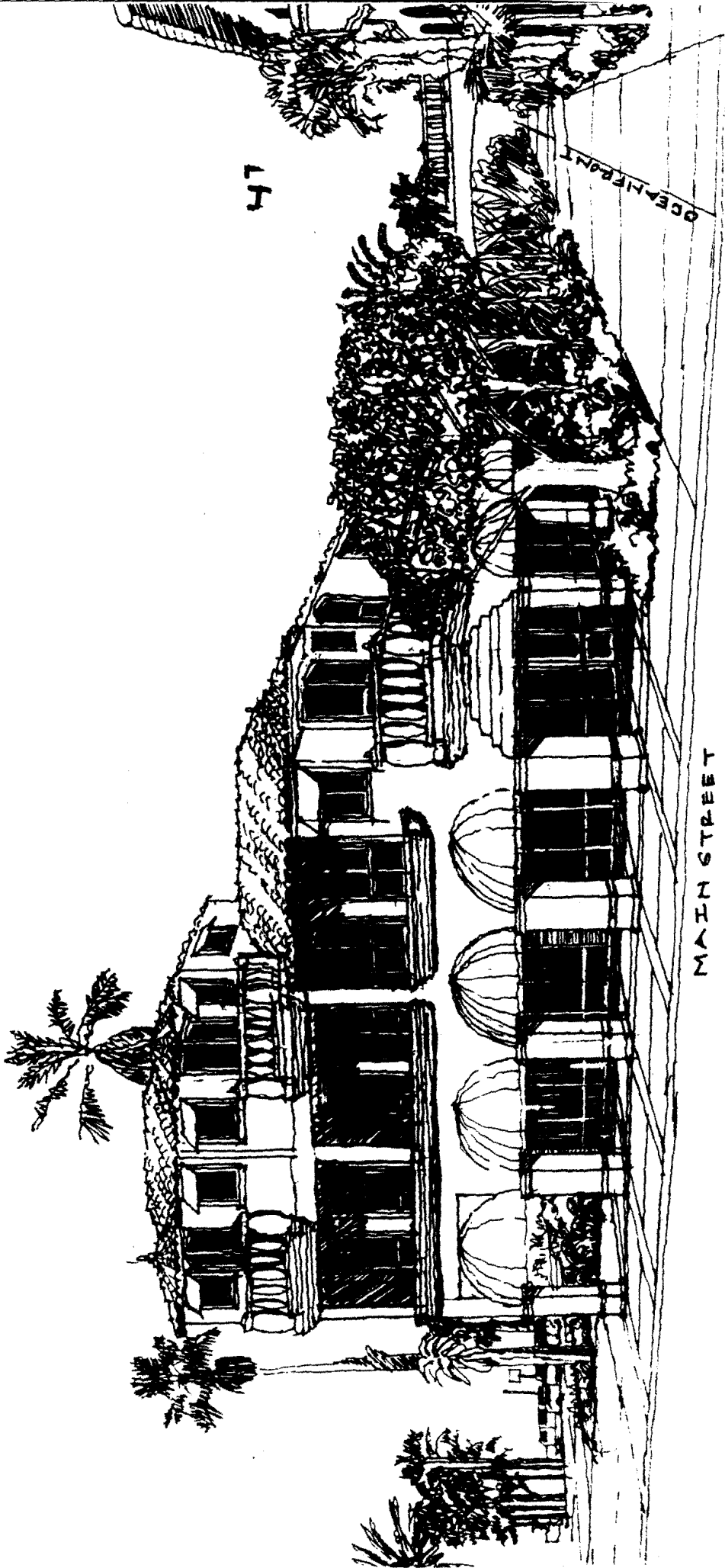


NORTH ELEVATION  
1/8" = 1'-0"

