



ADDENDA AND ERRATA

May 5, 2017

The following lists proposed revisions to the April 2017 draft of the “Mariners’ Mile Revitalization Master Plan” to correct errors, clarify its content, and modify recommendations in consideration of additional staff review and public and Planning Commission comments.

1. Page I, Executive Summary

- a. Add the following text at the conclusion of the first paragraph:

“Buildings, pedestrian pathways, plazas, and other improvements depicted for private properties on figures and images throughout the Master Plan conceptually illustrate how new development could be located and designed based on application of the Plan’s policies and design guidelines. These do not require that future development projects adhere precisely to the illustration. Dedications of private property for public purposes are not prescribed by this Plan, except for a 12 foot dedication on the north side of West Coast Highway currently required by the City’s ordinances.”

- b. Revise the second paragraph as follows:

“The Master Plan also includes corridor-wide design guidelines that provide guidance for buildings and structures and streetscape enhancements to ensure that future development is consistent with the character and history of the corridor and achieves the quality of design expected for this area by the community. Finally, the Master Plan concludes with an implementation section, grounded in collaboration among the City of Newport Beach, its constituents, and external agencies and organizations that identifies key action items and funding strategies to ~~implement~~ achieve its the recommendations and strategies of the Master Plan. These encompass a mix of actions including direction from the City Council, City department programs, capital budgeting, and private investment. A summary table of action steps, a suggested timeframe, and key partners from the implementation section is provided below (insert summary table).”

2. Page 1-1, Purpose and Process

- a. Revise the first paragraph as follows:

“Prior and subsequent to the action, ~~the~~ the corridor has been the focus of or considered by a number of studies and planning documents including the following studies since 2006.

- b. Add the following text following the preceding:

- “Mariners’ Mile Strategic Vision & Design Framework (October 4, 2000). This document was developed to ‘provide a thoughtful, imaginative, and integrated set of design strategies, goals, and specific ideas to guide and assist the City, landowners, tenants, and involved citizenry in reversing its negative image and improving the future prospects for Mariners’ Mile.’ Its recommendations built on overarching goals establishing a committee composed of the area’s

stakeholders for encouraging lot and parking consolidation, coordination of site design, upgrading landscaping and fencing, unifying streetscape, upgrading signage standard, developing a public signage program, enhancing pedestrian access to businesses, upgrading entry monuments, reducing curb cuts on West Coast Highway, and provision of public views to the Bayfront.

The Strategic Vision differentiated the corridor into three distinct districts: auto-reliant strips on shallow inland parcels east of the hypothetical projection of Irvine Avenue and the westernmost portion near the Newport Boulevard bridge, a ‘vibrant’ public waterfront along the Harbor, and a pedestrian-oriented core in the vicinity of Tustin Avenue, Riverside Avenue, and Avon Street. Within these areas, it defined potential catalytic development opportunity locations, strategies for parking consolidation and management, and guidelines for landscape, signage, and architectural design.”

3. Page 1-4, CNU Report

Delete the first bulleted sub-section as follows:

~~“To alleviate the parking imbalance, Walker encouraged the City to initiate a paid parking system for Mariners’ Mile that raises rates in the most impacted areas and reduces or eliminates rates in underutilized areas. Additionally, the Study encourages implementation of pay and display stations or multi-space meters as the most convenient means by which to implement a paid parking management system. Finally, the Study recommends expanding hours or enforcement to possibly 10:00 PM to discourage employees and visitors from occupying parking spaces for a long period”~~

4. Pages 1-5, 2016 Corridor Study Report

Revise text in the right column as follows:

“The OCTA Study recommended three travel lanes in each direction with Class II bike lanes and the removal of on-street parking in Mariners’ Mile.”

5. Page 1-6, 2016 Corridor Study Report

Revise text in top left column as follows:

“...(six total), a center turning lane, and a Class II bike-lane in each direction consistent with the 2016 2006 General Plan. Public Works...”