COASTAL COMMISSION

EXHIBIT # 6

PAGE 2 OF 3

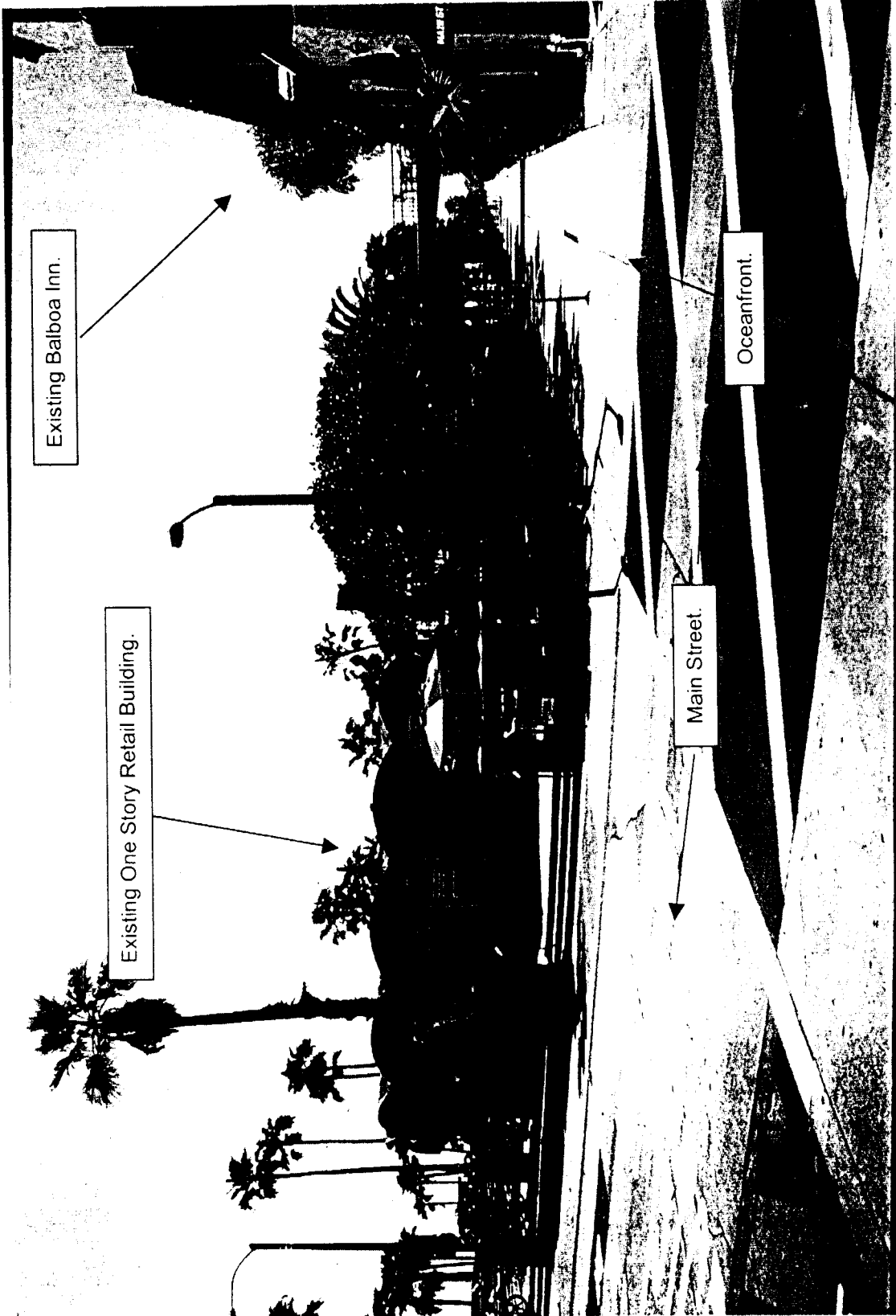


VIEW OF PROPOSED BALBOA INN  
ADDITION LOOKING SOUTH AND WEST  
TOWARD BALBOA PIER PARKING LOT  
AND OCEAN FRONT WALK  
VIEW ANALYSIS

**RECEIVED**  
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CALIFORNIA  
COASTAL COMMISSION

**COASTAL COMMISSION**

EXHIBIT # 6  
PAGE 3 OF 3



Existing Balboa Inn.

Existing One Story Retail Building.

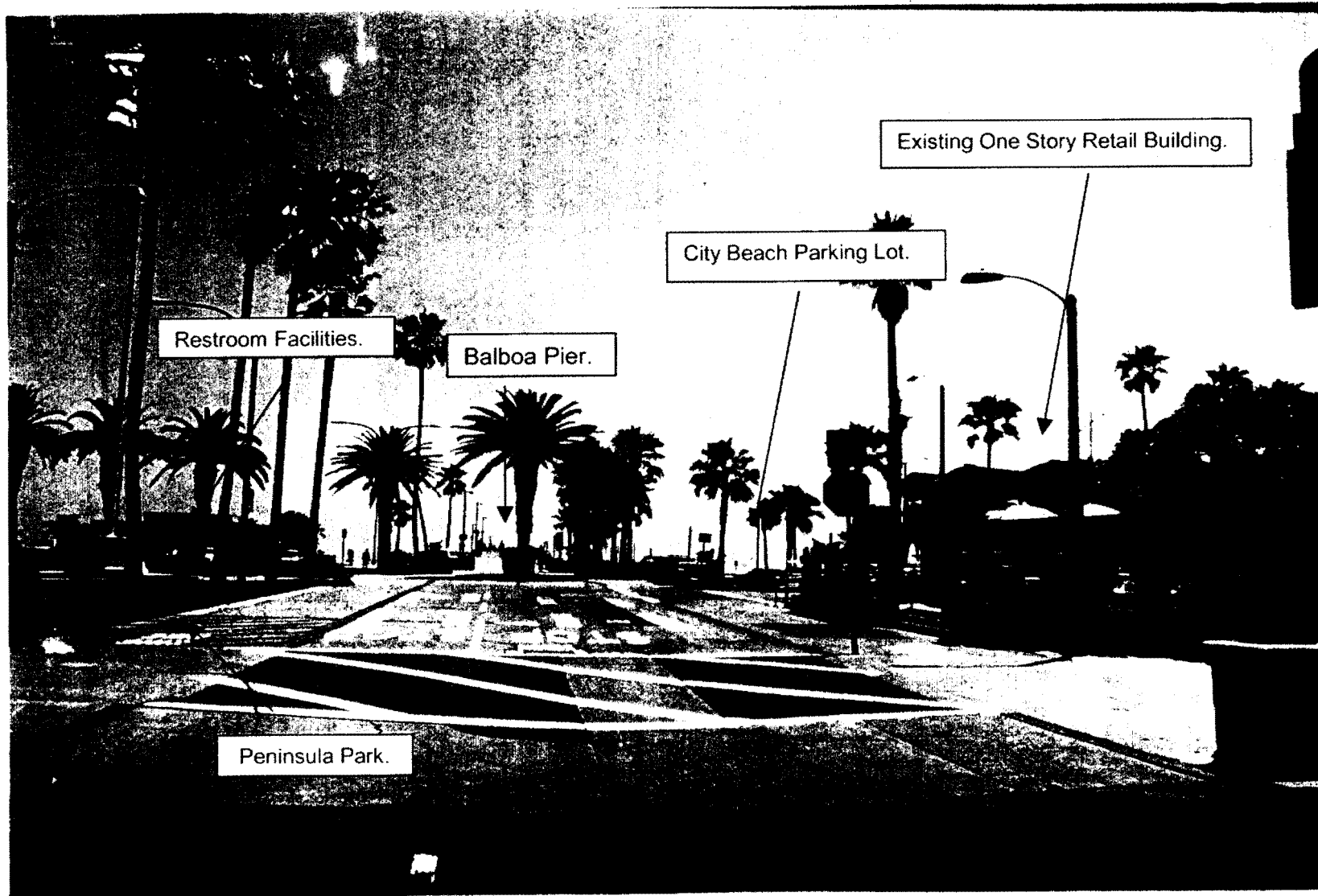
Main Street.

Oceanfront.