6. Page 2-3, Figure 3, Existing Land Use

Revise the land use designation for the property located at 3121 West Coast Highway from “Office” to “Residential” to reflect its existing use.

7. Pages 2-6 to 2-7, Mobility Network, Bicycle Network

Revise the text as follows:

“Coast Highway is a popular route for residents, tourists, and long-distance recreational cyclists. There are no existing on-street striped bicycle lanes designated bicycle facilities or roadway markings along West Coast Highway, though there is a designated bike sidewalk on its south side between Newport Boulevard and ~~Dover~~ Riverside Drive... Another condition is eastbound travel between the

Sea Base and Dover Drive, where solid striping separates the vehicle travel lane from the curbside parking lane...

Class II bicycle lanes on Riverside Drive provide a valuable connection to residential neighborhoods, Ensign Intermediate School, and Newport Harbor High School, via Cliff Drive and Irvine Avenue bicycle lanes. ~~The lanes lack “best practice” enhancements such as painted buffers, markings through driveway crossings and intersections, or green paint.”~~

8. Page 2-7, Parking

Revise the text as follows:

“Parking in Mariners’ Mile consists of a combination of approximately 2,981 total spaces including on-street, curb-side parking, private surface parking lots, and public surface parking lots...Generally, the free, no time limit parking spaces along West Coast Highway start approximately 400 feet east of Tustin Avenue, ~~which are free and with no time limits...”~~”

9. Page 3-4, Land Use and Urban Design

Revise last paragraph as follows:

“As displayed in Figure 11, Opportunity Area Districts Map form three unique districts within the Mariners’ Mile corridor: Village Core, East-End Commercial District, and Harbor-Frontage Area...”

10. Page 3-5, Figure 11, Opportunity Area Districts Map

Revise map re-designating the Mariners’ Point project site (west of the West Coast Highway and Dover Street intersection) from “Opportunity” to “Stability.”

11. Page 3-6, Village Core (District 4)

“The Framework Plan envisions the ground floors of buildings occupied by active commercial uses, such as restaurants or coffee shops, retail stores, and other active uses...The residential uses ~~would primarily~~ could consist of attached single-family townhouse residences located along Avon Street (central). The new residential uses, along with residents of adjacent neighborhoods, would provide a customer base for new commercial uses, and introduce a new housing product to the area.”

12. Pages 3-10, Avon Street (West)

a. Revise first paragraph as follows:

“...Extending the roadway to allow for vehicular access would require significant alteration of the slope and ~~a retaining walls system. Therefore, it and~~ is not recommended. Proposed However, improved bicycle paths and pedestrian sidewalks within this corridor are recommended. The bicycle path would be routed through improvement, provide bicycle connectivity between Avon Village, the residential areas north of Avon Street, to a proposed parking structure at the existing auto dealership and pedestrian bridge that crosses over West Coast Highway connecting Avon Village and residences on the bluffs with the Harbor frontage. pedestrian bridge crossing West Coast Highway via a proposed parking structure at the auto dealership. Current conditions The existing right-of-way and proposed improvements to the westerly portion of Avon Street are displayed-illustrated in Figures 16 & and 17. To improve bicycle and pedestrian connectivity within the Plan area, the Plan proposes to

~~add bicycle and pedestrian facilities on the existing roadway. In this section, of Avon Street would maintain the existing curb-to-curb width of the roadway would be maintained and, however, Class III sharrow markings would be added on the travel lanes for shared lanes with bicyclists and with a pedestrian sidewalk developed on the north side of the street by constructing and relocating the existing retaining wall.”~~

b. Revise last sentence of second paragraph as follows:

“Existing conditions and the proposed improvements to the terminus of the paving on west end of Avon Street are displayed in Figures 18 and 19.”

13. Page 3-10, Aerial Photograph and Figures 16 and 17

a. Add a caption to the aerial map at the top of the page to indicate that the circled numbers refer to the figure numbers on this page and the following page and correct the aerial to indicate that Figure 19 is located further to the west.

b. Revise Figures 16 and 17 to clarify that the public right-of-way does not extend into the private property line of the existing 3-story structure depicted on the graphic.