VIEW ANALYSIS

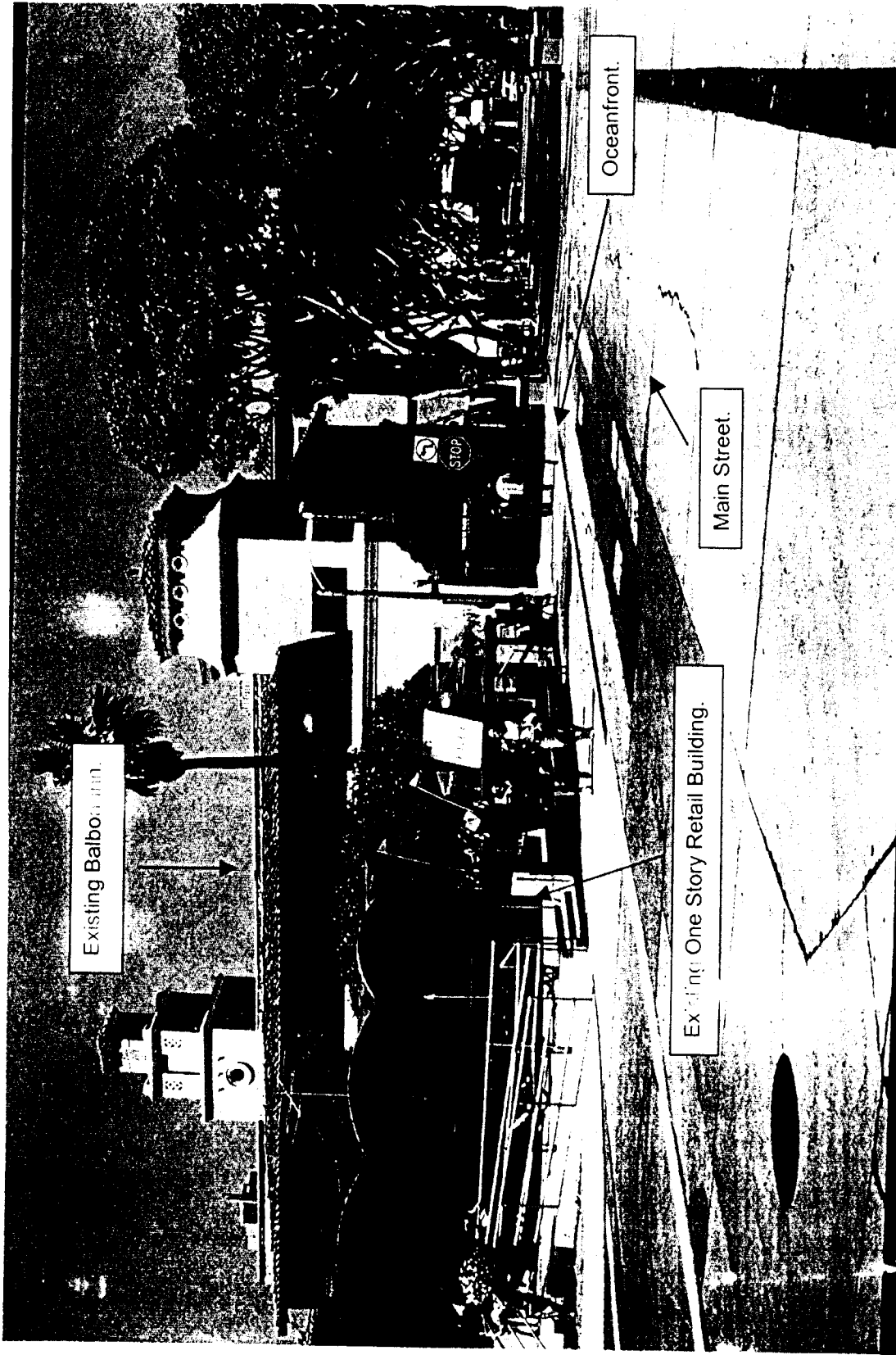
EXISTING VIEW LOOKING SOUTH & WEST FROM OCEAN FRONT & MAIN ST.

CITY PLANNING COMMISSION



VIEW ANALYSIS

EXISTING VIEW LOOKING SOUTH ON MAIN ST. AT BEACH COASTAL COMMISSION



VIEW ANALYSIS

EXISTING VIEW LOOKING NORTH ON MAIN STREET

**COASTAL COMMISSION**

EXHIBIT # 7

PAGE 3 OF 3