14. Page 3-11, Figures 18 and 19

Revise to clarify that Figure 18 depicts the current termination of the paved roadway and Figure 19 depicts possible improvements to the west of this location.

15. Page 3-13, Avon Street (Central)

Add a caption to the aerial map at the top of the page indicating that the circled numbers refer to the figures on Page 3-13.

16. Page 3-14, Figures 21 and 22

Revise figures deleting the building heights.

17. Pages 3-15, Avon Street (East)

a. Delete the aerial map at the top of the page to reflect deletion of Figures 23 and 24.

b. Revise the text as follows:

“Avon Street... The City is considering modifying the alleyway within the existing right-of-way so that it becomes an extension of Avon Street to the east with Avon ultimately connecting to West Coast Highway at a new signalized intersection ...Future private property dedication would be required to accommodate the ~~increased right-of-way width associated with conversion of the alleyway to an~~ extension of Avon Street...”

18. Pages 3-16, Avon Street (East)

Delete Figures 23 and 24

19. Pages 3-17 to 3.18, Avon Street (East)

a. Delete the following text:

~~“Figure 24 Proposed Avon Street East displays proposed improvements to the alleyway between the terminus of Avon Street and the City-owned parking lot.~~

~~Figure 25 Avon Street Visual Simulation provides a conceptual visualization of future improvements to the existing Avon alleyway.”~~

b. Revise the following text:

“Figure 26 Conceptual Avon Street Extension displays a conceptual vignette of the options for extending Avon Street from the existing public parking lot to connect with West Coast Highway.

The City standard design is 36 feet curb-to-curb for two travel lanes ~~and with~~ parking on both sides of the street and does not include separated bicycle facilities. To accommodate bicycle lanes, the Plan suggests either ~~proposes~~ increasing the street right-of-way to include separated bicycle lanes ~~and reduced~~ or reducing the widths of or eliminating the parking lanes....”

c. Delete Figure 25, Avon Street Visual Simulation”

20. Page 3-18, Revise Figure 26 caption as follows:

“Figure 26. Conceptual Avon Street Extension, Parking Structure to West Coast Highway”

21. Page 3-18, Revise photo (“Bicycle Friendly Street”) position on the bottom of the page so that it does not overlap the text indicated below in **bold** lettering:

“The proposed design of the Avon Street segment from the Avon/Ocean View/Tustin intersection to this important park/parking structure encourages multimodal uses and a pedestrian-friendly **environment. Additionally, a more walkable Avon** Street could also benefit potential development fronting onto Avon Street (parallel to the bluffs).”

22. Page 3-19, Revise Figure 27 caption as follows:

“Figure 27. Conceptual Avon Street Connector, Parking Structure to Coast Highway – City-Standard Section”

23. Page 3-20, Vibrant Public Waterfront

a. Revise the following text:

“...Very few public pedestrian pathways lead to the water and ~~a~~ there are not any public spaces oriented to the sidewalk on Coast Highway...”

b. Continue text from Page 3-21

24. Page 3-25, Parking Management

Revise the following text:

“...Once these mechanisms are created, the long-term, capital-intensive opportunities, such as constructing two proposed parking structures discussed previously may be realized to increase

neighborhood parking supply once efficiencies in operations and management of the area’s existing supply are fully utilized.”

25. Page 4-2, Street Frontage, East End Building Location

Revise text as follows:

“• **East End Building Location.** New buildings to be constructed as infill of underutilized properties should be located in proximity to and the predominant elevation face the street frontage. Setbacks may be allowed to incorporate landscaping, areas for outdoor dining, and/or public plazas; however parking will not be allowed in these areas. Buildings may wrap around and orient to publicly accessible plazas developed internally within a project.”

26. Page 4-23, Benches

Revise caption for photo as follows:

“Benches Facing Each Other”